

STAFF REPORT



MEETING DATE:	April 26, 2016
SUBJECT:	FY 2016/17 Annual Unmet Needs Hearing (Public Hearing)
AGENDA ITEM:	7
STAFF CONTACT:	Keith Williams, Associate Transportation Planner

SUMMARY:

Each year, SRTA assesses and makes recommendations regarding unmet transit needs in the Shasta Region. The Draft Transit Needs Assessment for Fiscal Year (FY) 2016/17 was posted to SRTA's website on March 25, 2016, and the public comment period will end on May 2, 2016. A public hearing is also required. Requests for additional transit services will be evaluated against the agency's definition of 'unmet transit need' and 'reasonable to meet' criteria. Final unmet transit needs recommendations will be presented in June alongside the FY 2016/17 Transportation Development Act (TDA) budget for consideration by the board of directors.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Hold a public hearing to receive public comments on unmet transit needs;
2. Receive a presentation on the Social Services Transportation Advisory Council's (SSTAC) 2016/17 Unmet Transit Needs recommendation from Chair Steve Smith;
3. Provide any further direction to staff regarding 2016/17 unmet transit needs; and
4. Direct staff to prepare responses to public comments as part of the Unmet Transit Needs findings, prerequisite to approving the TDA budget in June.

DISCUSSION:

Background - As a recipient of TDA funds, SRTA is required to administer the annual Unmet Transit Needs process. The purpose of this process is to:

1. Identify potential unmet transit needs in each jurisdiction; and
2. Certify that all reasonable-to-meet transit needs have been met in each jurisdiction, prior to allocating any residual TDA funds for other eligible uses, including local streets and roads.

SRTA's annual Unmet Transit Needs process and the status of the FY 2016/17 unmet transit needs cycle is provided in Table 1 below:

Table 1 - Overview of the Annual Unmet Transit Needs Process

Activity	Schedule			
	Jan-Mar	Mar-May	May-Jun	Beyond
1. Assess current conditions and gather input				
Consult with Social Services Transportation Advisory Committee (SSTAC)	☒			
Review most recent transit plans and prior year Unmet Transit Needs findings	☒			
Review (and update as needed) analysis on the size and location of populations that are likely to be transit dependent	☒			
Solicit public comments via 'Shasta Transit Brainstorm' (social media, interviews, etc)	☒			
Develop transit service priorities survey (based on findings from above activities) and administer through SRTA website, social media, and other methods		☒		
2. Draft Transit Needs Assessment				
Prepare and publish draft Transit Needs Assessment for a minimum 30-day public comment period		☒		
Hold a public hearing to receive comments on the draft Transit Needs Assessment		☐		
3. Final Transit Needs Assessment				
Work with appropriate transit provider(s) to develop options for meeting identified unmet transit needs and testing against adopted reasonable to meet criteria				
Adopt final Transit Needs Assessment and findings for the upcoming fiscal year (requests requiring additional analysis are continued to the next fiscal year)			☐	
Allocate TDA funds for transit and non-transit purposes for the upcoming fiscal year			☐	

Each year, unmet transit needs are identified through transit demand analysis and public input. Interagency consultation and technical analysis of those needs lead to possible solutions. Special studies may necessitate postponing SRTA's reasonable-to-meet test (see Attachment A) of alternatives beyond the current cycle. In such cases, needs are determined 'not reasonable to meet' for the current cycle but may be presented with a new analysis for possible funding at a later cycle.

