

STAFF REPORT



MEETING DATE:	6/30/15
SUBJECT:	Approve FY 2015/16 Unmet Transit Needs Findings, Budget, and TDA Claims
AGENDA ITEM:	8
STAFF CONTACT:	Keith Williams, Associate Transportation Planner

SUMMARY:

SRTA receives Transportation Development Act (TDA) funds for public transportation 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 is apportioned to each jurisdiction via the annual claims process.

STAFF RECOMMENDATIONS:

It is recommended that the board of directors:

1. Consider Social Services Transportation Advisory Council's (SSTAC) recommendation (Attachment D);
2. Approve Resolution Number 15-11, finding that expanded transit service (Attachment A) is reasonable to meet for FY 2015/16;
3. Approve the FY 2015/16 TDA Apportionments and Transit Obligations (Attachment B) ; and
4. Approve payment instructions (Attachment C).

DISCUSSION:

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

1. SRTA costs to manage TDA and perform other regional transportation agency mandates;
2. 2% of the remaining LTF balance for pedestrian and bicycle facilities;
3. Up to 5% of the remaining LTF balance for transit services provided by the Consolidated Transportation Services Agency (CTSA);
4. Public transit services including related administration by the county and city of Redding; and
5. Other eligible transportation uses, including improvements to local streets.

SRTA is responsible for certifying the appropriate use of TDA funds. This is accomplished through the annual unmet needs process that includes the following steps:

- ☒ Consult with SSTAC (SSTAC recommendations are documented in attached letter (Attachment D) dated May 20, 2015);
- ☒ Conduct a transit needs assessment for each jurisdiction (the 2015 Transit Needs Assessment was approved by the board of directors on April 28, 2015);
- ☒ Hold a public hearing to consider unmet transit needs (Comments were received and a public hearing was held on April 28, 2015 (Attachment E)); and
- ☐ Accept unmet transit needs findings and allocate TDA funds (see discussion below).

FY 2015/16 Unmet Transit Needs Findings – The FY 2015/16 Unmet Transit Needs process follows up on preliminary findings from the FY 2014/15 cycle and considers several newly identified unmet transit needs. The complete list of unmet transit needs is provided in Attachment F. All such needs were evaluated against the agency’s “reasonable to meet” criteria (Attachment G). The following two unmet transit needs satisfied SRTA’s criteria for funding:

Year Identified	Unmet Transit Need	Recommendation
FY2014/15	Improved service frequency on the Burney Express	Add an afternoon round-trip, departing Redding at 2:35pm on weekdays.
FY2015/16	Service to/from Cottonwood	Add RABA express route service to/from Cottonwood.

SRTA will support RABA efforts to promote the new services. Continuation will depend on system performance which will be routinely evaluated as part of the annual Transit Needs Assessment, at which time recommendations will be made to continue, continue with modifications, or discontinue the new services. In addition, the new Cottonwood services will have added service hours as a result of grant funds which have been earmarked by the state on a continuing basis. The enhanced pilot program is dependent on these funds.

Consolidated Transportation Services Agency (CTSA) – SRTA contracts with Shasta Senior Nutrition Programs (SSNP) to operate CTSA services, providing transportation in Shasta County outside the RABA service area. CTSA will now be responsible for connections to Shingletown in FY 2015/16. Prior Shingletown service was funded by grants which expire this year.

CTSA Funding Received vs. Available CTSA Funding		
Fiscal Year	Maximum Funding Allowed (5% Limitation)	Funding Requested/Received
2014/2015	\$326,392	\$326,392
2015/2016	\$334,506	\$317,106

FINANCING:

The FY 2015/16 TDA allocation and claims were developed in compliance with the agency’s TDA Policies & Procedures Handbook approved May 8, 2013. Approval of the FY 2015/16 TDA Apportionments and Transit Obligations (Attachment B) will allow SRTA to distribute funds to the claimants.

