

STAFF REPORT



MEETING DATE:	February 26, 2019
SUBJECT:	Receive Public Comment on the Discontinuation of Redding Area Bus Authority (RABA) Airport Express Service, Adopt Resolution 19-03 Finding that the RABA Airport Express Service is No Longer Reasonable to Meet, and End Funding Effective March 1, 2019
AGENDA ITEM:	12
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

STAFF RECOMMENDATION:

It is recommended that the board of directors:

- 1) Receive public comment on the discontinuation of the Redding Area Bus Authority's Airport Express service; and
- 2) Adopt Resolution 19-03 finding that the Redding Area Bus Authority (RABA) Airport Express service is no longer reasonable to meet and end funding effective March 1, 2019.

DISCUSSION:

The SRTA Board of Directors found RABA's current transit services reasonable to meet as part of the 2018/19 Unmet Transit Needs findings. As noted in the attached city of Redding staff report, farebox revenue for the Airport Express service has abruptly fallen from 39% to 1.7% due to the loss of contracted subsidies provided by the IASCO flight training school. RABA and the county of Shasta wish to terminate the service. This will require SRTA to find the Airport Express service no longer reasonable to meet. If discontinued, SRTA's new 'Shasta Connect' umbrella of public transportation services, including upgraded Coordinated Transportation Service Agency (CTSA) services, may be able to serve impacted riders.

ALTERNATIVES:

The board of directors may decline to adopt the resolution if there is any reason to think that ridership could be improved. Staff has found no basis to support such a finding.

OTHER AGENCY INVOLVEMENT:

SRTA staff consulted with RABA, city of Redding, county of Shasta, and Caltrans Division of Mass Transportation. The Technical Advisory Committee concurs with the staff recommendation.

FISCAL IMPACT:

Discontinuation of the Airport Express bus route will reduce RABA expenditures and TDA transit claims by approximately \$43,000 for FY 2018/19 if discontinued March 1, 2019, and approximately \$130,000 annually for subsequent fiscal years.

A blue ink signature of Daniel S. Little, written in a cursive style.

Daniel S. Little, AICP, Executive Director

Attachments: Resolution 19-03: Finding that the RABA Airport Express Service is No Longer Reasonable to Meet and End Funding Effective March 1, 2019
Resolution 18-06: 2018/19 Unmet Transit Needs Findings and TDA Claims
City of Redding Report to RABA: Public Hearing Airport Express

RESOLUTION



RESOLUTION NUMBER:	19-03
SUBJECT:	Finding that the Redding Area Bus Authority (RABA) Airport Express Service is No Longer Reasonable to Meet and End Funding Effective March 1, 2019

WHEREAS, the SRTA Board of Directors adopted Resolution 18-06 on April 24, 2018, finding all existing Redding Area Bus Authority (RABA) services to be reasonable to meet and approving Transportation Development Act (TDA) claims for Fiscal Year 2018/19; and

WHEREAS, the Airport Express bus route, operated by the Redding Area Bus Authority (RABA), has seen a drastic drop in revenue and ridership due to the loss of contracted subsidies provided by the IASCO flight training school; and

WHEREAS, the Airport Express service no longer meets SRTA's adopted reasonable to meet definition;

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

- 1) Excludes the Airport Express service not reasonable to meet;
- 2) Ends TDA funding for the Airport Express service beginning March 1, 2019; and
- 3) Directs staff to true-up TDA claims in next year's TDA budget to reallocate funding to eligible recipients in accordance with SRTA's adopted TDA distribution formula.

PASSED AND AMENDED this 26th day of February 2019, by the Shasta Regional Transportation Agency.

, Chair
Shasta Regional Transportation Agency

RESOLUTION



RESOLUTION NUMBER:	18-06
SUBJECT:	2018/19 Unmet Transit Needs Findings and TDA Claims

WHEREAS, Section 99230 of the California Public Utilities Code (PUC) requires that each transportation planning agency 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 2018/19 transit needs review process in the Shasta region has included all of the following actions:

1. The Shasta Transit Brainstorm, a public input campaign, followed by a transit priorities 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 the Shasta region as detailed in the 2018/19 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 disabled 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 public hearing held on February 27, 2018, 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.

