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Daniel S. Little, Executive Director

AGENDA

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

Shasta Senior Nutrition Programs
100 Mercy Oaks Drive
Redding, CA 96003
Wednesday, May 20, 2015, 1:30 p.m.-3:00 p.m.

Item	Topic	Time Allotted	Presenter
1	Call to Order and Introductions	1:30 p.m.	Chair
2	Public Comment Period (Limit 3 minutes per speaker)	1:35-1:40 p.m.	Chair
	<i>No action or discussion shall be made on any item not appearing on the noticed agenda. Members and staff may briefly respond to statements made or questions proposed by persons exercising their public testimony. (Government Code 54954.2 (2)). The council may direct staff to place a matter of business on a future agenda. The council or staff may ask a question for clarification</i>		
3	Consider Approval of March 18, 2015, SSTAC Meeting Notes	1:40 -1:45 p.m.	Chair
4	SRTA Update - FTA 5311f Grant Application for "Airporter" Study - Unmet Needs Interviews - Unmet Transit Needs Recommendation	1:45-1:55 p.m.	SRTA
5	SSTAC Recommendation for Unmet Transit Needs	1:55-2:15 p.m.	Chair
6	Transit Operator Updates - RABA - SSNP - Other Member Updates	2:15-2:35 p.m.	All
7	Possible Presentation	2:40-3:00 p.m.	Presenter
8	Adjourn	3:00 p.m.	Chair

MEMBERSHIP:

Kay Hudelson	-	Golden Umbrella
Debbie McClung	-	Shasta Senior Nutrition Programs
Lisa White	-	Shasta Senior Nutrition Programs
Chuck Aukland	-	Redding Area Bus Authority
Kao Saechao	-	Far Northern Regional Center
Sue Wolf	-	Shasta County HHSA/Regional Services
Del Lockwood	-	Shasta County HHSA/Opportunity Center
Mike Harding	-	We Care A Lot
Steve Smith	-	Help Inc.
Hallie Fonseca	-	Veolia Transportation
Sue Crowe	-	Shasta County Department of Public Works
Cindy Dodds	-	Tri-Counties Community Network

UNAPPROVED MEETING NOTES

Shasta Regional Transportation Agency

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

Shasta Senior Nutrition Programs
100 Mercy Oaks Drive
Redding, CA 96002
Wednesday, March 18, 2015
1:30 p.m.

(NOTE: These notes are not intended to serve as a transcript or verbatim record of the proceedings of the Social Services Transportation Advisory Council, but rather as a record of the meeting time, place, attendance, and the order and general nature of the Advisory Council discussion, deliberations, and actions taken, if any.)

The following members were present:

Hallie Fonseca	-	TransDev Transportation
Sue Crowe	-	Shasta County Department of Public Works (DPW)
Lisa White	-	Consolidated Transportation Service Agency (CTSA)
Cindy Dodds	-	Tri-Counties Community Network
Steve Smith	-	Help, Inc.
Chuck Aukland	-	Redding Area Bus Authority (RABA)
Debbie McClung	-	Shasta Senior Nutrition Programs (SSNP)
Del Lockwood	-	Shasta County HHSA/Opportunity Center
Sue Wolf	-	Shasta County HHSA
Kao Saechao	-	Far Northern Regional Center

The following members were absent:

Michael Harding	-	We Care A Lot/Far Northern Regional Center
Kay Hudelson	-	Golden Umbrella

The following nonmembers were present:

Keith Williams	-	Shasta Regional Transportation Agency Staff
Janie Coffman	-	Shasta Regional Transportation Agency Staff
Kathy Urlie	-	Shasta Regional Transportation Agency Staff
Marci Gonzalez	-	Caltrans District 2
Sarah Grant	-	Redding Area Bus Authority
Steve Morgan	-	Shasta County Commission on Aging

1. Call to Order and Introductions:

Chair Hallie Fonseca called the meeting to order at 1:30 p.m.

2. Public Comment Period (Limit Three Minutes per Speaker):

No comments.

