STAFF REPORT

MEETING DATE:	**April 23, 2019**
SUBJECT:	**Approve FY 2019/20 Unmet Transit Needs and Transportation Development Act Budget**
AGENDA ITEM:	**8**
STAFF CONTACTS:	**Kathy Urlie, Senior Transportation Planner** **Monika Long, Chief Fiscal Officer**

SUMMARY:

SRTA closes out its annual unmet transit needs cycle by responding to public comments, making transit service recommendations, and preparing a Transportation Development Act (TDA) budget for public transportation and other eligible uses. As the regional administrator for TDA funds, SRTA is responsible for determining the appropriate use of funds in accordance with statutorily-defined priorities. Funding is apportioned to each jurisdiction via the annual claims process. The total Fiscal Year (FY) 2019/20 TDA budget, including state and federal transit grants, is $11,281,173.

STAFF RECOMMENDATIONS:

It is recommended that the board of directors:

1. Consider FY 2019/20 Unmet Transit Needs public comments and staff responses (Attachment A, Appendix 8);
2. Receive a presentation on the Social Services Transportation Advisory Council's (SSTAC) FY 2019/20 Unmet Transit Needs recommendation (Attachment A, Appendix 9) from Chair Patrick Geagan;
3. Approve Resolution Number 19-08 (Attachment B), which finds that the current level of transit services is reasonable to meet;
4. Approve the FY 2019/20 TDA Budget of Apportionments and Transit Obligations (Attachment C); and
5. Approve payment instructions to the Shasta County Auditor-Controller (Attachment D).

DISCUSSION:

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

1. SRTA expenses to manage TDA and perform other regional transportation agency mandates;
2. 2% of the remaining LTF balance for pedestrian and bicycle facilities;
3. Up to 5% of the remaining LTF balance for transit services provided by the Consolidated Transportation Services Agency (CTSA), Dignity Health Connected Living;
4. Public transit services and administration by the city of Redding and Shasta County;
5. Other eligible transportation uses, including improvements to local streets; and
6. Additional non-motorized funds derived from excess county transit funds.

Each year, as a recipient of TDA funds, SRTA conducts the unmet transit needs process. The findings from the FY 2019/20 Unmet Transit Needs Cycle, and corresponding TDA budget, are summarized below and recommended for approval by the board of directors.

FY 2019/20 Unmet Transit Needs Findings – In February, staff presented the SRTA Board of Directors with the Draft FY 2019/20 Transit Needs Assessment, including service requests from the public, a technical assessment of transit needs, and preliminary staff recommendations. SRTA staff, in consultation with the SSTAC, evaluated service requests against the agency's "reasonable to meet" criteria (Attachment E) and are jointly recommending the FY 2019/20 Unmet Transit Needs Findings as described in Table 1. It is also recommended that the board of directors receive a presentation from SSTAC Chair Patrick Geagan on the council's recommendation.

Table 1. FY 2019/20 Summary of Unmet Transit Needs Findings

Transit Service Request	Unmet Transit Need?	Reasonable to Meet?	Response
Sunday Service	Yes	Yes, grant-funded service anticipated Summer 2019.	SRTA is developing an on-demand, Sunday transit service in association with Dignity Health Connected Living (DHCL). Anticipated to use DHCL human and capital resources, SRTA's service (part of the ShastaConnect brand of transit services) is anticipated to begin this summer. This initial program will be entirely grant-funded, with no TDA monies.
Whiskeytown Summer Service	Yes	Yes, pending resolution of park entry fee issues.	A pilot program began June 2017. For Summer 2018, the SRTA Board of Directors approved continuing it since it was a low operating cost. Unfortunately, the National Park Service (NPS) proposed a fee for each bus passenger, making the service infeasible and service was not re-instituted. While staff was working with the NPS on alternatives, the Carr Fire occurred. If the board of directors approves continuation, staff will work with the NPS; however, service this summer appears unlikely unless it is a priority for the NPS.
Extended Service Hours More Frequent Service Extended Service Areas	Yes	Not at this time.	SRTA calculates that the RABA farebox ratio is at risk to fall below the state-mandated 15% within the next two to three years. No expansion of RABA services using TDA funds are recommended at this time. The grant-funded Sunday service discussed above will seek to demonstrate a new on-demand service delivery model that may have applications to improve or expand some RABA services in the future while still achieving the necessary farebox ratio.