5. A presentation by SRTA staff on April 24, 2018, concerning current unmet needs findings and existing service ridership and feasibility.

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 2018/19 including:

1. The 2018/19 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 2015 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 2018/189 TDA allocations to the claimants, in the form of a 2018/19 TDA budget, have been prepared.

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

1. RABA falls below the 18.0% adjusted farebox ratio for fiscal year 2016/17 (16.85%). However, existing services are recommended for funding because the continuation of the current RABA transit system is an essential service to the region's urban areas and will not result in a farebox penalty.
2. Sunday service could be "reasonable to meet" for the claimant jurisdictions in the region pending on-going analysis of a Sunday service pilot program 2018/19; and
3. The "Crosstown Express" service, as detailed in the 2018/19 Unmet Transit Needs Findings, is reasonable to meet per SRTA's definition which allows for farebox standard exceptions for pilot projects such as this one; and
4. The seasonal Whiskeytown "Beach Bus" service, as detailed in the 2018/19 Unmet Transit Needs Findings, is reasonable to meet as a pilot project fixed route service per SRTA's "reasonable to meet" definition; and
5. The 2018/19 TDA budget 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 2016/17 TDA true-up by incorporation into the 2018/19 claims; and

2. Approves allocations for each claimant jurisdiction that are consistent with and reflected in the approved 2018/19 TDA budget; and
3. Directs that claimants for TDA funds shall submit claims for transit funds in the amounts not exceeding those shown in the approved budget for fiscal year 2018/19, and that these claims and the use of resulting funds shall be consistent with transit requirements before any LTF allocations go to other uses.
4. Directs the auditor to make payments to the claimants pursuant to the schedule shown in Attachment E to the staff report, or as sufficient funds become available.

PASSED AND ADOPTED this 24th day of April, 2018, by the Shasta Regional Transportation Agency.



Susie Baugh, Chair
Shasta Regional Transportation Agency

CITY OF REDDING
REPORT TO REDDING AREA BUS AUTHORITY

MEETING DATE: January 28, 2019 ITEM NO. 7.1 [R-010-350]	FROM: Chuck Aukland, Public Works Director
APPROVED BY	
caukland@ci.redding.ca.us	 Chuck Aukland, Public Works Director 1/17/2019 caukland@ci.redding.ca.us
SUBJECT: 7.1--Public Hearing Airport Express	

Recommendation

Conduct the Public Hearing, and, upon conclusion, approve the elimination of the Airport Express bus route.

Fiscal Impact

There will be a net reduction in operational expenses of approximately \$130,000 annually should the Board choose to eliminate the Airport Express bus route.

Funding would be required from the City of Redding and Shasta County should the Board choose to continue the Airport Express bus route, as there is no alternative funding. Without modifications (i.e., maintaining the current level of service), approximately \$213,000 per fiscal year would be required. Currently, fare revenue is anticipated to yield less than \$3,600 for the fiscal year. With modifications (i.e., modifying service to a bare minimum of two runs per day during weekdays), approximately \$48,136 per fiscal year would be required. However, continuing the Airport Express bus route could lower the overall system farebox ratio to less than the established regional minimum, resulting in reduced funding eligibility.

Alternative Action

1. Conduct the Public Hearing and continue the Airport Express bus route, with or without modifications. This will require the City of Redding and Shasta County to fund the bus route.
2. Provide alternative direction to staff.

Background/Analysis

At its regular meeting on November 13, 2018, the Board set a Public Hearing for January 28, 2019, to consider elimination or modification of the Airport Express bus route due to poor performance. Prior to September 2018, the bus route was supported by IASCO Flight Training, Inc. (IFT), through both a funding agreement and student ridership. In Fiscal Year 2016-17, IFT provided approximately \$70,000 in funding for the bus route and IFT student ridership

contributed to the 49,000 rides on the bus route, resulting in a 39 percent farebox ratio for the bus route. Currently, there is no funding for the bus route and ridership is low (1.7 percent farebox ratio), which is substantially lower than the regional minimum (15 percent farebox ratio). Ridership plummeted March 2018 and has not improved.

