

STAFF REPORT



MEETING DATE:	April 25, 2017
SUBJECT:	Approve 2017 Low Carbon Transit Operations Program Project for Expansion of the Crosstown Express Bus Route Providing Service Between the Downtown Transit Center, the Redding Civic Auditorium, and the Canby Road Transfer Center
AGENDA ITEM:	5-8
STAFF CONTACT:	Jennifer Pollom, Senior Transportation Planner

SUMMARY:

The Shasta region receives an annual allocation from the Low Carbon Transit Operations Program (LCTOP). A project proposal must be approved by the SRTA Board of Directors and Caltrans. SRTA recommends that LCTOP funds be approved for Crosstown Express – a bus service provided by the Redding Area Bus Authority (RABA) between the Downtown Transit Center, the Redding Civic Auditorium, and the Canby Road Transfer Center.

STAFF RECOMMENDATION:

It is recommended that the board of directors adopt:

1. Resolution #17-03 delegating authority to the executive director to provide LCTOP certifications, assurances, and other requested information to Caltrans; and
2. Resolution #17-04 authorizing the 2017 LCTOP regional allocation for expansion of express bus routes.

DISCUSSION:

LCTOP provides public transportation operating and capital assistance for new and enhanced transit services that reduce greenhouse gas (GHG) emissions and improve mobility. LCTOP funding comes to the region through an annual formula allocation. All projects receiving LCTOP funding must be approved by the board of directors, as well as Caltrans. SRTA staff submitted a project proposal to Caltrans by the due date – March 30, 2017. The proposal is pending SRTA Board of Directors approval (2016-17 SRTA Allocation Request attached).

In the first two cycles, SRTA approved LCTOP funding for expansion of express bus routes, including Cottonwood Express service for a three year maximum and the new Crosstown Express service up to the remainder funding level. The Shasta region's 2017 LCTOP allocation is \$85,439. It is recommended that 2017 LCTOP funds be approved to continue funding Crosstown Express through June 2018.

The initial Crosstown Express schedule started in September 2016 and was aligned with Bethel School of Supernatural Ministry's (Bethel) class start and end times at the Redding Civic Auditorium. The service included extended breaks in the daily schedule based on Bethel times. Ridership from Bethel

students has not materialized. Passengers per service hour were at a low of 1.2 in October of 2016 and at a high of 3.8 in September of 2016. The highest farebox ratio was in September at an initial estimate of 2.03% compared to what is ultimately a 20% requirement after the first two years of operation. RABA is planning to change the schedule to more consistent headways in both directions which will improve the service appeal for all RABA riders.

Crosstown's frequent and direct transit connection between downtown and the mall meets community-identified transit improvements. The 2014 Final Short-Range Transit Plan for RABA recommended 30 minute headways for core routes during peak commute and other times. Similarly, more frequent service has been identified as a transit need in the region's annual Transit Needs Assessment. Furthermore, Crosstown's service helps to leverage other capital funding such as the Affordable Housing and Sustainable Communities Program.

ALTERNATIVES:

The board of directors may discontinue or modify the service through a Corrective Action Plan at the June meeting. At this time, it is recommended that the board adopt the attached resolution so that Caltrans can release the funds to SRTA.

OTHER AGENCY INVOLVEMENT:

Caltrans administers the LCTOP. RABA staff submitted a letter to sponsor SRTA as the project lead that develops the Allocation Request. *///The Technical Advisory Committee (TAC) concurs with the staff recommendation.///*

FINANCING:

An early estimate (April 2014) for the cost for Crosstown Express was \$52,920, based on 588 service hours (3/4 of a year) at \$90 per service hour. The RABA board approved Crosstown Express in August of 2016 to run six hours per day, five days a week for a total of 1,560 annual service hours. This increased the annual cost to approximately \$140,000. Bus pass sales to Bethel; passenger fares; and local funds will cover the remaining operating costs, in addition to the \$85,439 from the 2017 LCTOP.

Daniel S. Little, AICP, Executive Director

Attachment: Resolution 17-03: Delegation Authority for the Low Carbon Transit Operations Program
(Attachment not available for TAC)

Resolution 17-04: Authorization for the Execution of the Low Carbon Transit Operations
Program Project: Expansion of Express Bus Routes– with limited
stops and running during peak hours – for \$85,439 (Attachment not
available for TAC)

2016-17 SRTA Allocation Request (Attachment not available for TAC)