A summary of last year's Unmet Transit Needs and board findings is provided in Table 2 below:

Table 2 - Summary of 2015/16 Unmet Transit Needs

FY 2015/16 Unmet Transit Needs			
Transit Service Request	Unmet Transit Need?	Reasonable to Meet?	Response
Additional mid-day Burney Express run from Redding to Burney	Yes	Yes	RABA and the county of Shasta introduced an additional mid-day Burney Express run in August, 2015. Burney Express ridership increased by 28% in the first six months of operating the additional run.
Public transit service to Cottonwood	Yes	Yes	RABA is scheduled to begin service to Cottonwood on April 28, 2016.
Additional transit service along Airport Rd. to include Redding Electric Utility	Yes	No	RABA and SRTA analysis indicate insufficient funding and potential passengers. This need may be revisited in future if requests are received.
Explore transit options to serve the WE-CARE-A-LOT Foundation in order to meet the mobility needs of clients with developmental disabilities and employees	Yes	No	SRTA and RABA staff consulted with WE-CARE-A-LOT employees. Shasta Senior Nutrition Program serves passengers where RABA Demand Response is not able to do so. Expansion of fixed route to this location may be explored in the next Short Range Transit Plan.
Sunday service	Yes	No	It is recommended that SRTA and RABA meet to explore ways of meeting these needs in the next Short Range Transit Plan. It is unlikely that changes could be made system-wide initially, but pilot programs but could be introduced in high-use transit areas.
More frequent service	Yes	No	
Extended service hours	Yes	No	
Seasonal service to Whiskeytown Lake	Yes	No	It is recommended that SRTA meet with the National Park Service to investigate the feasibility of funding improved transit connections between Redding and Whiskeytown with grants designated for improved park access.

Preliminary FY 2016/17 Recommendation – A summary of major transit needs identified to date for this cycle, along with preliminary staff recommendations is provided in Table 3 below:

Table 3 – Preliminary FY 2016/17 Unmet Transit Needs

Preliminary FY 2016/17 Unmet Transit Needs	
Transit Service Requests	Response
More direct transit service between downtown Redding and the Mt. Shasta Mall	RABA is currently evaluating service and funding alternatives for a new 'Crosstown Express' service. Funding was budgeted to implement the service this year and will carryover for implementation of the service next year.
Seasonal service to Whiskeytown Lake	RABA and SRTA are currently evaluating service and funding alternatives (See Attachment C) for new service between the Redding Transit Center and Whiskeytown National Recreation Area from Memorial Day through Labor Day. Service with non-TDA fund sources could begin this summer.
Sunday service	Requires development of service alternatives and analysis for consideration during future unmet transit needs cycles. In regards to Sunday service, SRTA is studying the introduction of Sunday service for people with mobility issues using the Consolidated Transportation Services Agency, as soon as July 1, 2017, as part of a comprehensive transit analysis and development of a Coordinated Transit Plan.
More frequent service	
Extended service hours	

SSTAC Recommendation - The SSTAC has reviewed the Draft FY 2016/17 Transit Needs Assessment and concurs with SRTA staff's initial recommendations. The SSTAC requests that SRTA perform further analysis on several of the preliminary 2016/17 unmet transit needs in Table 3 and share findings by next year's unmet transit needs cycle. SSTAC Chair Steve Smith will make a presentation to the board.

Public Comment - The Draft FY 2016/17 Transit Needs Assessment (See Attachment B) was posted on the SRTA website and circulated to interested individuals and organizations. Comments may be submitted during today's public hearing or delivered to SRTA through May 2, 2016.

Next Steps - The Final Transit Needs Assessment, including all comments received, findings, and recommendations, will be presented at the June meeting alongside the proposed FY 2016/17 TDA budget and jurisdictional allocations for consideration by the board of directors.

ALTERNATIVES:

The board of directors may modify or provide further direction to staff regarding preliminary recommendations. The board of directors may also extend the public comment period beyond May 2, 2016.

OTHER AGENCY INVOLVEMENT:

The unmet transit needs process is developed in consultation with the county of Shasta, the three cities, SSTAC, Shasta Senior Nutrition Program, and RABA. Documentation of the Unmet Transit Needs process is approved by Caltrans.

FINANCING:

There is no fiscal impact associated with the recommended board actions. Unmet transit needs are, however, used to inform the TDA budget. In a typical year, approximately \$1,700,000 in Local Transportation Funds are used for transit and \$4,800,000 are used for non-transit purposes, i.e. streets and roads.



