

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Approve Project List for Rural Transit System Grant Program	12/11/01	8

RECOMMENDATION

It is recommended that the Agency:

1. Approve a revised annual Transportation Development Act (TDA) claim for the City of Anderson, and;
2. Authorize the Executive Officer to sign letters of support to Shasta Senior Nutrition and the City of Anderson's applications for funding.
3. Consider approving Resolution No. 01-11 designating the regional priority to be assigned to each RTS GP application.

SUMMARY

The City of Anderson and the Shasta Senior Nutrition Program are applying for Rural Transit System Grant Program funding. The intent of the program is to improve efficiency and effectiveness of the rural transit system within the State of California. Agency approval is requested to prioritize grant applications.

DISCUSSION

In recent years the California legislature has recognized under funded transportation needs; both for infrastructure and for operating and maintenance purposes. As a result the state enacted the Traffic Congestion Relief Program which is making over \$5 billion available for transportation purposes over the next several years. Unfortunately, little if none of this windfall is earmarked for rural transit needs. Recognizing this gap the legislature has authorized the Rural Transit System Grant Program (RTSGP). This program makes available \$18M on a one-time basis statewide and earmarks it to be used in non-urban areas.

The guidelines for implementing this legislation specify that each California county will be "entitled", or "guaranteed" an amount that equals their pro-rata share of the non-urban California population. As a result of this provision, Shasta County applicants are virtually guaranteed \$276,401. Additionally, there may be a competitive cycle of grants as well. This competitive cycle will occur if counties do not apply for their guaranteed entitlement. This may occur because the requirements for eligibility are that 1) the applicant not have claimed any TDA funds in 2001/02 for Streets and Roads purposes, and, 2) the applicant must be in a non-urban area.

Only Anderson (non-urban and zero Streets and Roads) and Shasta Senior Nutrition Program (serving the non-urban area and zero Streets and Roads) are eligible within Shasta County. The cities of Shasta Lake and Redding are urban. These two cities and the County of Shasta have all claimed TDA funds for Streets and Roads. It is anticipated that many other counties statewide will have limited eligibility leading to a higher probability that there will be a second competitive grant process.

As a result of this "two-cycle" approach it is necessary to identify those projects that will be funded from the first, or "guaranteed" cycle. The California Transportation Commission at its April 2002 meeting will grant project approval.

Proposed Projects

Anderson and Shasta Senior Nutrition Program (SSNP) have both completed the necessary grant applications. In recommended priority order they are as follows:

1. Shasta Senior Nutrition Program is applying to replace two buses at a total cost of \$108,472. The required match requirement for this application is 10%. If this grant is successful it is recommended that the match come from TDA funds. RTSGP funding requested is in the amount of \$97,625. This will be requested from the "guaranteed" cycle.
2. Anderson is applying to replace one bus currently used on Route 9. The total cost of this bus is \$290,000. The match requirement for this bus is 43.7%. RTSGP funding is approximately \$163,270. This will represent Anderson's capital contribution to RABA's capital needs. This is consistent with treatment applied to other grants available exclusively to Redding and Shasta Lake. This will be requested from the "guaranteed" cycle.
3. Shasta Senior Nutrition is applying to replace three vans currently used in the rural areas at a total cost of \$146,841. The required match requirement for this application is 10%. If this grant is successful it is recommended that the match come from TDA funds. RTSGP funding requested is in the amount of \$132,157. This will be requested from the "competitive" cycle.
4. Anderson is applying to replace another bus currently used on Route 9. The total cost of this bus is \$290,000. The match requirement for this bus is 43.7%. RTSGP funding is approximately \$163,270. This will represent Anderson's capital contribution to RABA's capital needs. This is consistent with treatment applied to other grants available exclusively to Redding and Shasta Lake. This will be requested from the "competitive" cycle.
5. Anderson is applying to replace a demand response bus used in Anderson. The total cost of this bus is \$75,000. The match requirement for this bus is 43%. RTSGP funding is approximately \$42,225. This will represent Anderson's capital contribution to RABA's capital needs. This is consistent with treatment applied to other grants available exclusively to Redding and Shasta Lake. This will be requested from the "competitive" cycle.