Staff discussed modifying/reducing service, but, as the existing limited number of riders is spread throughout the day, there is no peak hour utilization. Modifying service to a bare minimum of two runs per day during weekdays would reduce costs, but is not recommended, as funding would still be required. If and when development increases along the Airport Road corridor supported by funding and/or ridership demand, the establishment or expansion of service should be explored.

It should be noted that since this bus route operates in the jurisdiction of the City of Redding and Shasta County, approval by their respective Board members is required to eliminate and/or modify any bus routes in their jurisdictions. Should the Board choose to eliminate and/or modify this bus route, staff will provide sufficient notification to the public prior to implementation and will adjust bus rider information and bus stop infrastructure. This could take up to one month.

The public hearing notice was publicized according to *RABA Policy 116 – RABA Policy for Public Involvement and Transportation Planning*, including within a newspaper of general circulation, on social media, on the website, on buses, and at facilities. At the time of writing of this staff report, RABA has not received any public comments regarding the service.

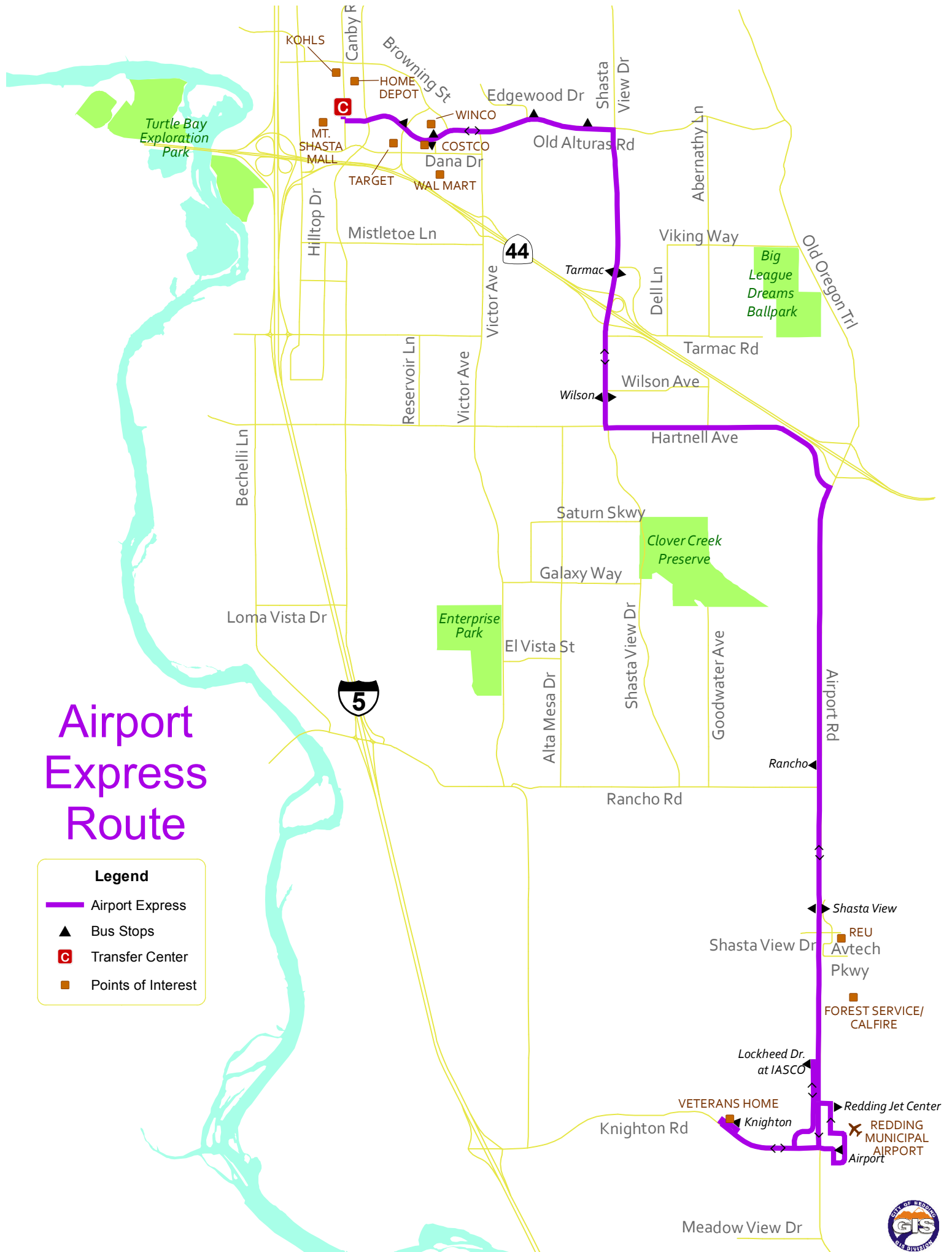
Attachments

Airport Express Bus Route Map
RABA Staff Report - 11/19/18 Meeting

Airport Express Route

Legend

-  Airport Express
-  Bus Stops
-  Transfer Center
-  Points of Interest



CITY OF REDDING

REPORT TO REDDING AREA BUS AUTHORITY

MEETING DATE: November 19, 2018 ITEM NO. 5.2 [R-010-775]	FROM: Chuck Aukland, Public Works Director
APPROVED BY	
caukland@ci.redding.ca.us	 _____ Chuck Aukland, Public Works Director 11/12/2018 caukland@ci.redding.ca.us
SUBJECT: 5.2--Set Public Hearing for Elimination or Modification of Airport Express	

Recommendation

