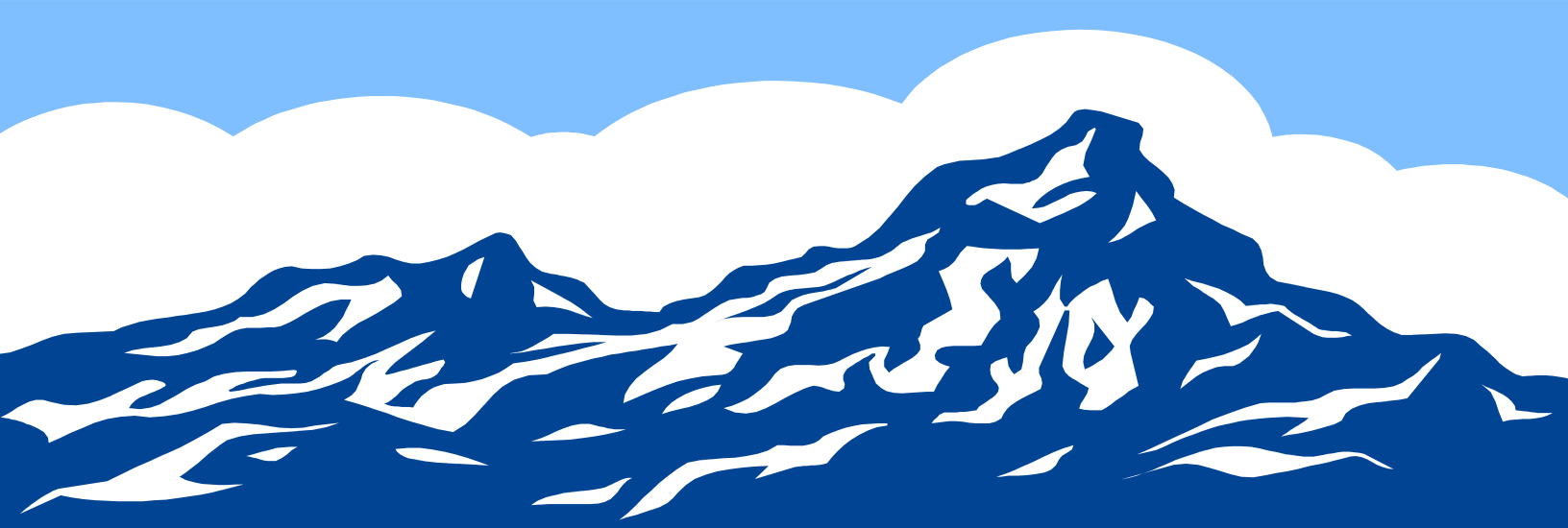




Unmet Transit Needs Assessment 2011-12

Shasta County Regional Transportation Planning
Agency



Shasta County
Regional Transportation
Planning Agency

1855 Placer Street
Redding, CA 96001
Phone: 530-225-5654

Website: www.scrtpa.org
Email: scrtpa@co.shasta.ca.us

February 22, 2011

DRAFT

Table of Contents

Executive Summary.....	1
Chapter 1: Introduction	2
Background.....	2
Transit Funding in Shasta County	4
TDA Allocation Process	6
Unmet Transit Needs Assessment	7
Chapter 2: Unmet Transit Needs and “Reasonable to Meet” Definition	9
Unmet Transit Needs	9
“Reasonable to Meet” Definition	10
Chapter 3: Transit Dependent and Transit Demand Analysis	11
Transit-Dependent	11
Transit Demand	11
Chapter 4: Descriptions of Existing Transit Service	15
Summary of TDA-Funded Transportation Providers	15
Redding Area Bus Authority	15
Fixed-route	16
Demand-response	16
Burney Express.....	16
Consolidated Transportation Services Agency	18
Lifeline	18
Chapter 5: Existing Transit Performance.....	20
RABA 2009/2010 Findings & Productivity Enhancements	20
System-wide Findings	20
Consolidated Transportation Services Agency.....	23
Lifeline Service	24
Burney Express	25
Chapter 6: Transit Coordination.....	26
CHTP Short-Range Achievements	26
CHTP Long-Range Achievements.....	28
Chapter 7: Transit findings	29
Expansion of Service	29
RABA fixed-route and demand-response services	30
Burney Express.....	30
Consolidated Transportation Services Agency	31
Lifeline Service	31

Table of Appendices, Maps, Figures and Tables

Appendix A – Unmet Transit Needs Finding	32
Appendix B – 2009/10 TDA CLAIMS	33
Appendix C – Social Services Transportation Providers	34
Appendix D – Table of Responsibility	38
Appendix E – Chronological History	39
Map 1: 2000 Census Tract Boundary Shasta County Urban Area.....	12
Map 2: RABA System Map 2010/11	17
Map 3: Burney Express Route	16
Map 4: CTSA and Lifeline Service Area	19
Figure 1: Transportation Development Act Five-Year Revenue Comparison	1
Figure 2: Five-Year Comparison RABA/RTPA Administrative Expense	3
Figure 3: TDA Apportionment/Allocation Funding Priorities	6
Figure 4: Shasta County Transportation Funds in Comparison to Transit Obligation.....	7
Figure 5: Census Blocks with Public Transportation	14
Figure 6: CTSA Five-Year LTF Revenue Trend	24
Figure 7: Burney Express Trend in Ridership.....	25
Table 1: Transit Funding Sources in Shasta County	4
Table 2: Population Estimates	13
Table 3: TDA-funded Transportation Providers in Shasta County	15
Table 4: RABA Fares and Zones	15
Table 5: CTSA Service Area and Hours of Service	18
Table 6: RTPA Approved Farebox Ratio	20
Table 7: Redding Area Bus Authority Performance Indicators	21
Table 8: 5-Year RABA System Performance.....	22
Table 9: CTSA Performance Indicators.....	24
Table 10: Burney Express Performance Indicator	25
Table 11: Transit Performance criteria	30

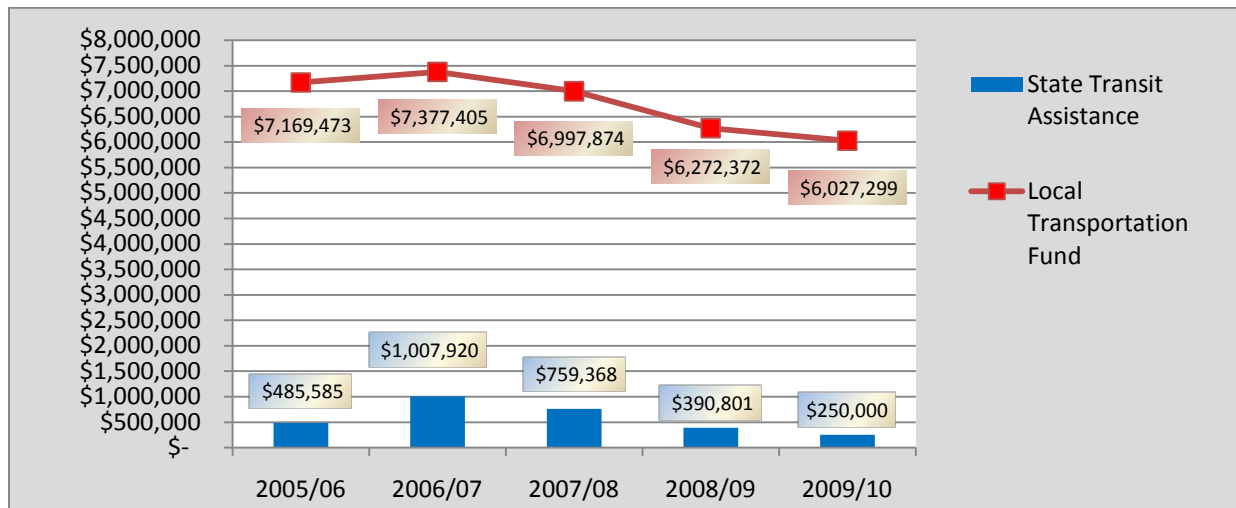
Executive Summary

Budget cuts are resulting in the loss of existing transportation routes and it is unlikely that new transit services will be considered until funding stabilizes.

California's economic crisis continues to impact transit revenue. According to the State Board of Equalization, in 2009/10 distribution of the Local Transportation Fund (LTF) tax allocations decreased an average of 10.21% statewide. In comparison, Shasta County's allocations decreased 3.91% (approximately \$245,000) (Figure 1).

Increased federal funding may offset reductions in Transportation Development Act (TDA) funds. American Recovery and Reinvestment Act (ARRA) funds provided one-time revenue of nearly \$2 million for transit capital purchases. Ten-percent of funding was used for demand-response operations.

Figure 1: Transportation Development Act Five-Year Revenue Comparison



Source: Based on estimated claims

In 2009/10 Redding Area Bus Authority (RABA) did not meet the performance criteria established by the Shasta County Regional Transportation Planning Agency (SCRTPA). Due to the state of the economy, the SCRTPA will monitor performance over the next year before making any policy changes. If the economy does not recover, transit providers will need to consider service cuts and/or fare increases to compensate for the loss in operating revenue.

Lifeline, Burney Express and the Consolidated Transportation Service Agency (CTSA) have currently met their requirements for 2009/10.

CHAPTER 1: INTRODUCTION

The SCRTPA is the designated transportation planning agency for Shasta County.

The SCRTPA annually determines the amount of public transportation funds for allocation within its jurisdiction. These jurisdictions are the Cities of Anderson, Redding, Shasta Lake and the County of Shasta.

The Cities and the County are members of a Joint Powers Authority (JPA) that created the RABA, a public transportation system that provides fixed-route and demand-response paratransit service. Service is provided in the urban areas and some outlying areas of Shasta County.

Background

In 1971, the TDA was enacted by California's Legislature to improve existing public transportation. The TDA provides two funding sources:

1. **Local Transportation Fund (LTF)**, which is derived from $\frac{1}{4}$ cent of the general sales tax collected statewide; and
2. **State Transit Assistance Fund (STA)**, which is derived from the statewide tax on gasoline and diesel fuel. STA is a formula driven allocation based on *population* and *revenue*. STA may only be used for public transportation. STA is considered "spillover" revenue and may be seized by the Governor for the state's General Fund. In 2009/10, the Governor suspended STA until 2014.

On March 22, 2010, STA funds were restored under a new legislative package known as the "gas tax swap." Designed to be revenue neutral, the tax swap replaces the sales tax on gasoline, and increases the sales tax on diesel fuel to partially supplant STA funds. Future STA revenue to the region will depend on diesel fuel prices and diesel consumption.

TDA law is separated into sections known as "Articles." There are three TDA Articles that transit operators in Shasta County may file a claim for funding under:

Article 4 generally supports public transportation in urban areas. Operators that provide both fixed-route and paratransit service are required to maintain a ratio of fare revenues to operating

cost (farebox ratio) of 20% in urban areas and 10% in non-urbanized areas. Shasta County has a required farebox ratio of 19% (specific to Shasta County). RABA claims funding under this Article.

