
REGIONAL TRANSIT COMMITTEE AND GLENN COUNTY TRANSPORTATION COMMISSION

REGIONAL TRANSIT COMMITTEE

Gary Hansen, Chairman	City of Willows	Bruce T. Roundy	City of Orland
John Viegas	County of Glenn	Jim Yoder	City of Willows
Salina Edwards	City of Orland	Dwight Foltz	County of Glenn
Jeff Williams (Alternate)	City of Willows	Jim Paschall (Alternate)	City of Orland
		Vacant (Alternate)	County of Glenn

GLENN COUNTY TRANSPORTATION COMMISSION

Gary Hansen, Chairman	City of Willows	Dwight Foltz	County of Glenn
Bruce T. Roundy	City of Orland	John Viegas	County of Glenn
Salina Edwards	City of Orland	R. Keith Corum	County of Glenn
Jim Yoder (Alternate)	City of Willows	Vacant (Alternate)	County of Glenn

Executive Director, Di Aulabaugh

AGENDA

Thursday, January 15, 2015 at 9:00 a.m.

WILLOWS MEMORIAL HALL, BOARD OF SUPERVISORS' CHAMBERS

525 West Sycamore Street, Willows

(530) 934-6530

Fax (530) 934-6533

transit@countyofglenn.net

The Regional Transit Committee and Transportation Commission welcome you to this meeting. Pursuant to the provisions of the Brown Act, comments will be heard from the public on each agenda item being considered. After posting of this agenda, the public may request copies of support information for public agenda items listed.

Agenda Posted: Thursday, January 9, 2015 at 8:50 a.m.

REGIONAL TRANSIT COMMITTEE

- 1. CALL TO ORDER:**
- 2. PLEDGE OF ALLEGIANCE:**
- 3. ROLL CALL:**
- 4. APPROVAL OF MINUTES:**
Minutes of November 20, 2014 meeting

5. CONSENT ITEMS:

- A. Schedule of Meetings for 2015

6. ITEMS FOR CONSIDERATION AND ACTION:

- A. Election of Chairman and Vice Chairman
B. Fare Increase for Glenn Ride (Public Hearing)

7. STAFF REPORT

This is a standing agenda item for staff to report on ongoing projects or legislative developments related to transit.

8. UNSCHEDULED MATTERS AND FUTURE AGENDA ITEMS:

(If the matter is not on the agenda, the public may address the Committee at this time. Unless the matter qualifies for an exemption under the provisions of Government Code Section 54954.2(b), action or discussion cannot be taken on Unscheduled Matters.)

9. NEXT MEETING:

**Thursday, February 19, 2015, at
Orland Carnegie Community Center, Council Chambers
912 Third Street, Orland at 9:00 a.m.**

ADJOURN TO MEETING OF
GLENN COUNTY TRANSPORTATION COMMISSION

1. CALL TO ORDER:

2. ROLL CALL:

3. APPROVAL OF MINUTES:

Minutes of December 28, 2014 meeting

4. CONSENT ITEMS:

- A. Schedule of Meetings for 2015.

5. ITEMS FOR CONSIDERATION AND ACTION:

- A. Election of Chairman and Vice Chairman
B. Report on Regional Transportation Plan Update by GreenDOT

6. STAFF REPORT:

This is a standing agenda item for staff to report on ongoing projects or legislative developments related to transportation.

7. UNSCHEDULED MATTERS AND FUTURE AGENDA ITEMS:

(If the matter is not on the agenda, the public may address the Commission at this time. Unless the matter qualifies for an exemption under the provisions of Government Code Section 54954.2(b), action or discussion cannot be taken on Unscheduled Matters.)

8. NEXT MEETING:

**Thursday, February 19, 2015, at
Orland Carnegie Community Center, Council Chambers
912 Third Street, Orland at 9:00 a.m.**

**Minutes of the
Glenn County Regional Transit Committee and
Glenn County Transportation Commission
Glenn County, California**

Thursday, November 20, 2014

REGIONAL TRANSIT COMMITTEE

(1) CALL TO ORDER:

Chair Hansen of the Regional Transit Committee confirmed a quorum and called the meeting to order at 9:02 a.m. on the above date at the Willows Memorial Hall, Board of Supervisors' Chambers, Willows, California.

(2) PLEDGE OF ALLEGIANCE:

Pledge of Allegiance was recited.

(3) ROLL CALL:

Roll Call of Members appointed to the 2014 Regional Transit Committee.
Members and staff present as noted below:

MEMBERS PRESENT:

Bruce Roundy, Orland
Michael Murray, County

Larry Domenighini, Willows
Gary Hansen, Willows

Salina Edwards, Orland

MEMBERS ABSENT:

John Viegas, County

STAFF PRESENT:

Di Aulabaugh, Executive Director
Mardy Thomas, Principal Planner
Casey Murray, Assistant Planner

OTHERS PRESENT:

Matthew Gomes, Deputy Director
Nora Hogan, Caltrans
Gloria Ponciano, Paratransit Services
Peter Carr, Orland City Manager

(4) APPROVAL OF MINUTES:

Minutes of October 16, 2014 meeting

On a motion by Member Murray, seconded by Member Domenighini, it was unanimously voted to approve the minutes of October 16, 2014 as presented.

(5) CONSENT ITEMS:

A. None

(6) **ITEMS FOR CONSIDERATION AND ACTION:**

- A. Fiscal Year 2014/2015 Ridership and Fare Box Ratio performance reports for the 1st Quarter ending September 30, 2014.

Members and staff discussed the matter.

Information only – no action.

- B. Discussion on fare increase for Glenn Ride

Members and staff discussed the matter.

There was a consensus from the Committee to set a public hearing date for January 15, 2015 and direct staff to develop and post a public notice at least 45 days prior to the hearing date.

(7) **STAFF REPORT:**

This is a standing agenda item for staff to report on ongoing projects or legislative developments related to transit.

Staff presented the Staff Report.

Information only – no action.

(8) **UNSCHEDULED MATTERS AND FUTURE AGENDA ITEMS:**

(If the matter is not on the agenda, the public may address the Commission at this time. Unless the matter qualifies for an exemption under the provisions of Government Code Section 54954.2 (b), action or discussion cannot be taken on Unscheduled Matters).

Member Roundy discussed concerns about speed limits on east side of Orland on Highway 32.

(9) **NEXT MEETING:**

Thursday, December 18, 2014, at
Orland Carnegie Community Center, Council Chambers
912 Third Street, Orland at 9:00 a.m.

(10) **ADJOURNMENT OF REGIONAL TRANSIT COMMITTEE MEETING:**

There being no further business, Chair Hansen adjourned the meeting at 9:25 a.m.

REGIONAL TRANSIT COMMITTEE

Gary Hansen – Chairman

GLENN COUNTY TRANSPORTATION COMMISSION

(1) **CALL TO ORDER:**

Chair Hansen of the Glenn County Transportation Commission confirmed a quorum and called the meeting to order at 9:25 a.m. on the above date at the Willows Memorial Hall, Board of Supervisors' Chambers, Willows, California.

