REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Consider 2007/08 Transit Needs Assessment and Conduct 2007/08 Unmet Transit Needs Hearing		02/27/07	6

RECOMMENDATION
It is recommended that the Agency:

1) Consider the 2007/08 Transit Needs Assessment (TNA) that discusses transit needs 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 Committee (SSTAC) and claimant agencies for formulation of their recommendation;
4) Direct staff to prepare recommendations, written responses to comments, and draft findings final Agency action at the April 17, 2007 RTPA meeting; and
5) Direct staff to work with the Redding Area Bus Authority (RABA) to review RABA Short- and Long-Range Transit Plan (TP) Update's findings, and develop recommendations regarding farebox ratio.

SUMMARY
Annually, the RTPA is required to address the issue of unmet transit needs. This is a prerequisite to making annual Transportation Development Act (TDA) funding allocations in each jurisdiction. Generally, the unmet transit needs process involves a three-part review as follows:

1) A general assessment of transit needs within Shasta County jurisdictions in accordance with 99401.5(B) of the TDA and as provided in the 2007/08 TNA;
2) A public hearing to consider specific unmet transit needs; and
3) Participation by the SSTAC, including a recommendation to the RTPA regarding unmet needs that are reasonable to meet.

DISCUSSION
2007/2008 Transit Needs Assessment
The 2007/08 TNA is intended to provide background information when reviewing more specific transit needs identified at the public hearing and when considering the SSTAC recommendation. Final action by the Agency on the 2007/08 transit needs and proposed TDA allocations to claimant agencies is scheduled for Tuesday, April 17, 2007.

The 2007/08 TNA concludes that public and private transit operators serve the primary areas of high transit demand as well as many other specialized transit needs throughout the county. Burney Express and the Consolidated Transportation Service Agency (CTSA) are currently meeting the performance standards established by the RTPA, including those found in the unmet needs and reasonable to meet definition.

In October 2005, RABA began an Anderson Only route, with an express route to Redding every hour. This service did not affect RABA's system-wide service hours and did not require a reasonable to meet analysis. The route performance is low and is currently being reviewed for continuation.

RABA experienced a revenue shortfall during 2005/06 that will be discussed in the farebox ratio requirements section of this staff report.

Where funding is available, new or expanded transit services can be required under TDA where an unmet transit need is found reasonable to meet by the RTPA. Where services do not meet the TDA criteria, the service may still be provided with TDA funds under one of the following conditions:

1) The service is approved by the RTPA as a CTSA service and meets the criteria for such services; or

2) The service is funded at the discretion of the individual cities or the county using excess TDA funds.

The RTPA has provided public notices for the Unmet Needs Hearing through the following sources:

- Unmet Needs Hearing Flyers emailed to social service providers for distribution to clients.
- Provided RABA with 11x17 laminated flyers for placement in the fixed route buses.
- Provided RABA with 8 1/2x11 flyers for placement in Demand Response vehicles.
- Placed display and legal advertisements in local newspapers.
- Notice of Unmet Needs Hearing posted on the RTPA website.

Definition of "Unmet Transit Needs" and "Reasonable to Meet"
The definitions of "unmet transit needs" and "reasonable to meet" (TNA, page 3) are established by RTPA Resolution 00-21.

Accordingly, a jurisdiction's "unmet need" must be for both of the following: 1) for a defined population group; and 2) necessary for maintenance of life, health, or physical and mental well-being, which excludes primary and secondary school transportation needs.

In order for a transit need to be found "reasonable to meet," it must be demonstrated to the satisfaction of the Agency that: 1) the service subsidy required to meet the need will not exceed 80% of operating cost in the claiming jurisdictions urban area and 90% in its non-urban area (the subsidy maximums may be determined on an individual route or service area basis); 2) the service proposed to be funded will not be in direct competition with existing private service; and 3) where transit service is to be jointly funded by two or more of the local claimants, that the resulting inter-agency cost sharing is equitable. Also, proposed expenditures must be in conformity with the Regional Transportation Plan.