Daniel S. Little, AICP, Executive Director

Attachments:

- A. SRTA Resolution Number 00-21, Definition of Unmet Transit Needs & Reasonable to Meet
- B. Draft 2016/17 Transit Needs Assessment available at:
<http://srta.ca.gov/DocumentCenter/View/2816>
- C. SRTA Letter of Support for Whiskeytown Recreational Area's Grant Application

Attachment A

RESOLUTION NO. 00-21

DEFINITION OF UNMET TRANSIT NEEDS
AND REASONABLE TO MEET

WHEREAS, the Transportation Development Act (TDA) requires each transportation planning agency to find, prior to any allocation of Local Transportation Fund (LTF) monies for streets and roads, (1) that there are no unmet transit needs, or (2) that there are no unmet transit needs which can reasonably be met, or (3) if there are unmet transit needs, including some such needs that are reasonable to meet, that those needs determined reasonable to meet have been funded (California Public Utilities Code (PUC) Section 99401.5); and

WHEREAS, the TDA further permits the agency to define the terms "unmet transit needs" and "reasonable to meet" as it determines appropriate, consistent with PUC Section 99401.5(c); and

WHEREAS, Shasta County Regional Transportation Planning Agency staff, having consulted with claimant jurisdiction representatives and the Citizens Transportation Advisory Committee and have concluded that minor technical changes consistent with the TDA and prior RTPA practice are appropriate, and have therefore recommended the following revised definitions:

Unmet Transit Needs. An "unmet transit need" under the Transportation Development Act shall be found to exist only under the following conditions:

1. A population group in the proposed transit service area has been defined and located which has no reliable, affordable, or accessible transportation for necessary trips. The size and location of the group must be such that a service to meet their needs is feasible within the definition of "reasonable to meet" as set forth below.
2. Necessary trips are defined as those trips which are required for the maintenance of life, education, access to social service programs, health, and physical and mental well-being, including trips which serve employment purposes.
3. Unmet transit needs specifically include:
 - (a) Transit or specialized transportation needs identified in the transit system's Americans with Disabilities Act Paratransit Plan or short-range Transit Plan which are not yet implemented or funded.
 - (b) Transit or specialized transportation needs identified by the Social Services Transportation Advisory Council and confirmed by the RTPA through testimony or reports which are not yet implemented or funded.

4. Unmet transit needs specifically exclude:
 - (a) Minor operational improvements or changes, involving issues such as bus stops, schedules and minor route changes.
 - (b) Improvements funded or scheduled for implementation in the following fiscal year.
 - (c) Trips for any purpose outside of Shasta County, in accordance with PUC Section 99220(b).
 - (d) Primary and secondary school transportation.

Reasonable to Meet. An identified unmet transit need shall be found "reasonable to meet" only under the following conditions:

1. It has been demonstrated to the satisfaction of the Agency that transit service adequate to meet the unmet need can be operated with a subsidy not to exceed 80% of operating cost in urbanized areas and 90% in nonurbanized areas. It must also have been demonstrated that the unsubsidized portion of operating costs can be recovered by fare revenues as defined in the State Controller's Uniform System of Accounts and Records. The "Cost Allocation Method" as shown in Exhibit (A) is the method to be used for determining fare box ratio.
 - (a) Transit service subsidy maximums may be determined on an individual route or service area, or an individual proposed route or service area, basis.
2. The proposed expenditure of Transportation Development Act funds required to support the transit service does not exceed the authorized allocation of the claimant, consistent with Public Utilities Code Sections 99230-99231.2 and TDA Regulations Sections 6649 and 6655.

The fact that an identified need cannot fully be met based on available resources, however, shall not be the sole reason for finding that a transit need is not Reasonable to Meet.

