STAFF REPORT

MEETING DATE:	**June 27, 2017**
SUBJECT:	**Approve FY 2017/18 Unmet Transit Needs & Transportation Development Act (TDA) Budget**
AGENDA ITEM:	**8**
STAFF CONTACT:	**Dave Wallace, Chief Fiscal Officer**

SUMMARY:

SRTA receives Transportation Development Act (TDA) funds 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 FY 2017/18 TDA budget, including state and federal grants for transit, is $9,599,598.

STAFF RECOMMENDATIONS:

It is recommended that the board of directors:

1. Approve Resolution Number 17-05 (Attachment A), finding that the current level of transit service is reasonable to meet for FY 2017/18, except for RABA fixed route service to Cottonwood;
2. Approve the FY 2017/18 TDA Budget of Apportionments and Transit Obligations (Attachment B) ; and
3. Approve payment instructions to the county auditor (Attachment C).

DISCUSSION:

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 costs 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;
4. Public transit services and administration provided by the city of Redding;
5. Other eligible transportation uses, including improvements to local streets and roads; and
6. Rural Bike Lanes and Sidewalks to Transit (BLAST) based upon excess transit funds allotted to the county of Shasta that are not needed for transit services in the unincorporated area.

A summary of the FY 2017/18 TDA budget for LTF and STA (not including state and federal transit grants) is seen in Table 1.

Table 1 – FY 2017/18 TDA Budget Summary

TDA Funding Claim	SRTA	CTSA (SSNP)	Anderson	Redding	Shasta Lake	County	Regional Total
SRTA Admin	$687,132***						**$687,132**
Ped/Bike	$135,921						**$135,921**
CTSA		$337,097					**$ 337,097**
Rural BLAST	$(272,938)**						**$(272,938)**
Spillover to Cities			$9,142	$79,303	$9,086		**$97,531**
Public Transit			$94,702	$2,862,910	$105,715	$200,356	**$3,263,683**
RABA Admin			$30,470	$450,175	$25,080	*	**$ 505,725**
Streets and Roads			$295,876	$86,578	$289,100	$2,544,589	**$3,216,143**
TOTAL	**$550,115**	**$337,097**	**$430,190**	**$3,478,966**	**$428,981**	**$2,744,945**	**$7,970,294**

*** $505,725 in RABA administration does not include the $44,275 paid by the county of Shasta with federal Grants**

**** The significant drop in STA in 2015-16 resulted in less STA available for the Rural BLAST Program. SRTA will return the excess and make it available for future distributions**

*****Includes $136,752 for FY 2015/16 true-up (K2 Grant Writing)**

FY 2017/18 Unmet Transit Needs Process – In April, the SRTA Board of Directors received staff responses to transit needs requests pursuant to the agency's "reasonable to meet" criteria. The SRTA Board of Directors concurred with staff's findings listed in Table 2.

Table 2 - Summary of Findings from 2017/18 Unmet Transit Needs Cycle

Transit Service Request	Unmet Transit Need?	Reasonable to Meet?	Response
Sunday Service (recurring request)	Yes	Pilot Project Currently Under Evaluation	The SRTA Board of Directors approved funding in December 2016 to design an on-demand Sunday transit service demonstration project. SRTA is working with the city of Shasta Lake on designing a pilot project for an on-demand service.
Recommendations for continuation of services started last year			
Crosstown Express (September 2016)	Yes	Yes	CONTINUE WITH MODIFICATIONS: RABA service adjustments are underway to address low ridership numbers of this pilot project.
Cottonwood Express (April 2016)	Yes	No	DISCONTINUE: Service fell well below the minimum "reasonable to meet" criteria and fixed route services is scheduled to be discontinued on June 30, 2017. A new dial-a-ride service by SSNP is under development and could start as soon as July to meet this route's limited demand.
Whiskeytown "Beach Bus" (Summer 2016)	Yes	Yes	CONTINUE: Service for Summer 2017 began May 25 with funding from grants.

Attachment B contains the anticipated FY 2017-18 allocations of TDA and grant revenues. The FY 2017/18 budget includes a true-up from FY 2015/16 based on budget-versus-actual revenues and expenditures. Line #37 shows each agency's transit obligation and Line #39 shows remaining revenues available to improve streets and roads.

State Transit Assistance (STA) revenue, derived from the sales tax on diesel fuel, decreased significantly in the FY 2015/16 true-up year and is projected to stay down. Staff proposes that FY 2015/16 STA shortfalls be absorbed by the rural BLAST program rather than the three cities. Staff proposes no budget for the Rural BLAST Program in FY 2017/18. Instead, all $97,531 in STA spillover programmed to be unused by the county will be distributed to the three cities. Should any additional STA spillover become available, staff proposes these funds go to the Rural BLAST program.

ALTERNATIVES:

The board of directors may modify the budget, revisit policy on allocating funds, or direct staff to study other transit needs that may be reasonable to meet.

