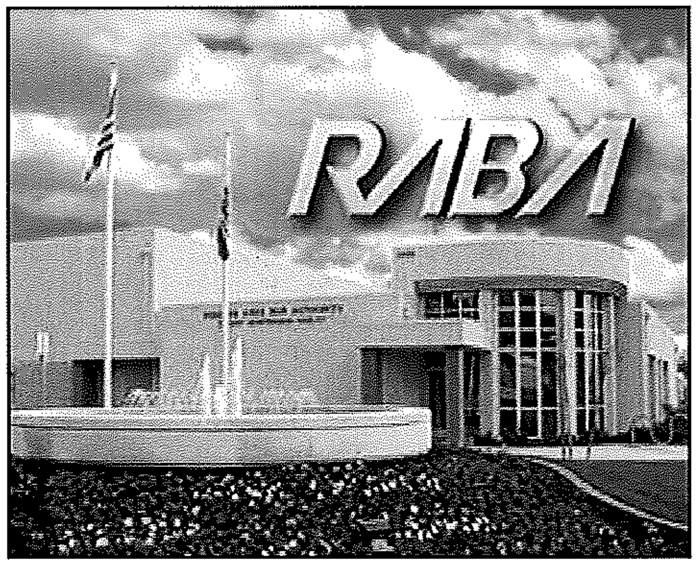
SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY

2004-2005 Transit Needs Assessment



SHASTA COUNTY
REGIONAL
TRANSPORTATION
PLANNING AGENCY

1855 PLACER STREET
REDDING, CA
96001

Phone: 530-225-5654
Fax: 530-225-5667
Email:
slcrowe@co.shasta.ca.us

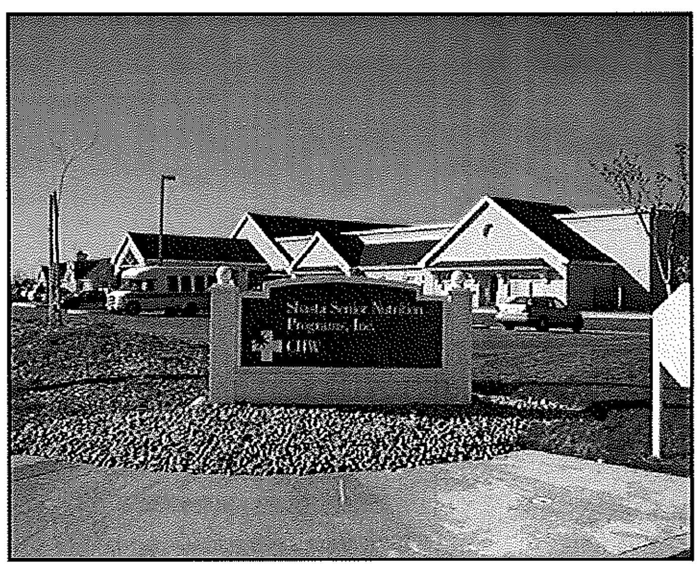


TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

MAPS

APPENDICES

I. INTRODUCTION

Within Shasta County, the Transportation Development Act (TDA) funds more than 850,000 transit trips per year with approximately $3.9 million. These services, together with other non-TDA-funded transit services, are intended to meet the primary transit needs within the county. Because transit in Shasta County is funded primarily with TDA revenues, only transit services that are reasonable to fund can be provided. Therefore, the existing transit system cannot meet 100% of the transit demand in the county. The annual unmet transit needs review required by the TDA is intended to determine what new transit needs, if any, can be reasonably funded using TDA funds.

850,000+ Transit Trips provided by TDA providers

The Shasta County Regional Transportation Planning Agency (RTPA) reviews "unmet transit needs" in accordance with Section 99401.5 of the Transportation Development Act (TDA). This review helps determine the amount of TDA funds to be allocated for transit services in each jurisdiction (i.e., city or the unincorporated county). The annual unmet transit needs review process involves these following three steps:

1) Perform a general assessment of transit needs within Shasta County jurisdictions;
2) Conduct a public hearing to consider specific unmet transit needs; and
3) Participation by the Social Services Transportation Advisory Council (SSTAC), including a recommendation to the RTPA.

Information gathered through this process is used by the RTPA to determine "unmet transit needs" which are "reasonable to meet." This report contains the information for the first part of this three-step process — the general assessment of transit needs. TDA guidelines for this analysis are included as Appendix "A" to this report. The general assessment of transit needs consists of the following:

•Unmet Transit Needs and Reasonable to Meet Definition: This provides the definition and evaluation criteria adopted by the RTPA pursuant to TDA §99401.5(c).

•Transit Demand Analysis: This identifies the size and location of groups likely to be transit dependent or transit disadvantaged, including the elderly and disabled (TDA §99401.5 (B)(1)).

•Description of Existing Transit Services: This is an inventory of existing public and private transit services in Shasta County, including par transit. This inventory helps determine which transit needs are currently being served and sets the framework for the "existing transit performance" section discussed below.

•Existing Transit Performance: This is a review of trends in ridership and farebox ratios for TDA-funded transportation services. This section identifies transit demands currently met by existing services (TDA §99401.5 (B)(2)).

•Transit Evaluation: This assesses potential TDA-funded transit services that would meet all or part of the "transit needs" which are not currently met (TDA §99401.5 (B)(3)). Potential services are reviewed for consistency with established performance criteria such as "reasonable to meet" standards. Criteria to be used when considering expansion of these services is also provided in this section.

A. SUMMARY OF CONCLUSIONS

Generally, public and private transit operators serve the primary areas of high transit demand, as well as many other specialized transit needs throughout the county. Specific transit needs may be identified as a result of the unmet transit needs hearing process. These needs will be reviewed on a case-by-case basis.

TDA-funded transportation services are currently operating consistent with established performance standards, including those found in the "unmet needs" and "reasonable to meet" definition (see page 3).

New or expanded services can be required under the Transportation Development Act where an "unmet transit need" is found "reasonable to meet" by the RTPA. The expansion criteria discussed in this report (see Transit Evaluation) for each type of service should be utilized in determining if a new service can be funded.

Limited funding is available to meet specialized transit needs through the CTSA. CTSA services are funded at the discretion of the RTPA Board.

The RTPA adopted a temporary reduction of the farebox ratio for the 2001/2002, 2002/2003, 2003/2004, and 2004/2005 fiscal years of 16.5%, 17.5% 18.5%,and 19% respectively. RABA's farebox ratio, calculated from their State Controller Report information for the 2002/03 fiscal year was 16.97%, which falls below the required farebox ratio of 17.5%. The first year that an operator does not maintain the required farebox ratio is considered a grace year, and will not result in any penalty nor loss of eligibility for funds under this article (99268.9 (b). If RABA's farebox continues to fall below the required farebox ratio this will result in a penalty or loss of eligible TDA funds.

B. METHODOLOGY

In 1995, the RTPA retained the services of transit consultant Leigh, Scott, & Cleary to build a framework for providing a general assessment of unmet transit needs in Shasta County based on available demographic information. This framework is detailed in the Shasta County Transit Services Evaluation, Technical Memorandum Number One, dated March 1995. This framework was updated in the July 2001 RABA Short- and Long-Range Master Transit Plan Study, and is described in *Section 3, Transit Demand Analysis.*

Transit demand information, together with current ridership trends and public hearing testimony on specific unmet needs, will be considered by the Social Services Transportation Advisory Council and the RTPA in making the final determination regarding unmet transit needs that are reasonable to meet.

