REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Consider 2010/11 Transit Needs Assessment and Conduct 2010/11 Unmet Transit Needs Hearing		2/23/2010	6

RECOMMENDATION

It is recommended that the Board:

1. Consider the 2010/11 Transit Needs Assessment (TNA) that discusses transit needs and performance within Shasta County;
2. Hold a public hearing and take testimony on unmet transit needs in Shasta County;
3. Direct staff to present the information generated from today's hearing to the Social Services Transportation Advisory Council (SSTAC) for formulation of their recommendation; and
4. Direct staff to prepare written responses to comments, transit funding, and recommendations for final Board action at the April 27, 2010, RTPA meeting.

SUMMARY

The RTPA distributes Transportation Development Act (TDA) funds for public transportation and other uses. The unmet transit needs process is conducted annually prior to making TDA allocations.

DISCUSSION

TDA Funding and Allocations

TDA funds consist of two funding sources: 1) the Local Transportation Fund (LTF), derived from one-quarter cent of the general sales tax collected statewide; and 2) State Transit Assistance (STA), derived from a portion of the statewide sales tax on gasoline and diesel fuel. Sales tax revenue collected in each county is returned to RTPA's to fund transportation programs in the following order:

1. TDA administration;
2. Up to 2% for pedestrian and bicycle facilities (optional);
3. Up to 5% for community transit services;
4. Public transportation; and
5. Other eligible uses.

Prior to making TDA allocations, the RTPA performs an assessment of existing TDA-funded transit services and the feasibility of expanding these or other services. TDA-funded transit services in Shasta County are: the Redding Area Bus Authority (RABA), providing fixed-route and complimentary paratransit service; and the Consolidated Transportation Services Agency (CTSA), providing specialized transit service through Shasta Senior Nutrition Programs. A public hearing is held to determine if there are any "unmet transit needs" that are "reasonable to meet" consistent with TDA law.

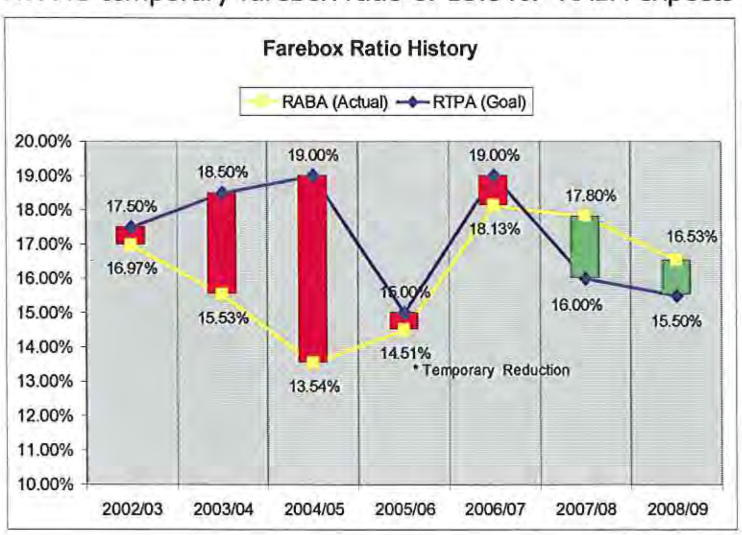
By RTPA resolution 00-21, an "unmet transit need" must be for a defined population group and necessary for the maintenance of life, health, or physical and mental well-being. When funding is available, new or expanded transit services can be required under TDA statutes if the RTPA determines that they are "reasonable to meet." Primary and secondary school transportation and services out of the County are not eligible for TDA funding. In order for a transit need to be found "reasonable to meet," it must be demonstrated that:

1. The subsidy required to meet the need will not exceed 80% of the operating cost in the claimants urban area, and 90% in non-urban areas (the subsidy maximums may be determined on an individual route or service area basis);
2. The proposed expenditure of TDA funds required to support the transit service does not exceed the authorized allocation of the claimant;
3. The service proposed to be funded will not compete with existing private service; and
4. Where transit service is to be jointly funded by two or more local claimants, the agency cost-sharing must be equitable. Proposed expenditures must conform to the Regional Transportation Plan.