TDA Claims
One of the duties of the RTPA is to distribute TDA funds, including those deposited in the Local Transportation Fund (LTF). These funds are derived from 1/4 of 1 cent of the 7 1/4-cent retail sales tax raised within the county and returned by the state to the RTPA for apportionment to eligible claimants on the basis of population.

Page 27 of the TNA shows the TDA budget adopted for FY 2006/07, the proposed disbursements "off the top", and the remainder of the individual claimant apportionments available to the local jurisdictions based on population.

The first priority for claiming funds from a claimant's apportionment is for public transit under Article 4. The amount that is available for each claimant is limited to the amount representing that claimant's population-based apportionment. (See PUC '99230-99231.2; Title 21 California Code of Regulations Sections 6649 and 6655.) In Shasta County, an 80% service hours/20% population-based cost sharing formula was agreed to and adopted as the most equitable assessment for transit costs among claimants.

After the allocations for Article 4 (transit) are made, disbursements may be made under Article 8, which can be used for miscellaneous claims such as pedestrian or bicycle facilities, or other uses. Appendix B, page 27 of the 2007/08 TNA is a summary of 2006/2007 LTF allocations, purposes, and priorities.

To approve a claim for other purposes under Article 8, the RTPA must make a finding for each claimant jurisdiction that 1) there are no unmet transit needs; or 2) there are no unmet transit needs that are reasonable to meet. The cities and the county have full discretion over how Article 8 funds are used and may choose to fund additional transit services that do not meet the RTPA standards as discussed below. More commonly, these "spillover" funds are used for local streets and roads.

2007/08 Farebox Ratio Requirements
The 2007/08 TNA meets the requirements for part one of the unmet needs process outlined above. The report is attached and concludes that the Redding Area Bus Authority's (RABA) system wide farebox has decreased and does not meet the RTPA approved temporary farebox ratio reduction to 15% for 2005/2006. The 2005/06 RABA farebox ratio is 14.51%. The lower farebox ratio is attributed to reduced ridership and increased operating costs for fuels and supplies. Under the current Articles for funding utilized to support public transit operation within the TDA regulations, all costs related to both the fixed-route and demand-response services are combined in the calculation of the farebox resulting in a system wide farebox ratio. Should these services be reported separately, the fixed-route farebox ratio recovery was 15.59% and demand-response was 12.13%.

This is the second year for non-compliance and TDA-law requires that a "penalty year" be applied in an amount equal to the revenue shortfall of $20,450.00. During the TDA claims allocation process the penalty assessed to RABA will be deducted from the estimated available funds to fund RABA. The cities and county will then be asked to contribute the necessary funds to make RABA whole, and may make recommendations to ensure future compliance. The table on the next page demonstrates the farebox "penalty" and the TDA shares from each agency required to fully fund RABA.

The Agency approved an update of RABA's TP funded with Overall Work Program (OWP) funds. The TP is expected to be complete by June 2007. This update will include route recommendations as well as capital and financial plans. It is anticipated that RABA will not make the 19% farebox ratio requirement for 2006/2007. The situation regarding the failure to meet farebox has been discussed with RABA, and RABA has agreed to the RTPA staff recommendation to review the route, capital, and financial plan recommendations contained in the TP.

FAREBOX PENALTY FOR 2005/2006				
	2004/2005 Year 1 Farebox	2005/2006 Year 2 Farebox	2006/2007 Year 3 Farebox	2007/2008 Year 4 Farebox
	Grace year – no penalty	Non-compliance Year	Determination Year	Penalty assessed to LTF Funds
SCRTPA Required Farebox	19%	15%	19%	19%
RABA Farebox Recovery	13.54%	14.51%		
Shortfall	5.46%	0.49%		
RABA Expenses per Transit Operators Report		$ 4,190,064		
RABA Farebox Recovery		$ 608,060		
RTPA Required Farebox (Total expenses multiplied by required farebox)		$ 628,510		
Shortfall		$ 20,450	REDUCTION IN LTF AVAIL. FOR OTHER USES	
Impact on Agencies				
City of Anderson				$ 1,976
City of Redding				$ 15,983
City of Shasta Lake				$ 1,032
County of Shasta				$ 1,459

It is recommended that the Agency direct staff to work with RABA in reviewing and implementing recommendations affecting farebox ratio, as suggested in the TP. Staff will review funding requirements with RABA and come back to the Agency in July for further action.

