REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Consider Revision to the 2002/2003 Unmet Needs Findings	07/23/02	3-3

RECOMMENDATION
It is recommended that the Agency:

1) Consider the attached revision to the 2002/2003 Unmet Needs Findings.

2) Adopt a 17.5% farebox standard for the RABA service area where services are jointly funded in the rural and urban areas for 2002/03 as per the February 26, 2002 approval, Item #7.

SUMMARY
Adoption of the 2002/2003 RABA farebox standard was incorrectly stated as 16.5% on the Resolution No. 02-02 approved on 4/23/02.

DISCUSSION
The RABA farebox standard was incorrectly stated on the April 23, 2002 staff report for future years. The Board approved a RABA farebox reduction on February 26, 2002, to 16.5% for 2001/2002, 17.5% for 2002/2003, 18.5% for 2003/2004 and 19% for fiscal years thereafter. These percentages were incorrectly stated on the April 23, 2002 staff report, Item #4, as 16.5% for 2002/2003, 17.5% for 2003/2004, 18.5% for 2004/2005 and 19% thereafter. It is recommended that the board approve a revision to the 2002/2003 Unmet Needs Findings.

ALTERNATIVES
No alternatives are recommended.

OTHER AGENCY INVOLVEMENT
This revision has no affect on other agency involvement, as the 17.5% farebox standard for 2002/2003 was approved in the February 26, 2002 action.

FINANCING
The TDA Budget funds RABA's transit needs, in accordance with the RTPA's adopted Policy No. 6-3, entitled "Policy to Determine Transportation Development Act (TDA) Revenue to Be Made Available to Eligible Transit Operators" that was adopted by the Agency on October 27, 1998.

Daniel J. Kovacich

Daniel J. Kovacich, Executive Officer

slc/jac

Attachments: February 26, 2002 Staff Report
April 23, 2002 Staff Report
Resolution No. 02-01
Resolution No. 02-02
Resolution No. 02-02 Revised

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Consider Request from the Redding Area Bus Authority (RABA) to Reduce Permanently the Minimum Farebox Ratio to 16.5%	2/26/2002	7

RECOMMENDATION
It is recommended that the Agency approve the attached resolution to reduce the fare revenue ratio to operating costs to 16.5% for 2001-2002, 17.5% for 2002-2003, 18.5% for 2003-2004 and 19% for fiscal years thereafter.

SUMMARY
RABA has requested relief from the RTPA-adopted 19% farebox requirement. Agency approval is required to accommodate this request.

DISCUSSION
Generally, transit operators in urban areas are required to achieve a 20% farebox ratio as a condition of receiving TDA revenues. In the event of non-compliance, the TDA Manual provides a process of calculating and assessing penalties in the form of reduced future TDA eligibility.

California Code of Regulations Section 6645.1 provides that the RTPA can reduce the required farebox ratio to 15% subject to the Agency considering certain factors. RABA has made a request that the farebox standard be reduced to 16.5% permanently. This request was made to the RTPA in the form of a letter from Rod Lindsay, RABA Chair, dated February 11, 2002 (attached).

This request is based upon increased costs incurred by RABA due to the increase in the minimum wage, a new labor agreement between Forsythe and Associates and the Teamsters and increases in fuel costs. According to RABA these costs increases will cause the farebox ratio to decrease to about 16.5%.

The Staff recommendation differs from the action requested by RABA in that the Staff recommendation contemplates RABA taking actions that will cause the farebox ratio to return to the adopted 19% target. This will involve RABA making some tough decisions decreasing costs and/or increasing fare revenues to avoid penalties. The RABA request is to reduce the farebox requirement to 16.5% permanently. This recommendation is consistent with action taken by the Agency in 1998 reacting to a request by RABA for relief from the statutory farebox standard. At that time the farebox standard was reduced to 15% temporarily with annual increases until 1999-2000. The standard for that year was (and remains) 19%.