4. Consider Approval of January 28, 2015, SSTAC Meeting Notes:

By motion made and seconded the minutes passed unanimously.

5. Burney Express Expansion of Service Update:

Sue Crowe: Reviewed the survey results for expanded Burney Express service and explained that the SSTAC needs first to decide if this is an unmet need that is reasonable to meet. It then goes to the SRTA board, then the Shasta County Board of Supervisors, and finally to the RABA board.

6. SRTA Update:

Keith Williams:

- Shasta Transit Brainstorm: Was successful with a lot of input received.
- Shasta Transit Snapshot: Rode RABA and interviewed folks and took some pictures.
- Shasta Transit Priorities Survey: Had a total of 60 people who took the survey.

Kathy Urlie:

- Transit Coordination Initial Steps: The SRTA board in December approved an agreement with SSNP to continue to be the CTSA with SRTA assisting on the coordination end.
- Brainstorming for the Transportation Coordination Database: This will be part of the upcoming Coordinated Public Transit Human Health Services Plan. Keith has a spreadsheet of the database of transit providers and services needing SSTAC's input.
- Shasta Coordinated Transportation Plan: Will be getting a consultant for this in 2016.

7. Transit Operator Updates:

Chuck Aukland (RABA): Main focuses are 1) new routes start Monday; 2) triennial review is in April; 3) demand response policy update.

Debbie McClung (SSNP): The 44 Express was originally a one year program that has been extended to two years. The contract has been extended to July 31.

8. Opportunity Center – Introduction of Services:

Del Lockwood: Explained the various tasks that the Shasta County Health and Human Services Agency/Regional Services/Opportunity Center performs.

Adjourn:

There being no further business, Hallie Fonseca adjourned the meeting at 3:15 p.m.

Respectfully submitted,

Janie Coffman
Recording Secretary

Section 6 Analysis of Potential Service Improvements



This section fulfills the TDA statute, requiring SRTA to conduct an analysis of the potential alternative public transportation and specialized transportation services in meeting identified transit demand. Potential transit services must meet the SRTA Board of Directors definition of an “Unmet Transit Need” and must be determined “Reasonable to Meet.” The recommendations made in this section are based off of public input and analysis of transit performance. The public and the SSTAC will have an opportunity to comment on these recommendations before they are considered by the SRTA Board of Directors.

Potential transit needs identified by the public and SRTA staff present a broad range of new transit service opportunities. In order to more easily compare potential unmet transit needs, they have been grouped into needs that could be categorized as Short-Term, Long-Term, and Potential Unmet Needs for Other Funding Sources.

Before reviewing the recommendations, it is important to note the consistency in the unmet needs identified by the public. Two to three of the following transit needs consistently rank among the top three unmet transit needs identified by the Shasta Transit Priorities Survey, The Shasta Transit Brainstorm, The RABA Short Range Transit Plan, and SRTA’s Chronological History of Unmet Transit Needs Comments since FY 2002/03:

- Sunday Service
- Longer Service Hours
- More Frequent Buses

It is not possible to fund any one of these unmet transit needs system-wide under the existing TDA funding formula for the region. However, SRTA can focus on service improvements, narrower in scope, which could ultimately lead to more comprehensive improvements in RABA’s next Short Range Transit Plan.

6.1 Short Term



This section presents recommendations for this year's unmet transit needs process or before the next Short Range Transit Plan.