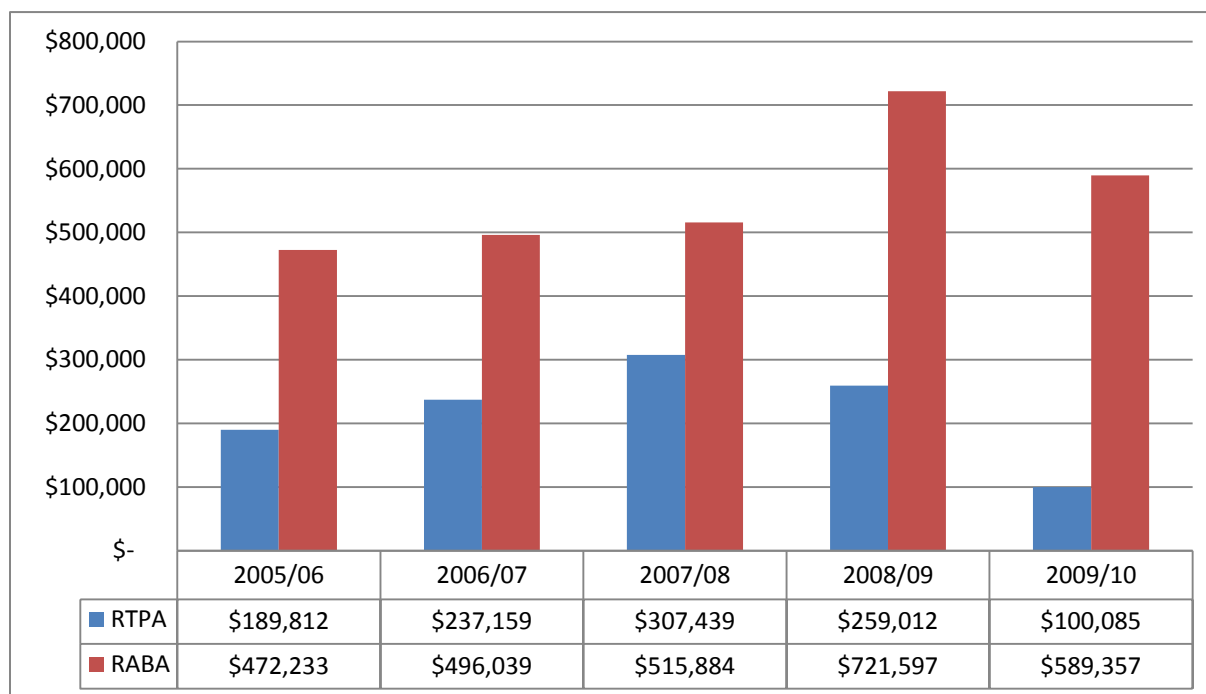
Article 4.5 supports community transit services that link communities and provide services to the elderly or persons with disabilities. Funding is limited to 5% of LTF funds received by the transportation planning agency. Shasta Senior Nutrition Programs (SSNP) was designated as the CTSA in 1995 and is eligible for TDA funds under this Article.

Article 8 is utilized by public transportation in rural areas. Article 8 claimants are only eligible for population-based STA funds. Article 8 also provides funding for local streets and roads.

In addition, Article 2 provides up to 2% of funding for bike and pedestrian projects. Typically there are no requests for Article 2 funds in Shasta County.

Appendix B details the 2009/10 schedule of TDA allocations. SCRTPA and RABA administrative costs are shown below (Figure 2).

Figure 2: Five-Year Comparison RABA/RTPA Administrative Expenses – TDA Only



Transit Funding in Shasta County

Transit financial assistance is available to transit operators through both federal and state sources. The Federal Transit Administration (FTA) provides financial assistance to transit operators throughout the country. FTA grant programs are administered through Caltrans Division of Mass Transportation. Projects must be derived from a locally developed, coordinated public transit-human services transportation plan. Sources that provide funding towards transit projects in Shasta County are listed below (Table 1).

Table 1 : Transit Funding Sources in Shasta County			
Source: 2010 Shasta County Regional Transportation Plan			
Federal Transit Administration			
Program	Section	Purpose	Local Match, if required
Small Urbanized Area Formula Program	5307	Provides funds for public transit in urbanized areas with populations under 200,000.	50% Operating 20% Capital
Elderly and Disabled Specialized Transit Program	5310	Provides capital grants for meeting the transportation needs of elderly persons and persons with disabilities in areas where public mass transportation services are otherwise unavailable. Allows for the purchase of Americans With Disabilities Act (ADA)-accessible vehicles, communication equipment, mobility management activities, and computer hardware and software for eligible applicants.	11.47% local match is provided through use of toll credits in 11/12
Rural and Small Transit Formula Program	5311	Provides for public transit formula grants for capital and operating expense projects in rural areas.	50% Operating 20% Capital
Job Access and Reverse Commute	5316	Intended to improve access to transportation services to employment and employment-related activities for low-income individuals and welfare recipients.	11.47% provided through use of toll credits
New Freedom	5317	Provides new transportation services to overcome existing barriers facing persons with disabilities seeking integration into the workforce and full participation into society.	11.47% provided through use of toll credits
American Recovery & Reinvestment Act (ARRA) Urbanized Area Formula Program	ARRA 5307	Formula grant program for urbanized areas providing transit capital assistance for mass transportation. 10% of ARRA funds may be used for ADA-paratransit operations.	None

ARRA Rural and Small Transit Formula Program (one-time only funding)	ARRA 5311	Formula grant program for rural and small transit areas providing transit capital assistance for public transit systems. 10% of ARRA funds may be used for ADA-paratransit operations.	None
Shasta County State Funding			
Public Transportation Modernization, Improvement and Service Enhancement Account, Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006	PTMISEA	Proposition 1B, approved by voters in November 2006, allows the state to sell \$20 billion in general obligation bonds to fund transportation projects to relieve congestion, facilitates goods movement, improve air quality, and enhance the safety and security of the state's transportation system. May be used for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people and equipment.	None
Transportation Development Act	TDA	The Transportation Development Act (TDA) was enacted by the California Legislature in 1971 to improve existing public transportation. Its two funding sources are the LTF and the STA.	None

TDA Allocation Process

SCRTPA annually determines the amount of TDA funds to be allocated to each claimant within its jurisdiction. TDA allocations are determined during the annual unmet transit needs process based on a definition of transit service that is “reasonable to meet.” Once all transit needs that are “reasonable to meet” are met, funds may be used for other eligible uses. The flow of TDA monies is shown below (Figure 3). Total transportation funds available for each jurisdiction (FTA and TDA combined) in comparison to TDA funds obligated for transit operations are shown in Figure 4.

Figure 3: TDA Apportionment/Allocation Funding Priorities

Source: 2010 Shasta County Regional Transportation Plan

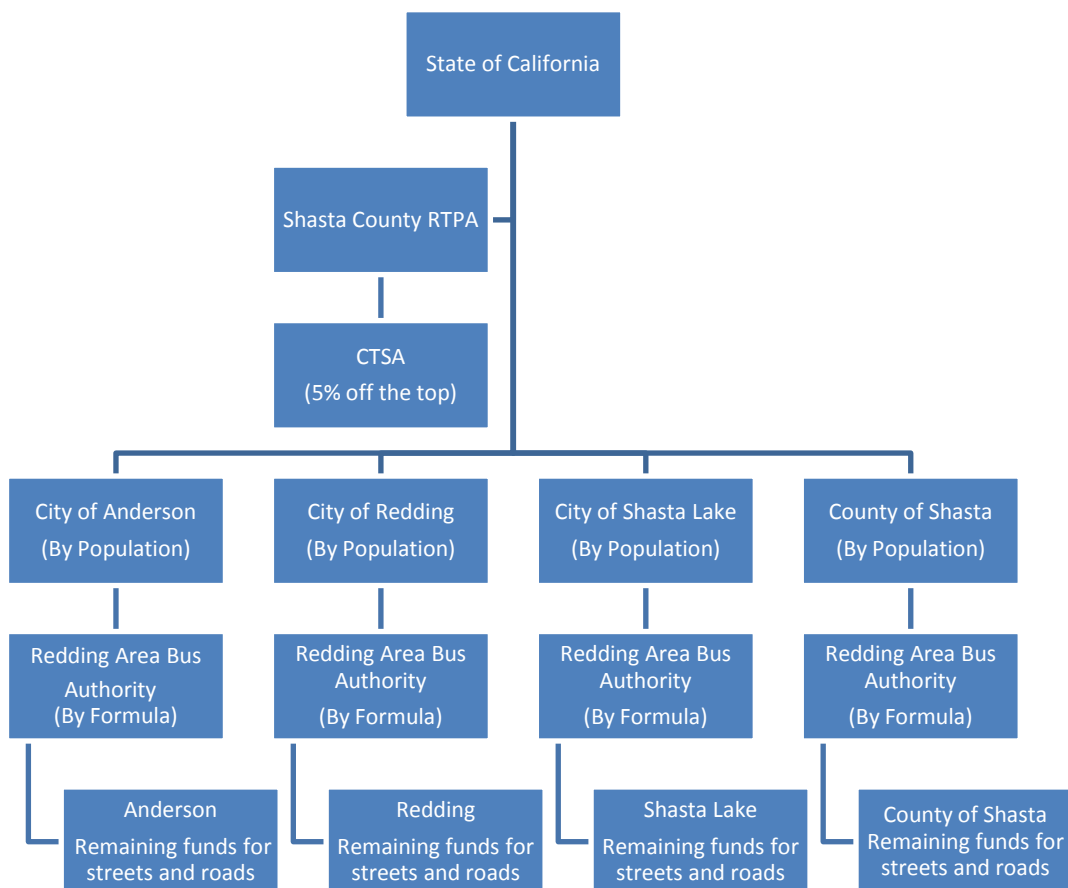
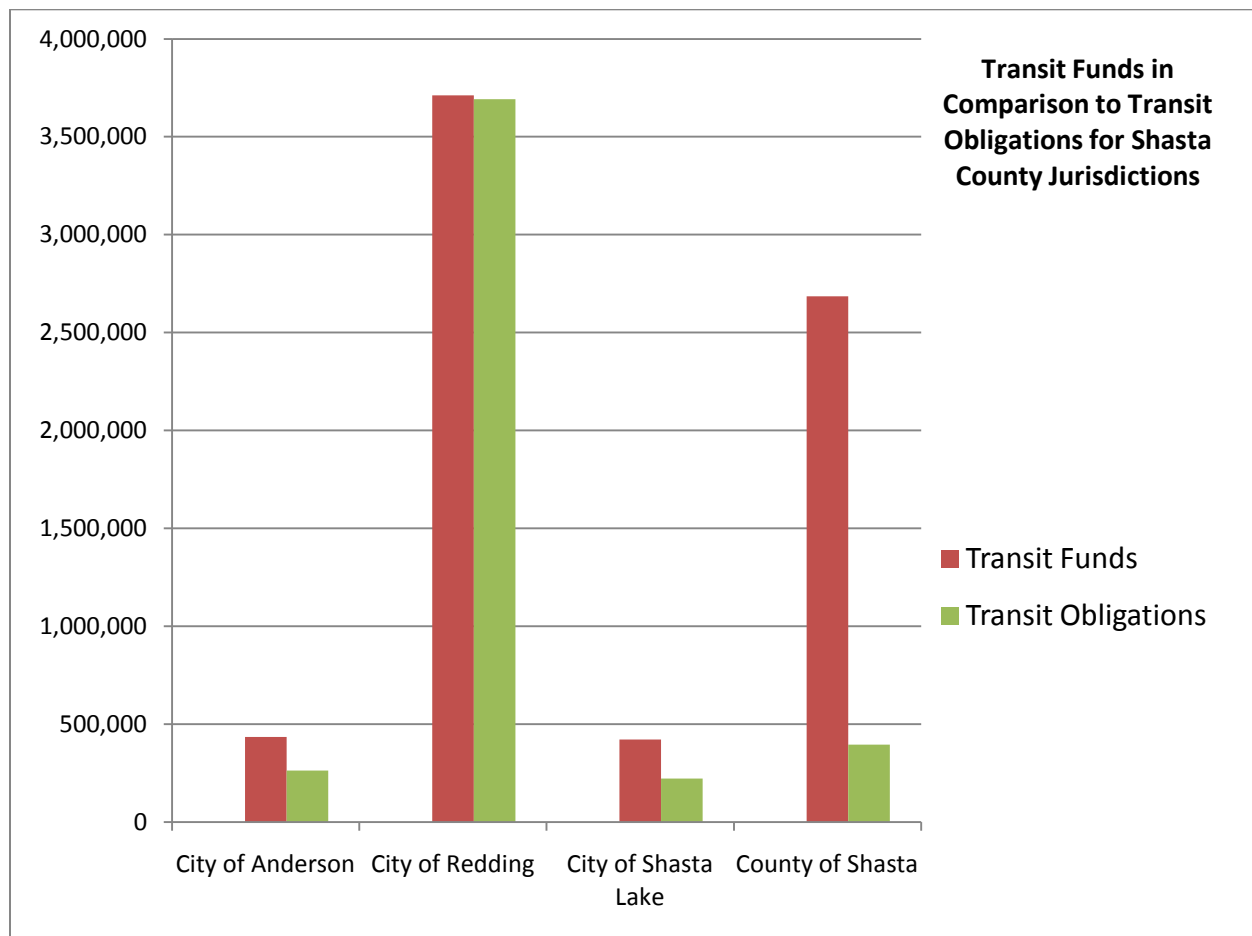


Figure 4: Shasta County Transit Funds in Comparison to Transit Obligation



Unmet Transit Needs Assessment

The purpose of the Transit Needs Assessment is to document transit needs and findings and describe the process in which the SCRTPA performed this assessment.

Prior to disbursing TDA funds, the SCRTPA must identify any unmet public transit needs that may exist in Shasta County.

