STAFF REPORT

MEETING DATE:	**6/25/13**
SUBJECT:	**Approve FY 2013/14 Unmet Transit Needs Findings and Claims**
AGENDA ITEM:	**7**
STAFF CONTACT:	**Ellen Talbo**

<u>SUMMARY:</u>
SRTA receives Transportation Development Act (TDA) funds for public transit and other eligible uses. As the regional administrator for TDA funds, SRTA is responsible for certifying the appropriate use of funds in accordance with statutorily-defined priorities. Funding for local public transit needs and other eligible uses such as street improvements is apportioned to each jurisdiction via the annual claims process.

<u>STAFF RECOMMENDATIONS:</u>
It is recommended that the board of directors:
1. Accept the Social Services Transportation Advisory Committee recommendation;
2. Approve Resolution No. 13-08, finding that no new transit services are reasonable to meet for FY 2013/14;
3. Approve the FY 2013/14 TDA Apportionments and Transit Obligations (Attachment C) ; and
4. Approve payment instructions (Attachment F).

<u>DISCUSSION:</u>
TDA provides two major sources of funding for public transportation: State Transit Assistance (STA) and Local Transportation Funds (LTF). Under TDA, funding may be utilized for the following statutorily-defined priorities:

1. SRTA TDA administration (Article 3)
2. Up to 2% of the remaining balance for pedestrian and bicycle facilities (Article 3)
3. Up to 5% of the remaining balance for services provided by the Consolidated Transportation Services Agency (Article 4.5)
4. Public transit such as RABA (Article 4)
5. Other eligible transportation uses, including local streets, bicycle and pedestrian infrastructure, passenger rail, and contracted transit (Article 8)

SRTA is responsible for certifying the appropriate use of TDA funds annually through the following process:

- Consult with the Social Services Transportation Advisory Council;
- Evaluate transit needs within the jurisdictions of Shasta County;
- Hold a public hearing to consider specific unmet transit needs; and
- Formal adoption of unmet transit needs findings and TDA budget by the board of directors.

Unmet Transit Needs Findings. No additional transit services were identified for FY 2013/14 that met the board-adopted definition of "reasonable to meet" (Attachment B). The SSTAC has reviewed and concurs (Attachment E). Pending approval by the board of directors, LTF funds not utilized for public transit or other higher priority purposes may be allocated to local jurisdictions for non-transit uses.

Funding Allocation & Claims. The FY 2013/14 TDA allocation and claims was developed in compliance with the agency's TDA Policies & Procedures Handbook approved May 8, 2013. Approval of the FY 2013/14 TDA Apportionments and Transit Obligations (Attachment C) will allow the SRTA to distribute funds to the claimants. The following is a summary of estimated TDA claims for FY 2013/14:

TDA Funding Claim	SRTA	CTSA (SSNP)	Anderson	Redding	Shasta Lake	County	Regional Total
Admin (Article 3)	$156,027						**$156,027**
Ped/Bike (Article 3)	$123,679						**$123,679**
CTSA (Article 4.5)		$296,038					**$296,038**
Public Transit – RABA and County Transit (Article 4 & Article 8)			$90,356	$2,629,926	$117,189	$87,274	**$2,924,745**
Other Non-Transit Uses (Article 8)			$360,705	$2,527,933	$371,945	$2,366,311	**$5,626,894**
TOTAL	**$279,706**	**$296,038**	**$451,061**	**$5,157,859**	**$489,134**	**$2,453,585**	**$9,127,383**

These claim amounts do not constitute all transit costs because they consider carryover revenues from prior fiscal years. A more detailed fiscal breakdown is provided in Attachment C. RABA's FY 2013/14 allocation is less than previous years on account of $525,775 in overpayments from prior years being applied to current year expenses. RABA's total anticipated FY 2013/14 operating costs paid for by TDA (including overpayments from prior years) is $4,327,400.

New this year, the claims include separate reimbursements to the cities and county for TDA administrative expenses such as auditing and personnel costs. TDA regulations do not define administrative costs other than "costs associated with transportation". Without a consistent and official definition, claims for FY 2013/14 vary by jurisdiction from $3,000 to $22,500 as shown in Attachment C. Administrative costs for personnel generally require cost allocations and can be difficult to document and audit. The board of directors could instead require that administrative costs are the responsibility of each jurisdiction. This would increase the amount of TDA funds available for streets and roads and lower staff administrative costs. (See "Alternatives" section below.)