3. The proposed expenditure shall not be used to support or establish a service in direct competition with an existing private service, nor to provide 24-hour service.
4. Where transit service is to be jointly funded by two or more of the local claimant jurisdictions, it shall be demonstrated to the satisfaction of the Commission that the resulting inter-agency cost sharing is equitable. In determining if the required funding equity has been achieved the Commission may consider, but is not limited to

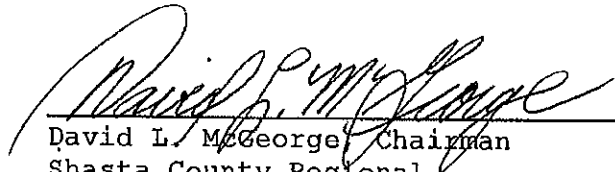
considering whether or not the proposed cost sharing formula is acceptable to the affected claimants.

5. Transit services designed or intended to address an unmet transit need shall in all cases make coordinated efforts with transit services currently provided, either publicly or privately.

NOW, THEREFORE, BE IT RESOLVED that the definitions set forth above shall govern the RTPA's determinations of unmet transit needs that are reasonable to meet pursuant to applicable TDA statutes and regulations, and the resulting allocation of TDA funds by this Commission;

BE IT FURTHER RESOLVED that Resolution 10-97 of the Shasta County Regional Transportation Planning Agency dated December 16, 1997, is hereby rescinded and superseded.

PASSED AND ADOPTED this 12th day of December, 2000, by the Shasta County Regional Transportation Planning Agency.



David L. McGeorge, Chairman
Shasta County Regional
Transportation Planning Agency

Attachment C



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Daniel S. Little, Executive Director

April 18, 2016

Redding Rancheria
2000 Redding Rancheria Road
Redding, CA 96001

Subject: Beach Bus Application for Redding Rancheria Community Fund

Dear Chairperson Potter:

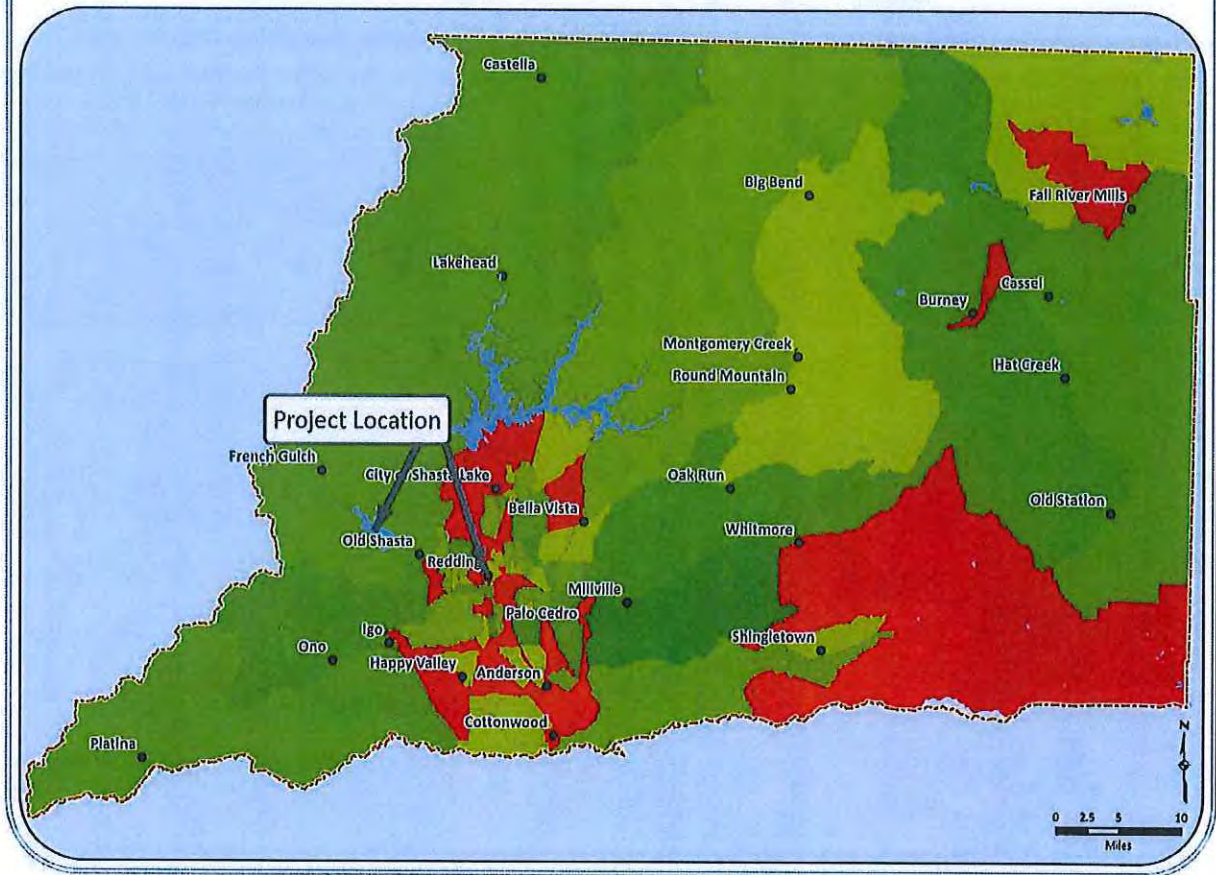
On behalf of the Shasta Regional Transportation Agency (SRTA), I am pleased to support the "Beach Bus" project from downtown Redding to Brandy Creek Beach at Whiskeytown National Recreation Area.