The Unmet Needs process includes the following steps:

1. Assess the transit needs within the jurisdictions of Shasta County;
2. Conduct a public hearing to consider specific unmet transit needs;
3. Consult with the Social Services Transportation Advisory Council (SSTAC) and accept the SSTAC recommendation; and
4. SCRTPA board adopts the unmet transit needs findings.

Public transportation is provided in those areas where services meet the “reasonable to meet” definition. If it is determined that there are unmet transit needs, a further determination must be made to determine if the needs are “reasonable to meet.” Where an unmet transit need is found “reasonable to meet,” transit funds can be allocated to implement a trial service, if funding is available. A new transit service must demonstrate that it can be operated with a subsidy not to exceed 80% of operating costs in the urbanized area.

The SCRTPA must determine that all transit needs that are “reasonable to meet” are being met before TDA funds can be used for non-transit purposes. Local jurisdictions may decide to voluntarily fund those needs that are determined not to be “reasonable to meet” from the jurisdictions TDA funds or other revenue sources.

CHAPTER 2: UNMET TRANSIT NEEDS AND “REASONABLE TO MEET” DEFINITION

Section 99401.5 (Appendix A) of TDA statutes require that the SCRTPA conduct an annual assessment of transit needs within each jurisdiction. This assessment consists of a two-part test:

1. Are there unmet transit needs?
2. Are these unmet transit needs “reasonable to meet?”

Unmet Transit Needs

During the annual assessment citizens may submit comments to the SCRTPA regarding new transit services.

Comments on operations are referred to the appropriate agency shown on Appendix D.

What is an unmet transit need as defined by TDA statutes?



A population group in the proposed transit service area that 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 its needs is feasible within the definition of “reasonable to meet.”

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 that serve employment purposes.

Unmet transit needs specifically include:

- Transit or specialized transportation needs identified by the SSTAC and confirmed by the SCRTPA through testimony or reports, which are not yet implemented or funded.
- Transit or specialized transportation needs identified in the transit system's Americans with Disabilities Act (ADA) Paratransit Plan or Short-Range Transit Plan, which are not yet implemented or funded.

What is not an unmet transit need:

- Minor operational improvements or changes such as bus stops, schedules and minor route changes.
- Improvements funded or scheduled for implementation in the next fiscal year.
- Trips for any purpose outside of Shasta County.
- Primary and secondary school transportation.

The SCRTPA adopted the "reasonable to meet" definition, as follows:

"Reasonable to Meet" Definition

(Resolution 00-21, adopted December 12, 2000)

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 Board that transit service adequate to meet the unmet need can be operated with a subsidy not to exceed 80 percent of operating cost in urbanized areas and 90 percent in non-urbanized areas. It must also have been demonstrated that fare revenues as defined in the State Controller's Uniform System of Accounts and Records can recover the unsubsidized portion of operating costs. The Cost Allocation Method is the method used for determining farebox ratio. Appendix A1 (1995/96, *Shasta County Transit Services Evaluation*, Appendix A1) should be used as a guide to determine costs to be allocated to any proposed new services. Transit service subsidy maximums may be determined on an individual route or service area, or an individual proposed route or service area basis.
2. The proposed expenditure of TDA 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.
3. The fact that an identified need can not 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 or 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 planning agency that the resulting interagency cost sharing is equitable. In determining whether the required funding equity has been achieved the commission 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.

CHAPTER 3: TRANSIT DEPENDENT AND TRANSIT DEMAND ANALYSIS

Transit-Dependent

Public and private transportation services are provided primarily for those that are either unable to operate a vehicle or do not have access to a vehicle. Older-adults, persons with disabilities and persons of limited means are more likely to be transit-dependent and require specialized transportation.

The 2000 U.S. Census Data provides the only countywide demographic information. Compared to the statewide and nationwide demographics, Shasta County has a higher percentage of those likely to be transit-dependent or transit-disadvantaged.

Transit Demand

A key element in the development of operational and financial plans is the demand for transit services. Forecasts are developed based on existing transit utilization patterns, future population growth and demographic change in the service area.

Transit demand in the county is based on census tracts. Shasta County has 27 census tracts (Map 1), of which 24 of these census tracts are served by various forms of public transportation. The majority of the more populated census blocks are located within the City of Redding. The three census tracts that do not have public transportation are located in the most rural areas of the county (Shingletown/Millville, Igo/Ono and Lakehead).

The 2000 U.S. Census Data regarding population figures and the California Department of Finance's population estimate (E-1) were used to allocate population to census tracts that comprise the RABA service area (see Table 2). Only those portions of each census tract within RABA's service area are analyzed.

Future transit demand is estimated based upon existing transit demand, multiplied by the percentage of estimated growth within the jurisdictions that make up the RABA service area.

Map 1: 2000 Census Tract Boundary- Shasta County Urban Area Corporate Boundary

2000 Census Tract Boundary Shasta County Urban Area Corporate Boundary

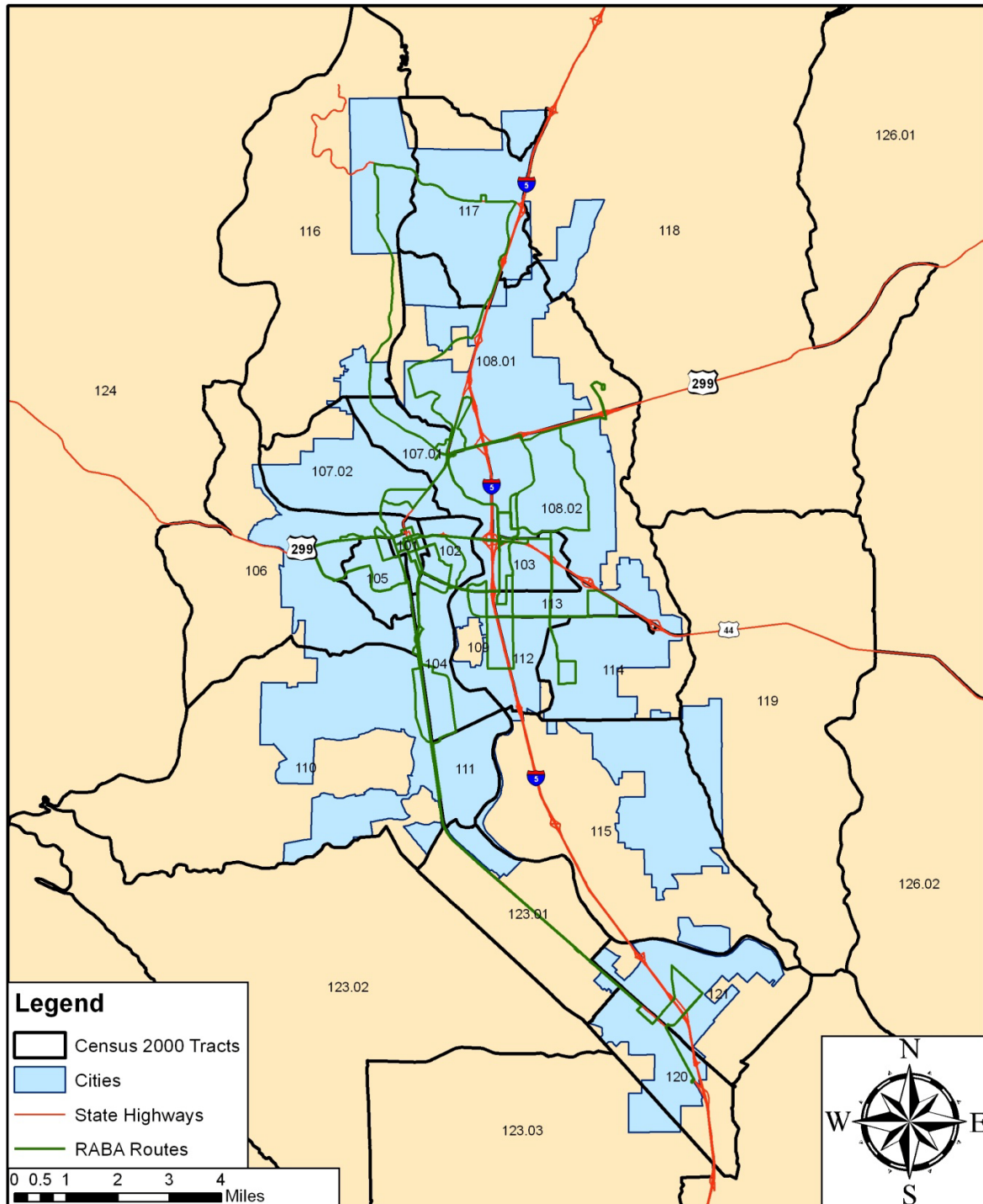


Table 2: Population Estimates

2011-12 Population Estimate 2010 Population Estimate Calculations Population Estimates Per January 1, 2010 E-I Report				
The RTPA population estimate for the cities, unincorporated area and the RABA service area within Shasta County is based on the 2010 California Department of Finance E-1 population estimate. An estimate of the population served in the urban area is included for FTA 5307 funding allocation based on 2000 census data. Where an area does not directly correspond to the area reported in the E-1 report, the rate of change from a comparable area listed in the E-1 is used to adjust the 2000 U.S. Census estimate.				
2010 E-1 Estimate. These figures are used for TDA apportionment and represent the total population of Shasta County				
CHANGE IN POPULATION				
	1/1/2009	1/1/2010	Percent of Total	% Change
Anderson	10,765	10,826	5.88%	1.006
Redding	90,898	91,561	49.69%	1.007
Shasta Lake	10,269	10,294	5.59%	1.002
Unincorporated	71,091	71,566	38.84%	1.007
Total County	183,023	184,247	100.00%	1.007
RABA Service Area				
These figures represent the claimant populations within the Urban-Fixed Route area of Shasta County used for 80/20 service hour and population split				
Anderson		10,826	9.15%	
Redding		91,561	77.42%	
Shasta Lake		10,294	8.70%	
Unincorporated		5,583	4.72%	
Total County		118,264	100.00%	
Urban Population (FTA 5307)				
These figures represent the urbanized population of Shasta County				
Anderson		10,826	9.61%	
Redding		91,561	81.26%	
Shasta Lake		10,294	9.14%	
Total FTA 5307		112,681	100.00%	

The population estimate is updated annually using census data and the E-1 for the current year. Due to only fractional changes in population, Table 2 has not been updated for 2011/12.

Figure 5 identifies Shasta County census blocks with public transportation.

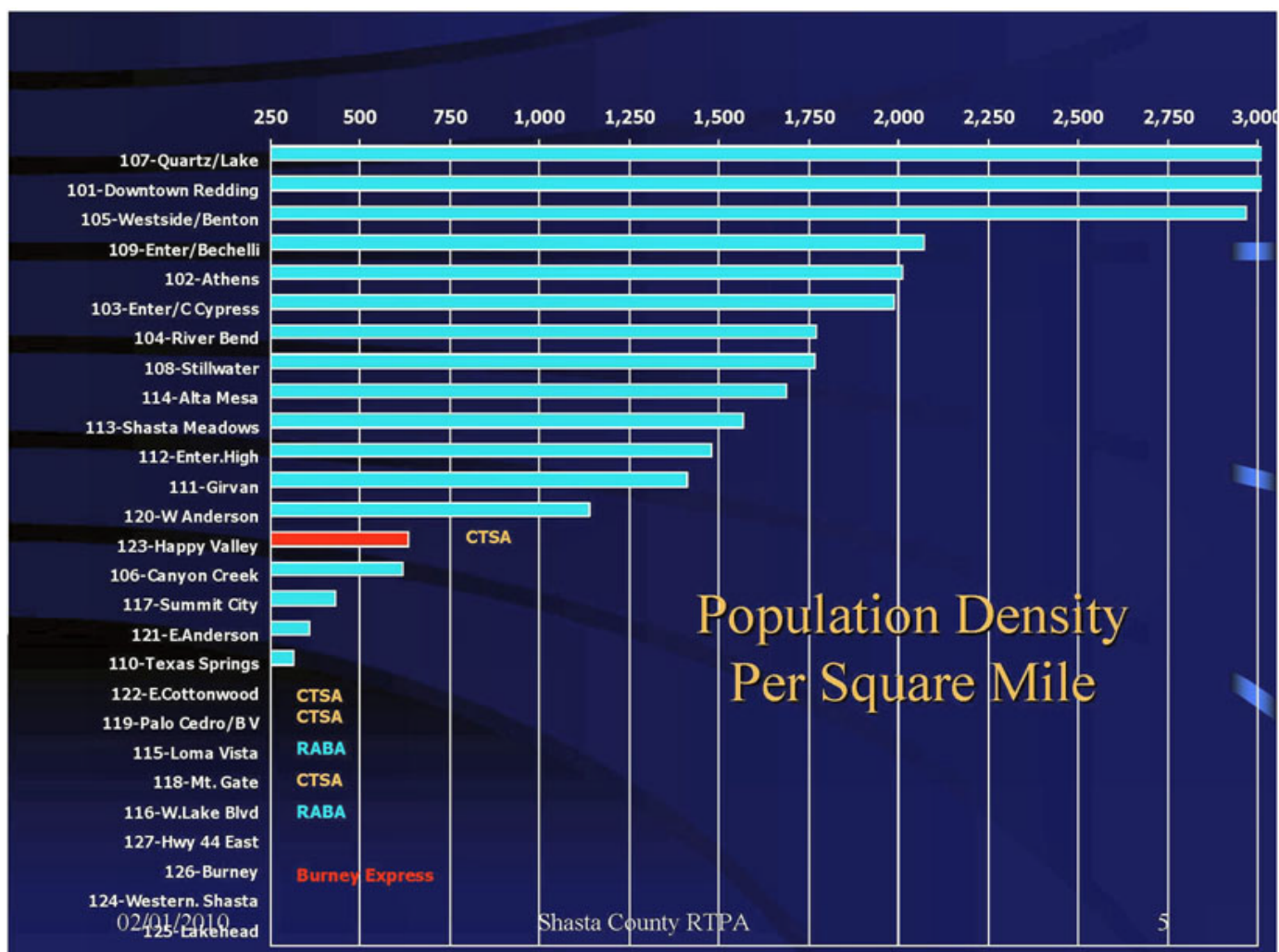
Figure 5: Census Blocks with Public Transportation