The SSTAC prepares a recommendation based on the TNA and comments received during the public hearing and public comment period. The SSTAC recommendation and transit needs identified at the public hearing are considered by the RTPA. The RTPA can not allocate funds for non-transit purposes unless it finds for each jurisdiction that: 1) there are no "unmet transit needs"; or 2) there are no "unmet transit needs" that are "reasonable to meet". At the April 27, 2010 RTPA meeting, the Board will be asked to review responses to comments received and determine what unmet needs are "reasonable to meet" for each claimant jurisdiction.

Revenue is apportioned to the jurisdictions based on population. Public transit expenses are shared by the jurisdictions based on an 80% service hour/20% service area population formula. The jurisdictions have discretion over how remaining funds are used and may choose to fund additional transit services that do not meet the RTPA's minimum criteria. Typically these "spillover" funds are used for local streets and roads. An annual budget is prepared (TNA Appendix B, page 25) before any funds are disbursed. The Board will be asked to adopt formal findings in April as the basis for the 2010/11 claims.

Transit Performance
No funds can be allocated to RABA unless a ratio of fare revenue to operating cost is maintained. In 2008/09, the RTPA approved a temporary farebox ratio reduction (see chart) that coincides with RABA's 7-year financial plan. For fiscal year 2008/09, RABA's combined farebox ratio was 16.53%, exceeding the RTPA's temporary farebox ratio of 15.5%. RABA expects to meet the 19% farebox ratio requirement by year 2014/15.



CTSA services are not subject to farebox ratio requirements, but must meet performance criteria of: 1) a TDA subsidy of less than $15.00 per passenger trip and; 2) a service hour cost not to exceed $35.00 per service hour. These criteria's can be adjusted annually by the consumer price index.

RABA and CTSA services currently meet the performance standards established by the RTPA, including those found in the RTPA's unmet transit needs "reasonable to meet" definition.

State Budget and Economic Recession Impacts
STA funds are suspended by the Governor and proposed for elimination. LTF revenue received through December 31, 2009, is $210,000 less than budgeted. Claims for streets and roads are postponed until funds are available.

To alleviate operating revenue shortfalls, RABA has increased Federal Transit Administration (FTA) funds for operating assistance to the maximum amount allowable. The RTPA is using more state planning funds instead of TDA funds for administrative purposes. Additionally, Shasta County's allocation for American Recovery and Reinvestment Act (ARRA) transit funds was nearly $2 million, of which $200,000 can be used for paratransit operations. Due to these measures there will be adequate RTPA funds to continue distributing 2009/10 allocations for public transportation despite state cuts.

The City of Redding may be approaching a point where TDA revenue is no longer able to sustain the current level of transit provided in Redding. The RTPA continues to monitor funding levels monthly in order to provide funds for RABA to continue the current level of service within each jurisdiction.

Public Hearing
A public hearing is needed to take testimony from citizens and interested agencies. Advertisements began on January 08, 2010 by the following methods:

- Unmet Needs Hearing flyers emailed to social service providers for distribution to clients.
- Flyers placed in RABA fixed-route and demand-response vehicles.
- Legal and display ads placed in local newspapers.
- Notice of Unmet Needs Hearing posted on RABA and the RTPA websites.

The comment period will extend to February 26, 2010.

OTHER AGENCY INVOLVEMENT
The 2010/11 TNA was developed in consultation with the SSTAC, CTSA, and RABA. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FINANCING
This Board review, and approval of findings in April, will provide the 2010/11 budget for annual TDA claims by the various jurisdictions.

Daniel S. Little, AICP, Executive Director

DSL/SLC/jac

Attachments: Draft 2010/11 TNA (can be found at www.scrtpa.org)
Power Point Presentation

2010-11 UNMET TRANSIT NEEDS ASSESSMENT

02/03/2010 Shasta County RTPA 1

What is the Transportation Development Act?

