REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Consider 2006/07 Transit Needs Assessment and Conduct 2006/07 Unmet Transit Needs Hearing	02/28/06	4

RECOMMENDATION
It is recommended that the Agency:

1) Consider the 2006/07 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; and
4) Direct staff to prepare recommendations, written responses to comments, and draft findings in anticipation of final Agency action at the April 25, 2006 RTPA meeting.

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) 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 2006/07 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. The SSTAC meeting was held on February 7, 2006.

DISCUSSION
2006/07 Transit Needs Assessment
The 2006/07 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 required 19% farebox ratio approved by the RTPA. The 2004/05 RABA farebox ratio is 13.54%. This shortfall places RABA in non-compliance with the required farebox ratio. The first year for which an operator does not maintain the required ratio of fare revenues to operating cost is deemed a grace year, and does not result in any penalty or loss of funds.

In July, the RTPA approved a temporary farebox ratio reduction for 2005/2006 of 15%. RABA has developed a 10-year financial plan that expects to meet the RTPA established farebox ratio beginning in 2005/2006.

The lower farebox ratio is directly attributed to reduced ridership, and increased operating costs for fuels, lubricants, materials, and supplies.

The 2006/07 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 2006/07 transit needs and proposed TDA allocations to claimant agencies is scheduled for Tuesday, April 25, 2006.

The 2006/07 TNA concludes that, generally, public and private transit operators serve the primary areas of high transit demand as well as many other specialized transit needs throughout the county. TDA-funded transportation services, 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.

Where funding is available, new or expanded 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 which meets the criteria for services; or

2) The service is funded at the discretion of the individual cities or the county.

Again, it should be noted that this general assessment is intended to provide background information when reviewing more specific transit needs during today’s public hearing and when considering the SSTAC recommendation.

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.

TDA Fund 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 are returned by the state to the RTPA for apportionment to eligible claimants on the basis of population.

Page 30 of the TNA shows last year's TDA budget adopted for FY 2005/06, the proposed disbursements off the top, and the remainder of the individual claimant apportionments available to the local jurisdictions based on population.

TDA Funding Priorities
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 for streets and roads claims of the cities and county. Appendix B, page 35 of the 2006/07 TNA is a summary of 2005/2006 LTF allocations, purposes, and priorities.

To approve a claim for streets, roads or 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.

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.

Public Hearing
This public hearing was advertised beginning January 6, 2006 and the written comment period will extend to March 1, 2006. Comments received to date are summarized in Attachment B.

Recommendation
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 25, 2006 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 2006/07 claims.

OTHER AGENCY INVOLVEMENT
RABA, CTSA, Caltrans, Shasta County, SSTAC, and the Cities of Anderson, Shasta Lake, and Redding have reviewed the 2006/07 TNA.

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

Daniel J. Kovacich, Executive Officer

SLC/jac

Attachments: A: Draft 2006/07 TNA
B: Public Comments Received to Date
C: TNA Power Point Presentation

SUMMARY OF 2006/07 UNMET NEEDS COMMENTS			
COMMENT #	**NAME, ADDRESS**	**PHONE, EMAIL, MAIL**	**COMMENT**
P-1	Kathy Nehas	Phone call 8/23/05	• Transportation for 21 year old stroke victim in Happy Valley (Referred to SSNP)
P-2	Barbara Neuenfeld	Phone call 6/8/05	• Service between Weaverville and Redding
P-3	Larry Scarborough	Phone call 11/28/05	• Shingletown Service
P-4	John	275-2811 Cell 276-5619	• Lifeline 5 mi out on Dry Creek Rd. (Contacted SSNP – out of service area. Can they get passenger to My-T-Fine Foods for pick up.)
E-1	Barbara Peck	Email 8/22/05	• Transit services in Igo & Ono
E-2	William Nichols	Email 7/25/05	• Service to Bella Vista (Already have)
E-3	Maureen Kirchhoff	Email 11/23/05	• Reduce fee on Burney Express for Hill Medical Clinic passengers