ALTERNATIVES

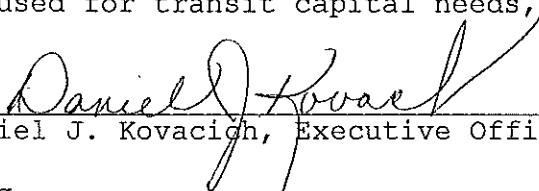
An identified alternative to the staff recommendation would be to rearrange the priority of grant applications recommended by staff. This is not recommended because the staff recommendation reaches a balance between service provided by Anderson and by SSNP. SSNP has few funding sources available other than this program to provide needed services to the elderly in Shasta County. It is also reasonable to assume that SSNP's applications will score very well and do well in the "competitive" cycle. The staff recommendation provides both eligible applicants with a guaranteed project.

OTHER AGENCY INVOLVEMENT

This item was discussed at the TAC meeting. No significant input was received at this time.

FINANCING

RTSGP funding represents "new" money available to the area. To the extent it is used for transit capital needs, it will ease pressure on other funding.



Daniel J. Kovach, Executive Officer

/jmg

Attachments: Letters of Support from the RTPA

RESOLUTION NO. 01-11
APPROVING PROJECT PRIORITY LIST FOR RURAL
TRANSIT GRANT SYSTEM PROGRAM (RTSGP) FOR SHASTA COUNTY

WHEREAS, the California Legislature has recognized that transportation needs statewide are seriously underfunded; and

WHEREAS, the California Legislature recognizing this need particularly in the non-urban area has implemented the Rural Transit System Grant Program; and

WHEREAS, there are two eligible applicants within Shasta County, namely the City of Anderson and the Shasta Senior Nutrition Program which is the designated Consolidated Transportation Services Agency (CTSA) for Shasta County; and

WHEREAS, it is necessary to prioritize these applications due to the likelihood of two program cycles.

NOW, THEREFORE, BE IT RESOLVED that the applications submitted by Shasta County eligible applicants should be prioritized as follows:

1. Shasta Senior Nutrition Program application to replace two buses - The estimated amount needed from the RTSGP is \$108,000.
2. The application submitted by the City of Anderson to replace one bus currently used on Route 9 - RTSGP funding requested for this funding is approximately \$163,270.
3. The application submitted by Shasta Senior Nutrition Program to replace three vans currently used in the rural area at a cost of \$146,841. RTSGP funding requested for this project is \$132,157.
4. The application by the City of Anderson to replace another bus currently used on Route 9 - RTPSGP funding requested is approximately \$163,270.
5. The application by the City of Anderson to replace a Demand Response bus used in the non-urban area - RTSGP funding requested for this project is approximately \$42,225.

DULY PASSED AND ADOPTED this 11th day of December, 2001, by the Shasta County Regional Transportation Planning Agency.

Norma Comnick, Chair
Shasta County Regional
Transportation Planning Agency

**SHASTA COUNTY
REGIONAL TRANSPORTATION PLANNING AGENCY**

DANIEL J. KOVACICH
EXECUTIVE OFFICER

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December 3, 2001

RAF 040002

Scott Morgan, City Manager
City of Anderson
1887 Howard Street
Anderson, CA 96007

Subject: Rural Transit Grant System Program

Dear Scott:

We understand that the City of Anderson is applying for Rural Transit System Grant Program (RTSGP) funding for the year 2001. One of the application requirements is letters of support from agencies involved with transit.

The City of Anderson is a member of a Joint Powers Agency, the Redding Area Bus Authority (RABA). RABA operates the transit service to Anderson and throughout Shasta County under the provisions of the agreement. The City of Anderson is responsible for the cost of vehicles associated with the RABA route that runs from Anderson to Redding. The City of Anderson is applying for funding to purchase one paratransit van that is used to transport persons with disabilities. The Demand Response service is provided consistent with ADA requirements that demand response service complementary to the fixed route service be provided.

The RABA Demand Response service that operates from Anderson to Redding had an annual ridership of 6,664 riders based on the 1999-2000 fiscal year. This ridership represents 13.2% of the total RABA Demand Response system. The rural City of Anderson provides the elderly and mobility impaired residents of their area access to life sustaining activities in the urban area of Redding such as healthcare, retail centers, municipal services, airport service, and a variety of social and recreational services.

If this grant is not approved, it is probable that the elderly and mobility impaired would see a reduction in the quality of life of their transit experience.