ALTERNATIVES:

The board may decline city and county claims for transit administration. This will increase distribution for non-transit uses such as streets and roads while simplifying the claims, audit, and oversight process.

The board of directors may find that a different level of transit service is reasonable to meet. This would require an adjustment to the aforementioned claim amounts depending on the type and extent of additional services.

OTHER AGENCY INVOLVEMENT:

RABA, the Social Services Advisory Committee, and the Consolidated Transportation Services Agency are partners in the Unmet Transit Needs process. The cities and county were consulted during development of the agency's recently updated TDA Policies & Procedures Handbook and, in conjunction with SRTA, allocation of their respective TDA apportionment. The Technical Advisory Committee concurs with the staff recommendation.

FINANCING:

Board action consistent with the attached resolution will result in the distribution of funds as outlined in Attachment C and Attachment F.

Daniel S. Little, AICP, Executive Director

Attachments:

A. Resolution No. 13-08 – 2013/14 Unmet Transit Needs Findings and TDA Claims
B. Resolution No. 00-21: Definition of Unmet Transit Needs and Reasonable to Meet, adopted December 2000
C. Apportionments and Transit Obligations for 2013/14
D. Staff Response to Unmet Transit Needs Public Comments
E. SSTAC Recommendation
F. 2013/14 Payment Instructions to the County Auditor
G. 2013-14 Unmet Transit Needs Report available at: http://srta.ca.gov/RTUnmetneeds.htm

RESOLUTION

RESOLUTION NUMBER:	**13-08**
SUBJECT:	**2013/14 Unmet Transit Needs Findings and TDA Claims**

WHEREAS, Section 99230 of the California Public Utilities Code (PUC) requires that each transportation planning agency shall annually determine the amount of Local Transportation Fund (LTF) funds to be allocated to each claimant, from an analysis and evaluation of the total amount anticipated to be available in the LTF, and the relative needs of each claimant for the purposes for which the fund is intended and consistent with the provisions of the law; and

WHEREAS, PUC Section 99231 and California Code of Regulations Section 6655 require that the transportation planning agency shall allocate to a claimant for a given area only such funds as representing that area's apportionment; and

WHEREAS, the provisions of PUC Section 99401.5 further require that the Shasta Regional Transportation Agency (SRTA) annually review and make findings concerning "unmet transit needs" in each claimant jurisdiction, and prior to making any LTF allocations to claimants for non-transit purposes, fund such unmet transit needs in each claimant jurisdiction as have been found "reasonable to meet"; and

WHEREAS, to ensure eligibility for State Transit Assistance funds, the Redding Area Bus Authority (RABA) shall submit calculations supporting its compliance with PUC Section 99314.6 ; and

WHEREAS, the 2013/14 transit needs review process in Shasta County has included all of the following actions:

1. Consultations with and recommendations from the Social Services Transportation Advisory Council (SSTAC) and other interested organizations and individuals.
2. Identification of the transit needs for claimant jurisdictions in Shasta County as detailed in the 2013/14 Transit Needs Assessment (TNA), which includes the following:
    a. An assessment of the size and location of identifiable groups which are likely to be transit dependent or transit disadvantaged, including but not limited to the elderly, the handicapped and persons of limited means.
    b. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services, in meeting the demand identified pursuant to the assessment referred to in sub-paragraph (a) above.
    c. An analysis of potential alternative public transportation and specialized transportation services and service improvements.
3. A presentation by the SRTA staff on February 26, 2013, concerning current unmet needs findings and existing service ridership and feasibility.
4. A public hearing held on February 26, 2013, for the purpose of soliciting claimant agency and citizen comments on unmet transit needs that may exist within each claimant's

jurisdiction that might be "reasonable to meet" using LTF funds. Public comments were analyzed and responded to.

WHEREAS, an analysis of identified transit needs for fiscal year 2013/14 for each affected jurisdiction, and consideration of their respective costs and revenues and other factors, as detailed in the 2013/14 TNA, has resulted in the determination that the existing level of transit service represents those transit needs that are "reasonable to meet"; and

WHEREAS, the findings required by PUC Section 99401.5, and related SRTA rules and policies, for each claimant jurisdiction are reflected in a single resolution for administrative convenience, and as a reflection of the coordinated transit service that the individual claimants have separately elected to provide through a joint powers agreement, despite their individual status as eligible Transportation Development Act (TDA) claimants; and

WHEREAS, the information developed pursuant to PUC Section 99401.5 subdivisions (a) through (c), inclusive, which provide the basis for the findings herein for 2013/14 including:

1. The 2013/14 TNA and supplemental data and analysis provided.
2. SSTAC consultation.
3. Public and claimant agency comments.
4. Staff reports and presentation to the SRTA board.
5. The 2010 Regional Transportation Plan (RTP).
6. Redding Area Bus Authority (RABA) Short-Range Transit Plan, dated October 2007.
7. All correspondence, testimony and documents otherwise comprising the record of proceedings.