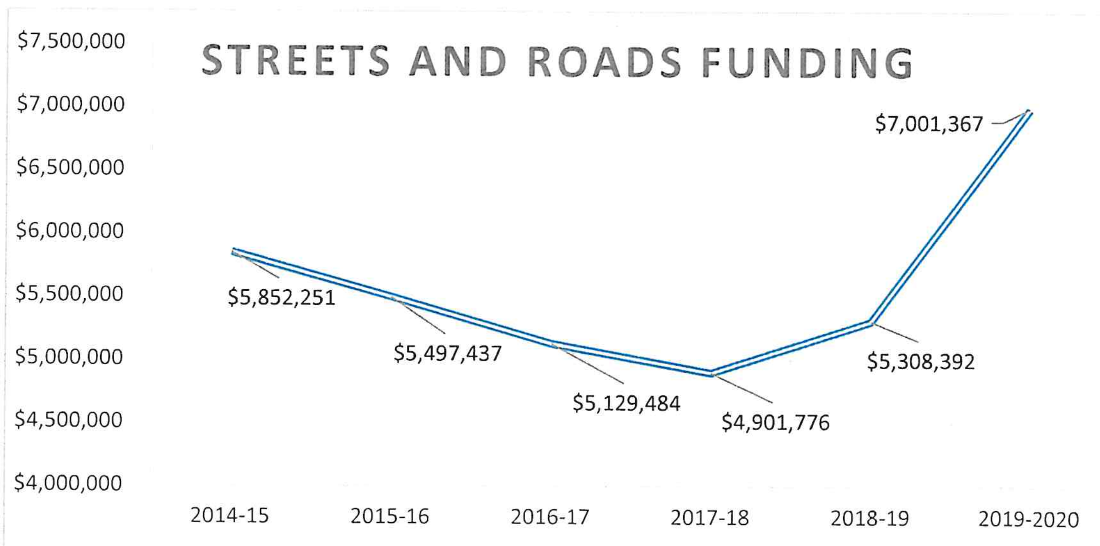
FY 2019/20 TDA Budget – The FY 2019/20 TDA budget (see Attachment C for additional detail) includes off-the-top allocations for SRTA administration costs, pedestrian and bicycle facilities, and CTSA services provided by Dignity Health Connected Living; county STA spillover to cities and for other non-motorized activities; transit claims to each jurisdiction (based on the '80/20' population and transit service hours distribution formula); and the remaining balance allocated to local streets and roads.

The TDA budget in Table 2 below includes only LTF and STA revenues. Other revenue from state and federal transit grants, not included in the table, increases the total transit budget to $11,281,173 (see attachment C) which includes Federal Transit Administration grants.

Notable items in the current year include:

- STA funding is at a historic high driven by an upward trend in diesel fuel prices and new diesel taxes approved in Senate Bill 1.

- Total available TDA money for streets and roads is also at an all-time high, jumping over 30% from the previous year (fiscal year 2018-19).



- For the first time in the TDA budget process, there is spillover from the Cities, as well as the County. During the 2019/20 budget year, Anderson, Shasta Lake, (and the County) have more transit funds allocated than they are obligated to use. These extra funds are being set aside per SRTA TDA policy into a STA reserve account. The SRTA Board of Directors will need to develop new policies on how to best utilize these excess funds.

- RABA has increased 5307 operational funding from its original amount of $750,000 in 2015-16 to $1,500,000 in current year 2019-20. To the extent RABA increases 5307 funds for operations, capital funding is diminished.