II. UNMET TRANSIT NEEDS AND REASONABLE TO MEET DEFINITION

Section 99401.5 of TDA statutes require the RTPA to conduct an annual assessment of transit needs within each jurisdiction. This assessment consists of a two-part test: First, are there "unmet transit needs?" And second, are these unmet transit needs "reasonable to meet?" The Shasta County Regional Transportation Planning Agency has adopted the definitions shown below for "unmet transit needs" and "reasonable to meet" (Resolution 00-21, December 12, 2000).

Unmet Transit Needs: An "unmet transit need" under the Transportation Development Act shall be found to exist only under the following conditions:

UNMET TRANSIT NEEDS ARE:

- *No reliable, affordable, or accessible transportation for trips*
- *Trips are those required for the maintenance of life, education, social programs, etc.*

1. A population group in the proposed transit service area 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 their needs is feasible within the definition of "reasonable to meet" as set forth below.
2. 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 which serve employment purposes.

3. Unmet transit needs specifically include:

(a) Transit or specialized transportation needs identified in the transit system's Americans with Disabilities Act Paratransit Plan or short-range Transit Plan which are not yet implemented or funded.

(b) Transit or specialized transportation needs identified by the Social Services Transportation Advisory Council and confirmed by the RTPA through testimony or reports which are not yet implemented or funded.

4. Unmet transit needs specifically exclude:

(a) Minor operational improvements or changes, involving issues such as bus stops, schedules and minor route changes.

(b) Improvements funded or scheduled for implementation in the following fiscal year.

(c) Trips for any purpose outside of Shasta County, in accordance with PUC Section 99220(b).

(d) Primary and secondary school transportation.

Reasonable to Meet

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 Agency that transit service adequate to meet the unmet need can be operated with a subsidy not to exceed 80% of operating cost in urbanized areas and 90% in non-urbanized areas. It must also have been demonstrated that the unsubsidized portion of operating costs can be recovered by fare revenues as defined in the State Controller's Uniform System of Accounts and Records. The "Cost Allocation Method" is the method to be used for determining fare box ratio (Appendix C).

   (a) 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 Transportation Development Act 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.

   The fact that an identified need cannot 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.

3. The proposed expenditure shall not be used to support or establish a service in direct competition with an existing private service, nor to provide 24-hour service.

4. 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 Commission that the resulting inter-agency cost sharing is equitable. In determining if 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.

5. 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.

III. TRANSIT DEMAND ANALYSIS

This is an evaluation of transit demand, by census tract, in the county. U.S. census data provides the only countywide demographic information broken down into smaller county subareas. Important types of census information for evaluating transit needs includes population density, elderly and mobility impaired populations, and single-vehicle households. Shasta County is divided into 27 census tracts (see Map 1). Generally, census tracts are smaller in urban areas where population densities are higher. Census data is collected every ten years, with the last census conducted in 2000.

Shasta County's Population increased 1.6% from 2002 census data. Total County population reaches 172,025.

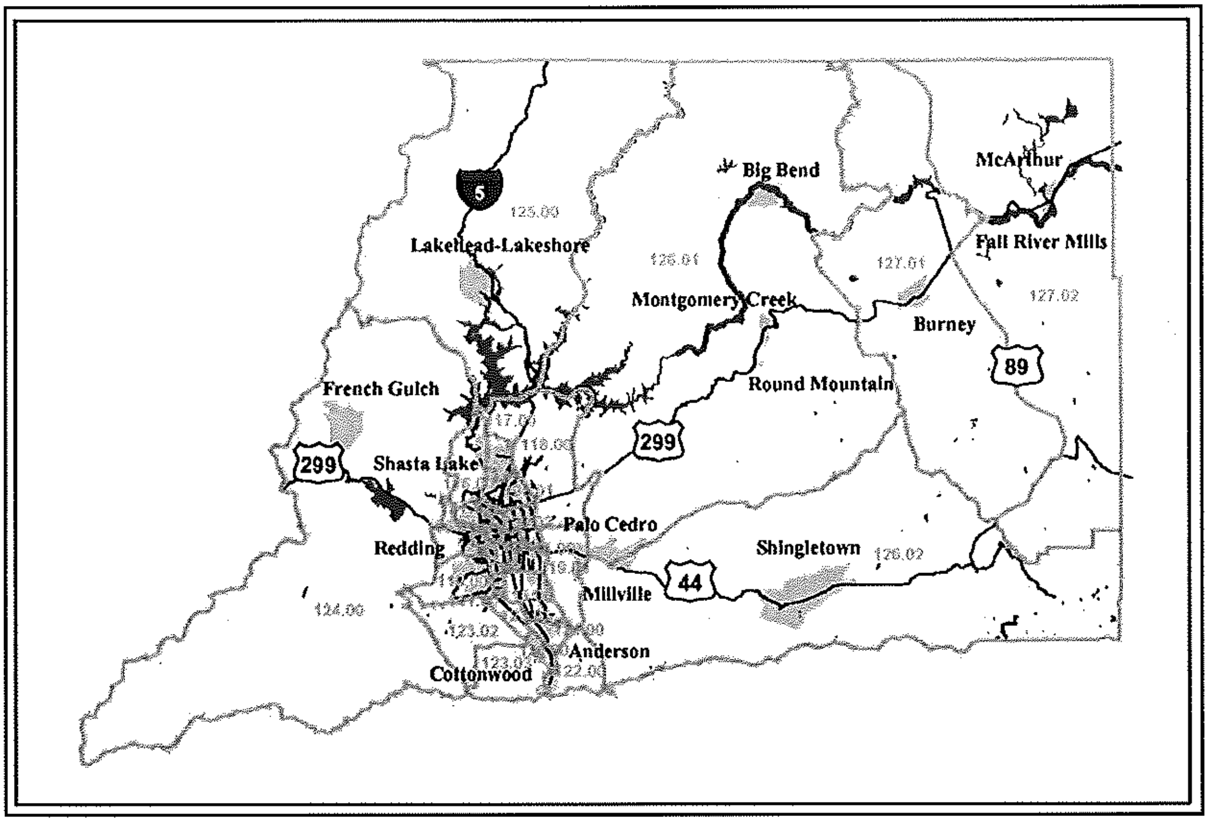
Since last year's unmet transit needs review, transit demand has increased slightly in proportion to the increase in population. Table 1 compares the 2002 and 2003 Shasta County population by jurisdiction. The 2003 countywide population increased 1.6% over 2002's. Transit demand is assumed to grow at the same rate as population growth.