OTHER AGENCY INVOLVEMENT:

RABA, the Social Services Transportation Advisory Council, cities, the county, and the Consolidated Transportation Services Agency participated throughout the Unmet Transit Needs process. The RABA budget for FY 2017/18 was approved by the RABA Board of Directors on June 19, 2017. ///The Technical Advisory Committee (TAC) recommends approval of the staff recommendation.///

FINANCING:

Approval of the FY 2017/18 TDA Apportionments and Transit Obligations will allow the county auditor to distribute $8,243,232 in TDA funds to SRTA, the cities, the county, the Consolidated Transportation Services Agency, and RABA as provided by Attachment C. The budget also includes FTA and state grant funding for transit services totaling $1,629,305.

____

Daniel S. Little, AICP, Executive Director

Attachments:

A. Resolution No. 17-05 – 2017/18 Unmet Transit Needs Findings and TDA Claims
B. Apportionments and Transit Obligations for FY 2017/18
C. FY 2017/18 Payment Instructions
D. Summary of RABA Funding for FY 2017/18

Attachment A

DRAFT RESOLUTION

RESOLUTION NUMBER:	17-05
SUBJECT:	2017/18 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 2017/18 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 2017/18 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 28, 2017, 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 25, 2017, 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 2017/18 including:

1. The 2017/18 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 2017/18 TDA allocations to the claimants, in the form of a 2017/18 TDA budget, have been prepared.

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

1. RABA falls below the 17.8% adjusted farebox ratio for fiscal year 2016/17 (17.10%). 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 2017/18; and
3. The "Crosstown Express" service and seasonal service to Whiskeytown Lake, as detailed in the 2017/18 Unmet Transit Needs Findings, continue to be reasonable to meet per SRTA's definition which allows for farebox standard exceptions if services are funded entirely with grant funds (such as LCTOP and Dignity Health), for pilot projects such as these entering their second year, or for projects funded at the discretion of local agencies; and
4. The "Cottonwood Express" service, as detailed in the 2017/18 Unmet Transit Needs Findings, is no longer reasonable to meet as a fixed route service per SRTA's "reasonable to meet" definition with a farebox recovery well below the required 10% minimum in

non-urbanized areas. There is potential for future funding for a Cottonwood service through Shasta Senior Nutrition Program as a demand response service; and

5. The 2017/18 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 2015/16 TDA true-up by incorporation into the 2017/18 claims; and
2. Approves allocations for each claimant jurisdiction that are consistent with and reflected in the approved 2017/18 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 2017/18, 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 C to the staff report, or as sufficient funds become available.

PASSED AND ADOPTED this 27th day of June, 2017, by the Shasta Regional Transportation Agency.

____

Greg Watkins, Chair
Shasta Regional Transportation Agency

Attachment B

DRAFT

SHASTA REGIONAL TRANSPORTATION PLANNING AGENCY - 2017/18 TDA ALLOCATIONS

#	(SRTA Policy)		Anderson	Redding	Shasta Lake	County	SRTA	CTSA	2% Bike & Ped
1	**Local Transportation Fund**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
2	Local Transportation Fund- FY 2017/18	7,435,000							
3	Local Transportation Fund- True-up through 6/30/16	6,059					136,752	(249)	(1,771)
4	Less: Local Transportation Fund (LTF) for SRTA Administration (1305.3)	(550,380)					550,380		
5	Less: Article 3 Allocation- Bicycle and Pedestrian (2%) (1307.1)	(137,692)							137,692
6	Less: Article 4.5- LTF to fund CTSA (5%) (1309.3)	(337,346)						337,346	
7	**Total LTF Available**	**6,415,641**	**378,886**	**3,115,082**	**377,084**	**2,544,588**			
8									
9	State Transit Assistance	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
10	State Transit Assistance- FY 2017/18 (Population Formula) (1306.1)	667,441	42,162	284,581	42,812	297,886			
11	Transit Assistance Spillover to Cities	0	9,142	79,303	9,086	(97,530)			
12	Total STA Available	667,441	51,304	363,884	51,898	200,356	0	0	0
13									
14	**Federal Transit Administration Formula Funds and LCTOP Funds**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
15	LCTOP	85,000					85,000		
16	FTA 5307 Operating Apportionment (Cities only) (Maximum of $1,000,000)	1,000,000	93,731	813,112	93,157				
17	FTA 5311 (f) Operating Apportionment (County only) (1313.2)	84,664				84,664			
18	FTA 5311 Operating Apportionment (County only) (1313.2) Carryover	157,141				157,141			
19	FTA 5311 Operating Apportionment (County only) (1313.2) FY 17-18	302,500				302,500			
20	**Total FTA Available**	**1,629,305**	**93,731**	**813,112**	**93,157**	**544,305**	**85,000**	0	0
21									
22	Total Revenue Available	8,712,387	523,921	4,292,078	522,139	3,289,249	85,000		