Transportation

RABA



CTSA



CHAPTER 4: DESCRIPTIONS OF EXISTING TRANSIT SERVICE

This chapter describes the service area and services offered by TDA-funded transportation providers (Table 3).

Table 3: TDA-funded Transportation Providers in Shasta County							
Service and Operator	Vehicles	Miles per Month	Passenger Trips per Month	Hours of Operation	Service Area	Fixed or Demand	Cost Per Trip
Fixed-route (RABA)	16 buses	51,082	54,851	Weekdays 6:30-7:30 Saturday 9:30-7:30 Times vary by route	Redding Anderson Shasta Lake	Fixed	\$4.01
Demand-response (RABA)	20 lift equipped vans	28,469	5,393	Weekdays 6:30-7:30 Saturday 9:30-7:30	Redding Anderson Shasta Lake	Demand	\$23.78
RABA Total	36 vehicles	79,551	60,244				
Burney Express	2 ADA-compliant medium-sized buses	4,711	337	Weekdays 6:00-7:10	Burney-Redding	Fixed	\$22.96
CTSA (SSNP)	9 small lift equipped buses	7,346	1,335	M-F 8-4:00	Shasta County	Demand	\$18.23
Lifeline Service	1 lift equipped van	2,566	472	M-F 7:30-4:00	Shasta County	Demand	\$ 6.05

Summary of TDA-Funded Transportation Providers

Redding Area Bus Authority

RABA provides fixed-route and demand-response service to a population of near 118,000. RABA's service area is divided into three fare zones (Table 4). While traveling to or through another zone, there is an additional fee that is one-half of the base fare (Map 2). RABA services are provided six days a week to the Cities of Anderson, Redding and Shasta Lake. Hours of operation are Monday through Friday from 6:30 a.m. to 7:30 p.m., and Saturday from 9:30 a.m. to 7:30 p.m.

Table 4: RABA Fares and Zones	
Base Fare (6-61)	\$1.50
Zone Change	\$0.75
Children (under 6)	Free
Senior (62+)	\$0.75
Handicapped Base Fare	\$0.75
Medicare Card Holder	\$0.75
Zone Change (Senior/Disabled/Medicare)	\$0.40
Transfers	Free

Fixed-route

RABA operates 10 fixed-routes and one express route within portions of Shasta County and the Cities of Anderson, Redding and Shasta Lake. The fixed-route and demand-response service area covers approximately 100 square miles (Map 2) with the following boundaries: City of Shasta Lake to the north, Shasta College to the east, Anderson to the south and Buena Ventura Boulevard (in Redding) to the west.



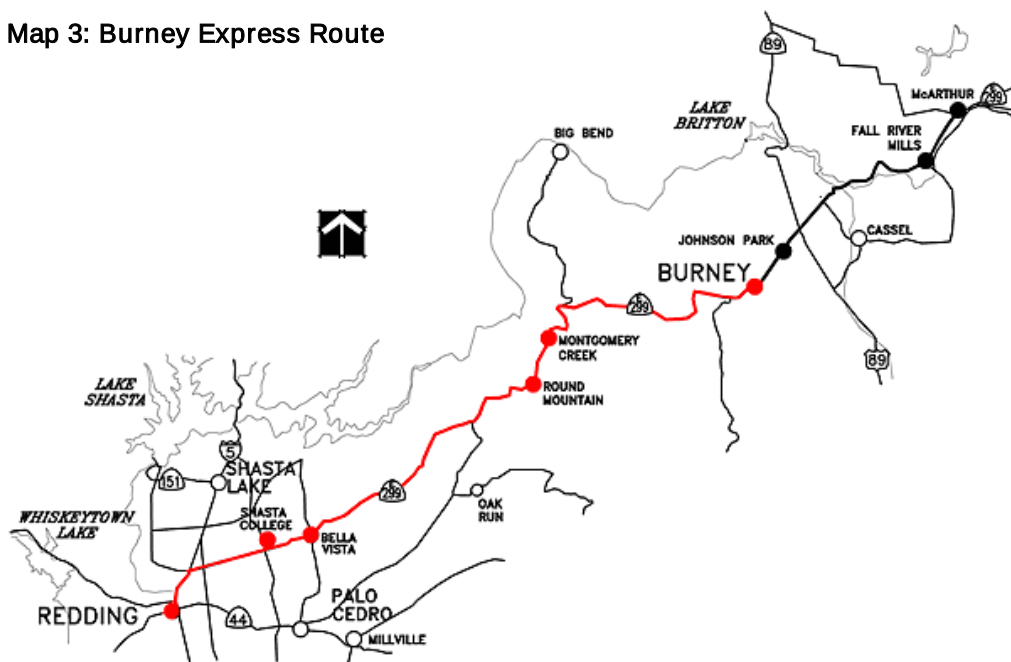
Demand-response

RABA's demand-response service provides curb-to-curb transportation to persons with disabilities who are unable to use a regular fixed-route service. In order to comply with ADA mandates, the service area is generally within three-quarters of a mile of the fixed-route. Passengers must be certified to use this service.

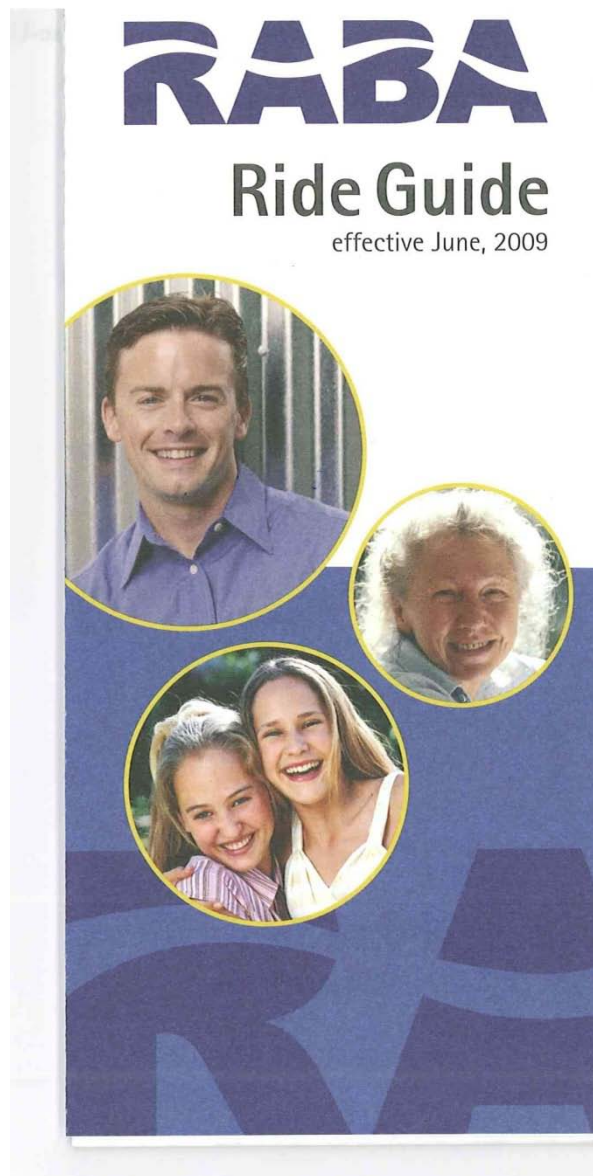
Burney Express

Shasta County contracts with RABA to provide express service to the outlying community of Burney (Map 3). This service is for commuters and has limited stops. Burney Express operates Monday through Friday with two round-trips each day. There is no fixed-route service in Burney.

Map 3: Burney Express Route



*A copy of the RABA system map is available
online at: <http://www.rabaride.com/orderrideguide.html>*



Consolidated Transportation Services Agency

The CTSA provides specialized services to those who cannot use conventional transit services, such as older-adults and persons with disabilities. Table 5 provides a description of the CTSA service area and hours of service. The CTSA provides services within the urban fringe and outside of RABA's service area (Map 4).

Lifeline

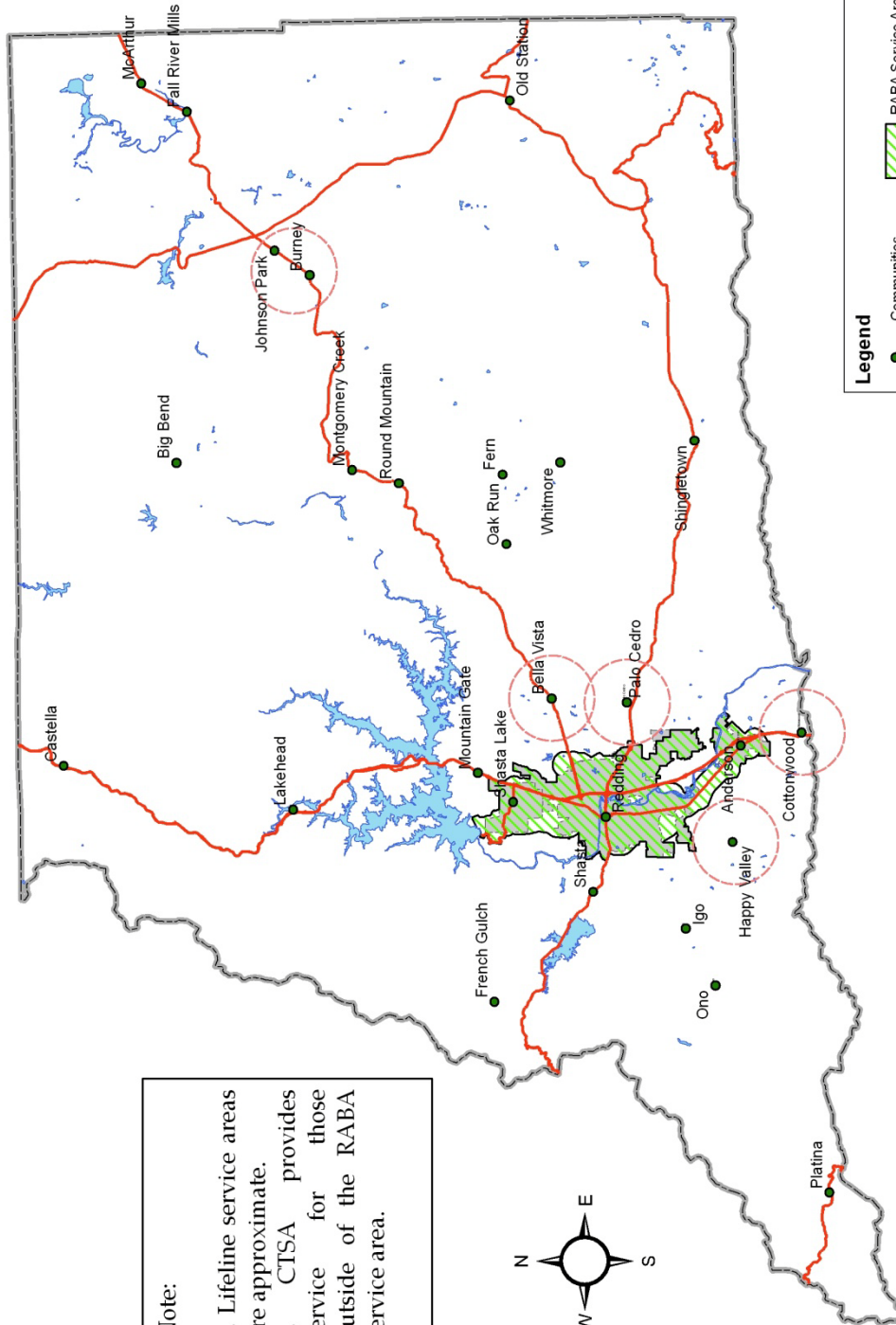
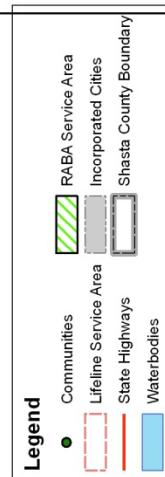
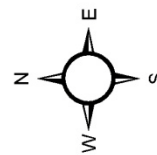
Lifeline Service was established by Shasta County on July 1, 1996. Service is provided by SSNP. Lifeline is intended to provide transportation services to medical appointments for older-adults and persons with disabilities living outside of RABA's service area. These areas include: Bella Vista, Palo Cedro, Happy Valley, Cottonwood and Burney (Map 4). The hours of service vary since Lifeline is part of SSNP's coordinated transportation system, which includes CTSA services and other non-TDA funded programs.