Public Hearing
This public hearing was advertised beginning January 14, 2007 and the written comment period will extend to March 1, 2007. Comments received to date are summarized in Attachment B.

In proceeding, the Agency should conduct a public hearing to take testimony from the public and interested agencies. Staff would then prepare responses to all comments. At the April 17, 2007 meeting, the RTPA will review responses to comments and determine for each claimant jurisdiction what unmet needs are reasonable to meet and adopt formal findings as the basis for the 2007/08 claims.

OTHER AGENCY INVOLVEMENT

The 2007/08 TNA was developed in consultation with RABA, CTSA, Caltrans, Shasta County, SSTAC, and the Cities of Anderson, Redding, and Shasta Lake.

FINANCING

The Agency review and final approval of findings in April will provide the basis for annual TDA claims by the various jurisdictions.

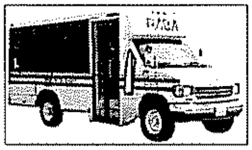
Daniel S. Little, AICP, Executive Officer

SLC/jac

Attachments: Public Comments Received to Date
TNA Power Point Presentation
Draft 2007/08 TNA

SUMMARY OF 2007/08 UNMET NEEDS COMMENTS			
COMMENT #	**NAME, ADDRESS**	**PHONE, EMAIL, MAIL**	**COMMENT**
P-1	Women's Refuge 4/5/06 Contacted Tri-Counties Network – Women's Refuge send bus passes to TCCN		• Bus passes for clients on Burney Express.
P-2	Phil Hidinger 12/5/06	356-3267	• Burney Express stop at Diddy Wells
E-1	Nada Greenleaf 4/19/06	Blackoak33@ yahoo.com Email response: 4/29/06	• How many riders to specific community? • Who should a senior contact? • Comments on RABA map and Senior Transportation • Is SSNP information at RABA bus stops?
E-2	Debbie Ginn, Caltrans Dist 2 6/28/06	Debbin_ginn@dot.ca.gov	• Forward request from CT Native American Liaison for stop in Burney at east end of town.
IP-1	Scott Anderson Physically disabled 10/24/06	221-8483 Brownstone187@ yahoo.com	• Old Alturas/Boyle. Forward info to SSNP for County Lifeline Service

2007/2008 UNMET TRANSIT NEEDS ASSESSMENT

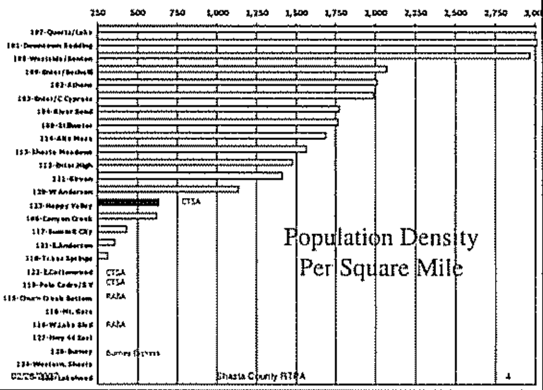


Unmet Transit Needs Process

1. Assess Transit Needs and Service within Shasta County
2. Conduct Public Hearing
3. Participation by Social Services Transportation Advisory Council (SSTAC)
4. RTPA Findings and Allocation of TDA Funds (April 17 2007)

What is the Transportation Development Act?