The City of Anderson, being a rural community, has limited resources available to them. This project will provide operational benefits to the

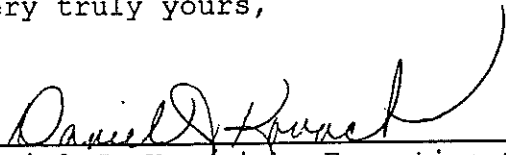
RTSGP Support Letter
November 29, 2001
Page 2

RABA system by replacement of existing end-of-life vehicles. Due to the increased elderly population in Shasta County, the transportation to the rural areas requires additional capacity now and existing vans are operating at their capacity. By replacing this old paratransit van with a new van, there will be fewer service interruptions due to mechanical failure and breakdowns of the old vans.

The vehicles that will be replaced have in excess of 150,000 miles. Due to limited capital resources, the City of Anderson will be unable to replace this vehicle without funding assistance. The Shasta County Regional Transportation Agency fully supports the City of Anderson's grant application as an improvement to the existing transit services provided to this region.

Should questions arise concerning this matter, please feel free to contact Sue Crowe at 530-245-6826.

Very truly yours,



Daniel J. Kovacich, Executive Officer
Shasta County Regional Transportation
Planning Agency (MPO)

DJK/SC/jmg

**SHASTA COUNTY
REGIONAL TRANSPORTATION PLANNING AGENCY**

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Subject: Rural Transit System Grant Program

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The City of Anderson is a member of a Joint Powers Agency, the Redding Area Bus Authority (RABA). RABA operates the transit service to Anderson and throughout Shasta County under the provisions of the agreement. The City of Anderson is responsible for the cost of vehicles associated with the RABA route that runs from Anderson to Redding. The service route is one the highest performing in the RABA system with a fare box ratio of 29.0% for the year 1999. The rural area serviced is low in density and the fare box performance demonstrates the need for service to this area.

The RABA service route that operates from Anderson to Redding has an annual ridership of 111,330 riders based on the 1999/00 fiscal year. This ridership represents 13.2% of the total RABA system. The annual mileage placed on the combined vehicles in operation for this route is approximately 136,550 adjusted miles. The service area for Anderson has the highest number of miles operated in the entire RABA fleet. The existing buses used for this route are the oldest in the fleet and will require replacement in the near future.

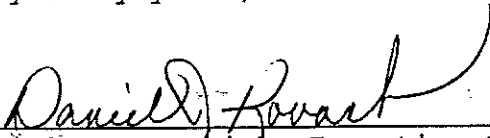
The City of Anderson, being a rural community, has limited resources available to them. This project will provide operational benefits to the RABA system by replacement of existing end-of-life vehicles. By replacing old buses with new buses, there will be fewer service interruptions due to mechanical failure and breakdowns of old buses.

RTSGP Support letter
December 3, 2001
Page 2

The vehicles that being replaced are in excess of 600,000 miles. Due to limited capital resources, the City of Anderson will be unable to replace these vehicles without funding assistance. The Shasta County Regional Transportation Planning Agency fully supports the City of Anderson's grant application as an improvement to the existing transit services provided to this region.

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Daniel J. Kovacich, Executive Officer
Shasta County Regional Transportation
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DJK/SC/jmg

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**SHASTA COUNTY
REGIONAL TRANSPORTATION PLANNING AGENCY**

DANIEL J. KOVACICH
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November 19, 2001

RAF 040002

Virginia Webster, Director
Shasta Senior Nutrition Programs, Inc.
2225 College View Drive
Redding, CA 96003

Subject: Rural Transit System Grant Program

Dear Virginia:

We understand that Shasta Senior Nutrition Programs, Inc. (SSNP) is applying for Rural Transit System Grant Program (RSTGP) funding for the year 2001. One of the application requirements is a letter from the local Consolidated Transportation Service Agency stating that the applicant is involved in coordination of transportation services. Since SSNP is the local CTSA, the Shasta County Regional Transportation Planning Agency will document the coordination efforts of SSNP. This letter from the Shasta County Regional Transportation Planning Agency (SCRTPA) provides support for SSNP.

SSNP is one of the largest social service agencies providing transportation in Shasta County. They provide approximately 8000 one-way trips per month and as an organization which is committed to transportation coordination. The SSNP meets the service gaps and connectivity required in Item II.A of the grant guidelines by the past and current examples of their coordination included in the following:

1. Shared Use of Vehicles - SSNP lends vehicles with qualified drivers to Shascade Community Services, Golden Umbrella and the Armory for the transport of homeless persons.
2. Back-up Transportation - SSNP provides back-up route support for Shascade, Golden Umbrella and other agencies.
3. Coordination of Client Trips with other Transportation Agencies - SSNP coordinates the pick-up of special-need passengers with Golden Umbrella and Northern Valley Catholic Social Services.
4. Dispatching/scheduling - SSNP shares the use of their radio frequencies and other communication services with Shascade and other agencies.