(2) **ROLL CALL:**

Roll Call of Commissioners appointed to the 2014 Glenn County Transportation Commission. Commissioners and staff present as noted below:

COMMISSIONERS PRESENT:

Steve Soeth, County	Michael Murray, County	Gary Hansen, Willows
Bruce Roundy, Orland	Larry Domenighini, Willows	

COMMISSIONERS ABSENT:

John Viegas, County

STAFF PRESENT:

Di Aulabaugh, Executive Director
Mardy Thomas, Principal Planner
Casey Murray, Assistant Planner

OTHERS PRESENT:

Matthew Gomes, Deputy Director
Nora Hogan, Caltrans
Gloria Ponciano, Paratransit Services
Peter Carr, Orland City Manager

(3) **APPROVAL OF MINUTES:**

Minutes of October 16, 2014 meeting

On a motion by Commissioner Soeth, seconded by Commissioner Murray, it was unanimously voted to approve the minutes of October 16, 2014 as presented.

(4) **CONSENT ITEMS:**

A. None

(5) **ITEMS FOR CONSIDERATION AND ACTION:**

A. Revision of the update cycle for the Regional Transportation Plan from five years to four years as provided by Senate Bill 375 (Public Hearing)

Commissioners and staff discussed the matter. Chair Hansen opened the public hearing portion. There were no public comments. Chair Hansen closed the public hearing.

On a motion by Commissioner Domenighini, seconded by Commissioner Roundy, it was unanimously voted to change the Regional Transportation Plan update schedule to a four-year schedule and authorize the Executive Director to submit a "Notice of Election" letter to the California Department of Housing and Community Development.

(6) **STAFF REPORT:**

This is a standing agenda item for staff to report on ongoing projects or legislative developments related to transportation.

Staff presented the Staff Report.

Information only – no action.

(7) **UNSCHEDULED MATTERS AND FUTURE AGENDA ITEMS:**

(If the matter is not on the agenda, the public may address the Commission at this time. Unless the matter qualifies for an exemption under the provisions of Government Code Section 54954.2 (b), action or discussion cannot be taken on Unscheduled Matters).

Mr. Thomas announced the retirement of Nora Hogan of Caltrans and presented a certificate of appreciation for her service as the Caltrans liaison. Commissioners and staff discussed the matter with Nora Hogan and thanked her for her service.

Commissioner Domenighini discussed his appreciation for County staff doing road repairs.

(8) **NEXT MEETING:**

Thursday, November 20, 2014, at
Willows Memorial Hall, Board of Supervisors' Chambers
525 West Sycamore Street, Willows at 9:00 a.m.

(9) **ADJOURNMENT OF TRANSPORTATION COMMISSION MEETING:**

There being no further business, Chair Hansen adjourned the meeting at 9:48 a.m.

TRANSPORTATION COMMISSION

Gary Hansen – Chairman

ATTEST:

Di Aulabaugh, Executive Director

GLENN COUNTY REGIONAL TRANSIT COMMITTEE

DI AULABAUGH, EXECUTIVE DIRECTOR
PHONE:(530)934-6530 FAX:(530)934-6533

AGENDA ITEM

MEETING OF JANUARY 15, 2015

SUBJECT

Regional Transit Committee meeting schedule for 2015

ATTACHMENTS

None.

BACKGROUND & DISCUSSION

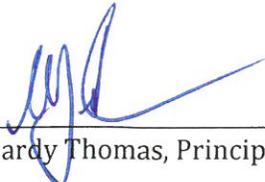
The Regional Transit Committee (RTC) has met on the third Thursday of every month, alternating location between the Orland Carnegie Community Center, Council Chambers and the Glenn County Board of Supervisors Chambers. For the 2015 calendar year, it is proposed that the RTC continue this meeting schedule with meetings beginning at 9:00 am.

The proposed schedule would be as follows:

Glenn County Board of Supervisors Chambers	Orland Carnegie Council Chambers
January 15	February 19
March 19	April 16
May 21	June 18
July 16	August 20
September 17	October 15
November 19	December 17

RECOMMENDATION

Staff recommends that the Regional Transit Committee adopt the meeting schedule for calendar year 2015.


Mardy Thomas, Principal Planner

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GLENN COUNTY REGIONAL TRANSIT COMMITTEE

DI AULABAUGH, EXECUTIVE DIRECTOR
PHONE: (530)934-6530 FAX: (530)934-6533

AGENDA ITEM

MEETING OF JANUARY 15, 2015

SUBJECT

Fare increase for Glenn Ride

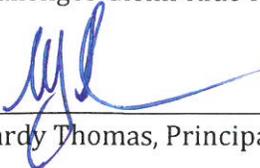
ATTACHMENTS

- Pages 108 -112 of the Glenn Transit Service Short-Range Transit Plan. The full report may be viewed at http://gcppwa.net/documents/GlennSRTPFR_000.pdf
- Glenn Ride route map
- Published meeting notification

BACKGROUND & DISCUSSION

In March of 2011, the Regional Transit Committee (RTC) approved a \$0.25 increase for the both the in-county and out-of-county passenger fares on Glenn Ride. These fares took effect in April of 2011 and have helped to maintain a stable budget for this service. Revenues for the transit services provided to Glenn County residents is a constant concern and priority. Revenues allow for continued operations at service levels that are convenient to the public and sustainable. Additionally, funding to transit services from the Transportation Development Act (TDA), Local Transportation Fund requires that transit providers receiving this funding have transit services that operate at a 10% fare box return ratio against operational expenditures. Glenn Transit Service operated at a 13.67% return ratio for Fiscal Year 2013/2014 with the Glenn Ride service achieving a 16.06% fare box return rate.

The Glenn Transit Service Short-Range Transit Plan (SRTP) was adopted in May of 2014. Among other things this plan evaluated the current fare structure of the transit services. In comparison, with other rural services that travelled the same distance and provided inter-city service, Glenn Ride's passenger fares were found to be low. The SRTP offered three options for increasing fares on Glenn Ride which are detailed in on page 112 which has been attached. Each fare increase alternative predicts a decrease in overall ridership with an increase in revenue. Among the challenges Glenn Ride faces is the long distances traveled where there are no stops because of lack


Mardy Thomas, Principal Planner


Agenda Item#

of population in the surrounding areas. This limits the number of opportunities for riders to board; thereby, limiting fare revenue.

Glenn Ride fare box ratios have benefited during the past two years from a combination of increased federal grant revenue to fund operations and lower maintenance expenses due primarily to the purchase of new vehicles. Stable fuel prices have also helped to contribute to lower operational costs which positively affect the fare box return ratio. New equipment purchases made through grant applications have also helped to lower operational costs.

In the coming 2015/2016 fiscal year, contract services to operate Glenn Ride will increase approximately 1.8% and will escalate year over year for the life of the contract based on the Consumer Price Index. Grant funds used to supplement the operation of the Glenn Ride service will be more than \$30,000 less in the coming year. Staff also expects maintenance costs to increase as vehicles and equipment age. As these budget pressures begin to appear, it will become increasingly difficult to maintain operations at currently established levels while maintaining the required fare box return ratio mandated by the TDA.

In an effort not to deter current and potential patrons from using the inter-city bus system and maintain existing service levels, staff is of the opinion that a smaller incremental approach to any fare increase would be the best approach. This would allow revenues to keep pace with increasing operational expenses while limiting the potential detrimental effect of a large fare increase on system ridership.