2006/2007 UNMET TRANSIT NEEDS ASSESSMENT

Unmet Transit Needs Process

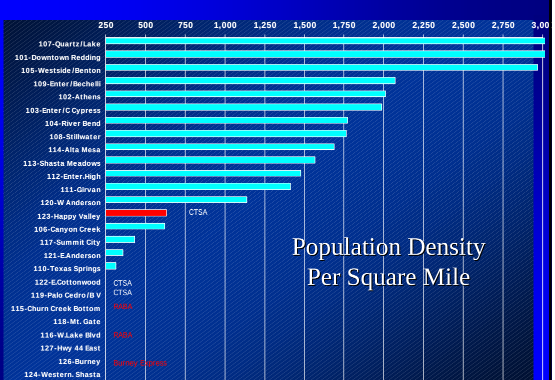
1. Assess Transit Needs and Service within Shasta County
2. Conduct Public Hearing
3. Participation by Social Services Transportation Advisory Council (SSTAC)
4. RTPA Findings and Allocation of TDA Funds (April 25, 2006)

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 streets and roads

Where is Transit Service Provided?

- 27 Census Tracts in Shasta County
- 23 served by Public Transportation
- Only 4 low density census tracts have no transit
  - Lakehead
  - Shingletown/Millville/Palo Cedro
  - French Gulch/Igo/Platina
  - Mountain Gate



The Year in Review

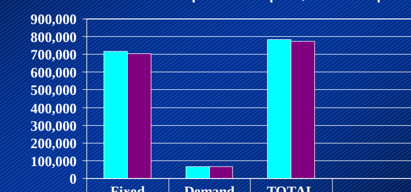
Redding Area Bus Authority- (RABA)

RABA Transit Performance

- Total Passenger Trips in 2004/2005
- Fixed Route = 705,596
- TDA Subsidy = $3.19 Per Trip
- Demand Response = 66,645
- TDA Subsidy = $16.65 Per Trip

RABA - Ridership Comparison

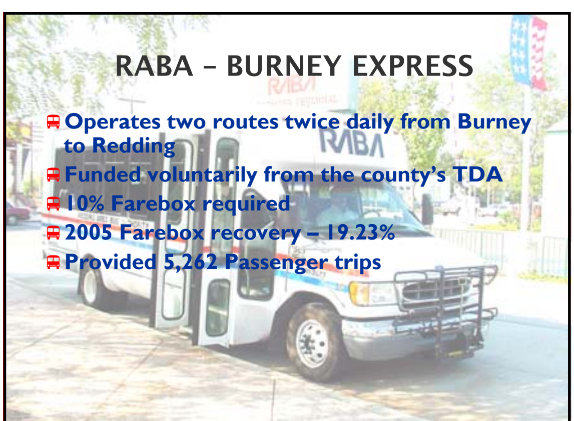
- Fixed Route Down 12,821 Trips
  - Demand Response Up 1,420 Trips



	Fixed	Demand	TOTAL
2003/2004	718,417	65,225	783,642
2004/2005	705,596	66,645	772,241

RABA/RTPA Joint Workshop

- RABA 10-year Financial Plan to meet farebox
- RTPA approved 15% farebox ratio reduction for 2005/2006
- RTPA Approved funding for Transit Plan
- Annual joint meeting of Boards



RABA – BURNEY EXPRESS

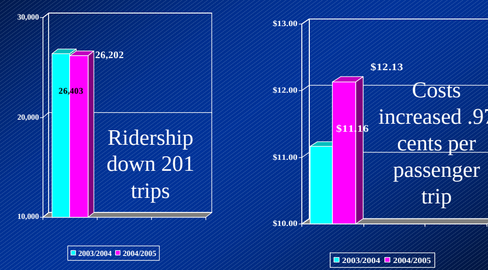
- Operates two routes twice daily from Burney to Redding
- Funded voluntarily from the county's TDA
- 10% Farebox required
- 2005 Farebox recovery – 19.23%
- Provided 5,262 Passenger trips

Consolidated Transportation Services Agency (CTSA)

CTSA Transit Performance

- Total Passenger Trips = 26,202
- TDA Subsidy = $12.13 Per Trip
- Not subject to farebox
- Must meet a performance criteria

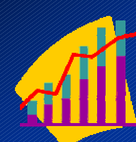
CTSA- Ridership Comparison



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 system-wide farebox requirement of 19% (RTPA action)
- CTSA met performance criteria of less than $15.00 per passenger trip
- Burney Express met required 10% farebox

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 25 meeting.

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