5. Staff Training Programs - SSNP coordinates training with other agencies (defensive driver training, employee testing for specialized licensing, sharing of videos).
6. Maintenance - SSNP has led the effort to consolidate routine maintenance under a group contract.
7. Joint Procurement of Services and Supplies - SSNP has been coordinating the joint purchase of fuel for all of the local nonprofit agencies.
8. Active Participation in Local Social Service Transportation Planning Process - SSNP has been an active member of the Social Services Transportation Advisory Council since 1990. Because of their commitment to coordination, SSNP volunteered to be the CTSA. SSNP was officially designated CTSA for Shasta County in January 1997.

Many of the examples of coordinating transportation services are on an as-needed basis when other agencies call SSNP to pick up stranded passengers. SSNP does not limit its clients to those over 60, but serves all frail and mobility impaired in need of transportation to adult day care, eating facilities, medical appointments, etc.

The SSNP rural transit needs as described in Item II.A of the grant guidelines are supported by the SCRTPA 2000/01 Transit Needs Assessment.

The SCRTPA holds an annual unmet needs assessment. Since the 1999 unmet needs review, transit demand has increased slightly in proportion to the increase in population. Compared to the 1998 population table, Shasta County population has increased by .3%. Transit demand is assumed to grow at the same rate as the population growth.

SSNP is a community transit service funded by the RTPA pursuant to the Transportation Development Act (TDA). These services are not subject to the "unmet transit needs" and "reasonable to meet" standards. Funding is limited to 5% of the money available to apportionment countywide.

Among other requirements, claims filed for community transit services must meet all of the following criteria:

- ☐ The service must link intracommunity origins and destinations.
- ☐ The service is responding to a transportation need currently not being met in the community of the claimant.
- ☐ The service is integrated with existing transit services when appropriate.

Grant funding available to this agency can assist in rural transit needs for the applicant by supplying funding available to purchase additional and/or replace existing vehicles or equipment.

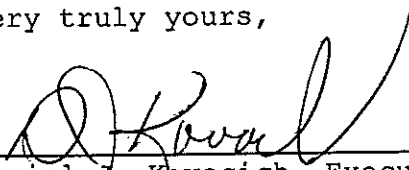
The Shasta County RTPA acknowledges that SSNP can provide service gaps and improve and/or establish service connectivity. SSNP coordinates all

RSTGP
November 19, 2001
Page 3

aspects of their transportation services to the fullest extent possible and is committed to maximizing future coordination.

The SCRTPA fully supports SSNP as a candidate for RTSGP grant funding.

Very truly yours,



Daniel J. Kpvacich, Executive Officer
Shasta County Regional Transportation
Planning Agency (MPO)

DJK/SLC/jmg

Enclosures

**REGIONAL TRANSPORTATION PLANNING AGENCY
OF
SHASTA COUNTY**

Application for Annual Claim -REVISED

APPLICANT: CITY OF ANDERSON

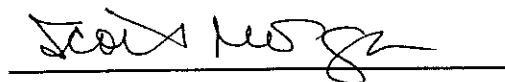
FUNDS REQUESTED FOR FISCAL YEAR 2001/02

Total Transit Obligation	\$229,221.00
FTA Section 5311 Grant	(\$51,097.00)
Remaining Obligation	\$178,124.00

REVENUE SOURCES

STA Revenue to fund urban fixed route & demand response (PUC 99313.3)	\$13,811.00
LTF Revenue to fund urban fixed route and demand response (PUC 99231)	\$149,760.00
LTF Revenue to fund Trial Services	\$14,554.00
FTA Section 5311 Revenue for operations	\$51,096.00
Total Amount of TDA and FTA Funds Claimed for Transit Purposes	\$229,221.00
Total Resources Available (TDA + FTA grant Resources)	\$309,469.00
Less Prior Year Transit Obligation (PUC 99231)	(\$80,248.00)
Less Current Year Transit Obligation (PUC 99231)	(\$229,221.00)
Total TDA for Streets and Roads (PUC 99400 a)	\$0.00
Total Amount of TDA Funds Claimed	\$229,221.00

Signature:



Date: 12/3/01

Shasta County Regional Transportation Planning Agency	Exhibit A					
Calculation of TDA Apportionments and Transit Obligations for 2001-2002 - Revised						
Population Factors (for Apportionment Only)	Population					
	Based on 1999 figures					
	1/1/00	Percentage				
Redding	79,600	47.66%				
Anderson	8,800	5.27%				
Shasta Lake	9,425	5.64%				
Unincorporated County Area	69,200	41.43%				
Total Population in RTPA Area	167,025	100.00%				
Service Hour Factors						
Allocate Service Hours to Claimant Jurisdictions						
Service Hours from RABA						
Represents Daily Hours Allocated to each Jurisdiction						
	REDDING	ANDERSON	SHASTA LAKE	SHASTA COUNTY	DAILY TOTAL	
Hours by Jurisdiction	120.05	0	8.45	9.00	137.50	
Hours on Route 9	9.00	6.50	0	4.00	19.50	
	129.05	6.50	8.45	13.00	157.00	
	82.20%	4.14%	5.38%	8.28%	100.00%	
Claimant Populations Within Urban Fixed Route Area based on 1999 State Department of Finance E-1 report	Population in Service Area	Population Split 20%	Service Hour Split 80%	Weighted Average		
				State		
Redding	76,612	76.41%	82.20%	81.04%		
Anderson	8,800	8.78%	4.14%	5.07%		
Shasta Lake	9,425	9.40%	5.38%	6.19%		
Unincorporated County Area	5,426	5.41%	8.28%	7.71%		
Total Population in RTPA Area	100,263	100.00%	100.00%	100.00%		
Actual LTF received	5,080,694	(Per Forecast of Current Year)				
Actual STA received PUC 99313	262,130	(Per 2000/2001 State Controller's Office Allocation Estimate)				
Subtotal	5,342,824					
"Off - The - Top" Allocations						
Actual Administration PUC 99233.1 LTF	(200,955)	(Per OWP)				
Actual CTSA PUC 99275 LTF	(235,000)	(Per Memo from Virginia Webster)				
Actual RTPA Core Planning Functions Match	(2,930)	(Per OWP)				
Total "Off-the-Top"	(438,885)					
Amount Available for Distribution	4,903,939					

Shasta County Regional Transportation Planning Agency				
Calculation of TDA Apportionments and Transit Obligations for 2001-2002 - Revised				
EXHIBIT B				
SHASTA COUNTY RTPA				
SCHEDULE OF ANNUAL CLAIMS /TDA BUDGET				
FISCAL YEAR 2001 -2002				
		Funding Sources		
CLAIMANT/PURPOSE		LTF	STA	FTA
Off-The-Top Apportionments				
Administrative (includes Core Function Match)		PUC 99233.1	203,885	
CTSA Funding for Elderly Population		PUC 99275	223,000	
CTSA Funding for Administration by CTSA		PUC 99275	12,000	
Total Off The Top Apportionments			438,885	
Redding Area Bus Authority				
TDA funds required per RABA budget PUC 99400(c)		4,236,170		
Sources of Transit Funding:				
LTF - Redding		1,879,543	1,879,543	
STA - Redding		124,925	124,925	
FTA Section 5307		1,428,531		1,428,531
LTF - Shasta Lake		71,507	71,507	
STA - Shasta Lake		14,792	14,792	
FTA Section 5307		175,742		175,742
LTF - Anderson		149,760	149,760	
STA - Anderson		13,811	13,811	
FTA Section 5311		51,097		51,097
LTF - Shasta County		217,860	217,860	
STA - Shasta County		108,603	108,603	
FTA Sec 5311				
Total Funds Provided RABA for Transit		4,236,170	2,318,670	262,130
				1,655,370
Services Provided Under Contract to Shasta County				
Burney Express			87,618	41,807
Trial Services			33,071	
City of Redding				
LTF Streets and Roads			288,833	
Trial Services			43,795	
City Of Anderson				
LTF Streets and Roads			0	
Trial Services			14,554	
City Of Shasta Lake				
LTF Streets and Roads			190,424	
Shasta County				
LTF - Streets and Roads (PUC 99400(a))			1,527,343	
LTF - Purchased Transportation - Vanpool Subsidy (PUC 99400(c))			27,252	
LTF - Purchased Transportation - Lifeline Services (PUC 99400(c))			30,000	
Total TDA Funds to be Distributed			5,000,445	262,130
				1,697,177