ALTERNATIVES:

The board of directors may direct staff to study other transit needs that may be reasonable to meet.

OTHER AGENCY INVOLVEMENT:

RABA, SSTAC, the cities, the county, and the Consolidated Transportation Services Agency participated throughout the Unmet Transit Needs process. The RABA budget for FY 2015/16 was approved by the RABA Board of Directors on June 15, 2015.



Daniel S. Little, AICP, Executive Director

Attachments:

- A. Resolution No. 15-11 – 2015/16 Unmet Transit Needs Findings and TDA Claims
- B. Apportionments and Transit Obligations for FY 2015/16
- C. FY 2015/16 Payment Instructions
- D. Shasta County SSTAC Recommendation
- E. Unmet Transit Needs Public Comments and Staff Response
- F. 2015/2016 Unmet Transit Needs Findings Summary
- G. Resolution No. 00-21: Definition of Unmet Transit Needs and Reasonable to Meet, adopted December 2000

Attachment A

RESOLUTION



RESOLUTION NUMBER:	15-11
SUBJECT:	2015/16 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 2015/16 transit needs review process in Shasta County has included all of the following actions:

1. The Shasta Transit Brainstorm, a public input campaign, followed by a survey of the region's unmet transit needs to inform the Transit Needs Assessment. (TNA)
2. Consultations with and recommendations from the Social Services Transportation Advisory Council (SSTAC) and other interested organizations and individuals.
3. Identification of the transit needs for claimant jurisdictions in Shasta County as detailed in the 2015/16 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.
4. A presentation by the SRTA staff on April 28, 2015, concerning current unmet needs findings and existing service ridership and feasibility.

5. A public hearing held on April 28, 2015, 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, 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 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, provides the basis for the findings herein for 2015/16 including:

1. The 2015/16 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 of Directors.
5. The 2010 Regional Transportation Plan (RTP).
6. Redding Area Bus Authority (RABA) Short-Range Transit Plan, dated June 2014.
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 2015/16 TDA allocations to the claimants, in the form of a 2015/16 TDA budget, have been prepared.

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

1. RABA has met the 15% farebox ratio for fiscal year 2014/15.
2. As a result of this annual planning and review process, there are new "unmet transit needs" that are "reasonable to meet" for the claimant jurisdictions in Shasta County for 2015/16; and
3. Existing transit services do not fully and adequately address these new unmet transit needs which are reasonable to meet; and
4. An additional afternoon roundtrip Burney Express run between Redding and Burney, as well as service to Cottonwood as detailed in the 2015/16 TNA Findings Report, are reasonable to meet; and
5. The proposed new services to Burney and Cottonwood are consistent with the goals, objectives, and policies of the RTP; and
6. The 2015/16 TDA budget (Attachment B) reflects the most equitable cost-sharing as reflected by the agreement between claimant agencies in light of the transit system benefits each will realize from the RABA-provided services.

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

1. Approves the 2013/14 TDA true-up by incorporation into the 2015/16 claims; and
2. Approves allocations for each claimant jurisdiction that are consistent with and reflected in the 2015/16 TDA budget on Attachment B; and
3. Directs that claimants for TDA funds shall submit claims for transit funds in the amounts not exceeding those shown on Attachment B for fiscal year 2015/16, 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
4. Directs the auditor to make payments to the claimants pursuant to the schedule shown in Attachment C to the staff report, or as sufficient funds become available.

PASSED AND ADOPTED this 30th day of June, 2015, by the Shasta Regional Transportation Agency.