Table 5: CTSA Service Area and Hours of Service		
Route	Area of Service	Hours of Service
Route 2	Anderson	7:30 am - 4:00 pm
Route 3	Burney	8:00 am - 3:30 pm
Route 5	Redding	7:30 am - 4:00 pm
Route 6	Happy Valley and Cottonwood	7:30 am - 4:00 pm (Wednesday only)
Route 7	Shasta Lake	7:00 am - 3:30 pm
Route 9	South Redding	7:30 am - 3:30 pm
Lifeline (Rt88)	Unincorporated County areas	7:30 am - 4:00 pm

Map 4 - CTSA and Lifeline Service Areas

Note:

1. Lifeline service areas are approximate.
2. CTSA provides service for those outside of the RABA service area.



CHAPTER 5: EXISTING TRANSIT PERFORMANCE

This chapter examines trends in ridership and farebox ratio for TDA-funded transportation services. It also discusses funding limitations affecting current and future levels of transit service.

Two terms commonly used in this chapter are “passenger trip” and “farebox ratio.” Each term is discussed below.

Passenger Trip: A passenger trip is a one-way trip and is counted separately each time a passenger boards the bus. Passenger trips should not be confused with the number of riders. One rider typically accounts for two or more passenger trips each day.

Farebox Ratio: Farebox ratio is the fare revenue received divided by the cost of operating the service. Operating costs do not include capital costs such as bus purchases. For example, if passengers pay 20 cents of every dollar spent to operate a service, the farebox ratio for that service is 20%. The farebox ratio standards are included in the SCRTPA “reasonable to meet” definition and assist the SCRTPA in determining the efficiency of the transit service. The SCRTPA established farebox ratios for 2008 through 2015 are shown in Table 6.

Table 6: RTPA Approved Farebox Ratio		
Fiscal Year	Farebox Ratio	Actual Farebox
2008/09	15.5%	16.53%
2009/10	16.2%	15.18%
2010/11	16.7%	-
2011/12	17.3%	-
2012/13	17.9%	-
2013/14	18.6%	-
2014/15	19%	-

RABA 2009/2010 Findings & Productivity Enhancements

System-wide Findings

Farebox Recovery: RABA has made service adjustments, expenditure reductions and fare increases in an attempt to meet the 19% farebox requirement. If RABA is unsuccessful in meeting the farebox requirement, member agencies subsidize the shortfall from the agency’s share of TDA funds. Current RABA performance indicators are listed on Table 7.

RABA has completed a 7-year financial plan based on RABA’s recent transit plan projections. RABA expects to meet the 19% farebox requirements in year 2014/15, though this will be difficult if the economy does not sufficiently recover. The SCRTPA board approved a temporary farebox ratio reduction that corresponds to RABA’s financial plan.

In order to be eligible for demand-response, riders must be certified that they are unable to use the fixed-route service. In 2009/10, ridership on demand-response decreased approximately 14,570 trips, partially due to RABA's recertification process.

RABA's temporary farebox ratio requirement for 2009/10 is 16.2%. Based on RABA's 2009/10 State Controller Report, the actual system-wide farebox was 15.18%, resulting in a shortfall of 1.02%. To avoid a penalty phase, RABA will try to achieve the 16.7% farebox required for 2010/11.

Table 7: Redding Area Bus Authority Performance Indicators				
Performance Indicator	2008/2009	2009/2010	Change from Prior Year	Percent Change
Fixed-Route				
Total Passengers	664,118	658,216	(5,902)	-0.89%
Vehicle Service Miles	629,879	612,980	(16,899)	-2.68%
Vehicle Hours	41,746	41,620	(126)	-0.30%
Total Expenses	\$ 3,239,071	\$ 3,196,784	\$ (42,287)	-1.31%
Farebox Revenue	\$ 572,248	\$ 555,009	\$ (17,239)	-3.01%
Farebox Ratio	17.67%	17.36%		-0.31%
TDA Subsidy Per Trip	\$ 4.02	\$ 4.01	\$ 0	-0.05%
Demand-Response				
Total Passengers	79,286	64,716	(14,570)	-18.38%
Vehicle Service Miles	409,610	341,637	(67,973)	-16.59%
Vehicle Hours	29,087	22,975	(6,112)	-21.01%
Total Expenses	\$ 1,671,284	\$ 1,732,308	\$ 61,024	3.65%
Farebox Revenue	\$ 239,661	\$ 193,276	\$ (46,385)	-19.35%
Farebox Ratio	14.34%	11.16%	-3.18%	-22.20%
TDA Subsidy Per Trip	\$ 18.06	\$ 23.78	\$ 5.72	
Combined				
Total Passengers	743,404	722,932	(20,472)	-2.75%
Vehicle Service Miles	1,039,489	954,617	(84,872)	-8.16%
Vehicle Hours	70,833	64,595	(6,238)	-8.81%
Total Expenses	\$ 4,910,355	\$ 4,929,092	\$ 18,737	0.38%
Farebox Revenue	\$ 811,909	\$ 748,285	\$ (63,624)	-7.84%
Farebox Ratio	16.53%	15.18%	-1.35%	
TDA Subsidy Per Trip	\$ 5.51	\$ 5.78	\$.27	4.90%

A transit operator can be penalized for continually failing to meet the minimum farebox ratio established by the SCRTPA. The first year an operator fails to meet farebox is considered a one-time grace year. There is no loss of funds. In the following year, the operator must meet the required farebox ratio (Table 8) or a 3-year penalty cycle will begin.

Should a penalty cycle begin, members of the JPA will be asked to voluntarily contribute the necessary funds to meet the transit service funding requirements. There is no reduction in the amount of TDA funds received from the state. Although RABA did not meet the farebox ratio for 2009/10, ridership on RABA's neighboring California systems is down as much as 18% from the previous year. In comparison, RABA showed only a 2.8% decrease from last year despite the struggling economy.

Table 8: 5-Year RABA System Performance	2005/06	2006/07	2007/08	2008/09	2009/10
Operating Costs	\$4,222,929	\$4,292,526	\$4,622,840	\$4,910,355	\$4,929,092
Farebox Ratio Required	15%	19%	16%	15.5%	16.2%
Farebox Ratio Attained	14.51%	18.13%	17.8%	16.53%	15.18%
Farebox Revenue	\$620,929	\$778,109	\$822,814	\$811,909	\$748,285
Passenger Trips	757,204	728,614	729,968	743,404	722,932
<i>* "Farebox Ratio Required" shows reduced rate (if applicable)</i>					

Transit Shelters: Work is ongoing to place passenger amenities throughout RABA's service area. All improvements and acquisitions of equipment are in conformance with RABA's Short-Range Transit Plan (SRTP), and primarily funded by federal and state grants and local monies for match. A total of 113 benches exist within RABA's service area. RABA contracts out the bus shelter program. RABA receives 10 percent of the gross advertising revenues derived from any advertising placed by the contractor.

Marketing: As part of the accepted SRTP, the marketing contract with Ilium has been continued for an additional year. New branding was established including a new website, logo and new color scheme for the buses. RABA continues to partner with local community events. Significant outreach to schools and local colleges has been ongoing with the hope of increasing ridership in this demographic. RABA has implemented a Shasta College student bus pass that is connected to student's school identification cards.

Rolling Stock: RABA has purchased and received three new 40-foot buses and nine demand-response vehicles through the ARRA 5307 Program.

PTMISEA funds were utilized for the maintenance facility expansion. Remaining funds will be used for new dispatch software and existing maintenance yard repaving.

RABA has also obtained funding to install Automatic Vehicle Locators (AVL), onboard cameras, and solar lighting and yard security systems at both the Downtown Transfer Center and the maintenance yard.

Service Enhancements: RABA adjusted two routes this year to provide better service to Shasta Regional Medical Center, and to provide service to Bethel Church School. RABA has launched Google transit on RABA's website. Funding for Google Transit's software fees is secured for three years.

RABA's transfer station is now a central hub for Greyhound, Amtrak, Sage Stage, Trinity Transit and Susanville Rancheria. The facility supports easy connections to transit services in Redding and adjacent counties.

Consolidated Transportation Services Agency

CTSA services are not subject to farebox ratio requirements, but must meet certain performance criteria.

The performance criteria established by the SCRTPA is "that the TDA subsidy must be less than \$15.00 per passenger trip, and the cost per service hour cannot exceed \$35.00." This amount is adjusted annually based on the consumer price index.

SSNP receives funding from Area Agency on Aging (PSA 2). Programs are provided under the guidelines of Title III B (3B) of the Older American's Act. The transportation program is designed to enable program participants aged 60 and above to continue daily activities such as doctor appointments, shopping and dining center meals.

Decreasing LTF revenue (Figure 6) has resulted in the elimination of three routes. Due to these service reductions, PSA2 has approved the use of 3B funds to transport persons with disabilities under the age of 60 on a limited basis. In addition, SSNP received one-time funding to update radio and radio equipment to meet narrowband radio compliance by January, 2013. Table 9 provides operational and performance statistics for 2009/10.

The CTSA contracted with the county for fuel purchases. The recent closure of the county's fuel station resulted in an unexpected increase of fuel costs.

Figure 6: CTSA 5-Year LTF Revenue Trends

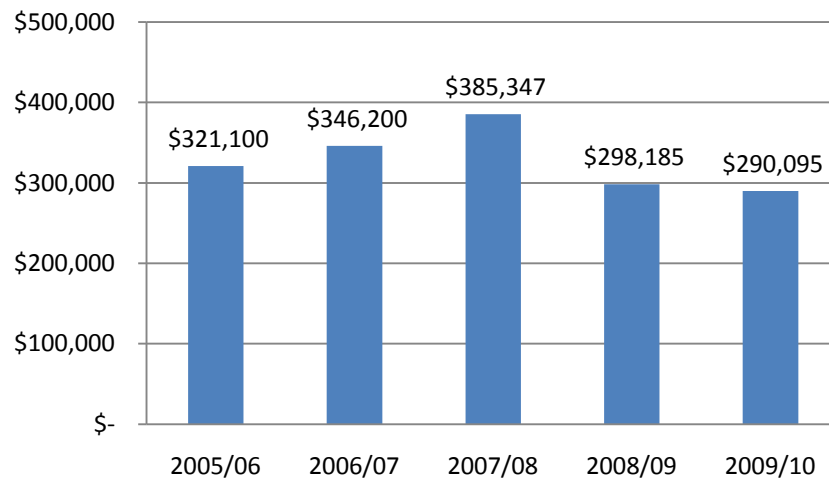


Table 9: Consolidated Transportation Service Agency Performance Indicators

Operating and Performance Statistics	2008/2009	2009/10	Change from Prior Year	Percent Change
Total Passengers	21,026	16,028	(4,998)	-23.77%
Vehicle Service Miles	104,159	88,162	(15,997)	-15.36%
Vehicle Hours	9,291	6,258	(3,033)	-32.64%
Total Expenses	\$ 319,783	\$ 307,185	\$ (12,598)	-3.94%
Cost Per Passenger	\$ 15.21	\$ 19.17	\$ 3.96	26.01%
Cost Per Mile	\$ 3.07	\$ 3.48	\$ 0.41	13.49%
Cost Per Hour	\$ 34.42	\$ 49.09	\$ 14.67	42.62%
Passenger Per Hour	2.26	2.56	0.30	13.17%
Subsidy Per Trip	\$ 14.27	\$ 18.23	3.02	19.83%
CTSA Services are not subject to a farebox ratio, but must meet certain performance criteria. Per RTPA Policy 6-5, the TDA subsidy for service shall not exceed \$15.00 per passenger trip and the cost per hour shall not exceed \$35.00 per hour. The adjusted rate for 2009/10 is \$20.87 per passenger trip and \$48.70 for cost per hour.				