Approve setting a Public Hearing for January 28, 2019, at 5:15 p.m., in the City Council Chambers, 777 Cypress Avenue, Redding, California, to consider elimination or modification of the Airport Express (AE) bus route.

Fiscal Impact

The AE route operates 2,297 revenue hours per year at an annual cost of \$212,610. At current ridership levels, the route will likely yield only less than \$7,450 in fare revenue based on a 3.5 percent farebox ratio. This would require the City of Redding and Shasta County to heavily subsidize the service beyond legal requirements. In addition, this may result in a lower overall system farebox ratio and RABA may be unable to meet the established minimum farebox ratio requirements, which could result in reduced funding eligibility. The resultant penalty to RABA would be the difference between the actual farebox received and the farebox ratio recovery required by the Shasta Regional Transportation Agency (SRTA) who serves as the regions Metropolitan Planning Organization (MPO).

Alternative Action

1. Do not set the public hearing and continue the AE bus route without any changes. Staff would monitor ridership and fare revenues. As stated above, this may result in RABA not meeting required efficiency standards and subject the system to financial penalty.
2. Provide alternative direction to staff.

Background/Analysis

On October 1, 2011, RABA entered into an agreement with IASCO Flight Training, Inc. (IFT) to establish and fund the AE bus route. As outlined in the agreement, service included six weekday and five Saturday round trips, one-hour maximum headways, and general public availability. In order to substantially fund the service, the agreement required IFT to purchase a minimum of 120 regular Redding monthly passes per month, for an annual contribution of approximately \$70,000. With the student ridership and IFT funding, the AE bus route was very successful for a

number of years. For Fiscal Year 2016-17, AE had 49,000 rides (7.24 percent of the total RABA system) and a farebox ratio of nearly 39 percent (note: 15 percent is the minimum farebox ratio set by the MPO).