Missy McArthur, Chair
Shasta Regional Transportation Agency

Attachment B

Apportionments and Transit Obligations Summary for FY 2015/16

TDA Funding Claim	SRTA	CTSA (SSNP)	Anderson	Redding	Shasta Lake	County	STA Spillover	Regional Total
SRTA Admin (Article 3)	\$327,388							\$327,388
Ped/Bike (Article 3)	\$148,395							\$148,395
CTSA (Article 4.5)		\$243,431						\$243,431
STA Spillover (Deferred to October)							\$546,220.	\$546,220
Public Transit – RABA and County Transit (Article 4 & Article 8)			\$72,152	\$2,517,538	\$102,895	\$0		\$2,692,585
Other Non-Transit Uses (Article 8)			\$397,360	\$1,720,289	\$388,898	\$2,618,475		\$5,125,022
TOTAL	\$475,783	\$243,431.	\$469,512	\$4,237,827	\$491,793	\$2,618,475	\$546,220	\$9,083,041

Attachment B (Continued)

Budget Detail

SHASTA REGIONAL TRANSPORTATION PLANNING AGENCY - 2015/16 TDA ALLOCATIONS								
(SRTA Policy)								
		Anderson	Redding	Shasta Lake	County	SRTA	CTSA	2% Bike & Ped
	Totals	Budget	Budget	Budget	Budget	Budget	Budget	Budget
Local Transportation Fund								
Local Transportation Fund- FY 2015/16	7,106,648							
Local Transportation Fund- True-up through 6/30/14	654,928					47,388	(73,675)	11,862
Less: Local Transportation Fund (LTF) for SRTA Administration (1305.3)	(280,000)					280,000		
Less: Article 3 Allocation- Bicycle and Pedestrian (2%) (1307.1)	(136,533)							136,533
Less: Article 4.5- LTF to fund CTSA (5%) (1309.3)	(317,106)						317,106	
Total LTF Available	7,027,937	397,360	3,609,263	402,839	2,618,475			
State Transit Assistance								
State Transit Assistance- FY 2015/16 (Population Formula) (1306.1)	1,249,928	79,712	628,565	70,723	470,928			
Transit Assistance Carryover - FY 13/14	85,962			18,232	67,730			
Transit Assistance Spillover Retained by SRTA - FY 15/16 to October Board Mtg.	0	(7,562)	0	0	(538,658)	546,220		
Total STA Available	1,335,890	72,150	628,565	88,955	0	546,220	0	0
Federal Transit Administration Formula Funds and LCTOP Funds								
LCTOP	313,288					313,288		
FTA 5307 Operating Apportionment (Cities only) (Maximum of \$750,000)	750,000	66,946	613,698	69,356				
FTA 5311 Operating Apportionment (County only) (1313.2) Carryover from FY 13-14	86,564				86,564			
FTA 5311 Operating Apportionment (County only) (1313.2) FY 15-16	325,901				325,901			
Total FTA Available	1,475,753	66,946	613,698	69,356	412,465	313,288	0	0
Total Revenue Available								
	9,839,580	536,456	4,851,526	561,150	3,030,940	859,508		
(SRTA Policy)								
		Anderson	Redding	Shasta Lake	County	SRTA	CTSA	2% Bike & Ped
	Totals	Budget	Budget	Budget	Budget	Budget	Budget	Budget
Transit Funding Requirements								
Redding Area Bus Authority-Operating	3,077,133							
City of Redding-Administration	580,000							
Required FY 2015/16 RABA Funding Requirement (1313.2)	3,657,133	129,097	3,131,237	172,251	224,548			
Other Transit Obligations:								
TDA Administration	18,257				18,257			
Cottonwood/Anderson Service (LCTOP)	60,000	10,000			10,000	40,000		
RABA Service Expansion (LCTOP)	273,288					273,288		
Spillover to be Held by SRTA Until October Board Meeting	546,220					546,220		
Burney Express for Operating	159,660				159,660			
Total Transit Obligations Filed Under Article 4 and 8	4,714,558	139,097	3,131,237	172,251	412,465	859,508		
Total Available for Streets & Roads								
	5,125,022	397,359	1,720,289	388,899	2,618,475	-	-	-