#	(SRTA Policy)		Anderson	Redding	Shasta Lake	County	SRTA	CTSA	2% Bike & Ped
27	**Transit Funding Requirements**	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
28	Redding Area Bus Authority-Operating	4,505,564							
29	Redding Area Bus Authority-Administration	540,000							
30	Required FY 2017/18 RABA Funding Requirement (1313.2)	5,045,564	228,045	4,205,499	233,038	378,980			
31	Rural BLAST based on County Spillover	0	0	0	0	0			
32	Other Transit Obligations:								
33	Two New Burney Express Busses (Capital)	132,000				132,000			
34	County TDA Administration	23,000				23,000			
35	Crosstown Express (LCTOP)	85,000					85,000		
36	Burney Express for Operating	210,680				210,680			
37	**Total Transit Obligations Filed Under Article 4 and 8**	**5,496,244**	**228,045**	**4,205,499**	**233,038**	**744,660**	**85,000**		
38									
39	**Total Available for Streets & Roads (line 22 less Line 37)**	**3,216,143**	**295,876**	**86,579**	**289,101**	**2,544,589**	**-**	**-**	**-**

Attachment C

Shasta Regional Transportation Agency

2017/18 TDA Payment Instructions

DRAFT

LTF	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
Beginning of Month Balance	476,106	498,445	520,784	509,143	531,482	553,821	542,179	564,518	586,857	575,216	597,555	619,894	476,106
Deposit-State	619,583	619,583	619,583	619,583	619,583	619,583	619,583	619,583	619,583	619,583	619,583	619,583	7,435,000
Deposit- SRTA Non-Motorized Overpayment	22,745	22,745	22,745	22,745	22,745	22,745	22,745	22,745	22,745	22,745	22,745	22,745	272,938
	0	0	0	0	0	0	0	0	0	0	0	0	
City of Redding - RABA JPA-Article 4	6,918	6,918	6,918	6,918	6,918	6,918	6,918	6,918	6,918	6,918	6,918	6,918	83,011
City of Anderson - RABA JPA-Article 4	252,375	252,375	252,375	252,375	252,375	252,375	252,375	252,375	252,375	252,375	252,375	252,375	3,028,504
City of Shasta Lake - RABA JPA-Article 4	7,332	7,332	7,332	7,332	7,332	7,332	7,332	7,332	7,332	7,332	7,332	7,332	87,984
BLAST- Article 8 to SRTA	0	0	0	0	0	0	0	0	0	0	0	0	0
SRTA for CTSA	28,091	28,091	28,091	28,091	28,091	28,091	28,091	28,091	28,091	28,091	28,091	28,091	337,097
RTPA Administration	57,261	57,261	57,261	57,261	57,261	57,261	57,261	57,261	57,261	57,261	57,261	57,261	687,132
RTPA- Bicycle and Pedestrian	0	0	33,980	0	0	33,980	0	0	33,980	0	0	33,980	135,921
Anderson- Article 8	24,656	24,656	24,656	24,656	24,656	24,656	24,656	24,656	24,656	24,656	24,656	24,656	295,876
Redding- Article 8	7,215	7,215	7,215	7,215	7,215	7,215	7,215	7,215	7,215	7,215	7,215	7,215	86,578
Shasta Lake- Article 8	24,092	24,092	24,092	24,092	24,092	24,092	24,092	24,092	24,092	24,092	24,092	24,092	289,100
County of Shasta- Article 8	212,049	212,049	212,049	212,049	212,049	212,049	212,049	212,049	212,049	212,049	212,049	212,049	2,544,588
End of Month Balance	498,445	520,784	509,143	531,482	553,821	542,179	564,518	586,857	575,216	597,555	619,894	608,252	608,252

STA	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
Beginning of Month Balance	250,815	250,815	250,815	233,955	233,955	233,955	217,095	217,095	217,095	200,235	200,235	200,235	250,815
Deposit- State	0	0	150,000	0	0	150,000	0	0	150,000	0	0	150,000	600,000
Transfer County STA for BLAST						0							0
City of Anderson - RABA JPA	0	0	12,826	0	0	12,826	0	0	12,826	0	0	12,826	51,303
City of Redding - RABA JPA	0	0	90,971	0	0	90,971	0	0	90,971	0	0	90,971	363,884
City of Shasta Lake - RABA JPA	0	0	12,974	0	0	12,974	0	0	12,974	0	0	12,974	51,897
County of Shasta - RABA JPA			50,089			50,089			50,089			50,089	200,356
Non-Motorized Projects (SRTA)	0	0	0	0	0	0	0	0	0	0	0	0	0
End of Month Balance	250,815	250,815	233,955	233,955	233,955	217,095	217,095	217,095	200,235	200,235	200,235	183,374	183,374

Attachment D

Summary of RABA Funding for FY 2017/18

TDA Total	**$**	**3,482,225**
LTF	$	2,946,784
STA	$	535,441
Grant Funds Total	**$**	**1,629,305**
5307	$	1,000,000
5311	$	459,641
5311f	$	84,664
LCTOP	$	85,000
Fares/Advertising	**$**	**980,340**
RABA Total	**$**	**6,091,870**