

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Consider 2005/06 Transit Needs Assessment and Conduct 2005/06 Unmet Transit Needs Hearing	02/22/05	5

RECOMMENDATION

It is recommended that the Agency:

- 1) Consider the 2005/06 Transit Needs Assessment that generally discusses transit needs within Shasta County;
- 2) Hold a public hearing and take testimony on unmet transit needs in Shasta County;
- 3) Direct staff to present the information generated from today's hearing to the Social Services Transportation Advisory Committee (SSTAC) and claimant agencies for formulation of their recommendation; and
- 4) Direct staff to prepare recommendations, written responses to comments, and draft findings in anticipation of final Agency action at the April 26, 2005 RTPA meeting.

SUMMARY

Annually, the RTPA is required to address the issue of unmet transit needs. This is a prerequisite to making annual Transportation Development Act (TDA) allocations in each jurisdiction. Generally, the unmet transit needs process involves a three-part review as follows:

- 1) A general assessment of transit needs within Shasta County jurisdictions in accordance with 99401.5(B) of the TDA and as provided in the 2005/06 Transit Needs Assessment;
- 2) A public hearing to consider specific unmet transit needs; and
- 3) Participation by the SSTAC, including a recommendation to the RTPA regarding unmet needs that are reasonable to meet. The SSTAC meeting was held on January 24, 2005.

DISCUSSION

2005/06 Transit Needs Assessment

The 2005/06 Transit Needs Assessment meets the requirements for part one of the unmet needs process outlined above. The report is attached and concludes that the Redding Area Bus Authority's (RABA) system wide farebox has decreased and does not meet the required 18.5% farebox ratio approved by the RTPA. The 2003/04 RABA farebox ratio is 15.53%. This shortfall places RABA in non-compliance with the required farebox ratio.

The first year for which an operator does not maintain the required ratio of fare revenues to operating cost is deemed a grace year, and does not result in any penalty or loss of funds. If RABA is able to meet the Agency farebox standard for 2004-05 of 19%, it recoups the "grace year" and there would be no penalties. If RABA does not meet this standard in 2004-05, that year then becomes the "Noncompliance Year" which will result in reduced TDA eligibility in 2006-07 equal to the revenue shortfall necessary to meet the farebox standard. If the farebox standard is not met in 2004-05 RABA will be required to submit to the Agency a strategy to meet the farebox standard in 2006-07. RABA does have a

plan in place to meet the requirement following the grace year should it be necessary. Any penalties to be assessed would be done as part of the TDA true-up for 2006-07.

Last year's Transit Needs Assessment reflected a calculated farebox of 16.97%, placing RABA in a grace year for farebox recovery. During RABA's 2003/04 fiscal audit, \$30,774 in prior year revenue for punch cards was recognized that should have been applied to 2002/03. This results in RABA meeting the required farebox ratio of 17.5% in 2002/03 with a corrected farebox recovery of 17.91%. Therefore the grace year for meeting the farebox ratio will now be 2003/04.

The lower farebox ratio is directly attributed to reduced ridership. Fixed route ridership decreased by 43,017 passenger-trips in 2003/2004 when compared to 2002/03 ridership data. Demand Response ridership increased by 5,660 passenger-trips.

The 2005/06 Transit Needs Assessment is intended to provide background information when reviewing more specific transit needs identified at the public hearing, and when considering the SSTAC recommendation. Final action by the Board on the 2005/06 transit needs and proposed TDA allocations to claimant agencies is scheduled for Tuesday, April 26, 2005.

The 2005/06 Transit Needs Assessment concludes that, generally, public and private transit operators serve the primary areas of high transit demand as well as many other specialized transit needs throughout the County. TDA-funded transportation services, with the exception of the Burney Express, are currently operating below the established RTPA performance standards, including those found in the unmet needs and reasonable to meet definition.

Where funding is available, new or expanded services can be required under the Transportation Development Act where an unmet transit need is found reasonable to meet by the RTPA. Where services do not meet the TDA criteria, the service may still be provided with TDA funds under one of the following conditions:

- 1) The service is approved by the RTPA as a Consolidated Transportation Service Agency (CTSA) service which meets the criteria for services; or
- 2) The service is funded at the discretion of the individual Cities or the County.

Again, it should be noted that this general assessment is intended to provide background information when reviewing more specific transit needs during today's public hearing and when considering the SSTAC recommendation.