- County receives funds from the state based on the counties sales tax receipts.
- Provides funding sources for public transportation
  - Redding Area Bus Authority
  - Burney Express
  - Consolidated Transportation Services Agency (CTSA)
  - County Lifeline
  - 3 cities and the county for other uses



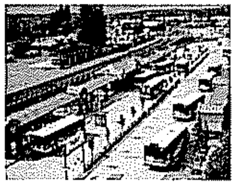
The Year in Review

Redding Area Bus Authority- (RABA)

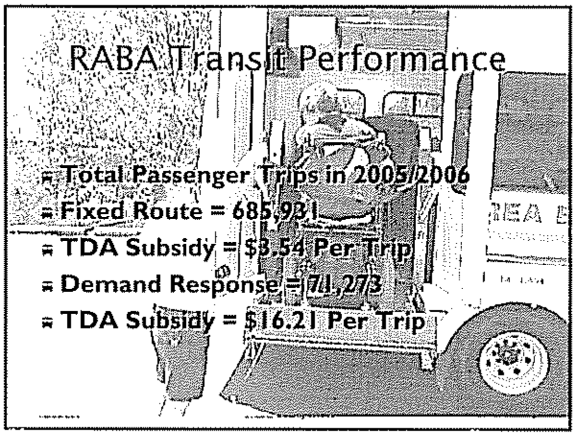
SYSTEMWIDE FAREBOX REQUIREMENT

- RTPA approved temporary farebox reduction to 15% for 2005/2006
- Actual farebox 14 51%
- Shortfall = $20,450
- RTPA approved farebox for 2006/2007 is 19%

INDIVIDUAL FAREBOX RATIO



- Fixed Route = 15.59%
- Demand Response = 12 13%

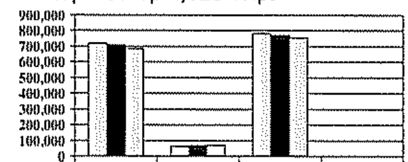


RABA Transit Performance

- Total Passenger Trips in 2005/2006
- Fixed Route = 685,931
- TDA Subsidy = $3.54 Per Trip
- Demand Response = 71,273
- TDA Subsidy = $16.21 Per Trip

RABA - Ridership Comparison

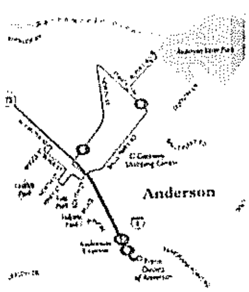
- Fixed Route Down 19,665 Trips
- Demand Response Up 4,628 Trips



	Fixed	Demand	TOTAL
2003/2004	718,417	65,225	783,642
2004/2005	705,596	66,645	772,241
2005/2006	685,931	71,273	757,204