Attachment C

Shasta Regional Transportation Agency

2015/16 TDA Payment Instructions

LTF	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
Beginning of Month Balance	801,042	539,012	276,982	77,853	99,408	120,963	105,419	126,974	148,529	132,985	154,540	176,095	801,042
Deposit-State	592,221	592,221	592,221	592,221	592,221	592,221	592,221	592,221	592,221	592,221	592,221	592,217	7,106,648
City of Redding - RABA JPA-Article 4	300,000	300,000	300,000	109,886	109,886	109,886	109,886	109,886	109,886	109,886	109,886	109,886	1,888,974
City of Anderson - RABA JPA-Article 4	0	0	0	0	0	0	0	0	0	0	0	0	0
City of Shasta Lake - RABA JPA- Article 4	1,162	1,162	1,162	1,162	1,162	1,162	1,162	1,162	1,162	1,162	1,162	1,158	13,940
SRTA for CTSA	20,286	20,286	20,286	20,286	20,286	20,286	20,286	20,286	20,286	20,286	20,286	20,285	243,431
RTPA Administration	27,282	27,282	27,282	27,282	27,282	27,282	27,282	27,282	27,282	27,282	27,282	27,286	327,388
Non-Motorized Projects (SRTA)	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfer County LTF Withhold to STA						67,732							67,732
Transfer Shasta Lake LTF Withhold to STA						18,232							18,232
RTPA- Bicycle and Pedestrian			37,099			37,099			37,099			37,098	148,395
Anderson- Article 8	33,113	33,113	33,113	33,113	33,113	33,113	33,113	33,113	33,113	33,113	33,113	33,117	397,360
Redding- Article 8	40,000	40,000	40,000	177,810	177,810	177,810	177,810	177,810	177,810	177,810	177,810	177,809	1,720,289
Shasta Lake- Article 8	32,408	32,408	32,408	32,408	32,408	14,176	32,408	32,408	32,408	32,408	32,408	32,411	370,667
County of Shasta- Article 8	400,000	400,000	300,000	168,719	168,719	100,987	168,719	168,719	168,719	168,719	168,719	168,723	2,550,743
End of Month Balance	539,012	276,982	77,853	99,408	120,963	105,419	126,974	148,529	132,985	154,540	176,095	160,539	160,539

STA	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
Beginning of Month Balance	256,861	256,861	256,861	376,556	376,556	376,556	582,215	582,215	582,215	701,910	701,910	701,910	256,861
Deposit- State	0	0	317,113	0	0	317,113	0	0	317,113	0	0	317,113	1,268,452
Deposit- County Overpayment						67,732							67,732
Deposit- Shasta lake Overpayment						18,232							18,232
City of Anderson - RABA JPA	0	0	18,038	0	0	18,038	0	0	18,038	0	0	18,038	72,152
City of Redding - RABA JPA	0	0	157,141	0	0	157,141	0	0	157,141	0	0	157,141	628,564
City of Shasta Lake - RABA JPA	0	0	22,239	0	0	22,239	0	0	22,239	0	0	22,239	88,956
End of Month Balance	256,861	256,861	376,556	376,556	376,556	582,215	582,215	582,215	701,910	701,910	701,910	821,605	821,605

Held By SRTA

(546,220)

Ending County Balance

275,385

Attachment D

Shasta County

Social Services Transportation Advisory Council (SSTAC)

To: Shasta Regional Transportation Agency (SRTA) Board
Date: 5/20/2015
Subject: 2015/16 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 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 2015/16 Transit Needs Assessment and concurs with the initial transit recommendations presented therein.

Respectfully submitted,



Hallie Fonseca, Chair - Transdev Transportation

Steve Smith, Vice Chair - Help Inc.