The RTPA has provided public notices for the Unmet Needs Hearing through the following sources:

- Unmet Needs Hearing Flyers emailed to social service providers for distribution to clients.
- Provided RABA with 11x17 laminated flyers for placement in the fixed route buses.

- Provided RABA with 8 1/2x11 flyers for placement in Demand Response vehicles.
- Placed display and legal advertisements in local newspapers.
- Notice of Unmet Needs Hearing posted on the RTPA website.

TDA Fund Claims

One of the duties of the RTPA is to distribute TDA funds, including those deposited in the Local Transportation Fund (LTF). These funds are derived from 1/4 of 1 cent of the 7 1/4-cent retail sales tax raised within the County and are returned by the State to the RTPA for apportionment to eligible claimants on the basis of population.

Page 34 of the TNA shows last year's TDA budget adopted for FY 2004/05, the proposed disbursements off the top, and the remainder of the individual claimant apportionments available to the local jurisdictions based on population.

TDA Funding Priorities

The first priority for claiming funds from a claimant's apportionment is for public transit under Article 4. The amount that is available for each claimant is limited to the amount representing that claimant's population-based apportionment. (See PUC '99230-99231.2; Title 21 California Code of Regulations Sections 6649 and 6655.) In Shasta County, an 80% service hours/20% population-based cost sharing formula was agreed to and adopted as the most equitable assessment for transit costs among claimants.

After the allocations for Article 4 (Transit) are made, disbursements may be made under Article 8, which can be used for miscellaneous claims such as pedestrian or bicycle facilities, or for streets and roads claims of the Cities and County. Appendix A, page 29 of the 2005/06 Transit Needs Assessment is a summary of LTF allocations, purposes and priorities from the Caltrans TDA Manual.

To approve a claim for streets, roads or other purposes under Article 8, the RTPA must make a finding for each claimant jurisdiction that 1) there are no unmet transit needs; or 2) there are no unmet transit needs that are reasonable to meet. The Cities and the County have full discretion over how Article 8 funds are used and may choose to fund additional transit services that do not meet the RTPA standards as discussed below.

Definition of "Unmet Transit Needs" and "Reasonable to Meet"

The definitions of "unmet transit needs" and "reasonable to meet" (Transit Needs Assessment, page 3) are established by RTPA Resolution 00-21.

Accordingly, a jurisdiction's "unmet need" must be for both of the following: 1) for a defined population group; and 2) necessary for maintenance of life, health, or physical and mental well-being, which excludes primary and secondary school transportation needs.

In order for a transit need to be found "reasonable to meet," it must be demonstrated to the satisfaction of the Agency that: 1) the service subsidy

required to meet the need will not exceed 80% of operating cost in the claiming jurisdictions urban area and 90% in its non-urban area (the subsidy maximums may be determined on an individual route or service area basis); 2) the service proposed to be funded will not be in direct competition with existing private service; and 3) where transit service is to be jointly funded by two or more of the local claimants, that the resulting inter-agency cost sharing is equitable. Also, proposed expenditures must be in conformity with the Regional Transportation Plan.

Public Hearing

This public hearing was advertised beginning January 6, 2005 and the written comment period will extend to March 1, 2005. Comments received to date are summarized in Attachment B.

Recommendation

In proceeding, the Board should conduct a public hearing to take testimony from the public and interested agencies. Staff would then prepare responses to all comments. At the April 26, 2005 meeting, the RTPA will review responses to comments and determine for each claimant jurisdiction what unmet needs are reasonable to meet and adopt formal findings as the basis for the 2005/06 claims.

OTHER AGENCY INVOLVEMENT

The Redding Area Bus Authority (RABA), CTSA, Caltrans, Shasta County, the Social Services Transportation Advisory Committee (SSTAC), and the Cities of Anderson, Shasta Lake and Redding have reviewed the 2005/06 Transit Needs Assessment.

FINANCING

The Agency review and final approval of findings in April will provide the basis for annual TDA claims by the various jurisdictions.