The Beach Bus will serve the needs of underserved populations of the community by providing reliable, inexpensive transportation to Whiskeytown Lake. For the 2015 Regional Transportation Plan (RTP) for Shasta County, SRTA analyzed the following social equity indicators:

- Poverty and unemployment;
- Lack of mobility options, including access to automobile, active transportation, and public transportation;
- Housing and transportation cost burden;
- Single parent households;
- Young and elderly;
- Educational attainment;
- Linguistic isolation; and
- Minority status.

When combined, red areas in the figure would benefit from the application of targeted policies, programs, and investments that support community mobility, health, and wellbeing.

Disadvantaged Community Analysis



The Beach Bus implements the 2015 RTP, including the goal to enhance community health, safety, and well-being; and the short-range objective to utilize regional programs and investments to enhance mobility, destination accessibility, transportation affordability, and economic opportunity.

We look forward to working with Whiskeytown National Recreation Area and the Redding Area Bus Authority on developing the service.

Sincerely,

Dan Little, AICP, Senior Transportation Planner
Shasta Regional Transportation Agency (MPO)

**The Shasta Region's
Social Services Transportation Advisory Council (SSTAC) Recommendation**

To: Shasta Regional Transportation Agency (SRTA) Board
Date: 3/30/2016
Subject: 2016/17 Unmet Transit Needs Recommendation

The Shasta Region's Social Services Transportation Advisory Council (SSTAC) meets bi-monthly to review transit needs in the Shasta Region. The SSTAC is responsible for preparing an unmet needs recommendation to the SRTA board of directors as part of the annual unmet transit needs process. The primary public transportation provider in the region is the Redding Area Bus Authority (RABA).

The SSTAC has reviewed the Draft 2016/17 Transit Needs Assessment and concurs with the initial transit recommendations presented therein. The SSTAC has also requested analysis on the following proposals for expanded public transit service by the next unmet transit needs cycle.

- 1) Expansion of service hours (Weekday evenings, Saturday mornings, Saturday evenings, and Sundays)
- 2) More frequent buses

Respectfully submitted,



Steve Smith, Chair - Help Inc.