TABLE 1: POPULATION TRENDS

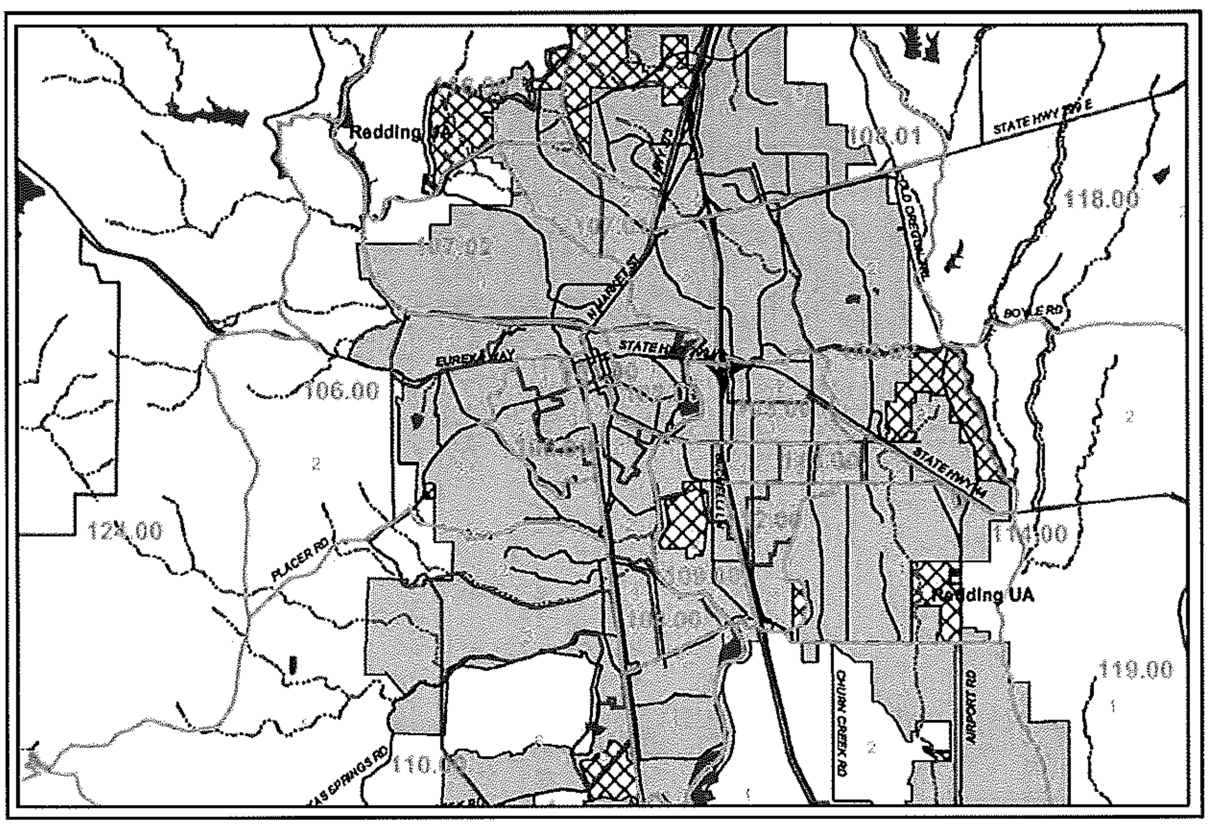
	2002 Population	2003 Population	Percent Change	Estimated 2004 Population (based on 1.6% population growth)
ANDERSON	9,325	9,500	1.6%	9,652
REDDING	84,600	85,700	1.3%	86,814
SHASTA LAKE	9,400	9,725	3.5%	10,065
UNINCORPORATED	65,900	67,100	1.8%	68,308
TOTAL COUNTY	169,225	172,025	1.6%	174,839

Figure 1 on Page 7 charts the Projected Transit Demand by Census Tract. These densities range dramatically between the high-demand, small census tracts in Central Redding, to the larger, low-population tracts in the outlying areas of the county. The highest demand density is Census Tract 107; the area of Caldwell Park to the transfer facility on Lake Blvd. The second highest demand density is Census Tract 108. This route serves Shasta College, Simpson College, Shasta View, Old Alturas/Dana Drive and Churn Creek Road. All areas with substantial transit demand density currently have fixed route service as identified with an asterisk (*) on the following figure.

Map 1a: 2000 Census Tract Boundary—County of Shasta



Map 1b: 2000 Census Tract Boundary—City of Redding Corporate Boundary



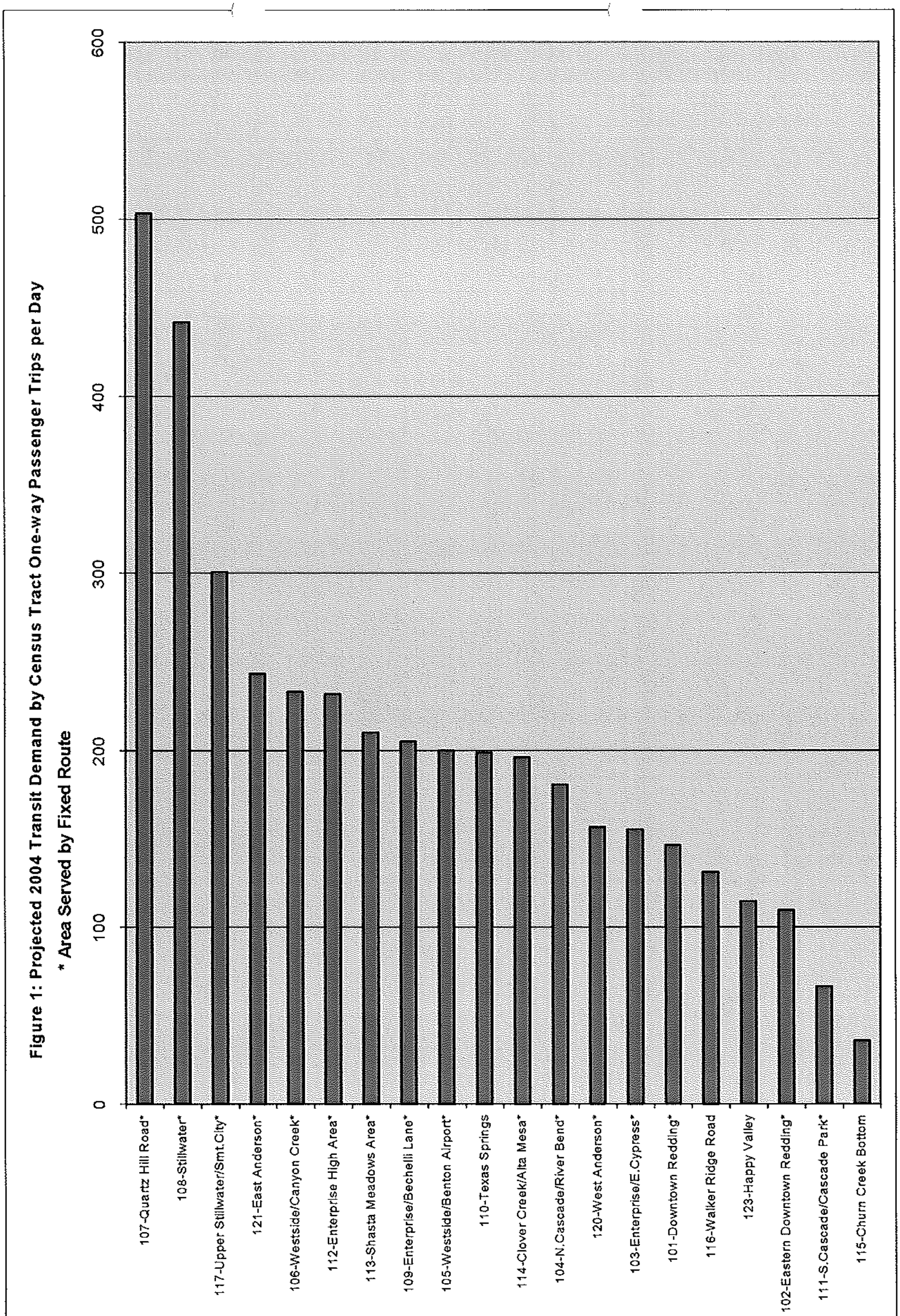


Figure 1: Projected 2004 Transit Demand by Census Tract One-way Passenger Trips per Day