Daniel J. Kovacich, Executive Officer

SLC/jac

Attachments: A: Draft 2005/06 Transit Needs Assessment
 B: Public Comments Received to Date
 C: Transit Needs Assessment Power Point Presentation

SUMMARY OF 2005/06 UNMET NEEDS COMMENTS			
COMMENT #	NAME, ADDRESS, PHONE	PHONE, EMAIL, MAIL, IN PERSON	COMMENT
P-1	Holly Vitovich Shasta County Mental Health Breslauer Way Redding, CA 96007	Phone Call 1/3/05	- Extended hour service - Does bus operate on snow days?
P-2	Johnny Lever 530-235-4252	Phone Call 12/1/04	- Bus service from Dunsmuir to Redding. - Greyhound schedule to connect with RABA
P-3	Margaret Jacobs 16181 Willow Springs Happy Valley, CA 96007 530-357-2377	Phone Call 1/7/05	Shelters at stops on 273, especially when raining.
P-4	Linda Pennington 530-378-0221	Phone Call 1/7/05	Shelters at stops on 273 and Stingy Lane in Anderson, especially when raining.
IP	Mark Grumsen 920 Delta #E4 Redding, CA 96003	In Person	Lots of comments on bus service, government.
E-1	Hart Rumbolz hartrail@redding.net	Email 5/13/04	- Express bus service east to west and north to south (Stillwater Road area to Shasta Lake City) - Pursue more Federal and State grants to expand bus service. - Lack of frequency of busses (1 every hour)

2005/2006 UNMET TRANSIT NEEDS ASSESSMENT



2/17/2005

Shasta County RTPA

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Unmet Transit Needs Process

1. Assess Transit Needs and Service within Shasta County
2. Conduct Public Hearing
3. Participation by Social Services Transportation Advisory Council (SSTAC)
4. RTPA Findings and Allocation of TDA Funds (April 26, 2005)

2/17/2005

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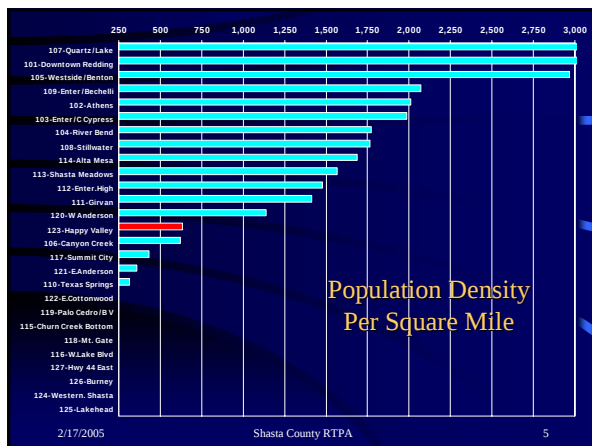
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What is the Transportation Development Act?

- County receives funds from the state based on the counties sales tax receipts.
- Provides funding sources for public transportation
 - Redding Area Bus Authority
 - Burney Express
 - Consolidated Transportation Services Agency (CTSA)
 - County Lifeline
 - 3 Cities for streets and roads

Where is Transit Service Provided?

- 27 Census Tracts in Shasta County
- 19 served by RABA
- 1 served by Burney Express
- Happy Valley served by CTSA to seniors and mobility impaired



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The Year in Review



2/17/2005

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Redding Area Bus Authority- (RABA)



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RABA Transit Performance

- 🚌 Total Passenger Trips in 2003/2004
- 🚌 Fixed Route = 718,417
- 🚌 TDA Subsidy = \$2.92 Per Trip
- 🚌 Demand Response = 65,225
- 🚌 TDA Subsidy = \$14.85 Per Trip



RABA Service Improvements

- 🚌 Received 3 new coaches
- 🚌 Completed Phase 2 Intermodal Study
- 🚌 10 Additional Shelters Placed
- 🚌 Realigned Routes 4,7,11 and 14
- 🚌 Combined Routes 2 and 10

2/17/2005

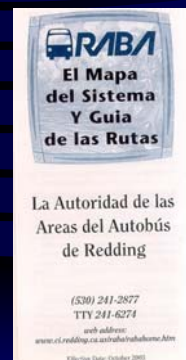
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Mapa De la Ruta De System

*Funded by the local
Spanish Coalition*

- ❖ System Maps
- ❖ Farebox Decals
- ❖ Placards with transit information



La Autoridad de las
Areas del Autobús
de Redding

(530) 241-2877
TTY 241-6274
web address:
www.ci.redding.ca.us/raba/rabahu.htm
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RABA – El Rancho Property