With this approach in mind, staff has considered a combination of the fare increase alternatives presented by the SRTP as follows:

For February or March 2015

Fare Type	Current	Proposed Increase	New Fare
In-County	\$1.50	\$0.00	\$1.50
Out-Of-County	\$2.00	\$0.50	\$2.50
Monthly Pass	\$45.00	\$5.00	\$50.00

For January 2018

Fare Type	Current	Proposed Increase	New Fare
In-County	\$1.50	\$0.50	\$2.00
Out-Of-County	\$2.50	\$0.50	\$3.00
Monthly Pass	\$50.00	\$0.00	\$50.00

Revenues may not reach the projections of the SRTP as the Butte College contract to transport students does not expire until June of 2015. The agreement does allow for adjustments to the fare; however, they are tied to CPI. With the renewal of any new agreement, staff would notify Butte College staff of the change in fare structure and of any approved changes in the future.

Staff is attempting to remain proactive in its efforts to keep the transit services in a position where they are sustainable and relevant to the needs of the public. Additionally, an attempt is being made to mitigate the effect of rising operational costs on Glenn Ride patrons.

RECOMMENDATION

Staff recommends that the Regional Transit Committee approve the proposed fare increases for the Glenn Ride system as listed in the Staff Report to be implemented March 1, 2015 and January 1, 2018.

- ♦ If a finding of no unmet needs reasonable to meet is made, remaining funds can be spent on roadway construction and maintenance purposes. (Article 8)

TDA-LTF funds allocated to the Glenn Transit Services program in FY 2011/12 totaled \$534,553. In FY 2013/14, LTF funding increased to \$581,066. In FY 2013-14, LTF is anticipated to increase to \$798,000. GTS reserves some of this funding for planned capital purchases (currently, there is \$499,300 in capital reserve, with \$162,000 reserved to build a bus barn).

State Transit Assistance (STA) Funds

In addition to LTF funding, the TDA includes a State Transit Assistance (STA) funding mechanism which is derived from the statewide sales tax on diesel fuel. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year. STA funds have been inconsistent, with none received in FY 2009-10; \$225,100 received in FY 2010-11; \$126,500 in FY 2011-12, and \$169,700 in FY 2012-13. Glenn Transit Services anticipates \$115,000 to \$130,000 of STA funds in FY 2013-14.

OTHER REVENUE SOURCES

Passenger Revenues

Passenger revenues are an important source of revenue. Fares can be very flexible in that they can be reduced for portions of the population (such as the elderly and disabled) that are least able to pay. When the available supply of transit service is exceeded by demand, fares can ration service so those who most need the service (and are thus most willing to pay) are provided with service.

The current fare structure for Dial-a-Ride services is \$3.00 per trip with advanced reservations, and \$5.00 per trip for same day reservations. This is a common and reasonable rate for DAR.

The Glenn Ride fare structure is very straightforward: \$1.50 for in-County fares; \$2.00 for Out-of-County fares, and \$45 for a monthly (30-day) day pass. As discussed below, the out-of-county fares are relatively low considering the distance of travel in comparison with other systems. The farebox return ratio averages approximately 14 percent systemwide, exceeding the 10 percent minimum required. Nonetheless, given the low fares and high mileage of the route, it is worth reviewing options for increasing fares.

Peer Review of Glenn Ride Fares

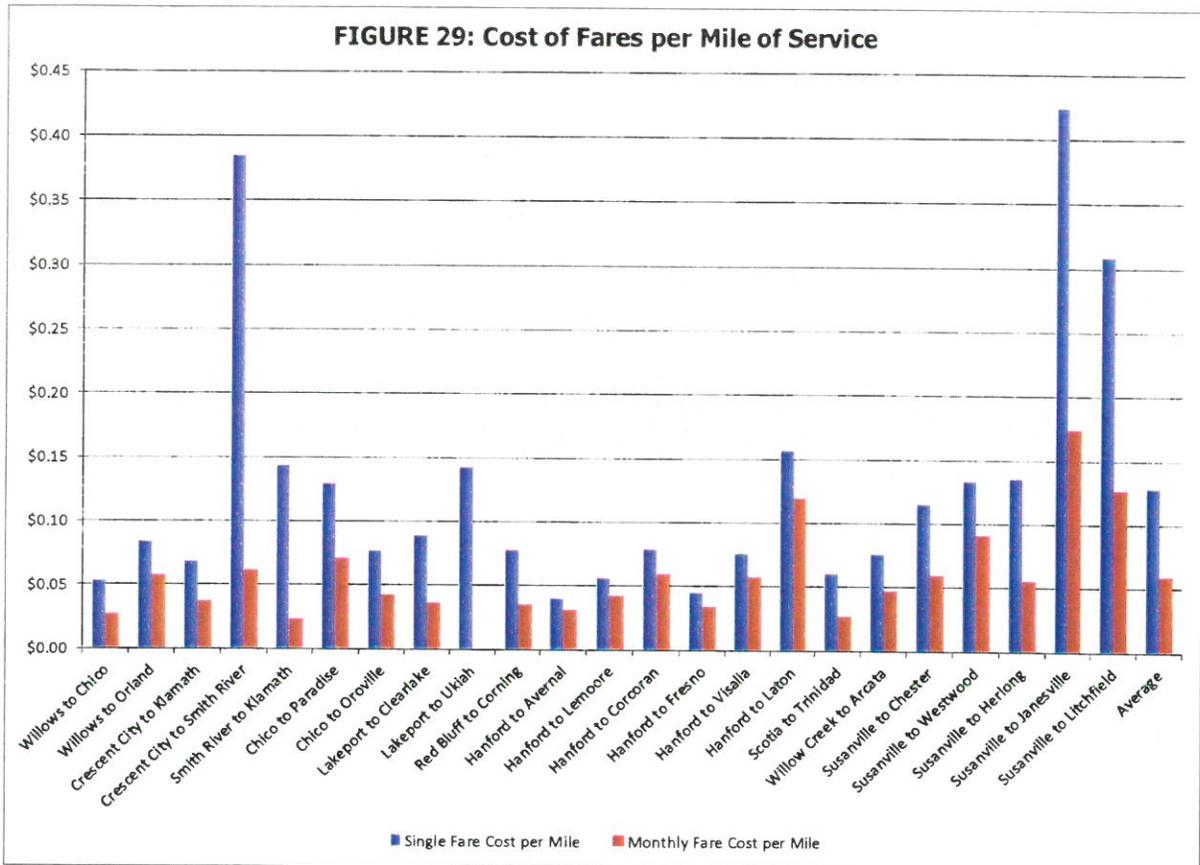
A helpful exercise in determining the appropriate level for fares is to examine other transit systems which offer routes of similar distances, and to look at the fares for those services. Transit systems were selected which operate under similar conditions (rural and/or agriculturally based areas operating local dial-a-ride services as well as regional or intercity routes). Within these transit programs, the single-ride fares and monthly pass fares of routes of varying distances were identified, as shown in Table 35. The Glenn Ride in-county service (Willows to Orland, 18 miles) and out-of-County service (Willows to Chico, 28 miles) were used as a point