WHEREAS, the PUC Section 99401.5 findings made herein, including determinations that existing transit services, upon modifications, shall continue to be funded for each claimant as specified before any allocation is made by the responsible claimant for streets and roads within its jurisdiction; and

WHEREAS, proposed 2013/14 TDA allocations to the claimants, in the form of a 2013/14 TDA budget, have been prepared; and

WHEREAS, the PUC Section 99401.5 findings made herein are consistent with the goals, objectives, and policies of the RTP; and

WHEREAS, as a result of this annual planning and review process, the SRTA has identified that there are no new "unmet transit needs" that are "reasonable to meet" for the claimant jurisdictions in Shasta County for 2013/14.

WHEREAS, RABA has met the 15% farebox ratio for fiscal year 2012/13.

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency:

1. Makes the above stated findings and determinations, including, but not limited to, a finding that existing transit services fully and adequately address all unmet transit needs in each claimant jurisdiction in Shasta County, which are reasonable to meet; and

2. Determines that the existing level of transit service as detailed in the 2013/14 TNA is reasonable to meet; and
3. Determines that population-based cost sharing formula represents the cost sharing alternative which reflects the most equitable distribution of RABA service area costs to the claimant agencies in light of the transit system benefits each will realize from the RABA provided services; and
4. Approves the 2011/12 TDA true-up by incorporation into the 2013/14 claims; and
5. Approves allocations for each claimant jurisdiction that are consistent with and reflected in the 2013/14 TDA budget on Attachment C; and
6. Directs that claimants for TDA funds shall submit claims for transit funds in the amounts not exceeding those shown on Attachment D for fiscal year 2013/14, and that these claims and the use of resulting funds shall be consistent with transit requirements before any LTF allocations go to other uses; and
7. Directs the auditor to make payments to the claimants pursuant to the schedule shown in Attachment F to the staff report, or as sufficient funds become available.

PASSED AND ADOPTED this 25th day of June, 2013, by the Shasta Regional Transportation Agency.

____

Greg Watkins, Chair
Shasta Regional Transportation Agency

Attachment B

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

SHASTA REGIONAL TRANSPORTATION PLANNING AGENCY - 2013/14 TDA ALLOCATIONS

#	(SRTA Policy)		Anderson	Redding	Shasta Lake	County	SRTA	CTSA	Bike & Ped
1	**Local Transportation Fund**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
2	Local Transportation Fund- FY 2013/14	6,339,970							
3	Local Transportation Fund- True-up through 6/30/12	530,918							
4	Less: Local Transportation Fund (LTF) for SRTA Administration (1305.3)	(156,027)					156,027		
5	Less: Article 3 Allocation- Bicycle and Pedestrian (2%) (1307.1)	(123,679)							123,679
6	Less: Article 4.5- LTF to fund CTSA (5%) (1309.3)	(296,038)						296,038	
7	**Total LTF Available**	**6,295,144**	**360,705**	**3,196,182**	**371,945**	**2,366,312**			
8									
9	**State Transit Assistance**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
10	State Transit Assistance- FY 2013/14 (Population Formula) (1306.1)	985,244							
11	STA Apportionment by Fare Box Revenue FY 2013/14 (Article 4 Only) (1306.1)	60,293							
12	State Transit Assistance- True-up through 6/20/12	1,210,958							
13	**Total STA Available**	**2,256,495**	**90,356**	**1,961,676**	**117,188**	**87,275**	**0**	**0**	**0**
14									
15	**Federal Transit Administration Formula Funds**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
16	FTA 5307 Operating Apportionment (Cities only) (Maximum of $750,000)	750,000							
17	FTA 5311 Operating Apportionment (County only) (Maximum of $390,928) (1313.2)	317,500							
18	**Total FTA Available**	**1,067,500**	**67,370**	**613,580**	**69,050**	**317,500**	**0**	**0**	**0**
19									
20	**Total City/County Revenue Available for Transit Only (STA and FTA)**	**3,323,995**	**157,726**	**2,575,256**	**186,238**	**404,775**			
21									
22	**Total Revenue Available**	**9,619,139**	**518,431**	**5,771,438**	**558,183**	**2,771,087**			