Table 2 - FY 2019/20 TDA Budget Summary

TDA Funding Claim	SRTA	CTSA (Dignity Health Connected Living)	Anderson	Redding	Shasta Lake	County	Regional Total
SRTA Admin	$617,134						**$617,134**
2% Ped/Bike	$150,940						**$150,940**
5% CTSA		$370,054					**$370,054**
Spillover to Other Non-Motorized	$719,434*						**$719,434**
Spillover to Cities & STA Reserve	$105,819			$396,931			**$502,750**
Public Transit			$96,303	$2,124,209	$102,892	$231,588	**$2,554,991**
RABA Admin				$553,551			**$553,551**
Local Streets & Roads			$389,179	$1,707,181	$394,482	$2,652,965	**$5,143,806**
TOTAL	**$1,593,326**	**$370,054**	**$485,481**	**$4,781,872**	**$497,373**	**$2,884,553**	**$10,612,660**

*Includes $520,000 in prior year spillover authorized by the board.

As required by TDA law, this budget funds all reasonable to meet transit services, as identified through the FY 2019/20 Unmet Transit Needs Findings presented above. It is recommended that the board of directors certify by resolution (Attachment B) that existing transit services are reasonable to meet and direct the Shasta County Auditor-Controller to disburse funds in accordance with FY 2019/20 Payment Instructions (Attachment D).

ALTERNATIVES:

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

OTHER AGENCY INVOLVEMENT:

RABA, the SSTAC, the cities of Anderson, Redding, and Shasta Lake, Shasta County, and Dignity Health Connected Living participated throughout the Unmet Transit Needs process. The RABA budget for FY 2019/20 is anticipated to be approved by June 2019. The Technical Advisory Committee (TAC) recommends approval of the staff recommendation. The SSTAC recommends approval of the unmet transit needs recommendations.

FISCAL IMPACT:

Approval of the FY 2019/20 TDA Apportionments and Transit Obligations will allow the Shasta County Auditor-Controller to distribute $10,612,660 in TDA funds to SRTA, Dignity Health Connected Living, RABA, the cities of Anderson, Redding, and Shasta Lake, and Shasta County as provided by Attachment D.

Daniel S. Little, AICP, Executive Director

Attachments:

A. Final Draft FY 2019/20 Transit Needs Assessment (located at https://www.srta.ca.gov/DocumentCenter/View/4620/Draft_Final_19-20_TNA_4-23-2019?bidId=)
B. Resolution No. 19-08 – 2019/20 Unmet Transit Needs Findings and TDA Claims
C. FY 2019/20 TDA Apportionments and Transit Obligations
D. FY 2019/20 Shasta County Auditor-Controller Payment Instructions
E. SRTA Resolution 16-14 Definition of Unmet Transit Needs and Reasonable to Meet

Attachment B

RESOLUTION

RESOLUTION NUMBER:	**19-08**
SUBJECT:	**2019/20 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 2019/20 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 26, 2019, 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 23, 2019, 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 2019/20 including:

1. The 2019/20 TNA and supplemental data and analysis provided.
2. SSTAC consultation.
3. Public and claimant agency comments.
4. Staff reports and presentations to the SRTA Board of Directors.
5. The 2018 Regional Transportation Plan (RTP).
6. Redding Area Bus Authority (RABA) Short-Range Transit Plan, dated June 2014.
7. Final draft RABA Triennial Performance Audit, dated April 2019.
8. 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 2019/20 TDA allocations to the claimants, in the form of a 2019/20 TDA budget, have been prepared.

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

1. RABA exceeded the 18.0% adjusted farebox ratio for fiscal year 2017/18. Existing services are recommended for funding as the continuation of the current RABA transit system is an essential service to the region's urban areas and is not anticipated to result in a farebox penalty in the upcoming year; and
2. A Sunday service demonstration project will go into effect 2019/20; and
3. The seasonal Whiskeytown "Beach Bus" service, as detailed in the 2019/20 Unmet Transit Needs Findings, might be reasonable to meet as a pilot project fixed route service, per SRTA's "reasonable to meet" definition, pending staff resolution of National Park Service entry fees; and
4. The 2019/20 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 2017/18 TDA true-up by incorporation into the 2019/20 claims; and
2. Approves allocations for each claimant jurisdiction that are consistent with, and reflected in, the approved 2019/20 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 2019/20, 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 D to the staff report, or as sufficient funds become available.

PASSED AND ADOPTED this 23rd day of April 2019, by the Shasta Regional Transportation Agency.