*** Area Served by Fixed Route**

Existing Ridership Demand: The first step in analyzing transit demand was to develop existing ridership figures. In the 2001 LSC report, ridership figures were collected and allocated to the various census tracts that comprise the RABA service area. The 2000 US Census Data regarding population figures and the California State Department of Finance's population estimated were used to allocate population to census tract. Only those portions of each census tract within the RABA service area were analyzed.

Allocating the total existing transit demand figures to individual census tracts based upon demographic data, yields the estimated future demand presented in Figure 1. As shown, demand is particularly high in census tracts 107 and 108, comprising the northern and northeastern portions of Redding. These areas generate approximately 23.3 percent of existing transit demand. This figure is updated annually from the 2000 Census Data and 2001 LSC report using the countywide percent change from the Department of Finances E-1 population estimate for the current year.

Forecast of Ridership Demand: The demand for public transit services in the RABA service area is expected to increase over the next 20 years. The following forecasts are some of the expected:

Transit Demand by the year 2020 will Increase by 48.4%

- Overall demand for transit service will increase 48.4 percent over current levels by 2020.
- Much of the growth in ridership will occur by 2010.
- A strong concentration of future growth in demand will occur in the northern portion of the service area, with the areas in Census tract 114 and 106 experiencing a relatively high level of growth, as well as the eastern portion of Anderson.
- Areas generating a low level of growth in ridership are the older established areas around downtown Redding, western Anderson, and Happy Valley.
- Growth in transit demand varies between census tracts depending upon the forecast schedule of development.

IV. DESCRIPTION OF EXISTING TRANSIT SERVICES

This section reviews the transit services available in Shasta County. Types of services available have been divided into two categories: TDA-funded services and non-TDA-funded services. This distinction is made since the purpose of this report is to assist in allocating TDA funds.

A. TDA-FUNDED TRANSPORTATION SERVICES

1. Redding Area Bus Authority (RABA) Services

The Redding Area Bus Authority (RABA) provides fixed route and demand response service to the Greater Redding Area. Fixed route and demand response service is provided six days a week. Hours of operation are generally 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. Each RABA service is briefly described below. RABA provides express service to Burney area on behalf of Shasta County.

Fixed Route: RABA operates twelve fixed routes within the cities of Redding, Shasta Lake and Anderson. Some unincorporated fringe areas are also served. The service area covers approximately 100 square miles from Shasta Lake City as the northern boundary to Anderson in the South. The eastern most boundary is Shasta College while the western boundary is Wisconsin Avenue off of Placer Street.

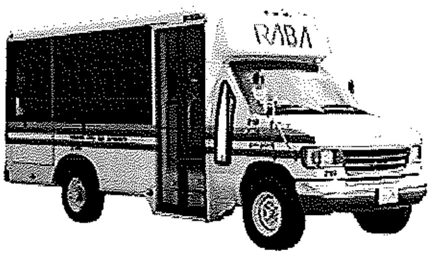
The following table represents routes and hours of operation:

Table 2: RABA FIXED ROUTE

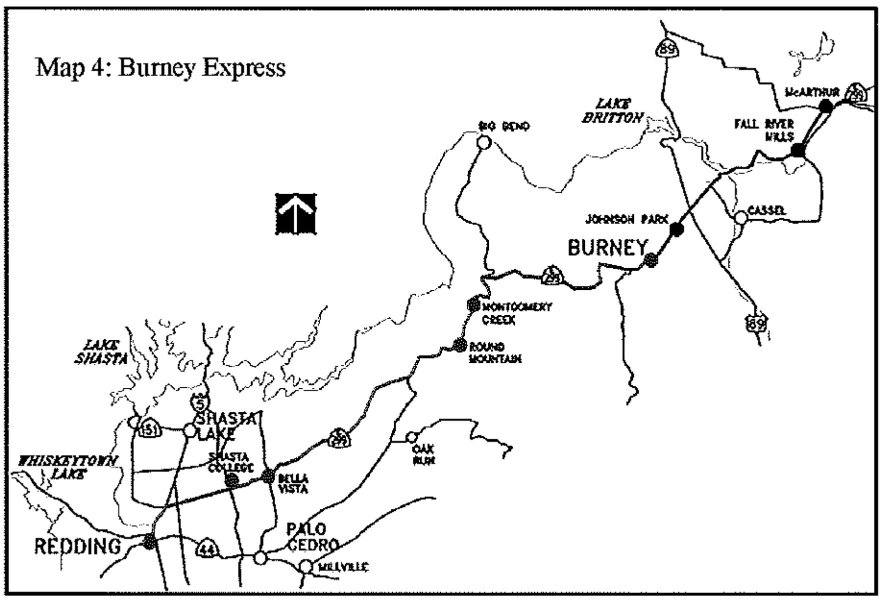
City	Route	Area	Hours
Anderson	Route 9		**6:15am—7:15pm**
Redding	Route 2	Eureka/Placer	**6:30am—7:30 pm**
	Route 3	Park Marina/Bonneyview	**6:30am—7:30 pm**
	Route 4	Bechelli/Churn Creek	**6:15am—7:15pm**
	Route 5	Hartnell	**6:30am—7:30 pm**
	Route 6	Mt Shasta Mall/Victor	**6:30am—7:30 pm**
	Route 7	Churn Creek/Shasta College	**6:30am—7:30 pm**
	Route 11	Hilltop/Cypress	**6:30am—7:30 pm**
	Route 12	Breslauer	**7:00am— 6:30pm**
	Route 14	Benton/No Market	**7:00am—7:30pm**
Shasta Lake	Route 1	Redwood/Lake	**6:00 am—8:00 pm**
	Route 8	Shasta Lake City	**6:00 am—8:00 pm**

Ten of the routes operate on one hour headways using one vehicle apiece. Route 9 to Anderson operates on a 90 minute headway using two vehicles. In total, twelve vehicles need to be operating.

Demand Response: RABA demand response service provides curb-to-curb transportation to individuals, who, because of a disability, are not able to use a regular fixed route service. The service area is generally within three-quarter miles of the fixed routes, complying with the mandates of the Americans With Disabilities Act. To be eligible for this service, passengers must apply and be accepted into the system.