TABLE 35: Rural Long-Distance Transit Fare Review, 2014

Provider Route	One-Way Trip Distance	Fares		Average Fare per Mile		Average Fare per Passenger Trip	
		Single- Ride Fare	Monthly Pass	Single- Ride Fare	Monthly Pass	Single-Ride Fare	Monthly Pass
<i>Glenn Ride</i>							
<i>Willows to Orland</i>	18	\$1.50	\$45.00	\$0.08	\$0.06	\$1.50	\$1.02
<i>Willows to Chico</i>	38	\$2.00	\$45.00	\$0.05	\$0.03	\$2.00	\$1.02
Redwood Coast Transit (RCT)							
Crescent City to Klamath	22	\$1.50	\$35.00	\$0.07	\$0.04	\$1.50	\$0.80
Crescent City to Smith River	13	\$5.00	\$35.00	\$0.38	\$0.06	\$5.00	\$0.80
Smith River to Klamath	35	\$5.00	\$35.00	\$0.14	\$0.02	\$5.00	\$0.80
B-Line							
Chico to Paradise	14	\$1.80	\$43.00	\$0.13	\$0.07	\$1.80	\$0.98
Chico to Oroville	24	\$1.80	\$43.00	\$0.08	\$0.04	\$1.80	\$0.98
Lake County Transit							
Lakeport to Clearlake	26	\$2.25	\$40.00	\$0.09	\$0.04	\$2.25	\$0.91
Lakeport to Ukiah	35	\$5.00	–	\$0.14	–	\$5.00	–
Tehama County TRAX							
Red Bluff to Coming	20	\$1.50	\$30.00	\$0.08	\$0.03	\$1.50	\$0.68
Kings Area Rural Transit KART							
Hanford to Avenal	37	\$1.50	\$50.00	\$0.04	\$0.03	\$1.50	\$1.14
Hanford to Lemoore	27	\$1.50	\$50.00	\$0.06	\$0.04	\$1.50	\$1.14
Hanford to Corcoran	19	\$1.50	\$50.00	\$0.08	\$0.06	\$1.50	\$1.14
Hanford to Fresno	34	\$1.50	\$50.00	\$0.04	\$0.03	\$1.50	\$1.14
Hanford to Visalia	20	\$1.50	\$50.00	\$0.08	\$0.06	\$1.50	\$1.14
Hanford to Laton	10	\$1.50	\$50.00	\$0.16	\$0.12	\$1.50	\$1.14
Redwood Transit System (RTS)							
Scotia to Trinidad	50	\$3.00	\$59.00	\$0.06	\$0.03	\$3.00	\$1.34
Willow Creek to Arcata	40	\$3.00	\$82.00	\$0.08	\$0.05	\$3.00	\$1.86
Lassen Rural Bus (LRB)							
Susanville to Chester	35	\$4.00	\$90.00	\$0.11	\$0.06	\$4.00	\$2.05
Susanville to Westwood	23	\$3.00	\$90.00	\$0.13	\$0.09	\$3.00	\$2.05
Susanville to Herlong	37	\$5.00	\$90.00	\$0.14	\$0.06	\$5.00	\$2.05
Susanville to Janesville	12	\$5.00	\$90.00	\$0.42	\$0.17	\$5.00	\$2.05
Susanville to Litchfield	16	\$5.00	\$90.00	\$0.31	\$0.13	\$5.00	\$2.05
Average of Peers	27	\$2.90	\$57.60	\$0.13	\$0.06	\$2.90	\$1.31
Ratio of Glenn Ride to Peer Average							
<i>Willows to Orland</i>	67%	52%	78%	62%	93%	52%	78%
<i>Willows to Chico</i>	141%	69%	78%	39%	44%	69%	78%
Note 1: Assuming 44 one-way passenger trips monthly.							
Source: LSC Transportation Consultants; Compiled from transit websites, February 2014.							

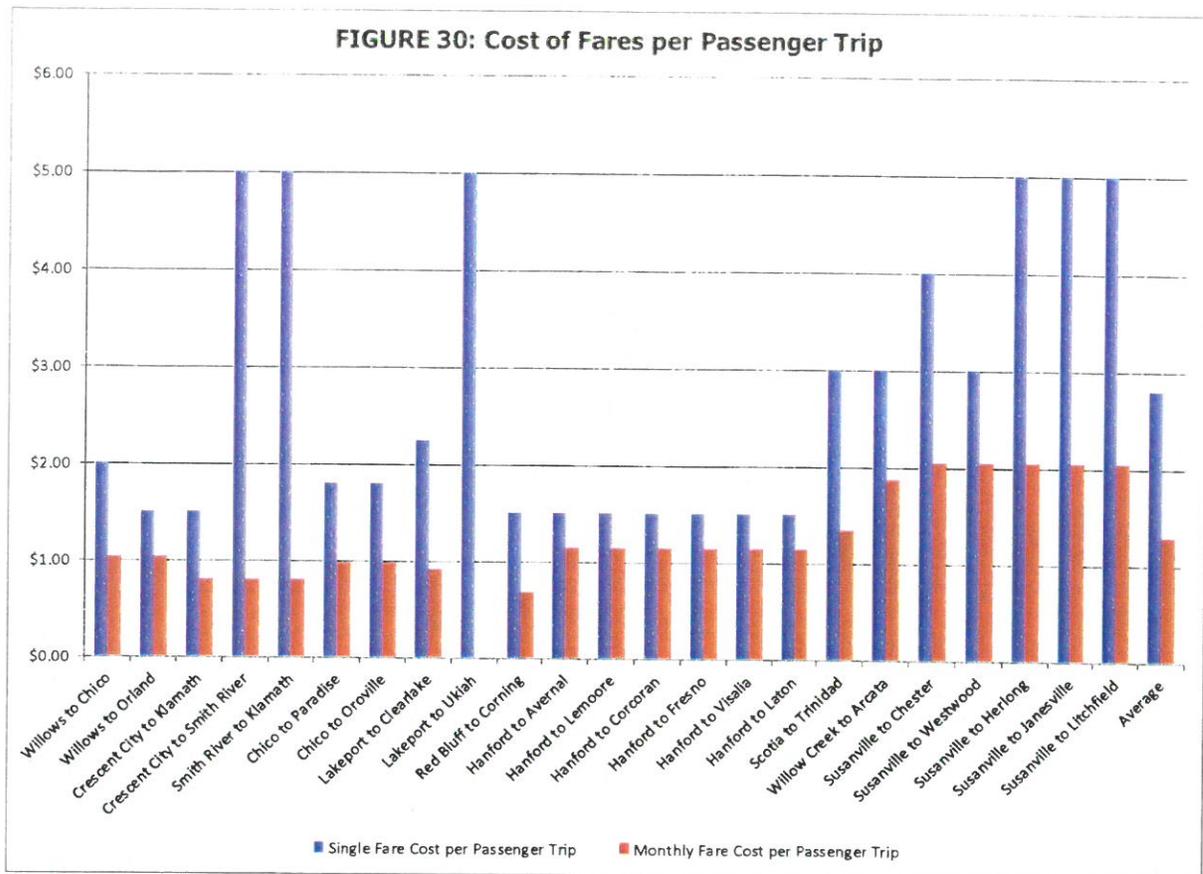
of comparison. These routes were compared to other rural routes ranging from 10 miles to 50 miles in distance, with an average of 27 miles overall. Single, general public fares ranged from a low of \$1.50 to a high of \$5.00, with an average single fare of \$2.80. Monthly passes for the general public ranged from a low of \$30.00 to a high of \$90.00, with an average monthly pass fare of \$56.45. To get a better understanding of how these fares impact the passengers and to determine the rate of return to the transit system, the cost per mile of service and cost per passenger trip were evaluated.