- Established in 1971 by California Voters
- Provides funding sources for public transportation
- Revenue Sources:
  - Sales tax (one-quarter cent)
  - A portion of diesel and gasoline sales tax at the pump

02/03/2010 Shasta County RTPA 2

The Unmet Transit Needs Process

Before state funds can be distributed, the RTPA must first:

- Evaluate transit needs and service
- Public hearing
- Social Services Transportation Advisory Council recommendation
- TDA budget and allocations

02/03/2010 Shasta County RTPA 3

California's Economy

02/03/2010 Shasta County RTPA 4

Reduction in Revenue from Prior Year

As of January 31st

- State Transit Assistance suspended and proposed for elimination
- ¼ cent sales tax $650K less

02/03/2010 Shasta County RTPA 5

Impact to Jurisdictions

- Limited streets and roads funds
- City of Redding – loss of funds could cause reduction in service hours

02/03/2010 Shasta County RTPA 6

Impacts to Senior Transportation

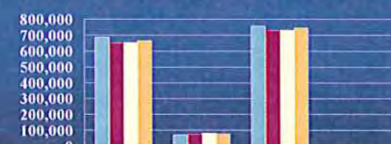
- **Reduced vehicle hours and miles**
- **Eliminated Burney to Redding service**
- **Priority for medical and food centers**

Stretching TDA Dollars

- **Purchase rolling stock with federal funds (frees up TDA)**
- **Increase federal 5307 funds for operating**
- **More state planning funds used for local match**
- **Coordinate services**
- **Work together!**

Redding Area Bus Authority Farebox Requirements

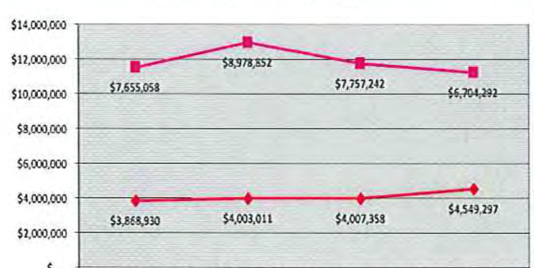
4-Year Ridership Comparison



	Fixed	Demand	TOTAL
2005/2006	685,931	71,273	757,204
2006/2007	652,523	76,091	728,614
2007/2008	649,703	80,265	729,968
2008/2009	664,118	79,286	743,404

Revenue Trends

REVENUE TRENDS - 2005/06 THROUGH 2008/09



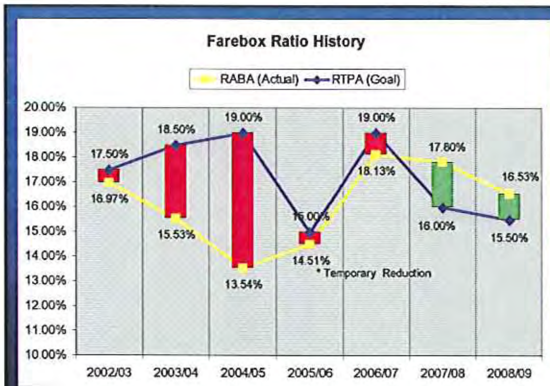
	2005/06 (Actual)	2006/07 (Actual)	2007/2008 (Actual)	2008/2009 (Estimated)
TDA Funds	$7,655,058	$8,978,852	$7,757,242	$6,704,292
TDA for RABA	$3,868,930	$4,003,011	$4,007,358	$4,549,297

2008-2009 TDA Subsidy

Subsidy = Operating expense minus farebox

Subsidy per passenger trip

- **Fixed-route = $4.02**
- **Demand-response = $18.06**



Farebox Ratio Reduction

- RTPA Board approved farebox ratio reduction
- Corresponds with RABA 7-year financial plan
- Expect return to 19% farebox ratio by 2014/15

Fiscal Year	Ratio
2008/09	15.5%
2009/10	16.2%
2010/11	16.7%
2011/12	17.3%
2012/13	17.9%
2013/14	18.6%
2014/15	19.0%

Burney Express Commuter Service

- **Funded from the County's TDA**
- **Operates one route twice daily**
- **10% farebox**
- **2008/09 farebox 21.57%**
- **5,311 passenger trips**

Consolidated Transportation Services Agency (CTSA)

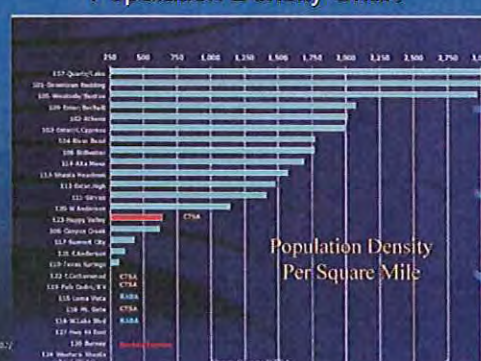
Passengers must be 60+ and live outside of the RABA service area