However, IFT financial support and corresponding student ridership on the AE bus route has since changed. In March 2018, IFT informed RABA that they were under severe financial strain and would no purchase passes and use alternative transportation for the students. The agreement included a six month termination clause. IFT provided payment for delinquent invoices and on September 19, 2018, staff negotiated an accord to terminate the agreement. Since that time, RABA has conducted on-board surveys to evaluate AE bus route ridership. In late August/early September 2018, there were 255 riders over a 2-week (12-day) period, yielding a farebox ratio of 3.15 percent. For the month of October 2018, RABA marketed to IFT students to assess the potential of students continuing to use the AE bus route without IFT funding. In October 2018, there were 265 riders over a similar 2-week (12-day) period, yielding a farebox ratio of 3.28 percent. The increase between the two months was minimal and the result for both well below farebox ratio requirements. Attachment A shows the 2-year performance trends for RABA Fixed Route "Express Routes," illustrating the substantial decrease in ridership (e.g., from 6,141 rides in September 2017 to 1,532 rides in September 2018) largely attributed to recent AE bus route changes. Without an agreement to support funding and ridership, continuation of the AE bus route is not sustainable.

Staff recommends setting a public hearing for the January 28, 2019 RABA Board Meeting to consider elimination or modification of the AE bus route. Public comments will be solicited leading up to and at the public hearing through local media, social media and onboard the fixed route system. This will allow the public and community stakeholders an opportunity to provide input on the elimination or modification of the AE bus route.