The cost per mile of service on Glenn Ride is \$0.08 for the single ride fare and \$0.06 for the monthly pass for a typical in-county trip, and \$0.05 for the single ride fare and \$0.03 for the monthly pass for a typical out-of-county trip (this assumes two one-way trip per weekday for the monthly pass, or forty-four trips per month). On average, the single ride fare is higher for peer transit systems at \$0.13 per mile for single fare trips and \$0.06 per mile for monthly passes, as shown in Figure 29. On peer transit programs, therefore, more fare revenue is collected per mile of service, particularly for single-ride fares. The peers also generally offer a greater monthly pass discount in relation to the single fare than that offered on Glenn Ride.



The cost paid per passenger trip on Glenn Ride is \$1.50 for the single ride fare and \$1.02 for the monthly pass for a typical in-county trip, and \$2.00 for the single ride fare and \$1.02 for the monthly pass for a typical out-of-county trip (again, basing the monthly trip rate on two round-trips per weekday), as shown in Figure 30. This compares to the peer average of \$2.80 for a single fare, or \$1.28 per trip using the monthly pass. Again, the peer programs collect significantly more per passenger trip, and have a slightly greater discount for the monthly pass relative to Glenn Ride’s fares.

This analysis indicates that Glenn Rides fares are low relative to peer transit programs, particularly the single-ride and monthly pass fare for out-of-county trips. Because the single-ride fares are relatively low, the monthly pass does not offer as proportionally high a discount as among peers.



Fare Increases

One positive aspect of the Glenn Ride fare structure is that it is simple, which makes it easy for passengers to know what the service costs and easy for the operator to collect and track fares. Therefore, any increases in fares should continue to maintain the simple structure of single-ride fares (at in-county versus out-of-county rates) and one price for the monthly pass.

Table 36 shows the current fare levels by fare type, and the ridership and revenue that were generated under each rate in 2012-13. Then three scenarios are presented with different fare increases to determine the impact on ridership and revenue.

Under Alternative 1, the out-of-county cash fare would be increased to \$2.50. Using an elasticity model, it is estimated the ridership would drop by 1,926 trips. However, the increased fare would generate \$10,058 in additional revenue for a net revenue gain. In fact, each of the alternatives (which are shown with increasing fares) would generate additional revenue, although this would be associated with a decrease in overall ridership.

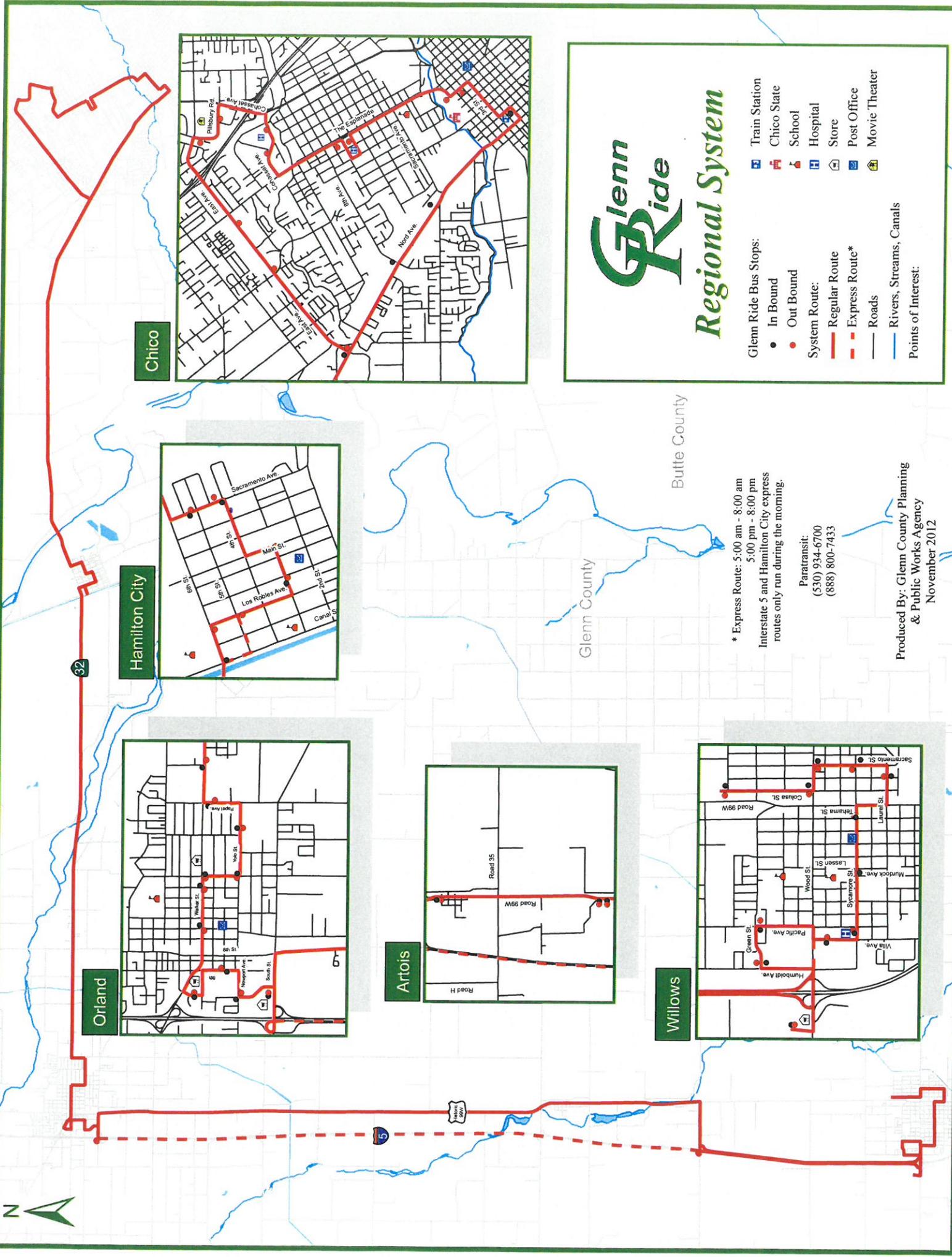
Based on the analysis shown, any of these increases is a benefit to the transit program in terms of revenue, although the larger increases have a more negative impact on ridership numbers.