Burney Express: This service is designed to offer express service into Redding from the outlying community of Burney. The service, aimed at commuters who typically live in Burney and work in the Redding area, operates Monday through Friday, with two round-trips each day. Express route services are provided by RABA on a contract basis and is provided on behalf of Shasta County.



Map 4: Burney Express

RABA Service Changes Since the 2003 Unmet Transit Need Review:

⇒ **Transportation Enhancements:** RABA completed the placement of 12 benches throughout its service area. This project was in conformance with RABA's Short- and Long-Range Master Transit Plan. A total of 147 benches have been placed within RABA's service area. Six additional shelters are scheduled for placement in 2003-2004. Information signage will be added to the satellite transfer facilities to promote use of public transportation.

RABA has an agreement with a contractor to provide a bus shelter program. The contractor furnishes the shelters, performs any maintenance to keep the shelters in good repair and working order, and performs a weekly cleanup of each shelter location at their expense. RABA receives 10 percent of the gross advertising revenues from any advertising placed by the contractor. To date, 28 shelters have been placed throughout the area.

Services Changes

- Modified 8 routes
- 3 new coaches delivered
- Acquired El Rancho Property
- Intermodal Phase II planning began
- Test service to Shasta College

⇒ **Short- and Long-Range Master Transit Plan:**
RABA staff and RABA's contract operator, Forsythe & Associates, Inc. reviewed suggested route modifications contained in the 2001 LSC report. Changes were made to eight routes (see Table 8, Page 21). These modifications were implemented in October 2003. Recommended changes utilize existing routes; therefore, there will be no change to the annual operating costs.

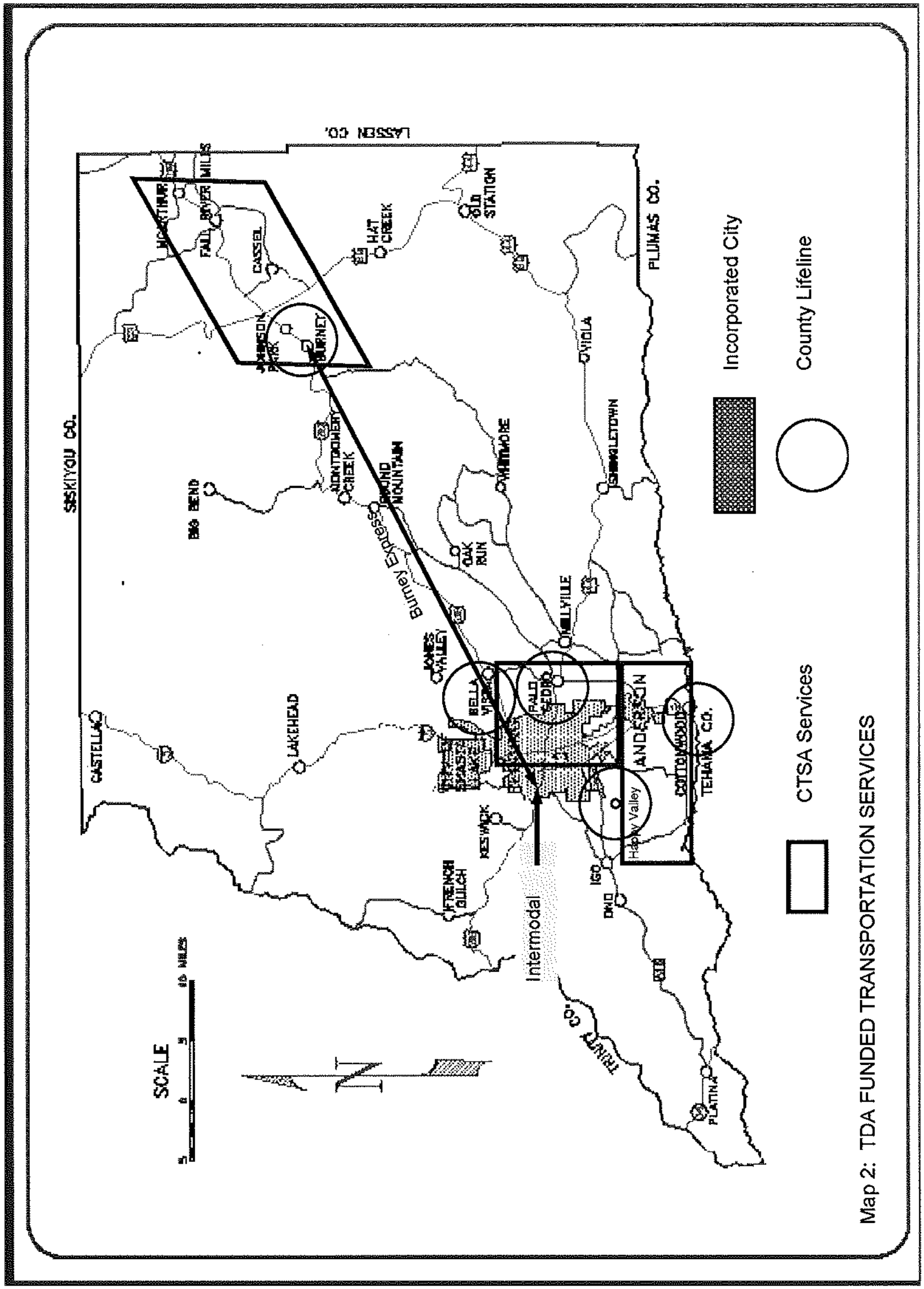
⇒ **Acquisition of Transit Vehicles:**
In 2002 RABA replaced one demand response transit vehicle through its bus replacement schedule. New vehicles are all diesel with fewer maintenance costs and increased fuel efficiency. Three transit coaches ordered in 2001-2002 were delivered in July 2003.

⇒ **Property Acquisition:**
RABA acquired property next to the existing maintenance facility. This acquisition will permit RABA to construct long-term enhancements to the existing facility such as; additional fleet and personnel parking, construction of maintenance bays, and enclosed storage area.

⇒ **Intermodal Passenger Transfer Facility-Phase II**
Through the Shasta County Regional Transportation Planning Agency's Overall Work Program, RABA received Federal Transit Administration planning dollars to fund a feasibility study for the second phase of the Intermodal Passenger Transfer Facility. This phase calls for a multi-use complex to be utilized by private transportation carriers (e.g. Greyhound and Amtrak rail).

⇒ **Express Transit Services:**
The County of Shasta contracts with RABA to provide express transit services to the community of Burney. These services are provided by the County of Shasta and operated by RABA.

An express shuttle to Shasta College was added to RABA's service as a two-year pilot program. Service is expected to cost $30,000 annually with a farebox recovery of $3,900 and is funded through RABA's contract operator, Forsythe and Associates, Inc.