Attachments

Airport Express

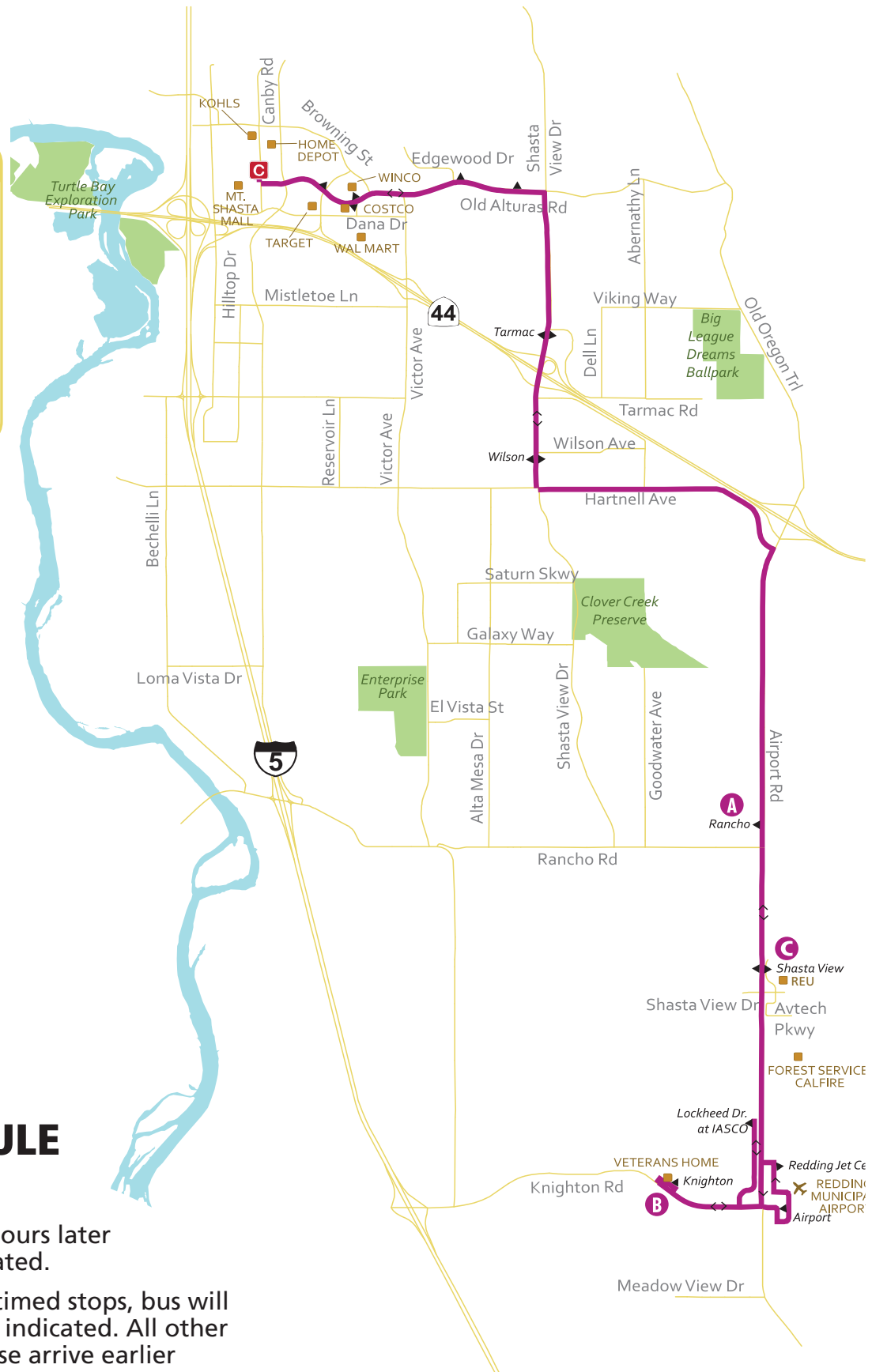
(A) September 2018 2 Yr Trends

(B) Airport Express Bus Schedule

AIRPORT EXPRESS

Legend

- B** Timed Stop
- ▲ Bus Stop
- C** Transfer Center
- Points Of Interest
- 🏫 School