TABLE 36: Estimated Ridership Impact of Fare Increases

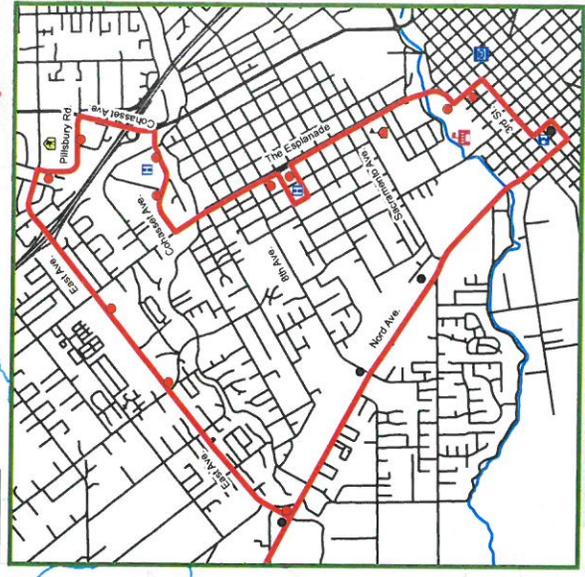
		Fare Rate	Ridership	Revenue
Current Fare Structure				
Single-Ride Fares ¹	In-County	\$1.50	19,217	\$28,826
	Out-of-County	\$2.00	29,748	\$59,496
Monthly Pass Fares ²	In-County	\$45.00	1,610	\$2,578
	Out-of-County	\$45.00	6,286	\$10,067
Total Annual			56,861	\$100,967
Alternative 1: Increase Out-of-County Single Fare to \$2.50				
Single-Ride Fares ¹	In-County	\$1.50	19,217	\$28,826
	Out-of-County	\$2.50	27,822	\$69,554
Monthly Pass Fares ²	In-County	\$45.00	1,610	\$2,578
	Out-of-County	\$45.00	6,286	\$10,067
Total Annual			54,935	\$111,025
Change			-1,926	\$10,058
Alternative 2: Increase In-County Single Fare to \$2.00, Out-of County Single Fare to \$3.00 and Monthly Pass to \$50.00				
Single-Ride Fares ¹	In-County	\$2.00	17,628	\$35,256
	Out-of-County	\$3.00	26,341	\$79,023
Monthly Pass Fares ²	In-County	\$50.00	1,576	\$2,805
	Out-of-County	\$50.00	6,155	\$10,952
Total Annual			51,700	\$128,036
Change			-5,161	\$27,069
Alternative 3: Increase In-County Single Fare to \$2.00, Out-of County Single Fare to \$3.50 and Monthly Pass to \$50.00				
Single-Ride Fares ¹	In-County	\$2.00	17,628	\$35,256
	Out-of-County	\$3.50	25,150	\$88,027
Monthly Pass Fares ²	In-County	\$50.00	1,576	\$2,805
	Out-of-County	\$50.00	6,155	\$10,952
Total Annual			50,510	\$137,040
Change			-6,351	\$36,073
Note 1: Single-ride fares include cash fares, Butte College single-ride fares, and Far Northern single-ride fares.				
Note 2: Monthly passes are reported as in-county or out-of-county.				
Source: LSC Transportation Consultants, Inc.				

Advertising Revenue

Many transit systems typically use advertising on their vehicles and at passenger facilities to raise additional revenue. Advertising on the outside of buses raises the most revenue, followed by advertising at shelters or on benches. Advertising inside buses may bring in significant revenue in urban areas, but usually is not effective in rural areas. One reason advertising on buses is attractive to advertisers is that buses are highly visible and provide a "traveling" advertisement. However, this valuable resource can also be used by the transit system to "brand" itself. GTS has a contract with a firm to sell advertising, where the firm retains a portion of the advertising fee. To date, no advertising has been sold. Glenn Ride is not in territory ideal for advertising, and having the salesperson out-of-area (Lake County) may also be a disadvantage.



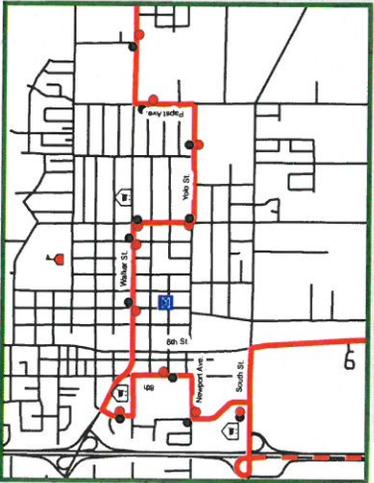
Chico



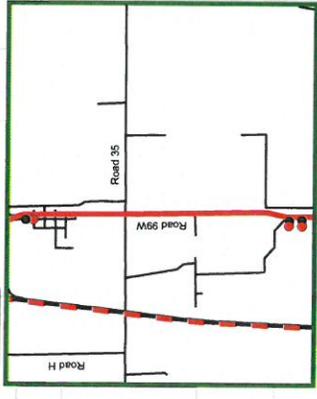
Hamilton City



Orland



Artois



Willows



Glenn Ride Regional System

- Glenn Ride Bus Stops:**
- Train Station
 - Chico State
 - School
 - Hospital
 - Store
 - Post Office
 - Movie Theater
- System Route:**
- In Bound
 - Out Bound
- System Route:**
- Regular Route
 - Express Route*
 - Roads
 - Rivers, Streams, Canals
- Points of Interest:**
- Rivers, Streams, Canals
 - Points of Interest:

Butte County

Glenn County

* Express Route: 5:00 am - 8:00 am
5:00 pm - 8:00 pm
Interstate 5 and Hamilton City express routes only run during the morning.

Paratransit:
(530) 934-6700
(888) 800-7433

Produced By: Glenn County Planning
& Public Works Agency
November 2012

PROOF OF PUBLICATION

No. 2505

In the Matter of

Glenn County Planning & Public Works Agency

Legal Notice: Proposed Fare Increases

777 N. Colusa St.,

Willows, CA 95988

State of California)
County of Glenn) ss

The undersigned resident of the County of Glenn,
State of California, says:

That I am, and at all time herein mentioned was
a citizen of the United States and not a party to
nor interested in the above entitled matter; that
I am the principal clerk of the publisher of:

The Sacramento Valley Mirror

That said newspaper is one of general circulation
as defined by Section 6000 Government Code of
the State of California, Case No. 27,207 by the
Superior Court of the State of California, in and
for the County of Glenn, Case #02CV00614; that
said newspaper at all times herein mentioned was
published twice a week (on Wednesdays and
Saturdays) in the town of Willows and County
of Glenn; that the notice of which the annexed
is a true printed copy, was published in said
newspaper on the following days:

November 29, and December 17, 2014

I certify (or declare), under penalty of perjury, that
the foregoing is true and correct, at the County
of Glenn, Willows, California.

Dated December 23, 2014
at Willows, California.



Tim Crews, Publisher



PROPOSED FARE INCREASES

As Glenn Transit staff balance funding requirements and
increased operational costs, the Regional Transit Committee has
proposed following changes to the fare structure of Glenn Transit
Services:

For March 2015:

Glenn Ride

- Out-of-county fare will increase from \$2.00 to \$2.50
- A monthly pass will increase from \$45.00 to \$50.00

For January 2018

Glenn Ride

- In-county fare will increase from \$1.50 to \$2.00
- Out-of-county fare will increase from \$2.50 to \$3.00

Notice is hereby given that the REGIONAL TRANSIT
COMMITTEE will conduct a Public Hearing on Thursday,
January 15, 2015, at 9:00am or as soon thereafter as business
allows, at the Willows Memorial Hall, Board of Supervisors
Chambers, 525 West Sycamore St., Willows, California to
receive public input on the adoption of a change in the fare
structure for the Glenn Ride intercity bus service.

All interested parties are invited to attend and be heard.