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Kristin Schreder, Chair
Shasta Regional Transportation Agency

Attachment C

SHASTA REGIONAL TRANSPORTATION PLANNING AGENCY - 2019/20 TDA APPORTIONMENTS AND TRANSIT OBLIGATIONS

FINAL 4/17/19

			Anderson	Redding	Shasta Lake	County	SRTA	CTSA	2% Bike & Ped
1	**Local Transportation Fund (LTF)**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
2	Local Transportation Fund- FY 2019/20	8,164,118							
3	Local Transportation Fund- True-up through 6/30/18	10,846							
4	Less: Local Transportation Fund (LTF) for SRTA Administration (1305.3)	(617,134)					617,134		
5	Less: Article 3 Allocation- Bicycle and Pedestrian (2%) (1307.1)	(150,940)							150,940
6	Less: Article 4.5- LTF to fund CTSA (5%) (1309.3)	(370,054)						370,054	
7	**Total LTF Available (Countywide population basis)**	**7,036,836**	**389,179**	**3,600,211**	**394,482**	**2,652,965**			
8									
9	**State Transit Assistance (STA)**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
10	STA - FY 2019/20 (Population Formula) (1306.1)	1,729,751	99,427	885,722	98,397	646,205			
11	STA - Revenue Basis (99314)	99,705	5,731	51,054	5,672	37,248			
12	STA True Up through 6/30/18	(3)	2,765	46,419	4,368	(53,555)			
13	STA Recovery - County 6/30 2013 (old Reserve Amount)	87,275				87,275			
14	Excess STA from 2017-18 of $520,968 (Per Board resolution 10/9/18)	520,968		520,968					
15	STA Spillover to Cities and STA Reserve	(88,654)		396,931		(485,585)	88,654		
16	Uncommitted Secondary STA Spillover from City of Shasta Lake and City of Anderson	(17,165)	(11,620)	0	(5,545)		17,165		
17	**Total STA Available**	**2,331,877**	**96,303**	**1,901,094**	**102,892**	**231,588**		**0**	**0**
18									
19	**Federal Transit Administration Formula Funds**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
21	FTA 5307 Operating Apportionment (Cities only)	1,500,000	137,641	1,226,144	136,216				
22	FTA 5311 (f) Operating Apportionment (County only) (1313.2)	84,159				84,159			
24	FTA 5311 Operating Apportionment (County only) (1313.2) FY 19-20	328,301				328,301			
25	**Total FTA Available**	**1,912,460**	**137,641**	**1,226,144**	**136,216**	**412,460**	**0**	**0**	**0**
26									
27	**Total Revenue Available**	**11,281,173**	**623,122**	**6,727,449**	**633,589**	**3,297,013**			
28									

			Anderson	Redding	Shasta Lake	County	SRTA	CTSA	Bike & Ped
29									
30									
31	**Transit Funding Requirements**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
32	Redding Area Bus Authority-Operating	4,611,272							
33	Redding Area Bus Authority-Administration	553,551							
34	Required FY 2018/19 RABA Funding Requirement (1313.2)	5,164,823	233,943	4,300,835	239,107	390,938			
35	From Cities for Non-Motorized in Exchange for County Spillover (50% of Line 14)	198,466	0	198,466	0				
36	Exchange for Excess STA (100%) (Per Board resolution 10/9/18) (Line 15)	520,968		520,968					
37	Other Transit Obligations:								
38	County TDA Administration	29,600				29,600			
40	Burney Express for Operating	223,510				223,510			
41	Beach Bus Program	0					0		
42	**Total Transit and Non-Motorized Exchange Obligations Filed Under Article 4 and 8**	**6,137,367**	**233,943**	**5,020,268**	**239,107**	**644,048**	**0**		
43									
44	**Total Available for Streets & Roads (line 25 less Line 42)**	**5,143,806**	**389,179**	**1,707,181**	**394,482**	**2,652,965**	**-**	**-**	**-**