Map 2: TDA FUNDED TRANSPORTATION SERVICES

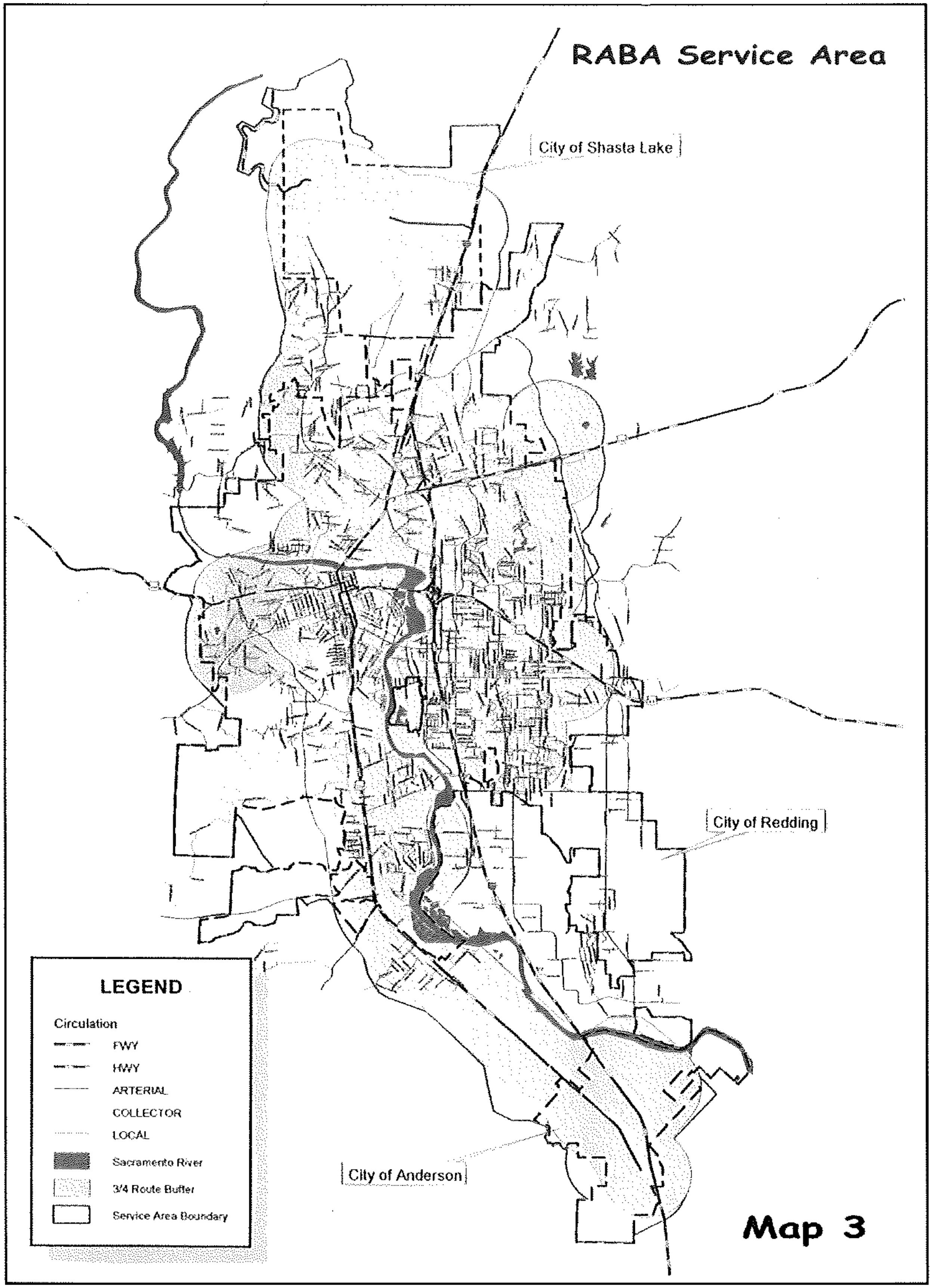

RABA Service Area
City of Shasta Lake
City of Redding
City of Anderson
LEGEND
Circulation
FWY
HWY
ARTERIAL
COLLECTOR
LOCAL
Sacramento River
3/4 Route Buffer
Service Area Boundary
Map 3

TABLE 3- RABA Service Summary

ROUTE	ROUTE LENGTH (MILES)	ROUTE SERVICE AREA	ROUND-TRIP TIME	FREQUENCY
FIXED ROUTE				
1	19.2	Masonic/Oasis/Ashby/Shasta Dam/Cascade	1 Hour	Hourly
2	19.3	Downtown/Pioneer/Airpark/Continental/Placer	1 Hour	Hourly
3	16.7	Downtown/Turtle Bay/Breslauer/Girvan/Ellis	1 Hour	Hourly
4	14.7	Canby/Churn Creek/Hartnell/Larkspur/College View	1 Hour	Hourly
5	12.0	Downtown/Hartnell/Bechelli	1 Hour	Hourly
6	15.0	Downtown/Victor/Canby	1 Hour	Hourly
7	18.0	Downtown/Canby/Shasta & Simpson College/College View	1 Hour	Hourly
8	16.9	Masonic/Cascade/Lake	1 Hour	Hourly
9	33.0	Anderson	1½ Hours	2 buses-one leaving every Hour
11	11.6	Downtown/Cypress/Canby/Masonic/N.Market	1 Hour	Hourly
12	11.0	Downtown/Breslauer /Market	½ Hour	Hourly
14	11.9	Downtown/Benton/Masonic/Hilltop/Cypress	1 Hour	Hourly
DEMAND RESPONSE				
	NA	Generally within 3/4 miles of all fixed routes		
BURNEY EXPRESS	110 (round trip)		2 round trips daily (M-F)	

TABLE 4: TDA FUNDED TRANSPORTION PROVIDERS IN SHASTA COUNTY

Service (Operator)	Vehicles	Miles/Month	Passenger Trips/ Month	Hours of Operation	Service Area	Fixed/Demand	Cost/Trip
Fixed Route (RABA)	18 Buses	60,538	63,452	Weekdays 6:30-7:30 Saturday 9:30-7:30 (times vary by route)	Redding, Anderson, Shasta Lake Areas	Fixed	$3.00
Demand Response (RABA)	19-equipped vans are available	29,884	4,963	Weekdays 6:30-7:30 Saturday 9:30-7:30	Redding, Anderson, Shasta Lake Areas	Demand	$16.97
Subtotal (DR & FR)	37 Vehicles	90,422	68,415	—	—	—	—
Burney Express (RABA)	2 lift-equipped vans	4,979	362	Weekdays 6:00-7:00	Burney-Redding	Fixed	$22.89
Consolidated Trans. Service Agency (CTSA) Shasta Senior Nutrition	14-16 passenger buses, 4 lift-equipped vans	12,136	2,037	M-F 8-5	Shasta County (See Table 5)	Demand	$12.01
Shasta County Lifeline	1 lift equipped vans	1,621	276	Twice Weekly Weekdays between 8-5	Service to: Burney, Johnson Park, Cottonwood, Bella Vista, Palo Cedro, Happy Valley	Demand	$9.06

2. Consolidated Transportation Services Agency (CTSA) Services

Shasta Senior Nutrition Programs (SSNP) has been the designated Consolidated Transportation Services Agency (CTSA) since 1995. This allows SSNP to act as both the administering agency and service operator. The CTSA provides specialized services to those who cannot use conventional transit services such as the elderly and disabled. By definition, CTSA services are designed to link intracommunity origins and destinations (TDA §99275). Table 5 provides a description of CTSA service areas and hours of service.