For the most recent year completed RABA incurred operating costs of $3,130,853 and collected $591,038 in fares resulting in a fare ratio of 18.88%. Assuming that RABA's request was granted RABA <u>could</u> potentially increase costs by $450,000 and still meet the 16.5% request. This is not to imply that RABA would arbitrarily increase costs but is presented to make the Agency aware of the potential impacts of their eventual decision. This potential increase in costs of $450,000 will be funded from TDA resources available to the local agencies. The burden would be spread to local agencies as follows:

Redding	$364,635
Anderson	22,815
Shasta Lake	27,855
Shasta County	34,695

Unless directed otherwise by the Agency new requests for service will continue to be evaluated against the statutory farebox standard of 20% in the urban area and 10% in the non-urban areas.

At a minimum the RTPA can grant RABA's request or adopt the Staff recommendation by considering the following factors:

1) The size and density of the urban area in which the services to the general public are provided, and
2) The proportion of the operator's ridership which is transit dependent including elderly, handicapped and low-income patrons as appropriate.

These considerations have been included in the attached resolution.

It is anticipated that a representative of RABA will be in attendance at the RTPA meeting and will be available to answer any relevant questions the Agency may have.

<u>ALTERNATIVES</u>
The Agency could choose to not grant RABA's request, or could set another farebox standard between 15% and 20%.

Another identified alternative would be to calculate the impact of the increase in driver wages only on the farebox ratio and to set the standard based on this impact. It is our understanding that the tentative agreement between Forsythe and the union increases wages over time. Therefore, the impact on the farebox ratio would increase as wage increase triggers occur. The remainder of the RABA operation would be held at 19%. The farebox standard would then follow a downward trend from 19%; presumably bottoming out at about 16.5%. If this alternative is acceptable to the Agency Staff would work with RABA to identify the specific impacts.

OTHER AGENCY INVOLVEMENT
This item was discussed briefly at the Technical Advisory Committee (TAC) meeting. Due to time constraints of not receiving the request letter local agencies have not had the opportunity to comment on this Staff report. A letter has been received from the County and is included with this item.

FINANCING
The impact of reducing the farebox ratio will be a potential increase in the TDA subsidy to RABA. At this time it is not possible to quantify the exact impact. The maximum impact would be an increase in TDA revenues to RABA of about $450,000.

Daniel J. Kovacich

Daniel J. Kovacich, Executive Officer

/jmg

Attachments:
1) Resolution No. 02-01
2) Letter to Norma Comnick dated February 11 from Rod Lindsay
3) Letter to Norma Comnick dated February 20 from Patrick Minturn

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Consider Approval of 2002/03 Social Service Transportation Advisory Recommendation and, consider approval of unmet Transit Needs Findings, Transportation Development Act (TDA) Allocation Instructions, and TDA Claims for 2002-2003.	04/23/02	4

RECOMMENDATION

It is recommended that the Agency:

1) Consider the attached recommendation of the Social Services Transportation Advisory (SSTAC) Committee;
2) Accept staff's responses to comments received from the February 26, 2002, unmet transit needs hearing;
3) Determine that the existing level of transit service as detailed in the 2002/2003 Transit Needs Assessment reflects the level of transit service that is reasonable to meet for each claimant jurisdiction out of its individual Local Transportation Fund (LTF) apportionment for 2002/2003; and
4) Approve Resolution No. 02-02 which reflects the Agency's formal unmet transit needs findings and Local Transportation Fund allocations, and adopt a Transportation Development Act (TDA) budget for fiscal year 2002/2003, and;
5) Approve 2002/03 Transportation Development Act (TDA) claims as submitted by eligible claimants. Claim amounts by jurisdiction are reflected on Exhibit B.
6) Adopt a 16.5% farebox standard for the RABA service area where services are jointly funded in the rural and urban areas for 2002/03.

SUMMARY

Adoption of the Staff recommendation will allow Agency staff to distribute TDA revenues to be received in 2002/03 and to complete the 2002/2003 Unmet Needs Process.