All other services will continue to run as presently constituted. If
you are unable to attend the scheduled meeting, or if you have
any questions, please mail your comments to the Regional
Transit Committee, P.O. Box 1070, Willows, CA 95988 or Fax
comments to 530-934-6533 so that they arrive by January 14,
2014. The meeting room is wheelchair accessible and disabled
parking is available. If you are a person with a disability and you
need disability-related accommodations to participate in this
meeting, please contact Mardy Thomas or Casey Murray by
phone at 530-934-6530 or (FAX) 530-934-6533. Requests for
such modifications or accommodations must be made at least
two full business days before the start of the meeting. TDD
Users may contact the California Relay Service TDD line at 1-
800-735-2929 or Voice Line at 1-800-735-2922.

GLENN COUNTY REGIONAL TRANSIT COMMITTEE

DI AULABAUGH, EXECUTIVE DIRECTOR
PHONE:(530)934-6530 FAX:(530)934-6533

AGENDA ITEM

MEETING OF JANUARY 15, 2015

SUBJECT

Staff Report on ongoing projects for Glenn Transit Service or related legislative developments

ATTACHMENTS

- None

BACKGROUND & DISCUSSION

In an attempt to better inform the Committee of the activities of Glenn Transit Service (GTS) and keep project activities transparent, staff has prepared a summary report of the various projects and activities that are in process or have been recently completed. These are presented below in no particular order of importance:

Glenn Ride Connection with Tehama County Transit

This project is on hold as the Tehama County transit staff assesses long term funding requirements and finalize route times.

Glenn Ride Stop Changes and Amenities

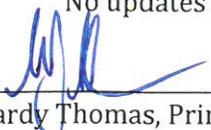
GTS staff worked with Glenn County Planning & Public Works road staff to repair signs and damage to shelters from graffiti. Staff is working to submit an encroachment permit for multiple locations along State Highway 32 to improve Glenn Ride stops along this route.

Glenn Ride Incident

Bus #90 was involved in a non-injury collision on December 30, 2014. The driver appeared to suffer a medical episode in which he was rendered unconscious. No passengers were aboard and the only losses were to vehicles and property hit by the bus and damage to the bus. Insurance has been notified and repair work is underway.

Bus Barn

No updates on this project.


Mardy Thomas, Principal Planner

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Other Funding Programs

GTS staff will be working to secure funding from the Transit Security portion of the Proposition 1B bond funds to complete a storage solution for recorded video taken on board the transit vehicles. These images must be stored for one year. In addition, GTS staff will be applying for Federal Transit Administration (FTA) Section 5311(f) funding to assist with the purchase of a second bus. GTS was notified of funds available through the Low Carbon Transit Operations Program fund available via the cap and trade program. The amount of approximately \$9,500 is not sufficiently large to complete any one project; however, staff is looking to add the funding to the purchase of the new buses.

RECOMMENDATION

None. Provided as information only.

**Minutes of the
Glenn County Regional Transit Committee and
Glenn County Transportation Commission
Glenn County, California**

Thursday, December 18, 2014

REGIONAL TRANSIT COMMITTEE

(1) **MEETING CANCELLED FOR DECEMBER 18, 2014:**

(2) **NEXT MEETING:**

Thursday, January 15, 2015, at
Willows Memorial Hall, Board of Supervisors' Chambers
525 West Sycamore Street, Willows at 9:00 a.m.

GLENN COUNTY TRANSPORTATION COMMISSION

(1) **CALL TO ORDER:**

Chair Hansen of the Glenn County Transportation Commission confirmed a quorum and called the meeting to order at 9:01 a.m. on the above date at the Orland Carnegie Community Center, Council Chambers, Orland, California.

(2) **PLEDGE OF ALLEGIANCE:**

Pledge of Allegiance was recited.

(3) **ROLL CALL:**

Roll Call of Commissioners appointed to the 2014 Glenn County Transportation Commission. Commissioners and staff present as noted below:

COMMISSIONERS PRESENT:

Steve Soeth, County	Michael Murray, County	Gary Hansen, Willows
Bruce Roundy, Orland	Larry Domenighini, Willows	

COMMISSIONERS ABSENT:

John Viegas, County

STAFF PRESENT:

Di Aulabaugh, Executive Director
Mardy Thomas, Principal Planner
Casey Murray, Assistant Planner

OTHERS PRESENT:

Matthew Gomes, Deputy Director
Susan Zanchi, Caltrans
David Smith, Caltrans
Gloria Ponciano, Paratransit Services
Roy Seiler, CPA
Byron Denton, Orland resident

(4) **APPROVAL OF MINUTES:**
Minutes of November 20, 2014 meeting

On a motion by Commissioner Murray, seconded by Commissioner Soeth, it was unanimously voted to approve the minutes of November 20, 2014 as presented.

(5) **CONSENT ITEMS:**
A. None

(6) **ITEMS FOR CONSIDERATION AND ACTION:**
A. Acceptance of annual financial audit report for Fiscal Year 2013/2014 with the approval of Resolution No. 2014-08 and authorize distribution of reports to all required agencies.

Commissioners and staff discussed the matter.
Roy Seiler, CPA, discussed the audit and was available for questions.

On a motion by Commissioner Murray, seconded by Commissioner Roundy, it was unanimously voted to adopt Resolution No. 2014-08 approving and accepting the annual audit of the Glenn County Transportation Commission and authorizing the Executive Director to distribute the necessary documents to the appropriate agencies.

B. Amendment to Fiscal Year 2014/2015 Overall Work Program

Commissioners and staff discussed the matter. Byron Denton, Orland resident, commented on the matter.

On a motion by Commissioner Roundy, seconded by Commissioner Domenighini, it was unanimously voted to adopt Resolution No. 2014-09 approving the amendment to the Overall Work Program for the 2014/2015 Fiscal Year and authorize the Executive Director to amend the annual Overall Work Program Agreement with Caltrans and distribute all necessary documents.

C. Bus Purchase

Commissioners and staff discussed the matter. Byron Denton, Orland resident, commented on the matter.

On a motion by Commissioner Murray, seconded by Commissioner Domenighini, it was unanimously voted to authorize the Executive Director to sign and issue a purchase order with Gillig Corporation not to exceed the amount stated in the quote issued September 22, 2014, for one new bus and authorize the Executive Director to issue a purchase order with Gillig Corporation for a second bus upon successful award of funds from the FTA Section 5311(f) intercity transit grant program.

(7) **STAFF REPORT:**
This is a standing agenda item for staff to report on ongoing projects or legislative developments related to transportation.

Staff presented the Staff Report. Commissioners and staff discussed the matter.

Information only – no action.

(8) **UNSCHEDULED MATTERS AND FUTURE AGENDA ITEMS:**

(If the matter is not on the agenda, the public may address the Commission at this time. Unless the matter qualifies for an exemption under the provisions of Government Code Section 54954.2 (b), action or discussion cannot be taken on Unscheduled Matters).

Byron Denton, Orland resident, addressed the Commission.

Gloria Ponciano addressed the Commission regarding transit.

Susan Zanchi of Caltrans introduced David Smith of Caltrans.

Chair Hansen announced the retirement of Mike Murray and presented a certificate of appreciation for his service. Commissioners and staff discussed the matter with Mike Murray and thanked him for his service.

(9) **NEXT MEETING:**

Thursday, January 15, 2015, at
Willows Memorial Hall, Board of Supervisors' Chambers
525 West Sycamore Street, Willows at 9:00 a.m.

(10) **ADJOURNMENT OF TRANSPORTATION COMMISSION MEETING:**

There being no further business, Chair Hansen adjourned the meeting at 9:48 a.m.