Table 5: CSTA Service Area and Hours of Service

ROUTE	HOURS OF SERVICE	AREA OF SERVICE
Route 2	8:00am to 3:00 pm	Airport Road, Churn Creek Bottom, East of I-5 and Balls Ferry Road (as schedule requires)
Route 3	8:00am to 11:30am, 12:30pm to 5:00 pm	Burney Area—Doyles Corner, Johnson Park, Four Corners (as schedule requires)
Route 4	8:00 am to 11:30am, 12:00pm to 5:00 pm (M,T,TH,F) Wed. 8:00am to 4:00pm	Fall River Mills, McArthur, Cassel, to Burney and return
Route 6	8:00am to 4:00pm	Happy Valley, Olinda, Cottonwood, to Anderson, Hwy 273 to Redding
Route 10	8:00am to 5:00pm	Redding—Enterprise, Hartnell, Bechelli
Route 11	8:00am to 5:00pm	Palo Cedro, Graystone Rd, Bella Vista, Deschutes Road
Frail/Elderly	8:00am to 5:00pm	Cities of Redding, Anderson , Shasta Lake, and the unincorporated County areas

3. County Lifeline Services

County Lifeline Services were established by Shasta County effective July 1, 1996. Like CTSA services, Lifeline services are operated by Shasta Senior Nutrition Programs. The service is intended to provide elderly and disabled transportation service from Burney/Johnson Park, Bella Vista, Palo Cedro, Happy Valley and Cottonwood to the Redding area for necessary services such as medical appointments. Table 4 provides a summary of County Lifeline Services. It also compares the Lifeline Service to other TDA-funded services. The hours of service vary since the Lifeline Service is part of Shasta Senior Nutrition's coordinated transportation system which includes the CTSA services and other, non-TDA-funded programs.

B. NON-TDA-FUNDED TRANSPORTATION SERVICES

The public and private transportation services throughout the county are varied. The available services are operated on limited schedules. A summary of these services is presented in Table 6. Shasta Senior Nutrition Programs is listed in Table 4 since some of their programs are not TDA-funded and serve different transit needs from those served through their TDA-funded programs (i.e., CTSA and Lifeline services).

Table 6: NON TDA FUNDED TRANSPORTATION PROVIDERS IN SHASTA COUNTY—Page 1 of 2

Agency	Vehicles	Miles/ Month	Passenger Trips/ Month	Hours of Operation	Service Area	# of Clients	Fixed/ Demand	Cost Per Trip	Coord. Participant
County Schools	Not Provided								
Far Northern Regional Center	*All Contract Service* (ABC CAB, RABA, Laidlaw, Etc.)	N/A	25,000	M-F	Shasta, Siskiyou, Tehama, Lassen, Glenn, Butte, Modoc, Plumas & Trinity Counties	5,200 Developmentally disabled	Demand	N/A	Yes
Golden Umbrella	1 Mini Van 1 8 Passenger Van	2,044	N/A	M-F 8-4	Greater Redding Area/rural and urban	4	Demand	N/A	Yes
Headstart	18 20 Psg. Bus 2 22 Psg. Bus	25,000	630	M-F 7-5	Shasta, Siskiyou, Trinity	780	Demand	$13.00	Yes
Pit River Health Service	Not Provided								
Senior Nutrition	15– 16 Psgr. Buses 4—Lift equipped vans	20,864	3,220	M-F 8-5	Rural and Urban areas	1,917 Monthly	25% Fixed, 75% demand	$12.01	Yes
Shascade Community Services	3 Mini Vans 5 9 Psgr. Vans 3 Mod. Van 3 5 psg. mini-Vans/w lift 3 5 Psg. vehicles 1 Med. Bus	15,000	7,800	M-F 7-4:30 avail. For on call or eve.	Majority Shasta County. Available for medical purposes out of area.	250 Daily	Demand	N/A	Yes

Table Continued on Next Page

Table 6: NON TDA FUNDED TRANSPORTATION PROVIDERS IN SHASTA COUNTY—Page 2 of 2

Agency	Vehicles	Miles Per month	Passenger Trips Per Month	Hours of Operation	Service Area	# of Clients	Fixed/ Demand	Cost Per trip	Coord. Participant
Shasta College	Not Provided								
Redding Rancheria Indian Health	Not Provided								
Veterans Administration	3 10 Psg. Vans 1 12 Psgr. Van, 1wheelchair van 2 sedans, 1 mini van	4,000+	180+	5:30am-5:00 pm	Shasta, Siskiyou, Trinity, Tehama, Butte Contra Costa, Sacramento, Yolo Counties	3000+ per year	Demand	N/A	N/A

V. EXISTING TRANSIT PERFORMANCE

REDDING AREA BUS AUTHORITY (RABA) SERVICES

Performance of the RABA System has been evaluated in RABA's Short- and Long-Range Master Transit Plan prepared by LSC Transportation Consultants, Inc. dated July 2001. The document presents a review of demographic characteristics, growth forecasts, existing transit services, and future transit demand. The following incorporates 2002/2003 operating statistics and future demand.

This section examines trends in ridership and farebox ratios for TDA-funded transportation services. It also discusses funding limitations affecting current and future levels of transit service. Only TDA-funded services are reviewed, since the purpose of this report is to assist in allocating TDA funds.

Two terms are commonly used in this section: passenger-trip and farebox ratio. They are important to understand when reviewing the information provided in this section and each term is discussed below.

Passenger Trip: A passenger trip is a one-way trip and is counted separately each time a passenger transfers. 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. For example, if passengers pay 20¢ of every dollar spent to operate a service, the farebox ratio for that service is 20% (also expressed as 0.2). The farebox ratio is important for three reasons. First, funding penalties can apply where a minimum farebox ratio is not met. Second, minimum farebox standards are included in the RTPA definition of "reasonable to meet" transit services. Third, farebox ratio is the most commonly used measure of efficiency for a transit service.

FAREBOX RATIO

- *MUST MEET MINIMUM FARE BOX RATIO*
- *MUST BE REASONABLE TO MEET*
- *A MEASURE OF EFFICIENCY*

A. REDDING AREA BUS AUTHORITY (RABA) SERVICES

Fixed Route and Demand Response: Performance of the RABA System has been evaluated in RABA's Short- and Long-Range Master Transit Plan prepared by LSC Transportation Consultants , Inc. dated July 2001. The document presents a review of demographic characteristics, growth forecasts, existing transit services, and future transit demand. The following incorporates 2002/2003 operating statistics and future demand.

2002-2003 Findings: The population of the RABA service area based on the Department of Finance E1 Population Report for 2003 was 110,055. The population for Shasta County increased 1.6% during 2003. Table 7 on the following page represents RABA's operating and financial statistics for 2002/2003.