#	(SRTA Policy)		Anderson	Redding	Shasta Lake	County	SRTA	CTSA	Bike & Ped
1	**Transit Funding Requirements**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
2	Redding Area Bus Authority-Operating	3,826,910							
3	Redding Area Bus Authority-Administration	500,490							
4	Less: PY Cumulative Overpayments to RABA through 6/30/12	(525,775)							
5	Required FY 2013/14 RABA Funding Requirement (1313.2)	3,801,625	154,726	3,240,505	183,239	223,155			
6	Other Transit Obligations:								
7	TDA Administration	31,500	3,000	3,000	3,000	22,500			
8	Lifeline for Operating	45,000				45,000			
9	Burney Express for Operating	114,120				114,120			
10	**Total Transit Obligations Filed Under Article 4 and 8**	**3,992,245**	**157,726**	**3,243,505**	**186,238**	**404,775**			

#									
1	**Total Available for Other Uses**	**5,626,894**	**360,705**	**2,527,933**	**371,945**	**2,366,312**	**-**	**-**	**-**

Comment ID	Date Received	Name	Category	Comment	Affected Route	Comment Type	Response
1	2/4/2013	BJ Greelman	Access to bus stop(s)	If more ridership is needed for RABA then a route should be put through the Country Oaks area. People in this area have to walk 1 mile +/- down towards Churn Creek. It is amazing how many stops there are around Caldwell Park area and non here.	1, 7	Letter	This portion of RABA's service area is currently being analyzed under the Short Range Transit Plan, which will identify service deficiencies and improvements. Additional information about this area and transit service in the region will be available through the Short Range Transit Plan in Spring 2013. This plan will be available at www.rabaride.org.
2	2/4/2013		Access to bus stop(s), Fare cost	For many this is a feat. Especially returning with bags of groceries or packages. Does not encourage bus use. Not everyone is eligible for on-demand services, or can afford	1, 7	Letter	
3	2/4/2013		Route suggestion	RABA could come up Churn Creek, past its stop at College View, turn left on Collyer, left onto Country Oak, right on Jonella Way, right on Terra Linda Way and left up Mountain View. It would service the whole Country Oaks area. The bus that actually stops by the Record Searchlight on Twin View corner could travel down Mountain View, right on Terra Linda, left on Jonella Way, left on Country Oak, right on Collyer, right on Churn Creek. Either route would make a look through the area	1, 7	Letter	This portion of RABA's service area is currently being analyzed under the Short Range Transit Plan, which will identify service deficiencies and improvements. Additional information about this area and transit service in the region will be available through the Short Range Transit Plan in Spring 2013. This plan will be available at www.rabaride.org.
4	2/4/2013		Route suggestion	Once CostCo builds and moves to Oasis then the bus service in the Country Oaks section would use it a lot more, as would others living along the Churn Creek route. This whole pocket of homes has been sorely neglected by the City of Redding. This would solve several of RABA's problems.	1	Letter	
5	2/4/2013	BJ Greelman	Agency communication	Frankly, before seeing today's ad I did not know where to write or whom to contact about these concerns. I feel so fortunate to have noticed the Notice of Public Hearing ad in today's paper. Too bad it was on C-7 instead of A-1. How many people will see the ad?	N/A	Letter	Thank you for your feedback. Public outreach and involvement is integral to the Unmet Transit Needs process. The Shasta Regional Transportation Agency employs various public involvement practices to ensure that information is adequately and openly communicated. We always welcome suggestions for improvement and appreciate this feedback.
6	1/31/2013	Dan (dfhat@hotmail.com)	Route suggestion	I live in Eastern Shasta county. I rely on public transportation as I don't have a vehicle. The Burney Express has on its schedule two layover periods. Layover #1 is in Redding from 7:25am until 10:35am (3 hours and 20 minutes). Layover #2 is also in Redding from 1:25pm until 5:45pm (3 hours 30 minutes). I think it would better serve the public if you delayed the wesbound afternoon start time. Currently there is no way an eastbound passenger can get to Burney and return the same day. If you were to delay the west bound noon departure it would give the public better access to Burney to return the same day. Say instead of leaving at noon, delay the departure giving people time to get to Burney and return the same day. Have the driver have at least an hour break in Burney giving people time to do something...it is not possible now. thank you.	Burney Express	Email/RABA website	The County and SRTA will need to perform an analysis to determine if modifications can be made to this route. The County wouldn't want to make any time changes that could hinder existing riders without performing an onboard survey. The County and RABA are also looking at coordinating with Modoc County's Sage Stage to provide greater connectivity between Burney and Alturas.
7	2/20/2013	Roy Howarth	Fare box	The demand-response busses only accept punch cards and have no way of accepting swipe bus passes. Why can't they accept regular bus passes? The demand response busses should make it easier to use a swiping bus pass so that people can pay the same on the big busses and demand responses busses. Also, the punch cards are only sold in increments of $10 and since a one way fare on demand response is $3 so you have to buy a bunch of punch cards just to ride the bus for a month.	Demand Response	Phone call	RABA is currently working to complete the purchase and installation of newer farebox infrastructure which may allow for interchangable fare payment.