Attachment D

Shasta Regional Transportation Agency

2019/20 TDA Payment Instructions

FINAL 4/17/19

LTF	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
Beginning of Month Balance	759,093	820,441	881,789	725,544	786,892	848,240	691,994	753,342	814,690	658,445	760,910	863,375	759,093
Deposit-State	680,343	680,343	680,343	680,343	680,343	680,343	680,343	680,343	680,343	680,343	680,343	680,343	8,164,118
City of Anderson - RABA JPA-Article 4	0	0	0	0	0	0	0	0	0	0	0	0	0
City of Redding - RABA JPA-Article 4	97,800	97,800	97,800	97,800	97,800	97,800	97,800	97,800	97,800	97,800	97,800	97,800	1,173,597
City of Shasta Lake - RABA JPA-Article 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Motorized - Article 8 to SRTA	0	0	179,858	0	0	179,858	0	0	179,858	0	0	179,858	719,434
SRTA for CTSA	41,117	41,117	41,117	41,117	41,117	41,117	41,117	41,117	41,117	0	0	0	370,054
SRTA Administration	51,428	51,428	51,428	51,428	51,428	51,428	51,428	51,428	51,428	51,428	51,428	51,428	617,134
SRTA- Bicycle and Pedestrian	0	0	37,735	0	0	37,735	0	0	37,735	0	0	37,735	150,940
Anderson- Article 8	32,432	32,432	32,432	32,432	32,432	32,432	32,432	32,432	32,432	32,432	32,432	32,432	389,179
Redding- Article 8	142,265	142,265	142,265	142,265	142,265	142,265	142,265	142,265	142,265	142,265	142,265	142,265	1,707,181
Shasta Lake- Article 8	32,873	32,873	32,873	32,873	32,873	32,873	32,873	32,873	32,873	32,873	32,873	32,873	394,482
County of Shasta- Article 8	221,080	221,080	221,080	221,080	221,080	221,080	221,080	221,080	221,080	221,080	221,080	221,080	2,652,965
End of Month Balance	820,441	881,789	725,544	786,892	848,240	691,994	753,342	814,690	658,445	760,910	863,375	748,247	748,247

STA	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
Beginning of Month Balance	1,292,899	1,292,899	1,292,899	1,115,913	1,115,913	1,115,913	965,381	965,381	965,381	788,395	788,395	788,395	1,292,899
Deposit- State	0	0	432,438	0	0	432,438	0	0	432,438	0	0	432,438	1,729,751
City of Anderson - RABA JPA	0	0	24,076	0	0	24,076	0	0	24,076	0	0	24,076	96,303
City of Redding - RABA JPA	0	0	475,274	0	0	475,274	0	0	475,274	0	0	475,274	1,901,094
City of Shasta Lake - RABA JPA	0	0	25,723	0	0	25,723	0	0	25,723	0	0	25,723	102,892
County of Shasta - RABA JPA			57,897			57,897			57,897			57,897	231,588
STA Reserve TO SRTA	0	0	26,455	0	0	26,455	0	0	26,455	0	0	26,455	105,819
End of Month Balance	1,292,899	1,292,899	1,115,913	1,115,913	1,115,913	965,381	965,381	965,381	788,395	788,395	788,395	611,409	584,954

Attachment E

RESOLUTION NO. 16-14

DEFINITION OF UNMET TRANSIT NEEDS
AND REASONABLE TO MEET

WHEREAS, the Transportation Development Act (TDA) requires each transportation planning agency to find, prior to any allocation of Local Transportation Fund (LTF) monies for streets and roads, (1) that there are no unmet transit needs, or (2) that there are no unmet transit needs which can reasonably be met, or (3) if there are unmet transit needs, including some such needs that are reasonable to meet, that those needs determined reasonable to meet have been funded (California Public Utilities Code (PUC) Section 99401.5); and

WHEREAS, the TDA further permits the agency to define the terms "unmet transit needs" and "reasonable to meet" as it determines appropriate, consistent with PUC Section 99401.5(c); and

WHEREAS, Shasta Regional Transportation Agency (SRTA) staff, having consulted with claimant jurisdiction representatives and the Social Services Transportation Advisory Council and have concluded that minor technical changes consistent with the TDA and prior RTPA practice are appropriate, and have therefore recommended the following revised definitions:

Unmet Transit Needs. An "unmet transit need" under the Transportation Development Act shall be found to exist only under the following conditions:

1. A population group in the proposed transit service area has been defined and located which has no reliable, affordable, or accessible transportation for necessary trips. The size and location of the group must be such that a service to meet their needs is feasible within the definition of "reasonable to meet" as set forth below.