Lifeline Service:

This service is currently being funded with TDA funds by Shasta County. Lifeline service is not subject to farebox ratio requirements. The service must meet performance requirements of no less than an average of 300 passenger trips per month, and no less than 140 hours of Lifeline Service per month.

Lifeline fare is \$1.50. In 2009/10, there were 5,667 Lifeline trips (approximately 472 passenger trips per month) at a cost of \$6.05 per trip.

Burney Express:

A 10% minimum farebox ratio is required. The 2009/10 average farebox ratio was 13.69%, compared to 21.57% in 2008/09 (Table 10).

Performance indicators over the past year show a downward trend in monthly trips (Figure 7). Ridership on Burney Express has decreased 24% during the past year,

while operating costs rose 10%. Should ridership continue at this level, it is likely that this service will no longer be “reasonable to meet.” If this occurs, measures will have to be taken to help offset operating costs.

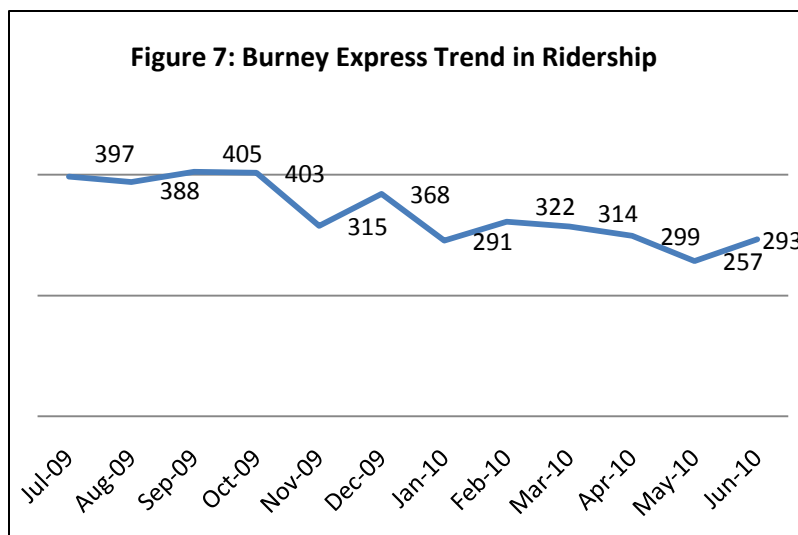


Table 10: Burney Express Performance Indicator

Performance Indicator	2008/2009	2009/2010	Change from Prior Year	Percent Change
Fixed-Route				
Total Passengers	5,311	4,052	(1,259)	-23.71%
Vehicle Hours	1,542	1,536	(6)	-0.39%
Total Expenses	\$ 98,195	\$ 107,781	\$ 9,586	9.76%
Farebox Revenue	\$ 21,180	\$ 14,758	\$ (6,422)	-30.32%
Farebox Ratio	21.57%	13.69%	-7.88%	
TDA Subsidy Per Trip	\$ 14.50	\$ 22.96	\$ 8.46	58.31%
Riders Per Hour	3.99	3.64	(0.35)	-8.67%
Riders Per Month	443	338	(105)	-23.71%

Chapter 6: Transit Coordination

Federal law requires that all projects eligible for federal funding must be included in a locally developed, coordinated human transportation plan. The SCRTPA is the lead agency in the development of Shasta County's Coordinated Human Transportation Plan (CHTP). RABA and the CTSA participated in developing this plan and are active partners in the implementation of the strategies addressed in the plan.

Transit coordination directly affects unmet transit needs through mobility management. Mobility management involves coordinating transportation services within a region to make sure that the most efficient and effective service is provided for the taxpayer's dollar. Transit coordination allows the transportation providers in a region to avoid service overlaps, thus extending the total amount of area covered. Quality transit coordination is especially vital in a rural region such as Shasta County, where there is a smaller population spread out over a large area of land. Transit coordination reduces unmet transit needs because it extends services offered.

During the past year, progress has been made on several short-range strategies contained in the CHTP such as:

CHTP Short-Range Achievements			
Priority	Task	Recommendation	Achievements
3	Vehicle procurement	Ensure the state's 5310 procurement contract allows for an adequate supply of vehicles	<u>Vehicle procurement contract:</u> The California Association for Coordinated Transportation (CALACT) coordinates vehicle procurement contracts for small, rural and specialized transportation providers statewide. Previously this contract was offered by the state.
4	Reduce operating costs	Develop joint purchasing programs for fuel, operating supplies, and other expenses related to vehicle operations	<u>Fuel programs:</u> In 2010, Shasta County closed the county fuel station, eliminating the county's fuel purchasing program. Several transit operators obtained reduced fuel prices through local fuel cardlock providers.
5	Transit friendly amenities	Incorporate special needs in transit capital improvements	Proposition 1B and the American Recovery and Reinvestment Act (ARRA) legislation provide funds for transit capital improvements. RABA is replacing vehicles that have exceeded their useful life with new low-floor kneeling buses. Buses have reduced green house gas emissions and are equipped with wider wheelchair berths and flip down ramps. RABA plans to expand facilities at the downtown transfer station to provide additional passenger amenities. Improvements include new restrooms, vending machines and a driver break area.

7 7	Increase public transit awareness and outreach	Implement marketing strategies addressed in RABA's Short- Range Transit Plan	The marketing contract with Ilium has been continued for an additional year to increase public awareness of RABA's services. New branding was established including a new website, logo and new color scheme for the buses.
		Implement cooperative marketing strategies with transit providers in the region	RABA has implemented monthly youth passes and sponsored free ride days. RABA continues to partner with local community events, Helping Hearts campaign and the Stuff the Buss program. Significant outreach to schools and local colleges has been ongoing with the hope of increasing ridership in this demographic.
		Display transit providers and human-service agencies information on transit websites	<u>Google Transit's</u> online trip planner allows users to plan trips using public transportation. Google Transit is now implemented in Shasta, Siskiyou, Tehama and Trinity Counties.
		Maintain an updated community resource file for transit referrals	<u>211</u> : Shasta County's Health and Human Services Agency is the pilot agency responsible for implementing the nationwide information referral system known as 211 in Shasta County. SCRTPA is responsible for coordination of transportation provider information that will interface with 211/Google Transit. <u>Non-emergency medical</u> : The "Need a Ride" brochure was updated in 2010 to include non-emergency medical and home health care client transportation. Individuals who do not meet specialized transportation criteria can be referred to these transportation providers.
8	Making easy connections	Pursue grants for intercity transit service	<u>Intercity service</u> : Neighboring Trinity County received a FTA 5311(f) intercity bus grant to provide intercity service between Redding and Weaverville. This service operates two round-trips daily on Monday, Wednesday and Friday. During the first six months of operation the service averaged 85 trips per month. <u>Transfer facility</u> : RABA's transfer station is now a central hub for Greyhound, Amtrak, Sage Stage, Trinity Transit and Susanville Rancheria. The facility supports easy connections to transit services in Redding and adjacent counties.
9	Increase revenue resources	Advocate resources for small urban areas	<u>Recovery Act</u> : The American Recovery and Reinvestment Act (ARRA) provided approximately \$2 million for transit capital and safety improvements. Up to 10% of the allocation may be used for paratransit operations. Prop 1B PTMISEA funding was utilized for the maintenance facility expansion and the remaining funds will be used for new dispatch software and existing maintenance yard repaving, as well as bus painting. RABA has also obtained funding through the Proposition 1B Safety and Security Act through the Office of Homeland Security to purchase additional security improvements at the maintenance facility including the installation of Automatic Vehicle Locators (AVL), onboard cameras, and is working on funding for solar lighting and yard security systems at both the Downtown Transfer Center and the maintenance yard.
13	Finding a ride online	Implement internet trip planning software	(Google Transit - see Priority 7 above)
14	Transit ready environments	Encourage local agencies to include transit-oriented development in general	<u>Land-use</u> : The Shasta County Regional Blueprint Plan, <i>ShastaForward>></i> , was adopted in 2010. This concept may be used to carry out land-use implementation, including transit-

		plans	ready environments, based on the communities preferred growth scenario.
15	Inter-jurisdictional transportation	Participate in regional planning processes to ensure coordination of transit planning efforts	<u>Coordinated planning efforts</u> : In October, 2010, sixteen California counties created a “North State Super Region” to coordinate planning and to support funding grants for partner transportation agencies.

CHTP Long-Range Achievements

Priority	Task	Recommendation	Achievements
4	Investing in infrastructure	Address growing needs of the region	The short-range goals in Priority 14 and 15 partially address this issue. The formation of the North State Super Region will allow counties to collaborate on regional and statewide projects. Implementation of strategies identified in <i>ShastaForward</i>>> can provide a tool for land-use development that accommodates growth in transportation demand and reductions in congestion. The California Air Resources Board passed Senate Bill 375, requiring eighteen California Metropolitan Planning Organization’s to develop a Sustainable Communities Strategy. This strategy establishes a realistically achievable growth and development pattern that focuses on reduced passenger vehicle green house gas emissions. Caltrans District 2 was recently awarded Corridor Mobility Improvement Account supplemental funding to provide additional capacity improvements on Interstate 5. This project stems from the Fix 5 concept. The south Redding segment of this critical goods movement corridor will fail within 10 to 15 years without improvements. Strong inter-regional, legislative, tribal governments and public support made this project a top priority for infrastructure investment.



“Private, non-emergency medical transit providers also participate in coordination”

CHAPTER 7: TRANSIT FINDINGS

Expansion of Service

Expansion of service can include increasing the level of service or expanding service to a new area. Over the past several years unmet transit needs are typically for Sunday service and extended hour service, as well as service to areas with low population density. Based on the methodology used to determine transit demand, the number of passenger trips on Sunday is projected to be half of passenger trips on Saturday; Saturday is half of weekday trips. The same scenario applies to extended hour service (passenger trips decrease by half for each extended hour). The projected farebox ratio return for these services is less than five percent, falling below the 19% farebox requirement. The SCRTPA has identified these unmet needs as not “reasonable to meet” at this time (Appendix E, 2003/2004-3, 4).

As described in Chapter 3, the majority of the population lives within the City of Redding. Public transportation is provided to areas with more densely populated census tracts. SSNP and Burney Express provide service to outlying areas. Only three census tract areas (Shingletown, Lakehead, and Igo/Ono) are not served by public transportation. Shingletown has the highest population density at 5.7 residents per square mile. In the past, services have been attempted in Shingletown and Lakehead. These were later cancelled for lack of ridership. Transit in these areas is not “reasonable to meet.”



Appendix E represents a chronological history from 1999 to present, detailing primary unmet transit need requests and SCRTPA responses and actions

RABA fixed-route and demand-response services: Due to the decrease in TDA revenue it will be necessary to monitor funding levels closely in order to provide funds for RABA to continue the current level of service within each jurisdiction.

Expansion Criteria: All census tracts with populations large enough to exceed 200 passenger trips per day are currently served by RABA fixed-routes. Expansion of fixed-route service should only be considered by the SCRTPA where a positive effect on farebox ratio can be demonstrated. Any new service in Redding must also demonstrate that the City of Redding has adequate TDA funds available to pay for the service.