Comment ID	Date Received	Name	Category	Comment	Affected Route	Comment Type	Response
8	2/20/2013	Roy Howarth	Agency communication	Thanks for doing this. Put more flyers on the demand response busses because there's a lot of people out there that probably want to say something	Demand Response	Phone call	Thank you for your feedback. Public outreach and involvement is integral to the Unmet Transit Needs process. The Shasta Regional Transportation Agency employs various public involvement practices to ensure that information is adequately and openly communicated. We always welcome suggestions for improvement and appreciate this feedback.
9	2/8/2013	Julian Pervais	Route suggestion	The Airport Express should add a stop at Winco or at least stop at the major businesses that are big in the community.	Airport Express	Phone call	RABA is currently analyzing if and where routes can be adjusted to maximize ridership and service. Additional information about this area and transit service in the region will be available through the Short Range Transit Plan in Spring 2013. This plan will be available at www.rabaride.org.
10	2/8/2013	Julian Pervais	Route suggestion	Do a bigger circle and have the #4 go to Food Maxx or Winco. People have to walk too far or half a mile to get to Winco or Walmart or wait 45 minutes for the #6 to come around. Its especially hard for folks in wheelchairs or disabled people.	4,6	Phone call	
11	2/8/2013	Julian Pervais	Ammenities	Please add a bench out at College View stop to Shasta College along the #7	7	Phone call	This request will be considered.
12	2/26/2013	Lisa Yeats	Customer Service	Bus driver was rude and her complaint has been issued to RABA with no response as of yet.	N/A	Public Hearing	Thank you, your comment has been forward to RABA for customer service review.
13	2/26/2013	Leon Wagner Jr.	Route suggestion	The #14 is consistently late and crowded, can it please run on schedule? People wait too long for the next bus.	14	Public Hearing	RABA is currently analyzing if and where routes can be adjusted to maximize ridership and service. Additional information about this area and transit service in the region will be available through the Short Range Transit Plan in Spring 2013. This plan will be available at www.rabaride.org.
14	2/26/2013	Leon Wagner Jr.	Route suggestion	The Mountain Gate area is not served by transit, could RABA please run a line up there to supplement the #1. If a route could come Cascade and serve the Wonderland area it would be a tremendous improvement.	1	Public Hearing	Currently this area is outside of RABA's fixed route transit service area and fixed route bus service is not planned for this area. However, you may want to consider using demand-response service if you are determined eligibile. Please call 530-245-7089 for more information.
15	3/3/2013	Anonymous	Service Frequency	Why can't you run 7 days a week?	N/A	Phone call	RABA is currently analyzing if and where routes can be adjusted to maximize ridership and service. Additional information about this area and transit service in the region will be available through the Short Range Transit Plan in Spring 2013. This plan will be available at www.rabaride.org.

Attachment E

Shasta County
Social Services Transportation Advisory Council
(SSTAC)

To: **Shasta Regional Transportation Agency (SRTA) Board**

Date: **05/15/13**

Subject: **2013/14 Unmet Transit Needs Recommendation**

The Shasta County Social Services Transportation Advisory Council (SSTAC) meets bi-monthly to review transit needs in Shasta County. The SSTAC is responsible for preparing an unmet needs recommendation to the SRTA board as part of the annual unmet transit needs process.

<u>Extended Service Hours/Sunday Service/Service to New Areas</u>
Unmet needs requests are typically for extended hours of service, Sunday service and service to new areas. The primary public transportation provider in the region is the Redding Area Bus Authority (RABA). Under RABA's current route structure, extended hours of service, Sunday service or service to new areas are not reasonable to meet.