Before



After

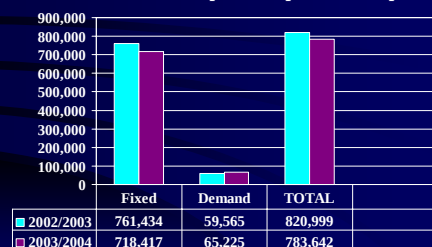
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Ridership Comparison

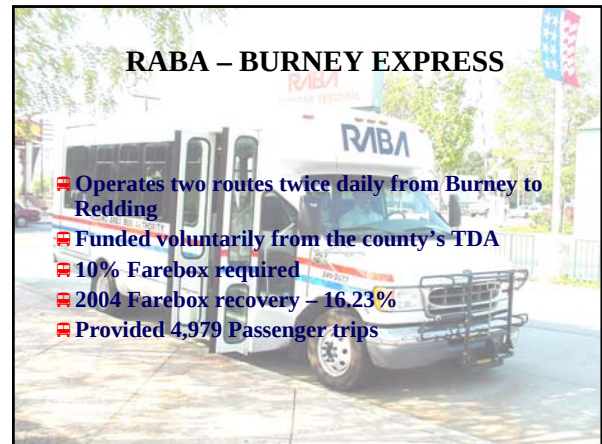
- Fixed Route Down 43,017 Trips
- Demand Response Up 5,660 Trips



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RABA – Shasta College Express

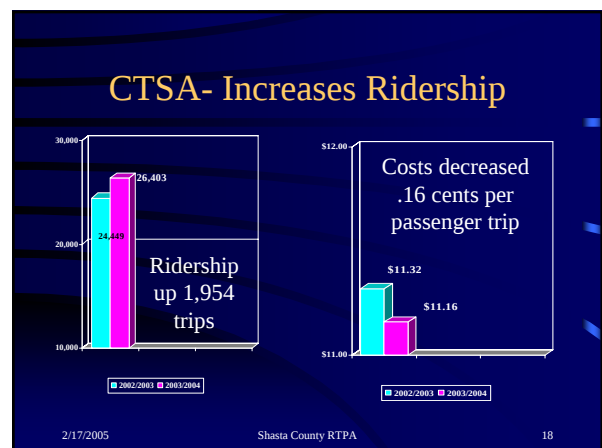
- 🚌 Operated for 9-months
- 🚌 Terminated December 2004
- 🚌 Averaged 5 riders per day
- 🚌 Farebox ratio 5.33%

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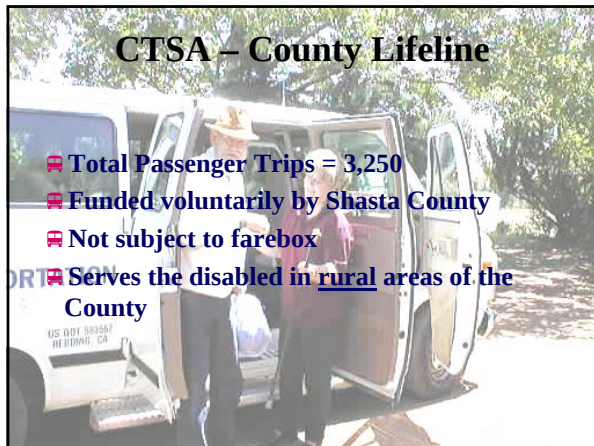

CTSA Transit Performance

- 🚌 Total Passenger Trips = 24,449
- 🚌 TDA Subsidy = \$11.16 Per Trip
- 🚌 Not subject to farebox
- 🚌 Must meet a performance criteria that is currently under revision



CTSA – County Lifeline

- 🚌 Total Passenger Trips = 3,250
- 🚌 Funded voluntarily by Shasta County
- 🚌 Not subject to farebox
- 🚌 Serves the disabled in rural areas of the County



Transit Evaluation



- RABA did not meet system-wide farebox requirement of 18.5%
- CTSA did not meet performance criteria of less than \$10.00 per passenger trip
- Burney Express met required 10% farebox

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Summary



- ▶ 810,000+ Transit Trips Provided
- ▶ With the exception of Burney Express, transit providers did not meet RTPA established performance criteria

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Public Testimony



- Comments may be provided at today's Public Hearing or in writing, by phone, or by email.
- Written Comment period ends March 1st
- Written responses will be provided for all comments at the April 26 meeting.

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Questions?

If you would like a copy of the Transit Needs Assessment, please see an RTPA staff member.

The document is also available on line at:
www.scrtpa.org



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