Sue Crowe - Shasta County Department of Public Works

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

Sue Wolf - Shasta County Health and Human Services Agency-Social Services

(Attachment E) 2015/16 Unmet Transit Needs Public Comments and Staff Response

[illegible]

17	Marshall	Dee	Add bus stop to intersection of Churn Creek Rd and Alrose Ln, in Redding, 96002. We Care A Lot Foundation works w/developmentally disadvantaged individuals who regularly use/need to use transit.	Email	2/12/2015	dmarshall@wecarealot.org	223-7771x16	5200 Churn Creek Rd., Redding, CA 96002							Churn Creek Rd. & Alrose Lane	
18	Howarth	Roy	Why are there no monthly Demand Response passes? My insurance will cover my transit costs, so why can't RABA bill me? Doesn't RABA have a contract with the Occupational Health Center?	Phone	2/11/2015	tvboss2000@hotmail.com	209-8063									
19	Hoeflich	John	But you DO have more funding! What about Measure A?	Phone	2/12/2015	johnhoeflich@yahoo.com	415-350-2164								city properties near the sports fields out near Old Oregon Trail	
20	Hamblock	B	Please move the Masonic Transfer station to the Raley's parking lot. More frequent bus service in both directions for the length of Churn Creek please. Please add bus service FROM Canby TO Winco shopping area.	Mail	2/11/2015			1850 Del Mar Ave., Redding, CA 96003		1						
21	Anderson	Shelly	Add bus stop for We Care A Lot at intersection of Churn Creek Rd and Alrose Ln.	Email	2/12/2015	bitsysdoghouse@yahoo.com									Churn Creek Rd. & Alrose Lane	
22	Perreault	Amy Melinda	Add bus stop for We Care A Lot at intersection of Churn Creek Rd and Alrose Ln.	Email	2/12/2015	saacbpog@sbcglobal.net									Churn Creek Rd. & Alrose Lane	
23	Hoag	Ryan	Add bus stop for people with developmental disabilities at intersection of Churn Creek Rd and Alrose Ln.	Email	2/14/2015										Churn Creek Rd. & Alrose Lane	
24	Hoag	Ryan		Email	2/14/2015										Churn Creek Rd. & Denton Way	
25	None	None	Daily commuter bus to Tehama Co to save fuel, air pollution, and Hwy wear and tear. Connect to TRAX system in Red Bluff.	Mail	2/17/2015										Red Bluff	
26	None	None	More bus service to Shasta Lake. Too many route changes for DT. Commuter transp. Needed to Tehama and Butte counties for work and college. Hire transit police for unruly passengers	Mail	2/17/2015										Shasta Lake, Tehama Co, Butte Co, VA home, airport	
27	Sedillos	Ricky		Mail	2/17/2015										Churn Creek Rd. & Alrose Lane	
Comments below were received after selection process had begun in preparation of the Transit Priorities Survey																
28	None	A.J.	Please don't allow: 1)smoking at all bus stops, and 2)drivers to smoke around passengers.	Mail	2/19/2015			1055 West Court Alley, Redding, CA 96001								
29	Almquist	Muriel	All routes should have buses coming & going in ea. Direction, so we can get back into town quicker. At 70 years of age, this is a burdensome hurdle.	Phone	3/3/2015		???			1						
30	Wagner	Leon	30 min. service needed on lines 11 & 14.	Office Visit	3/2/2015					1					Mountain Gate	
31	Norquist	Carl	Praise for RABA. Please don't change anything.	Mail	3/12/2015		244-7572	17815 Paradise, Redding, 96003								
32	Scott	Carol	Buses too crowded (Ms. Scott suffers from claustrophobia). Please add more buses.	Phone	3/18/2015		921-2285		1	1					Travel Center	
33	Howarth	Roy	Why are there no monthly Demand Response passes? My insurance will cover my transit costs, so why can't RABA bill me? Doesn't RABA have a contract with the Occupational Health Center? Please add Sunday service for Demand Response.	Phone	3/18/2015						1					
34	O'Brien	Patricia	• Bus service to UC Davis Medical Center and Stanford Medical Center • Light rail service for Redding	Phone	4/1/2015	asGospel@gmail.com	840-7621				1					
35	None	None	I work swing shifts and would like to see buses run 6:30 AM to midnight, Mon.- Sun.	Mail	4/1/2015				1	1						
36	None	Julian	Please delay the last run of route1 by half hour, so routes 7 & 14 could meet at Masonic to pick up people from the college and businesses on Hilltop. People have to get off work a half hour early. This affects a lot of people.	Phone	4/17/2015											
37	Coy	Robin	Drivers ignore rules re sitting privileges for seniors/disabled. 6North makes it longer to get home. New starting location for route 11 extends most trips from 40 minutes to 90 minutes, which creates a problem because extended sitting exacerbates my Osteo- and Rumatoid Arthritis.	Mail	4/13/2015		226-8329	3064 Catalpa Ct #3, Redding, CA 96002								
38	Toews	Mary	Why had there not been more preparation for the transition from the old routes to the new routes? Bus stops lacking key identifying information.	Mail	3/30/2015			351 South Street, Apt. 66 Redding, CA 96001								