RABA is in the process of updating its short-range transit plan. The consultant has collected and analyzed information from community stakeholders and current ridership regarding the public transportation needs of the community. The consultants' next step is to analyze RABA's routes and ridership patterns to develop system alternatives that could possibly address these unmet needs.

<u>Burney Express Route Hours & Extension of Service</u>
The County of Shasta contracts with RABA to operate the Burney Express. Current hours are timed to allow riders to transfer to RABA or other inter-city services. Requests for changing route hours or extensions of service will be reviewed in coordination with RABA's short-range transit plan update.

The items discussed above are considerations to improve service within the region, and do not meet the qualifications for unmet transit needs considered reasonable to meet at this time. The SSTAC's recommendation for 2013/14 is that there are **"no unmet transit needs that are reasonable to meet."**

Respectfully submitted,

Sue Crowe

Sue Crowe, Chair – Shasta County Department of Public Works
Hallie Fonseca, Vice Chair – Veolia Transportation
Chuck Aukland – Redding Area Bus Authority
Cindy Dodds – Tri-Counties Community Network
Debbie McClung - Shasta Senior Nutrition Programs
Del Lockwood – Opportunity Center
Kay Hudelson – Golden Umbrella
Kao Saechao – Far Northern Regional Center
Lisa White – Consolidated Transportation Services Agency
Mike Harding – We Care A Lot
Sharon Howard – Shasta County Health and Human Services Agency – Social Services
Steve Smith – Help Inc.

Attachment F

Shasta Regional Transportation Agency
2013/14 TDA Payment Instructions

LTF	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
Beginning of Month Balance	530,920	552,673	574,426	565,259	512,759	460,259	376,839	324,339	271,839	188,419	135,919	83,419	530,920
Deposit	528,331	528,331	528,331	528,331	528,331	528,331	528,331	528,331	528,331	528,331	528,331	528,331	6,339,972
City of Redding - RABA JPA	222,750	222,750	222,750	0	0	0	0	0	0	0	0	0	668,250
Consolidated Trans Services Agency (CTSA)	24,670	24,670	24,670	24,670	24,670	24,670	24,670	24,670	24,670	24,670	24,670	24,669	296,039
RTPA Administration	13,002	13,002	13,002	13,002	13,002	13,002	13,002	13,002	13,002	13,002	13,002	13,002	156,024
RTPA- Bicycle and Pedestrian			30,920			30,920			30,920			30,920	123,680
Anderson	16,694	16,694	16,694	34,514	34,514	34,514	34,514	34,514	34,514	34,514	34,514	34,514	360,708
Redding	110,423	110,423	110,423	244,074	244,074	244,074	244,074	244,074	244,074	244,074	244,074	244,074	2,527,935
Shasta Lake	17,631	17,631	17,631	35,450	35,450	35,450	35,450	35,450	35,450	35,450	35,450	35,450	371,943
County of Shasta	101,408	101,408	101,408	229,121	229,121	229,121	229,121	229,121	229,121	229,121	229,121	229,121	2,366,313
End of Month Balance	552,673	574,426	565,259	512,759	460,259	376,839	324,339	271,839	188,419	135,919	83,419	0	0

STA	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
Beginning of Month Balance	1,210,958	1,123,683	1,123,683	836,012	836,012	836,012	557,341	557,341	557,341	278,670	278,670	278,670	1,210,958
Deposit	0	0	261,384	0	0	261,384	0	0	261,384	0	0	261,385	1,045,537
City of Anderson - RABA JPA	0	0	21,839	0	0	21,839	0	0	21,839	0	0	21,839	87,356
City of Redding - RABA JPA	0	0	489,669	0	0	489,669	0	0	489,669	0	0	489,669	1,958,676
City of Shasta Lake - RABA JPA	0	0	28,547	0	0	28,547	0	0	28,547	0	0	28,547	114,188
City of Anderson - TDA Adm			3,000			0			0			0	3,000
City of Redding - TDA Adm			3,000			0			0			0	3,000
City of Shasta Lake - TDA Adm			3,000			0			0			0	3,000
County of Shasta - RABA JPA/Burney Express/TDA Adm/Lifeline	87,275	0	0	0	0	0	0	0	0	0	0	0	87,275
End of Month Balance	1,123,683	1,123,683	836,012	836,012	836,012	557,341	557,341	557,341	278,670	278,670	278,670	0	0