DISCUSSION

A brief chronology of the Unmet Needs and TDA claims process is as follows:

- ❑ February 26, 2002 - The Agency considered the 2002/03 Transit Needs Assessment and received public testimony regarding unmet transit needs. Staff subsequently met with the Social Services Transportation Advisory Committee (SSTAC) and presented the information generated from the hearing for formulation of the SSTAC recommendation. Staff prepared responses to comments and prepared draft findings regarding unmet needs that were reasonable to meet in each jurisdiction.

- ❑ March 28, 2002, the Social Services Transportation Advisory Committee (SSTAC) met and made findings that there are Unmet Transit Needs based on the adopted RTPA definition. The SSTAC recommendation is attached. The differences between RTPA Staff and the SSTAC are discussed further below.

  Extended hours and Sunday service was discussed. Although it is recognized that there would be benefits to be accrued from providing these services it was decided not to subsidize these services because of the low probability that these services would meet the farebox requirement. The analysis for the extension of hours and Sunday service are similar. Ridership trends during evening hours and weekend service show a significant reduction in ridership for those times. Ridership data for the fixed route for a twelve day period from March 21st through April 3, 2001 was reviewed in reaching this conclusion. For this twelve day period 890 riders used the fixed route from 6:30 to 7:30 P.M. generating $723.50 in revenue. The cost to provide this service was $7,020 yielding a farebox ratio of 10.3%. It has, therefore, been determined the extension of the full RABA system for additional hours and Sunday service would not be reasonable to meet. An analysis for deviated routes or a dial-a-ride service indicated that the fare to meet the 20% farebox would need be $3.50 for a one-way trip. This was determined to be too expensive and would not be supported.

SSTAC is also recommending that the one year time frame established for the Trail Express services be extended for three months or one year. RTPA staff has concluded that this request is not an unmet need and should be considered at the time when long term funding or the discontinuance of Express routes is considered, which would occur at the July or October meeting.

In conclusion the RTPA staff recommends that the existing level of transit service as detailed in the 2002/2003 Transit Needs Assessment reflects the level of transit service that is reasonable to meet for each claimant jurisdiction out of its individual Local Transportation Fund (LTF) apportionment for 2002/2003. TDA revenues available after the unmet transit needs are met are available to the jurisdictions for other purposes, i.e., streets and roads.

Fare Box Standard

In February 2002, the RTPA took action to reduce the RABA fare revenue ratio to operating costs to 16.5% for 2002/03, 17.5% for 2003/04, 18.5% for 2004/05 and 19% thereafter . The farebox standard is 19% and is based upon the percentage of service hours provided in the urban area and the percentage of service hours provided in the rural areas (Anderson area). The RABA fare revenue ratio to operating costs for 2001/02 was 18.88%.

Similar to previous years nearly all transit services will be provided by the Redding Area Bus Authority (RABA). The costs associated with fixed route and demand response services provided by RABA have been allocated to the three cities and the County based 80% on service hours provided by that jurisdiction and 20% based upon the population served in each jurisdiction. This formula is the same formula that has been used by the RTPA since 1993 to allocate jointly funded RABA services.

Exhibit "A" is a spreadsheet that apportions the available revenues to the local agencies based upon population and allocates transit costs to those jurisdictions. This schedule also deducts each claimant's transit obligation from its apportionment to arrive at amounts available for other uses.

"Off-the-top" allocations for CTSA services provided by Shasta Senior Nutrition Services ($278,839) and for Administrative costs ($202,696) have been deducted before funds are apportioned to the cities and the County. Funds to be used to match Overall Work Program (OWP) core functions have been deducted from funds available for apportionment. These funds will flow to the local agencies as they perform OWP functions.

The RABA budget for 2002/03 contains $697,600 in FTA Section 5307 funds. Consistent with RTPA Policy 6-3, receipt of these funds will reduce TDA obligations on a dollar for dollar basis. These FTA grant funds reduce the transit obligations for Shasta Lake and Redding by $69,817 and $627,783, respectively. In the event these grant revenues are not received by RABA, their respective transit obligation will increase by the same relative percentages.