It is anticipated that new transit services will not be added until revenues from the state stabilize and the existing system can sustain the 19% farebox ratio. Within the RABA service area new types of services may meet transit needs, but would need to be considered on a case-by-case basis depending on the method of funding and any required performance standards (Table 11).

Finding: As detailed in Chapter 5, the SCRTPA board approved a temporary farebox ratio reduction that corresponds to RABA's 7-year financial plan, based on RABA's expectations to meet farebox requirements in the future. For 2009/10, this service does not meet the farebox ratio recovery approved by the SCRTPA. The SCRTPA concludes that the RABA service is currently an unmet transit need determined "reasonable to meet." Expansion of service is not reasonable to meet at this time. In addition, the SCRTPA recommends that RABA update their short and long range transit plan to determine if the 19% farebox ratio remains feasible to meet for the existing service.

Table 11: Transit Performance Criteria	
Redding Area Bus Authority	System-wide 16.2% temporary farebox ratio requirement FY 2009-10.
Burney Express	10% farebox ratio requirement
Consolidated Transportation Services Agency	TDA subsidy of less than \$20.87 per passenger trip and a service hour cost not to exceed \$48.70 per service hour
Lifeline Service	Voluntary – set by County

Burney Express: This service is currently an unmet transit need determined "reasonable to meet" by the SCRTPA. Burney Express provides service to a community of 4,500 people. Burney has community sewer and water service, which support urban-type densities. Many residents utilize Redding for services and some residents commute to Redding for employment and education.

Expansion Criteria: Since this service is currently considered "reasonable to meet," express service from other outlying communities to Redding should only be considered where similar demographic

conditions occur (i.e., total population, population densities and demand for Redding services) as those found in the Burney area.

Finding: Burney Express is funded through Shasta County's portion of TDA funds. This service continues to exceed the 10% minimum farebox ratio requirement established by the SCRTPA. In 2009/10 ridership declined and operating costs increased, suggesting that options to help offset costs should be considered. There are no demand-response requirements for express service. This system meets all criteria associated with the unmet transit need and "reasonable to meet" standards.

Consolidated Transportation Services Agency: Community transit services are not subject to unmet transit needs and "reasonable to meet" standards.

Expansion Criteria: Expansion can be considered by the SCRTPA provided the service meets the performance criteria for a community transit service operating cost and remains within LTF funds allocated (5%). Expanded hours of operation or service to new areas are examples of services that could be provided.

Finding: For 2009/2010 the SCRTPA has determined that the CTSA demonstrates substantial compliance with the current performance criteria, as adjusted by the CPI. The performance criteria policy may need to be revised at a future date.

Lifeline Service: This service is funded voluntarily by Shasta County and is not subject to unmet transit needs and the "reasonable to meet" standards. The existing agreement established by the county for this service sets minimum service standards regarding service areas, hours of operation, operating costs and a minimum number of trips to be provided annually.

Expansion Criteria: Expansion of these services is at the discretion of the county.

Finding: Lifeline is currently meeting all of its requirements.

Appendix A – Unmet Transit Needs Finding

Public Utilities Code Section 99401.5. Prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, the transportation planning agency shall annually do all of the following:

- A. Consult with the social services transportation advisory council established pursuant to Section 99238.
- B. Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process, including the following:
 - 1. An annual assessment of the size and location of identifiable groups likely to be transit- dependent or transit-disadvantaged, including, but not limited to, the elderly, the handicapped, individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code (the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101, et seq.)), and persons of limited means.
 - 2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately- and publicly- provided services necessary to implement the plan prepared pursuant to Section 12143 (c) (7) of Title 42 of the United States Code, in meeting the transit demand identified pursuant to paragraph (1).
 - 3. An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.
- C. Identify the unmet transit needs of the jurisdiction and those needs that are “reasonable to meet”. The transportation planning agency shall hold at least one public hearing pursuant to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be “reasonable to meet” by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. The definition adopted by the transportation-planning agency for the terms unmet transit needs and “reasonable to meet” shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not “reasonable to meet”. An agency’s determination of needs that are “reasonable to meet” shall not be made by comparing unmet transit needs with the need for other uses.
- D. Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be that (1) there are no unmet transits needs, (2) there are no unmet needs that are “reasonable to meet”, or (3) there are unmet transit needs, including needs that are “reasonable to meet”. The resolution shall include development pursuant to subdivisions (a), (b), and (c) which provides the basis for the finding.
- E. If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are “reasonable to meet”, then the unmet transit needs shall be funded before any allocation is made for other uses within the jurisdiction.

Appendix B – 2009/10 TDA CLAIMS

ATTACHMENT A - SHASTA COUNTY RTPA - 2009-10 TDA APPORTIONMENT & TRANSIT OBLIGATIONS														
<u>TDA Claim Allocation.</u> Annual claims are prepared based on estimated revenues and expenses for the future year. These estimates are revised, or "trued-up" once audited revenues and expenses are available. Excess funds may be distributed to claimants for other eligible uses.														
ATTACHMENT A - SHASTA COUNTY RTPA - 2009-10 TDA APPORTIONMENT & TRANSIT OBLIGATIONS			REVENUE BY JURISDICTION											
			City of Anderson		City of Redding		City of Shasta Lake		County of Shasta		RTPA (PUC 99233.1) "Off the Top"		CTSA (PUC 99275) 5% of LTF after RTPA	
2008 COUNTYWIDE POPULATION BY JURISDICTION	182,236		10,579		90,491		10,279		70,887					
PERCENT OF POPULATION BY JURISDICTION	100.00%		5.81%		49.66%		5.64%		38.90%		n/a	n/a	n/a	n/a
	Budget	Actual Revenue	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Transportation Development Act Funds for distribution	6,800,000													
Local Transportation Fund (PUC 99231)	6,215,454		360,814		3,086,342		350,582		2,417,716					
LTF Required for RTPA and OWP (09/10 OWP Budget)	257,417		2,049		16,008		1,422		7,681		230,257			
LTF For CTSA (5% of LTF after RTPA)	327,129												327,129	
FTA 5307 Operating (Cities only)	750,000		71,256		609,509		69,235							
FTA 5311 Operating (County only)	260,501								260,501					
TOTAL ESTIMATED TDA FUNDS	7,810,501		434,119		3,711,859		421,239		2,685,898		230,257		327,129	
SECTION 2: ESTIMATED TRANSPORTATION FUNDING REQUIRED (Weighted Average Share based on 80% service hour/20% population in RABA Service Area)			TRANSIT REQUIREMENTS BY JURISDICTION											
			City of Anderson		City of Redding		City of Shasta Lake		County of Shasta		RTPA		CTSA	
Calculation of 80/20 transit obligation														
Population in RABA Service Area	116,893		10,579		90,491		10,279		5,544					
Percent of Population by Jurisdiction	100.00%		9.05%		77.41%		8.79%		4.74%					
Service Hours By Jurisdiction	140.50		6.00		120.50		4.25		9.75					
Percent of Service Hours in Jurisdiction	100.00%		4.27%		85.77%		3.02%		6.94%					
Weighted Average Share	100.00%		5.23%		84.09%		4.18%		6.50%		n/a	n/a	n/a	n/a
Funding Requirements														
<u>Redding Area Bus Authority</u>	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Transportation Development Act Funds Required														
RABA (PUC Article 4 99260(a)) TDA Operating	3,646,484		190,580		3,066,503		152,373		237,027					
FTA 5307 Operating (Cities only)	750,000		71,256		609,509		69,235							
<u>Other Transit Obligations</u>														
CO - Burney Express	106,115								106,115					
CO - County Lifeline	40,000								40,000					
CO - Rural Transit Administration	5,000								5,000					
CTSA (5% LTF)	327,129												327,129	
RTPA Admin and OWP	257,417		2,049		16,008		1,422		7,681		230,257			
TOTAL ESTIMATED TRANSPORTATION REQUIREMENTS	5,132,144		263,885		3,692,021		223,030		395,823		230,257		327,129	
SECTION 3: AVAILABLE FOR OTHER ELIGIBLE USES			AVAILABLE FOR OTHER USES BY JURISDICTION											
			City of Anderson		City of Redding		City of Shasta Lake		County of Shasta		RTPA		CTSA	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Total Estimated Revenue	7,810,501		434,119		3,711,859		421,239		2,685,898		230,257		327,129	
Less Transit Requirements (PUC 99400c)	(5,132,144)		(263,885)		(3,692,021)		(223,030)		(395,823)		(230,257)		(327,129)	
NET AVAILABLE FOR OTHER USES (PUC 99400a)	2,678,357		170,234		19,839		198,209		2,290,075		0		0	

Appendix C – Social Services Transportation Providers

The following agencies and organizations provide human transportation in Shasta County. This list was compiled from information gathered in a program profile survey and is not totally inclusive of all transportation providers in the region. This is scheduled for updating during the update of the Shasta County Coordinated Human Transportation Plan.

ASSISTED LIVING/CARE HOMES/CLINICS/REHABILITATION CENTERS	
Beverly Healthcare and Rehabilitation	Wheelchair accessible van for use by residents and staff. Redding area only.
Compass Care Services	Supported living services for people with disabilities and senior services. Provides mileage reimbursement.
Far Northern Regional Center	Far Northern Regional Center (FNRC) is a private, non-profit agency, which provides a variety of services including transportation service to approximately 5,400 persons with developmental disabilities. Nine northern California counties are served by FNRC. Funding comes from the State of California Department of Developmental Services. No vehicles are owned by FNRC. Transportation within Shasta County is contracted through First Transit, Shascade Community Services and a variety of other transportation providers.
Golden Umbrella, Inc	A private, non-profit agency, which has served Redding area senior citizens since 1968. Golden Umbrella operates one van. SSNP and RABA provide the majority of transportation to this agency. Golden Umbrella's service is available 8:00 a.m. to 4:00 p.m. Monday through Friday. The service area is confined to the greater Redding area. Eligibility is age 55+ or disabled adult over 18 for Adult Day Health Care.
Holiday Retirement Corp (Hilltop Estates)	One bus for resident transportation only.
Krista Transitional Housing	Auto and van for persons enrolled in program.
Northern Valley Catholic Social Service	Provides low-cost or free mental health, housing, vocational and support services to individuals with families in six Northern California counties. The Redding headquarters has four vehicles—two vans, one 15 passenger van and one ADA-compliant 12 passenger bus.
Oakdale Heights Assisted Living	One bus for use by residents of the facility.
River Oaks Retirement	One non ADA-compliant bus for residents.
Sierra Oaks	One ADA-complaint bus for residents.
Stillwater Learning Program	Provides rehabilitation services to disabled individuals. The service area covers Anderson, Redding and Shasta Lake. Transportation revenue comes from the Shasta County Health Department. Stillwater owns and operates one 14-passenger bus, three 11-passenger vans and one 6-passenger van.
Veterans Administration	Provides a 12-passenger van from Redding with stops in Tehama and Butte counties to access facilities in both Sacramento and Martinez. The van travels to Sacramento Monday through Friday, leaving Redding at 6:00 a.m. On Monday and Wednesday a van leaves Redding at 5:30 a.m. bound for Martinez. Reservations are required and may be made by calling 530-226-7575. Persons must be a veteran or escorting a veteran to use this service.