TRANSPORTATION COMMISSION

Gary Hansen – Chairman

ATTEST:

Di Aulabaugh, Executive Director

GLENN COUNTY TRANSPORTATION COMMISSION

DI AULABAUGH, EXECUTIVE DIRECTOR
PHONE:(530)934-6530 FAX:(530)934-6533

AGENDA ITEM

MEETING OF JANUARY 15, 2015

SUBJECT

Glenn County Transportation Commission meeting schedule for 2015

ATTACHMENTS

None.

BACKGROUND & DISCUSSION

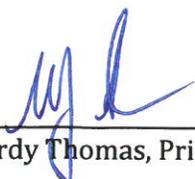
The Glenn County Transportation Commission (GCTC) has met on the third Thursday of every month, alternating location between the Orland Carnegie Community Center, Council Chambers and the Glenn County Board of Supervisors Chambers. For the 2015 calendar year, it is proposed that the GCTC continue this meeting schedule with meetings beginning at 9:00 am.

The proposed schedule would be as follows:

Glenn County Board of Supervisors Chambers	Orland Carnegie Council Chambers
January 15	February 19
March 19	April 16
May 21	June 18
July 16	August 20
September 17	October 15
November 19	December 17

RECOMMENDATION

Staff recommends that the Glenn County Transportation Commission adopt the meeting schedule for calendar year 2015.



Mardy Thomas, Principal Planner

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GLENN COUNTY TRANSPORTATION COMMISSION

DI AULABAUGH, EXECUTIVE DIRECTOR
PHONE:(530)934-6530 FAX:(530)934-6533

AGENDA ITEM

MEETING OF JANUARY 15, 2015

SUBJECT

Report on the 2015 update of the Regional Transportation Plan

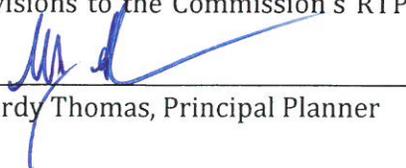
ATTACHMENTS

- Regional Transportation Plan Guidelines (not printed) available at:
http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/2010%20RTPGuidelines_Jan2011_Technical_Change.pdf
- Impacts of SB 375 on Transportation (not printed) available at:
http://www.dot.ca.gov/hq/tpp/californiatrnsportationplan2040/Documents/legislation/SB_375_Summary-Prepared_by_Caltrans.pdf
- 2010 Glenn County Regional Transportation Plan Update (not printed) available at:
<https://glenncountyrtp.files.wordpress.com/2014/09/glenn-county-rtp-2009-2010.pdf>

BACKGROUND & DISCUSSION

The Regional Transportation Plan is the guiding document for transportation investments in the near term (5-10 years) and the long term (10-20 years) for all of Glenn County. The 2010 RTP identified approximately \$110 million available for transportation projects in Glenn County over the 20 year planning horizon. The 2015 RTP update has been underway since October and is expected to be completed in May. Staff and the Technical Advisory Committee are working with the project consultant, GreenDOT, to develop projects to be included in the 2015 RTP. Additionally, required chapters that include the policy, action and financial elements are also being developed.

California Transportation Commission (<http://www.catc.ca.gov/programs/rtp.htm>) states that "since the mid-1970s, with the passage of Assembly Bill 69 (AB 69, Chapter 1253, Statutes of 1972) California state law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision-makers in shaping California's transportation infrastructure. On July 1, 2009, the California Transportation Commission (Commission), upon consultation with the California Air Resources Board and the California Department of Transportation (Caltrans), formed an Advisory Committee to prepare necessary revisions to the Commission's RTP Guidelines in response to the requirements of Senate Bill 375


Mardy Thomas, Principal Planner

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(SB 375, Chapter 728, Statutes of 2008) and other factors. As required by Government Code Section 14522.1(a) (2), the Commission's Advisory Committee included representatives of the metropolitan planning organizations, Caltrans, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. The 2010 RTP Guidelines adopted by the Commission in April 2010, link provided above, incorporated new planning requirements as a result of SB 375 and incorporated the addendum to the 2007 RTP Guidelines.”

2015 RTP UPDATE

As few changes in population, development and roadway capacity needs have occurred since the last RTP update in 2010, the 2015 RTP update is less complex than a comprehensive update would be. There are some key areas that are required by statute to be reviewed and updated that will be addressed in this process. These areas include:

- Language consistency with the latest Federal Highway Bill, Moving Ahead for Progress in the 21st Century (MAP-21).
- Compliance with Senate Bill 375 (for rural areas).
- Compliance with the 2010 RTP Guidelines.
- Updated RTP elements including; Policy Element, Action Element, and Financial Element.
- Develop baseline performance measures.
- Integration with local planning efforts (i.e. blueprint, land use, transit, etc.).
- Integration with the California Transportation Plan.
- Integration with the Strategic Highway Safety Plan.
- Update the CEQA compliance.

The RTP development requires input from the community and from technical stakeholders. This meeting is the first of 2 meetings open to members of the community for information distribution and as a forum for comments on the RTP. The 2nd community meeting will be later in the spring and will include a presentation of the draft elements and a solicitation for comments. The technical stakeholders are also working on the RTP update. The Technical Advisory Committee met in November to discuss the development of the RTP and update project lists. The TAC will meet several times throughout this process to discuss the 3 main elements of the RTP; policy, action and financial.

The consultant has developed and made available a website for tracking this project, its progress, documents and meetings. The website address is: www.glenncountyrtp.com

This RTP update will guide the future investment of transportation financial resources through the year 2035. Projects identified in the RTP will be eligible for Federal and State funding through regular distribution programs and grant programs.

RECOMMENDATION

Information Only. Consultant will receive any comments from the Commission and the Public.

GLENN COUNTY TRANSPORTATION COMMISSION

DI AULABAUGH, EXECUTIVE DIRECTOR
PHONE:(530)934-6530 FAX:(530)934-6533

AGENDA ITEM

MEETING OF JANUARY 15, 2015

SUBJECT

Staff Report on ongoing projects for Transportation Commission or related legislative developments

ATTACHMENTS

- None

BACKGROUND & DISCUSSION

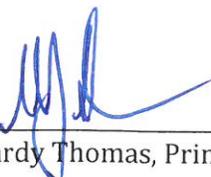
In an attempt to better inform the Commission of the activities of staff and keep project activities transparent, staff has prepared a summary report of the various projects and activities that are in process or have been recently completed. These are presented below in no particular order of importance:

Overall Work Program

Work on the planning projects identified in the Overall Work Program has progressed through the half of the fiscal year. A draft Overall Work Program for the 2014/2015 fiscal year will be developed over the next month for presentation to the Commission in February. Work has begun on the ADA Self-evaluation and Transition Plan for all public right-of-ways. Staff will be working in conjunction with County and City staff to develop a request for proposals that will allow the County and Cities to include there own public buildings as part of the assessment and plan development. The Overall Work Program will only be funding the portion of the work which involves the public right-of-ways.

California Transportation Plan

Staff continues to be involved in the Policy Advisory Committee (PAC) for the update of the California Transportation Plan 2040. The next meeting for this planning effort will be in February.


Mardy Thomas, Principal Planner

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RECOMMENDATION

None. Provided for information only.