A summary of apportionments and transit obligations for 2002/03 are presented as follows:

Claimant	Total Revenue - All Sources	Total Cost Allocated for Transit Services	Available for Other Uses
City of Redding	$3,300,083	$2,669,912	$630,171
City of Anderson	$344,598	$169,050	$175,548
City of Shasta Lake	$367,009	$196,689	$170,320
Shasta Senior Nutrition Program (CTSA contractor)	$278,839	$278,839	Not Applicable
Shasta County	$2,162,505	$407,372	$1,755,133

ALTERNATIVES

The Agency could choose to allocate transit costs differently than proposed and adjust the farebox standard differently than recommended. The farebox standard can be set anywhere from 15% to 20%. Adjusting transit cost allocations is not recommended because all local agencies have reviewed the attached exhibits and concur with the Staff recommendation. The amount to be provided to RABA has been reviewed with them and they concur that RTPA Policy 6-3 has been correctly implemented.

OTHER AGENCY INVOLVEMENT

All claimants, including the Redding Area Bus Authority, Shasta Senior Nutrition Program, Shasta County, and the cities of Anderson, Redding, and Shasta Lake, have been consulted throughout the TDA claims process, both through their participation on the Technical Advisory Committee, responses to comments, and through informal consultations.

FINANCING

Final action consistent with the attached resolution will have the impacts to the Local Transportation Funds for transit service operations as outlined in Exhibit B. The TDA Budget funds RABA's transit needs in accordance with the RTPA's adopted Policy No. 6-3, entitled "Policy to Determine Transportation Development Act (TDA) Revenue to Be Made Available to Eligible Transit Operators" that was adopted by the Agency on October 27, 1998.

Daniel J. Kovacich

Daniel J. Kovacich, Executive Officer

/jac

Attachments:

1) Resolution No. 02-02
2) Exhibit A - Apportionments and Transit Allocations for 2002/03 *N/A 4/9/02*
3) Exhibit B - Schedule of Annual Claims/ TDA Budget *N/A 4/9/02*
4) 2001 Population Estimate - Revised
5) Staff Responses to Comments Received during 2002/03 Unmet Needs Process
6) April 3rd RABA letter
7) SSTAC April 3rd recommendation

RESOLUTION NO.
02-01
SUPPORTING THE FAREBOX REDUCTION
FOR THE REDDING AREA BUS AUTHORITY (RABA)

WHEREAS, California Code of Regulations Section 6645.1 specifies that operators serving in urbanized areas in a population of less than 500,000 may establish for that operator a required ratio of fare revenue to operating costs of less than 15%; and

WHEREAS, Shasta County has a population of less than 500,000; and

WHEREAS, the Redding Area Bus Authority (RABA) has requested a reduction in the farebox standard; and

WHEREAS, the size and density of the urban area in which the services to the general public are provided have been considered; and

WHEREAS, the proportion of the operator's ridership which is transit dependent, including elderly, handicapped and low income patrons, has been considered; and

WHEREAS, the transit operator is providing service to both urban areas and rural areas;

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency established a fare revenue to operating cost standard of 16.5% for 2001-2002, 17.5% for 2002-2003, 18.5% for 2003-2004 and 19% for fiscal years thereafter.

PASSED AND ADOPTED this 26th day of February, 2002, by the Shasta County Regional Transportation Planning Agency.

Norma M Comnick

Norma Comnick, Chairman
Shasta County Regional
Transportation Planning Agency

RESOLUTION 02-02

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY CONCERNING UNMET TRANSIT NEEDS DETERMINED REASONABLE TO MEET FOR CLAIMANT JURISDICTIONS IN SHASTA COUNTY FOR FY 2002/03

WHEREAS, Section 99230 of the California Public Utilities Code (PUC) requires that each transportation planning agency shall annually determine the amount of LTF funds to be allocated to each claimant, from an analysis and evaluation of the total amount anticipated to be available in the Local Transportation Fund (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 the California Code of Regulations, Section 6655 require that the transportation planning agency shall allocate to a claimant for a given area only such moneys as represent that area's apportionment; and