WEEKLY SCHEDULE NO SUNDAY SERVICE

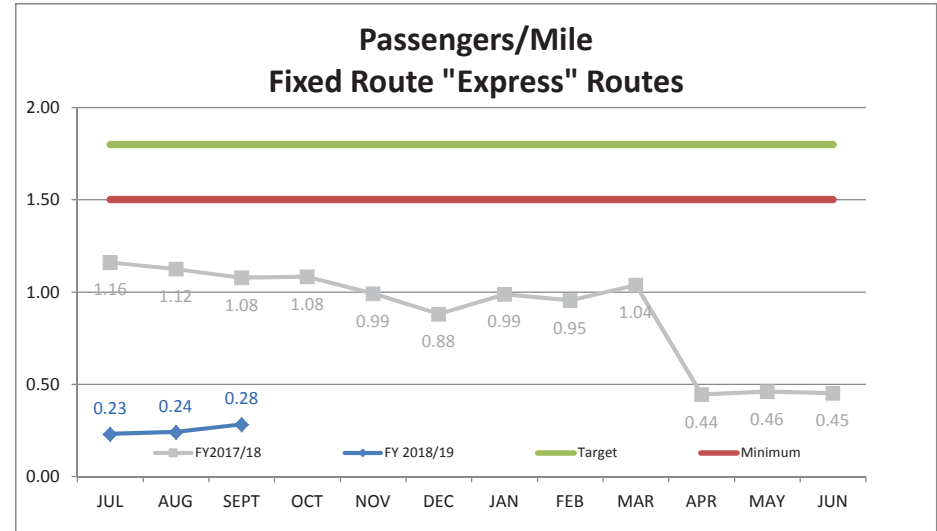
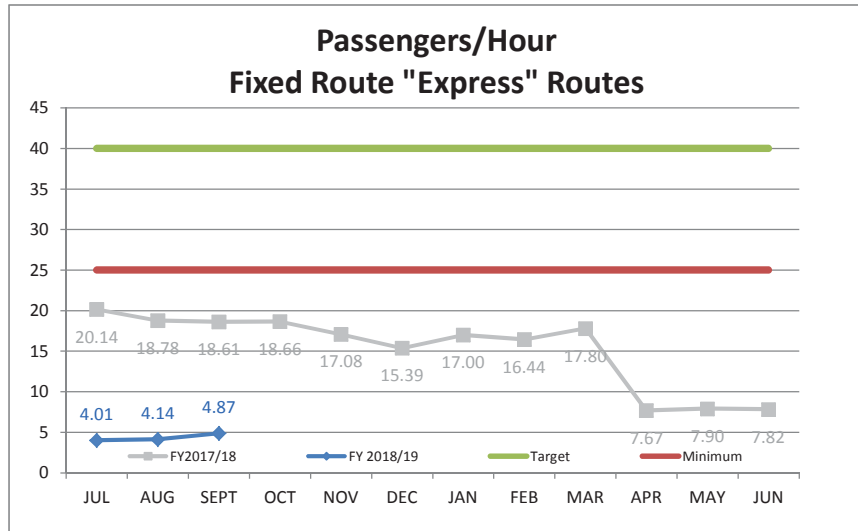
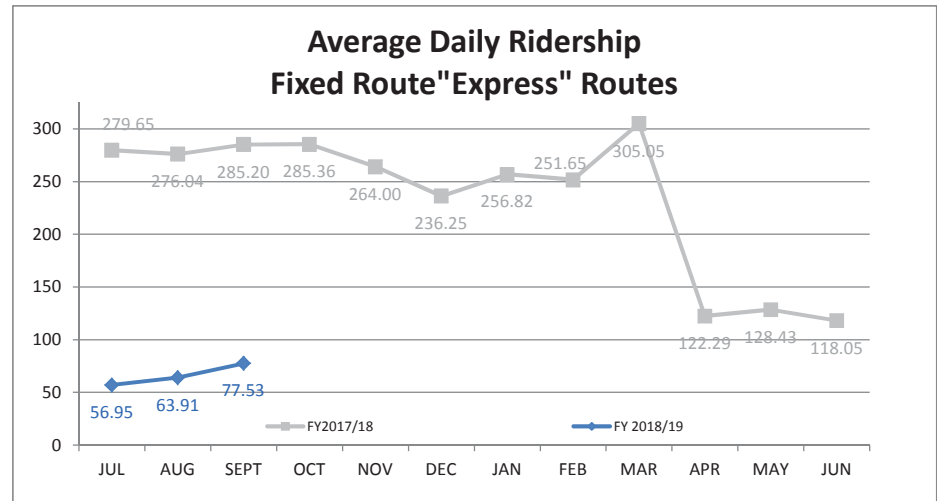
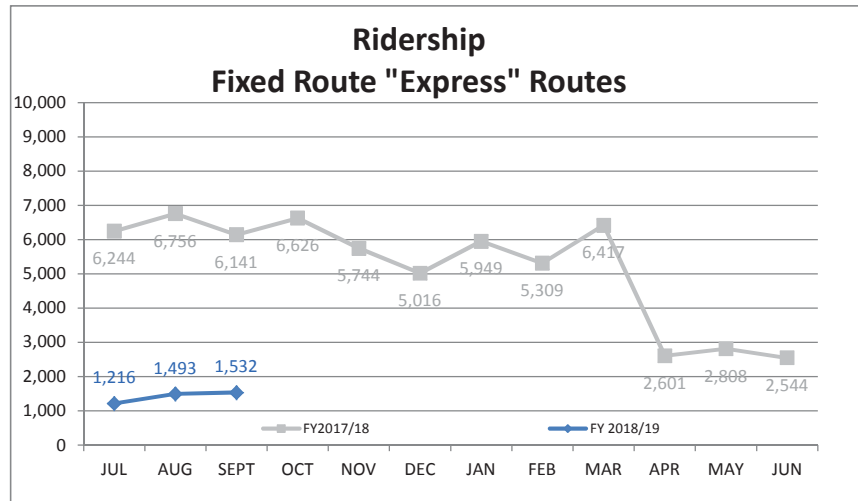
Saturday service begins 3 hours later and ends at the time indicated.

NOTE: **C** **A** **B** **C** Indicates timed stops, bus will not leave earlier than time indicated. All other times are estimations, please arrive earlier than time indicated.