Welcome Home Assisted Living	Van for residents of facility only.
Willow Springs Alzheimer Care Center	Transports residents only.
COMMUNITY CHURCHES	
Neighborhood and community churches provide transportation to their members on an as-needed basis.	
Fountain Ministries	Sunday bus service to members.
Palo Cedro Community Church	Auto service to members as needed.
NON-PROFIT TRANSPORTATION PROVIDERS	
Shasta County Opportunity Center	Shasta County Opportunity Center (OC) is a program within Shasta County Health and Human Services Agency that has provided vocational services to individuals with disabilities since 1963. OC transports individuals to and/or from the work site, or between work sites when public transit or other forms of transit are not readily available. The center has a fleet of 18 vehicles including wheelchair lift vans. Approximately 250 clients are served per day with up to 9,000 miles a month being logged transporting people to and from work. <i>Transportation capital is funded in part with FTA Section 5310 funds.</i>
Shascade Community Services, Inc.	Shascade is a private, non-profit agency, which serves primarily persons with developmental disabilities who reside in Shasta County. The agency has been in operation since 1960. Shascade transportation resources include 16 vehicles, including 10 wheelchair accessible vehicles. Nine vehicles were obtained through the FTA Section 5310 grant program. Vehicles are used to transport individuals to work, program sites, and community outings. Shascade's service area encompasses the south central region of the county from Mountain Gate to Cottonwood, and from Bella Vista and Palo Cedro to West Redding. Normal hours of operation are from 7:00 a.m. to 4:00 p.m. - Monday through Friday. <i>Transportation capital is funded in part with FTA Section 5310 funds.</i>
Shasta Senior Nutrition Programs, Inc.	Shasta Senior Nutrition Programs (SSNP) operates the largest fleet of social service agency vehicles in Shasta County and is the designated Consolidated Transportation Services Agency (CTSA) and eligible for Transportation Development Act (TDA) funds. SSNP is a private, non-profit agency, which has been in operation since 1979. Twenty-five vehicles are operated through a central radio dispatch system. SSNP provides 3,902 one-way passenger trips per month. Service is provided Monday through Friday, 8:00 a.m. - 4:00 p.m. and occasionally on weekends for special events. Passengers are transported from rural areas of Shasta County to urban areas where medical and social needs can be met. A radio base station at SSNP and a remote station in the Burney Dining Center is offered to all social service transit at a nominal fee. Federal and state funding for Shasta Senior Nutrition Programs operation is obtained through contract with the Area Agency on Aging, Planning and Service Area II under provisions of the Older Americans Act. The contract calls for provision of services to individuals' age 60 or older on a donation basis. Five zones are funded using TDA funds. These zones are outside of RABA'S demand-response service area and are for elderly and mobility- impaired individuals 18-years of age and older. <i>Transportation capital is funded in part with FTA Section 5310 funds.</i> The agency operates vehicles an average of 21 days per month. With a normal five-day per week operating schedule, SSNP vehicles cover 14,618 miles per month, about 25% on fixed-routes, with the other 75% responding to dial-a-ride requests. In addition to nutrition trips, transportation is provided for shopping and medical purposes. Social service and general senior activities account for the remaining trips.

PRIVATE TRANSPORTATION	
R&M Medi-Trans, Inc.	Provides non-emergency medical transportation within a 250-mile radius of Shasta County to Medi-Cal and private pay clients needing transportation. The R&M fleet contains 11 ADA-compliant vans. All drivers are EMT certified.
ABC Cab	Available to Shasta County residents 24/7. Six taxis provide demand-response service to customers.
First Transit	Provides paratransit programs that range from curb-to-curb to door-to-door; group services to individual dial-a-ride; ADA; general public and special services to target populations. No local information available.
PUBLIC TRANSIT	
Burney Express Service	Express service is provided between Burney and Redding with stops at Round Mountain, Montgomery Creek, Bella Vista and Shasta College Monday through Friday. This service is timed to connect with RABA'S fixed-route service. Two ADA-accessible 18-passenger vehicles provide this service, with an average of 439 passenger trips per month. (<i>SCRTPA 2006-2007 Transit Needs Assessment</i>). <i>A portion of this service is funded with FTA Section 5311 funds.</i>
Redding Area Bus Authority Fixed-Route	Redding Area Bus Authority (RABA) fixed-route system operates Monday through Friday 6:30 a.m. - 7:30 p.m. and Saturday 9:30 a.m. - 7:30 p.m. This service logs 62,877 miles per month, providing approximately 27,161 passenger trips. (<i>RABA 2005/2006 Transit Operators Financial Transactions Report</i>). <i>This service is funded through FTA 5307 and Transportation Development Act funds.</i>
Redding Area Bus Authority Demand Response	Redding Area Bus Authority (RABA) also provides paratransit service to mobility-impaired through its contract with Veolia for lift-equipped Demand Response service. This service is for mobility-impaired of all ages in the RABA'S service area, and operates at the same time (or concurrently) as the fixed-route system: Monday through Friday 6:30 a.m. to 7:30 p.m. and Saturday 9:30 a.m. to 7:30 p.m. Demand Response vehicles travel approximately 31,809 miles per month, providing 5,939 passenger trips. (<i>RABA 2005/2006 Transit Operators Financial Transactions Report</i>). <i>This service is funded through FTA 5307 and Transportation Development Act funds.</i>
SCHOOL TRANSPORTATION	
Head Start Child Development, Inc. (Shasta Head Start)	Provides a mix of school bus and on-call transportation for low-income (federal poverty guidelines) families with children.
Shasta College	Shasta Community College operates eleven buses and three vans, which transport students from Tehama County, Trinity County and remote portions of Shasta County. An unrecorded number of these students have disabilities, which would make it impossible for them to drive. Shasta College provides a fixed-route service from Monday-Friday, 6:00 a.m. to 6:00 p.m., during the school year. Students pay \$60.00 per semester for this service.
Shasta County Superintendent of Schools	Provides transportation to students with special transportation needs. There are 77 high school buses in the county fleet, 91 elementary school buses, and 31 other transportation vehicles. Shasta County Office of Education, thru Far Northern Regional Center, has 40 buses and 8 other vehicles used for students with disabilities.
TRIBAL TRANSPORTATION	
Pit River Health Services	Pit River Health Services provides transportation to access Pit River health services within their ancestral tribal territory. This territory covers Shasta, Lassen, Modoc and Siskiyou counties.

Redding Rancheria

Operates four programs that serve the local Native American Health Community with transportation services. These programs are: Native American Health Clinic, Head Start, Child Care and Senior Nutrition (*not affiliated with Shasta Senior Nutrition Programs*).

The health clinic provides a demand-response service to transport clients to the Clinic for medical and dental care.

Head Start provides a fixed-route round-trip service to pre-school age children.

Child Care provides a fixed-route service that provides round-trip transportation to pre-school and elementary school age children.

Senior Nutrition provides fixed-route service to seniors.

Appendix D – Table of Responsibility

Citizens using transit in Shasta County often have comments or suggestions to make about the system they use, but are unclear as to which comments are appropriate for the Unmet Transit Needs hearing. The examples in the table below are intended to offer citizens direction as to which agency to contact.

AREA OF CONCERN	EXAMPLES	RESPONSIBLE AGENCY
Expanded RABA/CTSA service	• Adding a new bus route • Having buses operate for longer hours • Having buses operate on Sundays	SCRTPA during the Unmet Transit Needs written comment period and public hearing
Existing RABA service Issues	• Altering RABA's existing routes • Changing the location of bus stops • Comments about RABA's customer service	RABA
Existing CTSA service issues	• Altering existing SSNP routes • Comments about SSNP's customer service	CTSA
Other services	• Request for services not required by SCRTPA as part of Unmet Transit Needs process (Lifeline)	Shasta County City of Redding City of Anderson City of Shasta Lake

Appendix E – Chronological History

Hearing Year	Primary Requests	SCRTPA Responses/ Actions
1999/2000	1. Sunday Service 2. Longer Hours 3. Half Hour Headways 4. Rural Area Service	SCRTPA approved a temporary farebox ratio reduction to 15%. In 1997/98 RABA generated 15.87% farebox ratio. Further expansion could result in the system not meeting the 17.5% farebox ratio for 98/99. No evidence that service expansions would generate 20% farebox ratio required for expansion of service. Request for service in rural areas were in areas where service was attempted in the past and discontinued for low ridership. There is no increase in demographics in the areas requesting service. CTSA expanded service in 97/98 to the Burney/Fall River Mills area and added a special service for the frail and elderly. Both of these expansions have been a success. The CTSA service expansion to Lakehead twice weekly was terminated due to only one client being transported during the 11-month period.
2000/2001	1. Service Expansion 2. Longer Hours	SCRTPA implemented a temporary tiered farebox ratio reduction. The required farebox ratio will be: 2001/2002—16.5%, 2002/2003—17.5%, 2004/2005—18.5% and 19% thereafter.
2001/2002	1. Extend Anderson route to Cottonwood, Airport Road route. Add service to Fall River Mills 2. Sunday Service 3. Longer Hours	1. Cottonwood Express may be “reasonable to meet” based on census tract data. Airport Road does not have enough density to recover 20% farebox ratio requirement. Burney Express service is operating at 19% farebox ratio. Sixty-nine service hours would be required to run this extension to Fall River Mills. Census Data does not support the needed trips. Implemented trial services to Cottonwood, Airport Road Corridor and Fall River Mills. 2,3. The 1999/00 RABA farebox ratio was 19.1%, falling short of the required 20% for a new service to be determined “reasonable to meet.” Note: Shingletown Vanpool terminated due to lack of riders and driver. Note: SCRTPA adopted a weighted average farebox ratio for RABA of 19%.
2002/2003	1. Service to Palo Cedro and Lakehead 2. Sunday Service, Longer Hours	1. These areas are low density and not “reasonable to meet”. 2. The 00/01 farebox ratio was 18.8% falling below the required 20% farebox ratio.

2003/2004	1. Service to Shasta College 2. Service to Outlying Areas 3. Longer Hours 4. Sunday Service	1, 2. RABA implemented a pilot service to Shasta College thru regular operations. 2: Due to lack of ridership and farebox ratio recovery Trial Services implemented in 2001/02 were terminated. Farebox ratios were Fall River Mills—3.7%, Cottonwood—3% and Airport Road Corridor—1.5%. RABA did meet the farebox ratio requirement of 16.5% in 2001/02. 3, 4: An extended hour analysis was performed by the SCRTPA using an elasticity of demand theory. The analysis yielded a 14.7% farebox ratio, which does not meet the “reasonable to meet” definition. To obtain data for the analysis, SCRTPA staff performed an on-board survey of riders for both RABA Demand-response and CTSA.
2004/2005	1. Service to Happy Valley and Mountain Gate 2. Longer Hours 3. Sunday Service	1. Service can be provided to outlying areas where the CTSA operator has service, providing that persons are over 60 years of age or mobility-impaired. 2, 3. See discussions in 2003/2004.
2005/2006		
SCRTPA board approved a temporary one-year farebox ratio reduction to 15% for 2005/2006. SCRTPA board approved funding from the 2005/2006 Overall Work Program to update the <i>2001 RABA Short and Long Range Transit Plan</i>.	1. Service to Stillwater and Shingletown	These areas are low density and not “reasonable to meet”. SCRTPA staff met with SSNP to discuss the feasibility of providing senior transportation to Shingletown. SSNP and community medical center will continue these discussions.
	1. Reduce 1-hour Headways 2. Longer Hours 3. Sunday Service	RABA is currently operating below the required 19% farebox ratio. RABA developed a 10-year financial plan that is projected to achieve the required farebox ratio of 19% in 2006/07.
2006/2007		
No SCRTPA action required.	1. Service to Cottonwood 2. Service Old Alturas Road/Boyle Road	These services are outside of the RABA service area. Referred to CTSA.
	3. Additional stops Burney Express	Shasta County approved 2 additional stops for Burney Express at Pit River Casino and Diddy Wells.
	4. Support of Anderson Express	A combination of the Anderson-Only service and Anderson Express is on a 6-month trial operation.
2007/2008		
The SCRTPA board has established a temporary farebox reduction that coincides with RABA's 7-year financial plan.	1. Longer Hours	RABA is currently operating below the required 19% farebox ratio. RABA developed a 7-year financial plan that is projected to achieve the required farebox ratio of 19% in 2014/15.
	2. Service to Shingletown	This is a low density population area. Previously the county operated a vanpool service which failed due to lack of riders.
	3. Stop at Round Mountain	In the process of establishing.
	4. More service to Anderson	As a member of the JPA, Anderson requested the Anderson-only trial service return to the prior service hours.
	4. Stop at Shasta County Public Health	A bus stop location has been established.

2008/2009		
No SCRTPA action required.	1. Sunday service and longer hours	Under temporary farebox reduction. 15.5% required – actual 17.8% farebox return. The City of Redding is at a point where TDA revenue may no longer be able to sustain the current level of transit provided in Redding. Much will depend on the economy and the state budget.
2009/2010		
No SCRTPA action required until state and local economy recovers.	1. Service to Burney Falls	The area of Burney is served by an express commuter service with limited stops. Burney Falls is approx. 20 minutes from Burney. Adding this stop will add 45 minutes to the service and affect the existing headways.
	2. Service to Cottonwood	This is a low density population area. In 2001/02 a trial service was implemented. Due to lack of ridership and farebox ratio recovery (3%), the service was terminated.
	3. Service to Redding Airport	The SSTAC recommends exploring the feasibility of an express or pilot service on this corridor. RABA is operating under a temporary farebox ratio reduction of 16.2% - actual farebox return FY 09/10 was 15.2%. Exploring service to the airport is not likely until the economy recovers.