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

WHEREAS, the 2002/03 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 2002/03 Transit Needs Assessment, 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 the potential alternative public transportation and specialized transportation services and service improvements;

(3) A presentation by the RTPA staff on February 26, 2002, concerning recent study findings concerning unmet needs, and existing service ridership and feasibility;

(4) A public hearing held on February 26, 2002, 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; and

(5) An analysis of, and response to, comments prepared for the April 23, 2002, RTPA meeting. Separate responses were prepared by the RTPA, and Redding Area Bus Authority (RABA) for consideration; and

WHEREAS, as a result of this annual planning and review process, the RTPA has identified no new unmet transit needs for the claimant jurisdictions in Shasta County for 2002/03, which are reasonable to meet; and

WHEREAS, an analysis of identified transit needs for fiscal year 2002/03 for each affected jurisdiction, and consideration of their respective costs and revenues and other factors, has resulted in the determination that the existing level of transit service, as detailed in the 2002/03 Transit Needs Assessment, represents those transit needs that are reasonable to meet; and

WHEREAS, the findings required by PUC Section 99401.5, and related RTPA 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 (JPA), despite their individual status as eligible 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 FY 2002/03 include: (1) The 2002/03 Transit Needs Assessment and supplemental data and analysis provided; (2) the Transit Development Plan (TDP) as updated with 1995 Transit Needs Study Technical Memorandums No. 1 and No. 2; (3) SSTAC consultations; (4) public and claimant agency comments; (5) staff reports and presentations to the RTPA Board; (6) the Regional Transportation Plan; and (7) all correspondence, testimony and documents otherwise comprising the record of proceedings; and

WHEREAS, the PUC Section 99401.5 findings made herein, including determinations that existing transit services include all transit needs that are reasonable to meet, will require that the existing level of transit service 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 2002/03 TDA allocations to the claimants , in the form of a 2002/03 TDA budget, have been prepared which include funding for the existing level of service determined reasonable to meet; and

WHEREAS, to ensure eligibility for STA funds, RABA shall submit calculations supporting its compliance with California Code of Regulations Section 99314.6; and

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

WHEREAS, from the 2002/03 unmet transit needs evaluation process, the RTPA has determined a level of transit service for each claimant that is considered reasonable to meet under the criteria of Resolution 00-21 and the rules and regulations governing the implementation of the Transportation Development Act; and

NOW, THEREFORE, BE IT RESOLVED that Shasta County Regional Transportation Planning 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 2002/03 Transit Needs Assessment fully set forth herein by reference represents the highest level of transit service that can be reasonably funded; and

(3) Determines that the 80% service hours/20% 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) Determines that the farebox ratio for the RABA service area where services are jointly funded in the rural and urban areas for 2002/03 is 16.5%; and

(5) Approves allocations for each claimant jurisdiction that are consistent with and reflected in the 2002/03 TDA Budget attached as Exhibit B; and

(6) Directs that claimants for TDA funds be instructed by RTPA staff that they shall submit claims for transit funds in the amounts not exceeding those shown on Exhibit B for fiscal year 2002/03, and that these claims and the use of resulting funds shall be consistent with the TDP, as amended, before any LTF allocations shall be used for street and road purposes.

PASSED AND ADOPTED this 23rd day of April 2002, by the Shasta County Regional Transportation Planning Agency.

Norma Comnick

Norma Comnick, Chair
Shasta County Regional
Transportation Planning Agency

RESOLUTION 02-02
REVISED

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY CONCERNING UNMET TRANSIT NEEDS DETERMINED REASONABLE TO MEET FOR CLAIMANT JURISDICTIONS IN SHASTA COUNTY FOR FY 2002/03

WHEREAS, Section 99230 of the California Public Utilities Code (PUC) requires that each transportation planning agency shall annually determine the amount of LTF funds to be allocated to each claimant, from an analysis and evaluation of the total amount anticipated to be available in the Local Transportation Fund (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 the California Code of Regulations, Section 6655 require that the transportation planning agency shall allocate to a claimant for a given area only such moneys as represent that area's apportionment; and