6.1.1 RABA



Table 10. Initial Short-Term Recommendations for RABA

Need Identified by Public	Unmet Need?	Reasonable to Meet?	Recommendation/Comments
More Direct Routes	Yes	Yes	Recommendation: No further action needed. RABA has introduced route changes system-wide to improve efficiency. The new system (As of March 23, 2015) is supposed to reduce the number of transfers required for many passengers.
Service to Churn Creek Rd. & Alrose Ln.	Yes	Pending Analysis	Recommendation: It is recommended that SRTA and RABA meet with WE-CARE-A-LOT to determine options for providing improved service to this location just on the edge of the RABA service area.
Service to Cottonwood	Yes	Yes	Recommendation: It is recommended that SRTA fund a pilot program with limited service to Cottonwood. This is also a recommendation in RABA's 2014 Short Range Transit Plan. The pilot program would be the third attempt to begin serving Cottonwood with transit service over the past 20 years and will require adequate ridership to sustain it.
Redding Airport Shuttle	Yes	Pending Analysis	Recommendation: It is recommended that SRTA fund additional service to the Redding Municipal Airport. Redding Electric Utility (REU) is moving to Airport Rd. and will increase the need for improved transit service to their new facility along the existing route. RABA, SRTA, and REU will meet to discuss the viability of expanded service considered for a start in FY2015/16.

6.1.2 BURNEY EXPRESS



Table 11. Initial Short-Term Recommendations for Burney Express

Need Identified by Public	Unmet Need?	Reasonable to Meet?	Recommendations/Comments
Additional Afternoon Bus Trip	Yes	Yes	Recommendation: It is recommended that SRTA fund a pilot program offering an additional afternoon bus run between Redding (2:35 PM) and Burney (4:00 PM). It is also recommended that SRTA begin this service on July 1, 2015. If funded, it is important that, after 1-2 years, enough passengers use the service such that the Burney Express farebox ratio stays above 10%.

Last year, the SRTA Board of Directors determined that there were no unmet transit needs that were reasonable to meet, but made it clear that expanded service for the Burney Express “appeared” reasonable to meet but required further analysis. 220 people took a survey on the expansion of Burney Express Services, and 60% of survey respondents requested an additional bus trip in the afternoon. In addition to providing more transportation options for Burney residents who commute to Redding, an additional bus trip in the afternoon would offer passengers from Redding the opportunity to travel to Burney, spend some time there, and return to Redding in the same day.

6.2 Long Term



This section presents recommendations to be planned and considered for the next Short Range Transit Plan.

6.2.1 RABA



Table 12. Initial Long-Term Recommendations for RABA

Need Identified by Public	Unmet Need?	Reasonable to Meet?	Recommendations/Comments
Sunday Service	Yes	Pending Analysis	Recommendation: In light of the public’s request for Sunday service, more frequent buses, and expansion of service hours in RABA’s Short Range Transit Plan, as well as annually being recognized as unmet needs in SRTA’s Transit Needs Assessments over the last 11 years, it is recommended that SRTA and RABA meet to explore ways of meeting these needs in the next Short Range Transit Plan. It is unlikely that changes could be made system-wide initially, but pilot programs but could be introduced in high-use transit areas.
More Frequent Buses	Yes		
Expansion of Service Hours	Yes		

6.3 Potential Unmet Needs for Other Funding Sources



This section presents recommendations to be planned and considered for state and federal grant and formula funding opportunities.

Table 13. Initial Recommendations for Meeting Unmet Needs with Other Funding Sources

Need Identified by Public	Unmet Need?	Reasonable to Meet?	Recommendations/Comments
Service to Whiskeytown	Yes	Pending Analysis	Recommendation: It is recommended that SRTA meet with the National Park Service to investigate the feasibility of funding improved transit connections between Redding and Whiskeytown with grants designated for improved park access. SRTA's consideration of expanded service to Whiskeytown in years past and recent informal discussions with the National Park Service reveal a need for improved transit service to the Whiskeytown Recreation Area. Whiskeytown is a popular recreation destination and remains virtually inaccessible to Shasta County residents who are dependent on transit. Past discussions with Trinity Transit indicate potential for expanded service to Whiskeytown if additional funding is available.
Service to Sacramento and San Francisco	No (out of service area)	NA	Recommendation: It is recommended that SRTA meet with partners in the public and private sector to explore bus service to Sacramento and San Francisco. In light of reduced air service to the Redding Airport and discontinued air service to the Chico Airport, it is important to identify new connections to SAC/SFO, as well as the metropolitan areas for both cities.