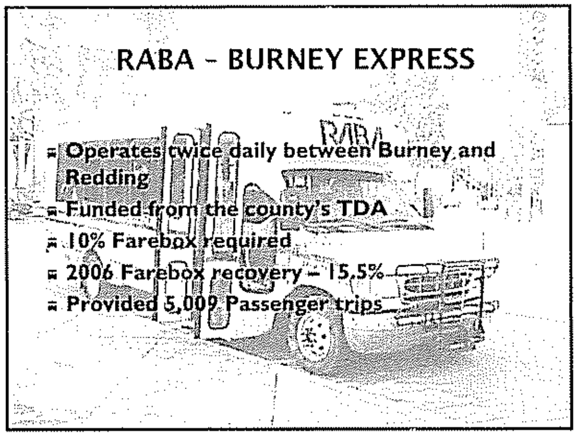
ANDERSON ONLY ROUTE

- Began service in October
- Ridership is low and this route is under review



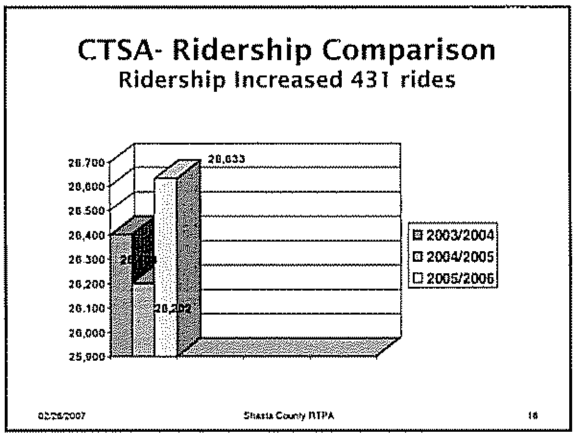
TRANSIT PLAN UPDATE

- Last updated 2001
- RTPA funded $50,000 from Overall Work Program Planning Funds
- Complete summer 2007


RABA - BURNEY EXPRESS
Operates twice daily between Burney and Redding
Funded from the county's TDA
10% Farebox required
2006 Farebox recovery – 15.5%
Provided 5,009 Passenger trips


Consolidated Transportation Services Agency (CTSA)


CTSA Transit Performance
Total Passenger Trips = 26,633
TDA Subsidy = $13.79 Per Trip
Not subject to farebox
Must meet performance criteria


CTSA- Ridership Comparison
Ridership Increased 431 rides
26,700
26,600
26,500
26,400
26,300
26,200
26,100
26,000
25,900
26,633
26,202
2003/2004
2004/2005
2005/2006
02/26/2007
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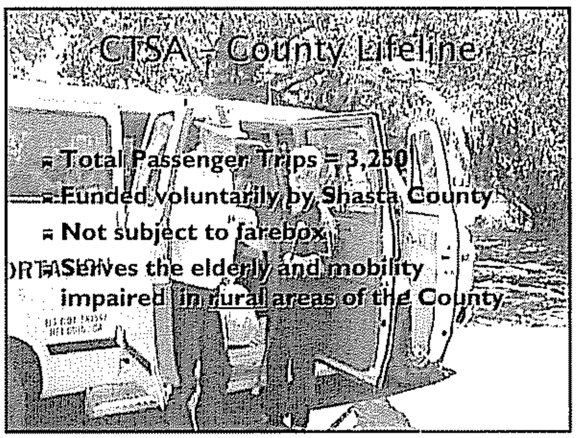
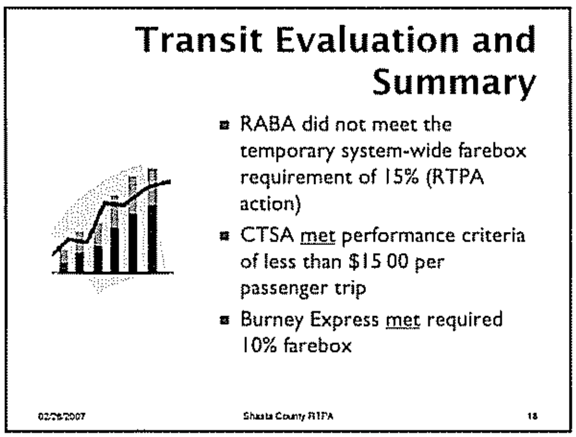

CTSA – County Lifeline
Total Passenger Trips = 3,250
Funded voluntarily by Shasta County
Not subject to farebox
Serves the elderly and mobility impaired in rural areas of the County


Transit Evaluation and Summary
RABA did not meet the temporary system-wide farebox requirement of 15% (RTPA action)
CTSA met performance criteria of less than $15.00 per passenger trip
Burney Express met required 10% farebox
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Public Testimony

- Comments may be provided at today's Public Hearing or in writing, by phone, or by email.
- Written Comment period ends March 1st
- Written responses will be provided for all comments at the April 17 meeting.

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If you would like a copy of the Transit Needs Assessment, please see an RTPA staff member.

The document in also available on line at:

www.scrtpa.org

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Questions?

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