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

WHEREAS, the 2002/03 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 2002/03 Transit Needs Assessment, 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 the potential alternative public transportation and specialized transportation services and service improvements;

(3) A presentation by the RTPA staff on February 26, 2002, concerning recent study findings concerning unmet needs, and existing service ridership and feasibility;

(4) A public hearing held on February 26, 2002, 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; and

(5) An analysis of, and response to, comments prepared for the April 23, 2002, RTPA meeting. Separate responses were prepared by the RTPA, and Redding Area Bus Authority (RABA) for consideration; and

WHEREAS, as a result of this annual planning and review process, the RTPA has identified no new unmet transit needs for the claimant jurisdictions in Shasta County for 2002/03, which are reasonable to meet; and

WHEREAS, an analysis of identified transit needs for fiscal year 2002/03 for each affected jurisdiction, and consideration of their respective costs and revenues and other factors, has resulted in the determination that the existing level of transit service, as detailed in the 2002/03 Transit Needs Assessment, represents those transit needs that are reasonable to meet; and

WHEREAS, the findings required by PUC Section 99401.5, and related RTPA 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 (JPA), despite their individual status as eligible 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 FY 2002/03 include: (1) The 2002/03 Transit Needs Assessment and supplemental data and analysis provided; (2) the Transit Development Plan (TDP) as updated with 1995 Transit Needs Study Technical Memorandums No. 1 and No. 2; (3) SSTAC consultations; (4) public and claimant agency comments; (5) staff reports and presentations to the RTPA Board; (6) the Regional Transportation Plan; and (7) all correspondence, testimony and documents otherwise comprising the record of proceedings; and

WHEREAS, the PUC Section 99401.5 findings made herein, including determinations that existing transit services include all transit needs that are reasonable to meet, will require that the existing level of transit service 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 2002/03 TDA allocations to the claimants , in the form of a 2002/03 TDA budget, have been prepared which include funding for the existing level of service determined reasonable to meet; and

WHEREAS, with respect to the Consolidated Transportation Service Agency, the following additional findings are made:

(1) That the proposed service is responding to a transportation need not currently being met in the community of the claimant;

(2) That the service shall be integrated with existing transit service if appropriate;

(3) That the claimant has prepared and submitted an estimate of revenues, operating costs, and patronage;

(4) That the claimant is in compliance with Public Utilities Code (PUC) Section 99268.5;

(5) That the claimant is in compliance with PUC Sections 99155 and 99155.5, if applicable, with respect to reduced fare for the elderly and handicapped; and

WHEREAS, to ensure eligibility for STA funds, RABA shall submit calculations supporting its compliance with California Code of Regulations Section 99314.6; and

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

WHEREAS, from the 2002/03 unmet transit needs evaluation process, the RTPA has determined a level of transit service for each claimant that is considered reasonable to meet under the criteria of Resolution 00-21 and the rules and regulations governing the implementation of the Transportation Development Act; and

NOW, THEREFORE, BE IT RESOLVED that Shasta County Regional Transportation Planning 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 2002/03 Transit Needs Assessment fully set forth herein by reference represents the highest level of transit service that can be reasonably funded; and

(3) Determines that the 80% service hours/20% 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) Determines that the farebox ratio for the RABA service area where services are jointly funded in the rural and urban areas for 2002/03 is 17.5%; and

(5) Approves allocations for each claimant jurisdiction that are consistent with and reflected in the 2002/03 TDA Budget attached as Exhibit B; and

(6) Directs that claimants for TDA funds be instructed by RTPA staff that they shall submit claims for transit funds in the amounts not exceeding those shown on Exhibit B for fiscal year 2002/03, and that these claims and the use of resulting funds shall be consistent with the TDP, as amended, before any LTF allocations shall be used for street and road purposes.

PASSED AND ADOPTED this 23rd day of July 2002, by the Shasta County Regional Transportation Planning Agency.

Norma Comnick, Chair
Shasta County Regional
Transportation Planning Agency