Leaves Canby Transfer Center C	Airport Rd. at Rancho Rd. A	Lockheed Drive at IASCO	Veterans Home on Knighton B	Redding Municipal Airport	Airport Rd. at Shasta View (REU) C	Shasta View at Wilson	Old Alturas/Bradford (Winco)	Arrives Canby Transfer Center C
5:50 AM	6:05	6:15	6:20*	6:25	6:30	6:40	6:45	6:47
Route schedule varies - last bus at:								
5:50 PM	6:05	6:15	6:20*	6:25	6:35	6:40	6:45	

Fixed Route: Express Routes

Airport Express and School Express



AIRPORT EXPRESS (AE)

Updated March 2018

Times (Weekdays)						
Southbound				Northbound		
C Canby Transfer Center	A Airport/ Rancho	B IASCO	3400 Knighton Rd	Redding Municipal Airport	C Airport/ Shasta View	Canby Transfer Center*
5:50 a	6:05 a	6:15 a	—	6:25 a	6:30 a	6:47 a
6:50	7:05	7:15	7:20	7:25	7:30	7:47
7:50	8:05	8:15	8:20	8:25	8:30	8:47
10:50	11:05	11:15	11:20	11:25	11:30	11:47
12:50 p	1:05 p	1:15 p	1:20 p	1:25 p	1:30 p	1:47 p
2:50	3:05	3:15	3:20	3:25	3:30	3:47
3:50	4:05	4:15	4:20	4:25	4:30	4:47
5:50	6:05	6:15	6:20**	6:25	6:30	6:47

Note: Only major stops are shown above.

* = Arrival (not departure) time.

** = Service is provided only if an on-board passenger requests the stop (otherwise, no service to the stop).

— = No service.

Times (Saturday)						
Southbound				Northbound		
C Canby Transfer Center	A Airport/ Rancho	B IASCO	3400 Knighton Rd	Redding Municipal Airport	C Municipal/ Flight	Canby Transfer Center*
8:50 a	9:05 a	9:15 a	9:20 a	9:25 a	9:30 a	9:47 a
12:50 p	1:05 p	1:15 p	1:20 p	1:25 p	1:30 p	1:47 p
2:50	3:05	3:15	3:20	3:25	3:30	3:47
3:50	4:05	4:15	4:20	4:25	4:30	4:47
5:50	6:05	6:15	6:20**	6:25	6:30	6:47

Note: Only major stops are shown above.

* = Arrival (not departure) time.

** = Service is provided only if an on-board passenger requests the stop (otherwise, no service to the stop).

Stops	
C	:50 Canby Transfer Center Old Alturas Rd at Bradford Way Shasta View Dr at Old Alturas Rd
	:58 Shasta View Dr at Tarmac Rd Shasta View Dr at Wilson Ave
A	:05 Airport Rd at Rancho Rd
	:10 Airport Rd at Shasta View Dr Lockheed Dr/Knighton Rd
B	:15 IASCO 3400 Knighton Rd
	:25 Redding Municipal Airport
C	:30 Municipal Blvd at Flight Ave Airport Rd at Shasta View Dr
	:40 Shasta View Dr at Wilson Ave Shasta View Dr at Tarmac Rd Old Alturas Rd at Shasta View Dr Old Alturas Rd at Edgewood Dr
	:45 Old Alturas Rd at Bradford Way Old Alturas Rd at Friendly Rd
	:47 Canby Transfer Center*

* = Arrival (not departure) time.

Notes

- No service Sundays.
- No service holidays (New Year's Day (January 1st), Memorial Day (last Monday of May), Independence Day (July 4th), Labor Day (first Monday of September), Thanksgiving Day (fourth Thursday of November), or Christmas Day (December 25th)).
- Modified service to 3400 Knighton Rd (Veteran's Home). See details.

Timed Stops

C A B C

Bus will not depart before the times listed for the timed stops (indicated above). All other times are estimated departures, unless noted. Please arrive early.

Plan your transit trip on RABARide.com or [Google Maps](https://www.google.com/maps)