39	Newcom	Joy	Extend hours to 11 PM so people may attend night classes, concerts, etc. Decentrralize RABA Demand Response dispatch (have DR dispatch/transit coordinators operate out of different neighborhoods. Switch to electric/natural gas vans and buses. Pusue fed funds for clean air and accessible transportation.	Phone	4/28/2015		241-1007		1						
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SRTA Response to Public Comments

The 2015/16 Unmet Transit Needs Process is wrapping up. SRTA wishes to thank you those of you who provided input on unmet transit needs in the Shasta region! Your comment(s) informed the development of the Transit Needs Assessment. The Shasta Regional Transportation Agency has consulted with the Social Services Transportation Advisory Council and local transit providers on opportunities for meeting unmet transit needs. SRTA has limited resources for expanding transit, but our findings do favor the introduction of the following services:

- Additional Afternoon Burney Express Bus Trip
- Express service to Cottonwood

The SRTA Board of Directors will consider adopting these new services on June 30, 2015 at the Redding City Council Chambers at 3:00 PM. The public is welcome to attend. If you are interested, stay tuned regarding unmet transit needs updates by signing up at: <http://srta.ca.gov/list.aspx>. Thanks again for your input, and we encourage your participation in next year’s Transit Needs Assessment!

Attachment F

2015/16 Unmet Transit Needs Findings Summary			
Need Identified	Unmet Need?	Reasonable to Meet?	Findings
Short-Term Findings			
Additional Afternoon Bus Trip to Burney	Yes	Yes	An additional afternoon roundtrip bus run departing Redding (2:35 PM) and Burney (4:00 PM) will be introduced on August 17 th , 2015.
Service to Cottonwood	Yes	Yes	"Cottonwood Express" service to be introduced following on-going RABA analysis.
Expansion of Redding Airport Express	Yes	No	This was a staff recommendation based on proposed subsidies from Redding Electric Utilities. This proposal has since been withdrawn.
More Direct Routes	Yes	Yes	New transit routes and schedules were designed to reduce the number of transfers required for many passengers. This need will be reassessed in the context of the new transit system in future Transit Needs Assessments.
Service to Churn Creek Rd. & Alrose Ln.	No	Reasonable to meet test does not apply b/c this is not an unmet need.	SRTA and RABA staff met with representatives from the WE-CARE-A-LOT Foundation to discuss alternatives for meeting their transit needs. It was agreed that a combination of RABA Demand Response and CTSA services should cover the needs for now, and that potential fixed route service could be considered in the next Short Range Transit Plan update.
Long-Term Findings			
Sunday Service	Yes	Not at this time.	SRTA will collaborate with RABA over the next few years on gradually addressing these needs as opportunities arise. SRTA and RABA will explore a more comprehensive, strategic approach to addressing these needs in the next update to RABA's Short Range Transit Plan.
More Frequent Buses	Yes		
Expansion of Service Hours	Yes		

Attachment G

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