- **2008/09 total passenger trips = 21,026**
- **TDA subsidy = $14.01 per trip**
- **Not subject to farebox ratio requirements**

County Lifeline Service

- **Provided by Shasta Senior Nutrition Programs**
- **For persons with disabilities who live outside of RABA's service area**
- **Funded from Shasta County's TDA funds**
- **No farebox requirement**
- **Total passenger trips = 5,404**

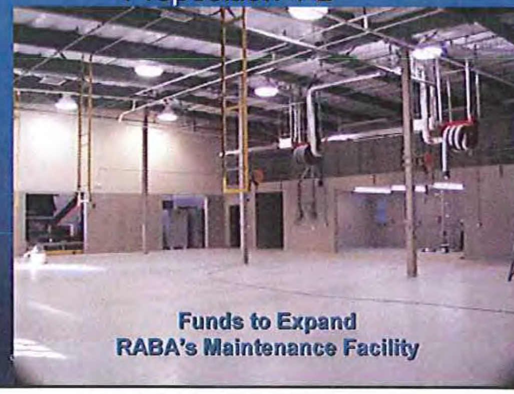
Population Density Chart



New Revenue for Projects

02/03/2010 Shasta County RTPA 19

Proposition 1 B



Funds to Expand RABA's Maintenance Facility

American Recovery & Reinvestment Act (ARRA) Urban Area- $1.6 million

RECOVERY.GOV

- **10% for Demand Response operating**
- **Fleet replacement**
  - **3 – 40 ft. coaches**
  - **4 – Demand Response buses**

02/03/2010 Shasta County RTPA 21

American Recovery & Reinvestment Act (ARRA) Rural Area - $407K

- **10% Demand Response operating**
- **Portion of 40' coach**
- **Replace Burney Express buses**
  - **Opportunity Center**
  - **SSNP**

02/03/2010 Shasta County RTPA 22

New Look for RABA Buses!

02/03/2010 Shasta County RTPA 23

and……Demand Response Vehicles

02/03/2010 Shasta County RTPA 24

Transit Connections

- Susanville Indian Rancheria Transportation Program
- Service 3 days week
- Susanville-Redding-Red Bluff
- Tribal 5311f funds

02/03/2010 Shasta County RTPA 25

ARRA 5311 and Intercity Bus Program

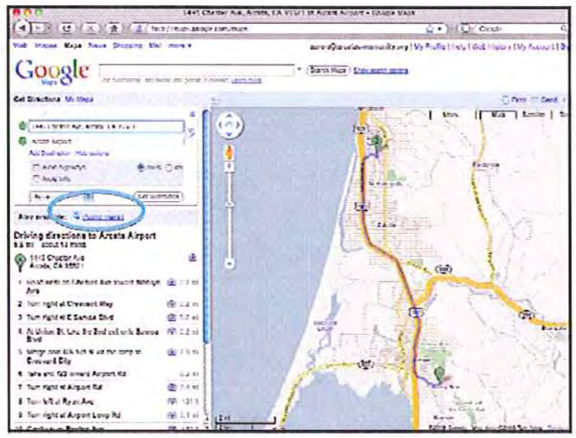
26

Putting Google Transit to Work for Northeastern California

October - Google Transit study approved by RTPA Board

02/03/2010 Shasta County RTPA 27

Trillium Solutions with Nelson\Nygaard Consulting Associates



Transit Evaluation and Summary

All transit systems met established criteria in 2008/09:

- RABA - 15.5% farebox ratio recovery
- CTSA - less than $15.00 subsidy per trip
- Burney Express - 10% farebox

02/03/2010 Shasta County RTPA 29

Conclusions

- Existing service must sustain 19% farebox before new services can be added
- RABA service levels "reasonable to meet", but may not be if revenue continues to decrease

02/03/2010 Shasta County RTPA 30

Public Testimony

- Comments may be provided at today's Public Hearing or in writing, by phone, or by email
- Comment period ends March 2nd
- Written responses will be provided to all comments at the April 27 meeting

If you would like a copy of the

Transit Needs Assessment, please see an RTPA staff member

Available on the RTPA website: www.scrtpa.org

Questions?