2. Necessary trips are defined as those trips which are required for the maintenance of life, education, access to social service programs, health, and physical and mental well-being, including trips which serve employment purposes.

3. Unmet transit needs specifically include:
   (a) Transit or specialized transportation needs identified in the transit system's Americans with Disabilities Act Paratransit Plan or short-range Transit Plan which are not yet implemented or funded.

   (b) Transit or specialized transportation needs identified by the Social Services Transportation Advisory Council and confirmed by the RTPA through testimony or reports which are not yet implemented or funded.

4. Unmet transit needs specifically exclude:

(a) Minor operational improvements or changes, involving issues such as bus stops, schedules and minor route changes.

(b) Improvements funded or scheduled for implementation in the following fiscal year.

(c) Trips for any purpose outside of Shasta County, in accordance with PUC Section 99220(b).

(d) Primary and secondary school transportation.

Reasonable to Meet. An identified unmet transit need shall be found "reasonable to meet" only under the following conditions:

1. It has been demonstrated to the satisfaction of the Agency that transit service adequate to meet the unmet need can be operated with a minimum farebox recovery of 20% in urbanized areas and 10% in non-urbanized areas. Where anticipated farebox revenue from proposed services do not meet these minimum requirements, the following exceptions may apply as determined by the SRTA Board of Directors:
   a) Transit services that are funded entirely with grants.
   b) Transit services that are funded entirely by a local agency at that agency's discretion.
   c) Urban transit services that represent a critical or essential service, as determined by the SRTA Board of Directors, providing such services do not result in farebox penalties for the transit system as a whole.
   d) Pilot projects and new services for up to two years.
   e) When a transit service primarily serves urban areas but also includes non-urban areas, a pro-rated farebox recovery standard based on the ratio of urban and non-urban in-service transit vehicle miles may be used.

It must also have been demonstrated that the unsubsidized portion of operating costs can be recovered by fare revenues as defined in the State Controller's Uniform System of Accounts and Records. The "Cost Allocation Method" as shown in Exhibit (A) is the method to be used for determining fare box ratio.

2. Transit service farebox recovery minimums may be determined on an individual route or service area basis.

3. The proposed expenditure of Transportation Development Act funds required to support the transit service does not exceed the authorized allocation of the claimant, consistent with Public Utilities Code Sections 99230-99231.2 and TDA Regulations Sections 6649 and 6655.

The fact that an identified need cannot fully be met based on available resources, however, shall not be the sole reason for finding that a transit need is not Reasonable to Meet.

4. The proposed expenditure shall not be used to support or establish a service in direct competition with an existing private service, nor to provide 24-hour service.

5. Where transit service is to be jointly funded by two or more of the local claimant jurisdictions, it shall be demonstrated to the satisfaction of the SRTA Board of Directors that the resulting inter-agency cost sharing is equitable. In determining if the required funding equity has been achieved the SRTA Board of Directors may consider, but is not limited to considering whether or not the proposed cost sharing formula is acceptable to the affected claimants.

6. Transit services designed or intended to address an unmet transit need shall in all cases make coordinated efforts with transit services currently provided, either publicly or privately.

NOW, THEREFORE, BE IT RESOLVED that the definitions set forth above shall govern SRTA's determinations of unmet transit needs that are reasonable to meet pursuant to applicable TDA statutes and regulations, and the resulting allocation of TDA funds by the SRTA Board of Directors;

BE IT FURTHER RESOLVED that Resolution 00-21 of the Shasta Regional Transportation Agency dated December 12, 2000, is hereby rescinded and superseded.

PASSED AND ADOPTED this 13th day of December, 2016, by the Shasta Regional Transportation Agency.

Leonard Moty, Chair
Shasta Regional Transportation Agency