Susan Morris Wilson, Vice Chair - Shasta 2-1-1

Del Lockwood - Opportunity Center

Jennifer Powell - Shasta Senior Nutrition Programs

Kao Saechao - Far Northern Regional Center

Lisa White - Consolidated Transportation Services Agency

Robert Hale - Disabled Citizen

M. Susan Tieden – Veteran Affairs

Margie McAleer – Shasta Living Streets

Phylicia Snow – United Way

Marinda May - Hill Country Health and Wellness Center

15	O'Connell	Joy	The biggest issue is that it doesn't run Sunday. It would also help if it ran until 9 or 10 pm.	Facebook	2/14/2016				1		1			
16	Atencio	Darlene	The #9 needs to be more than every 2 hrs.	Facebook	2/15/2016					1				
17	Turner	Loretta	We need more transit to Anderson than every 2 hours	Facebook	2/16/2016					1				
18	Stevens	Michael	It would be nice if the buses ran a little later, maybe until around 10 or 10:30.	Facebook	2/16/2016				1					
19	Frank	Kristy	I would like buses to Anderson closer together than every hour	Facebook	2/16/2016					1				
20	Jarred	Jeremy	Add more busses and longer hours. You can take in double your intake by running till 10:00 pm.	Facebook	2/12/2016				1	1				
21	Carrino-Garver	Paula	Please improve security at main transfer station.	Facebook	2/11/2016									
22	Cat	Helen	Improve driver training.	Facebook	2/13/2016									
23	Johnson	Aaron	I wish they had night pick ups throughout 273 I work, and I'm not off until night time. I really dislike riding a bike in the rain at night. Night stops on the main highway of 273 would be awesome.	Facebook	2/17/2016				1					
24	Percy	Dominique	Longer hours. 7a-7p is not enough, especially when a person needs to transfer and buses only come to a stop once an hour.	Facebook	2/14/2016				1	1				
25	Hale	Stefani	Longer hours and better security. The things that happen around the RABA station is ridiculous. There are some people that ride the bus all day long cause they don't have anything better to do and stop letting stinky people on the bus.	Facebook	2/13/2016				1					
26	Perrin	Karen	Later hours for those who work at night	Facebook	2/13/2016				1					
27	Hale	Stefani	I think the bus fee needs to be a Dollar for each ride. The handicap price can stay the same. Bus passes should be 25 regular and 15 for handicap and extra cards in there office. Not just a limited amount each month.	Facebook	2/13/2016									
28	Wallner	Nancy	I really think Sunday's the bus should run for at least a few hours. And I agree, more safety at the downtown terminal would be nice.	Facebook	2/15/2016						1			
29	Meeks	Troy	I think it's fine.	Facebook	2/18/2016									
30	McElheny	Hailee Raven	I hope for longer running times into the late evening/night. Added security at the downtown transfer center would be much appreciated. Still thankful for these services, as I use the RABA everyday to get to and from college.	Facebook	2/12/2016				1					
31	Mattei	EJ	Maybe 2 runs per hour to the mission for those who need to make there appointments early in the morning	Facebook	2/18/2016					1				
32	Chambless	Tom	Extend evening hours to 10:20, 6 days per week. Run busses Sunday according to the current Saturday hours. Require drivers to attend Sensitivity or Customer Appreciation training yearly.	Facebook	2/17/2016				1		1			
33	Cain	Hannah Yelizaveta	Some of the drivers are very rude.	Facebook	2/19/2016									
34	Duarte	Garrett	As so many classes at Shasta College start at the thirty minute mark, I'd love if route six got there a few minutes before the half hour mark, rather than a few minutes after.	Facebook	2/14/2016									
35	Hope	Ann	I would really like if you could figure out some way for non service animals to ride. We all know a lot of people just say the animal is a service animal when it is badly behaved and obviously not a service dog. I know its probably insurance reasons, but I have to take a taxi when I need to take my dog someplace with me. Charge me a pet fee! I am ok with that. But people lie to get their dogs on the bus, and honest owners suffer. I suggested last time that it could even be limited to a certain amount of pets could be allowed on board at one time.	Facebook	2/21/2016									
36	Bigall	Simon	Sunday bus service for shopping and church. Later hours (like 10 PM or even 12 AM) so may take advantage of job offers for night shifts. Improved security and lower prices would be great. I also think pets should be allowed on the bus.	Facebook	2/21/2016				1		1			
37	Root	Matt	Keswick and Old Shasta need a route. badly. Millionaire's don't use public transit. So the demographics are kind of obvious. Whats not so clear is why there isn't already a route to these communities. Access to jobs and education alone, for the people of these communities should be enough to create a west redding route.	Facebook	2/13/2016									Keswick and Old Shasta
38	Borg	Shelly Youngness	How about service every 30 mins on higher needs runs. Mt Gate is cut off completely from town unless they walk on the free way. Lake Head could use a twice a day run like Burney has.	Facebook	2/12/2016					1				Mountain Gate and Lake Head (Twice a day run)

39	Alexander	David	Needs to run at night, preferably until 2 AM. The only city I've been in whose bus system shuts down promptly around 6 is this one. Drunk driving would be curbed slightly and some lives saved maybe.	Facebook	2/15/2016				1					
40	Hale	Stefanie	More short busses for the elderly to help them were they need to go as well.	Facebook	2/13/2016									
41	Wilkinson	Stephanie Rose	The buses should run on Sunday	Facebook	2/20/2016						1			
42	Clements	Mike	Sunda service	Facebook	2/15/2016						1			
43	Macias	Freddy	Idea, Make cell phone app, that shows exactly where a bus is in route.	Facebook	2/21/2016								1	
44	Conlin	Paul	Busses running later (Until 10:30PM). Would allow workers to have longer hours and it would also help keep people from having to walk on the streets late at night which can be dangerous.	Facebook	2/20/2016				1					
45	Cain	Hannah Yelizaveta	Longer running times at night and Sunday service! It's inconvenient to not be able to work on Sundays because you can't get there!	Facebook	2/19/2016				1		1			
46	Maxwell-Staley	Christopher	Lengthen your hours and add limited service on Sunday. Also, it is faster for me to walk from the bus station to the Mt. Shasta mall than it is to ride your bus line. Too many needles station tranfers eat up time, especially when the bus is late. Routes are over complicated and slow.	Facebook	2/19/2016				1		1			
47	Anonymous	Two	Expand service to other neighborhoods. A shuttle up and down Placer.	Survey Monkey	2/3/2016									Up and down Placer and to other neighborhoods.
48	Thomas	Anne	I use transit multiple times a day when I travel to other cities. Never in Shasta County, because the routes do not serve my needs. I would take the bus more often or ride more if there was a Palo Cedro-DT Redding connection (beginning & end of day) and if there was a rapid, reliable DT loop route.	Survey Monkey	2/10/2016					1				Palo Cedro-Downtown Redding
49	Thomas	Jefferson	I would like to be able to take the bus from Palo Cedro to Downtown Redding every day at 8:00 AM.	Survey Monkey	2/10/2016						1			Palo Cedro-Downtown Redding
50	Conn	Megan	I would like to be able to take the bus from Turtle Bay Exploration Park to the Downtown transit hub between 10 and 4, especially on weekends.	Survey Monkey	2/11/2016						1			Turtle Bay
51	Tray	Carrian	I would like to be able to take the bus from anywhere to Turtle Bay/Sundial Bridge/Civic at all times of the day every day.	Survey Monkey	2/11/2016				1		1			Turtle Bay
52	Rose?	Jennifer	I would take the bus more often if there was less wait time between buses, benches at all or most stops (esp. transfer centers), buses that announce stops and bus number.	Survey Monkey	2/16/2016					1			1	
53	Wilhalm	Tamara	I would like to be able to take the bus fom Shingletown to Redding multiple times a day (at least M-F).	Survey Monkey	2/22/2016									Shingletown
54	Anonymous	Three	Illegible comment.	Mail	2/18/2016									
55	Anonymous	Four	Illegible comment.	Mail	2/24/2016									
									18	10	15	1	2	
Comments below were received after preparation of the Transit Priorities Survey had begun.														
54	Trujillo	Joe	Redding's population is growing rapidly. You need to have two buses going to each stop, so it would be more comfortable for everyone. I've lived in Redding for 25 years, and I ride the bus all the time.	Mail	3/5/2016									
55	Knurowski	Karissa	I take the bus for work, school, shopping, recreation, and appointments. I would take the bus more often or ride more often if the hours of operation were extended, Sunday Service was added, and shorter time between routes/more routes were offered	Survey Monkey	2/23/2016				1	1	1			Cottonwood

[illegible]