Table 7
RABA - 2002/2003 OPERATING AND FINANCIAL STATISTICS

Performance Indicator	Fixed Route	Comments	Demand Response	Comments	TOTAL
Passenger trips	761,434	Decrease From Previous Year: 12.435%	59,565	Decrease From Previous Year: 1.7%	820,999
Service Miles	726,459	Passenger trips per service mile: 1.05	358,613	Passenger trips per service mile: .17	1,085,072
Service Hours	46,483	Passenger trips per service hour: 16.3	23,156	Passenger trips per service hour: 2.57	69,639
Expenses	$2,278,620	Per Passenger Trip Cost: $3.00	$1,010,639	Per Passenger Trip Cost: $16.97	$3,289,259
Fares	$476,066	Farebox Recovery: 20.89%	$82,134	Farebox Recovery: 8.1269%	$558,200

- **Fares: Combined farebox recovery = 16.97%.**
- **Per Passenger Trip Subsidy = $2.37 on the fixed route**
- **Per Passenger Trip Subsidy = $15.59 on Demand Response.**

Short- and Long-Range Master Transit Plan service improvements implemented:
RABA began work with their contract operator, Forsythe & Associates Inc., to determine what route modifications should be made to make the RABA service more effective and efficient.

During April 22-24, 2003 RABA held two public meetings each day in the cities of Anderson, Redding, and Shasta Lake. There were no attendees in Anderson, three attendees in Redding, and one attendee in Shasta Lake. Service comments received at these meetings included; add an express route to Shasta College, review Route 14 in the Benton Drive area, review Route 11 for service on Parkview, and review service along Westside Road from El Reno South.

Route modifications made to eight routes

RABA suggested route modifications (see Table 8 on page 21) in conjunction with LSC's recommendations. These route modifications were suggested to better serve the growing areas and enhance service performance The suggested changes utilize existing routes and there would be no addition of vehicles or service hours, and therefore, no change in annual operating costs. There would be one-time costs in relocating bus stop signs if the changes were implemented. Funds for the route map revisions and printing costs were included in RABA's proposed budget.

The urbanized area of Shasta County is growing and demand for service continues. The suggested route changes do not add vehicles or service hours beyond those currently under contract with Forsythe & Associates. Revisions allow the routes to be more efficient and operate on time, thereby increasing system dependability.

Table 8: ROUTE MODIFICATIONS FOR 2003

Route 1	Route to now serve the Gateway Industrial Park and Oasis Road in-bound
Route 2/10	Route 2/10 will become one hourly route known as Route 2
Route 3	Route to now serve Turtle Bay, Parkview Avenue and Eastside Road between South Bonneyview Road and Radio Lane
Route 4	Route to now serve South Bonneyview Road and College View
Route 5	Added two stops along Hartnell Avenue North of Shasta View Drive and eliminated stop at Hartnell and Yana
Route 6	No Changes
Route 7	No Changes
Route 8	Added bus stop at Valley Ridge at Boulder Drive and removed stop at Boulder Creek Court
Route 9	Caravan Trailer Park bus stop will be eliminated
Route 11	Route to now serve Cypress Avenue, Hilltop Drive, Market Street, Quartz Hill Road, and Court Street areas
Route 14	Route to now serve Court Street, Benton Drive, Hilltop Drive and Cypress Avenue Areas

Burney Express:

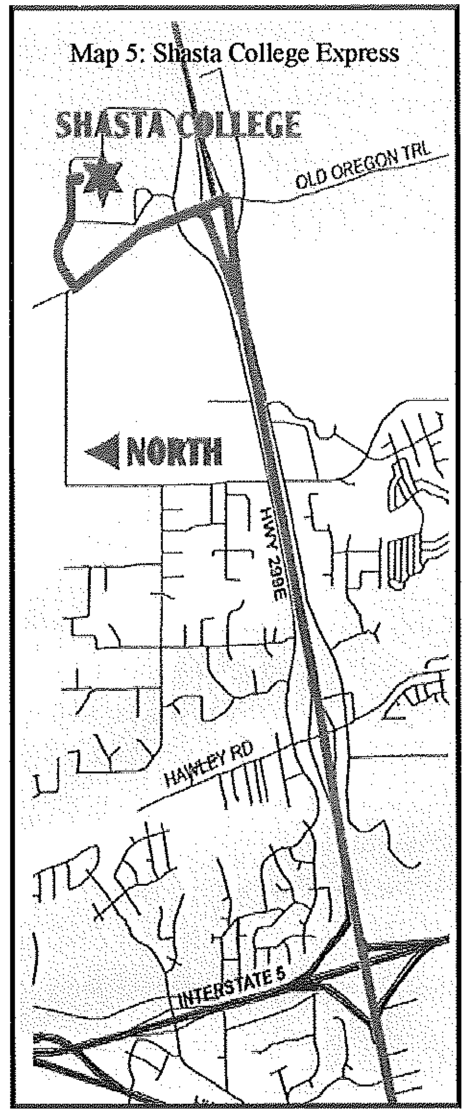
Burney Express is designed for commuters–providing fast, comfortable buses on long routes and serving fewer points. This service operates two routes twice daily to and from the Burney area.

Burney Express is funded through Shasta County's portion of TDA funds. This service continues to exceed the 10% minimum farebox requirement and has averaged a 10.67% farebox recovery over the past 12 months. Average ridership for 2002/2003 was 1.87 riders per hour. Costs have increased for this service due to loss of a driver residing in Burney. Drivers must now leave from Redding and charge non-revenue hours to the express. Another factor in operating costs was the loss of a secure parking facility in Burney. Without a secure facility these vehicles were forced to return to Redding for secure overnight parking.

In recent months, RABA's contract operator has hired drivers that reside in the Burney area and a secure parking area was located. This should reduce the costs of operation for the Burney Express.

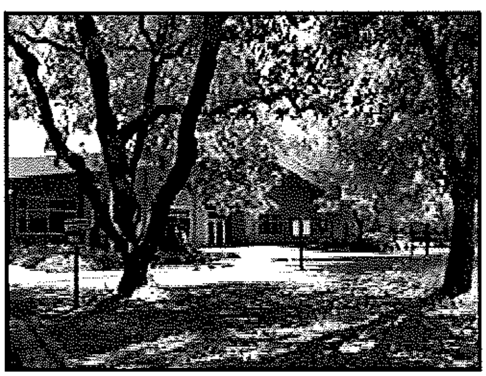
Shasta College Express Service:

A two-year pilot program for an express shuttle from the Masonic Avenue Transfer Facility to Shasta College was added to RABA's service. The service was implemented in August 2003. The shuttle operates when the college is in session. This shuttle runs six hours a day, Monday though Friday, and departs from the Masonic Avenue Transfer Station on the half hour beginning at 7:30 with a departure from Shasta College on the hour. Fare for this service is $1.00. Transfers and monthly passes are <u>not</u> accepted.



The program requires no additional vehicles and is estimated to cost $30,000 annually for operating costs. Ridership fares are estimated at $3,900 resulting in a projected subsidy of $26,100.

Shasta College Express was implemented by RABA, and is not mandated by the RTPA. If this service is to be funded through TDA funds, then it must follow the unmet needs process. This requires an analysis that tests if this service is "reasonable to meet" and the service must meet farebox requirements established by the RTPA. After two months of operation the farebox ratio was 6.65%, which does not meet the farebox requirements.



B. CONSOLIDATED TR SPORTATION SERVICES AGENCY (SA) SERVICES

The Consolidated Transportation Services Agency (CTSA) provides transportation to the elderly. These combined services provide approximately 135 passenger trips per day. CTSA services are funded using TDA revenue before it is apportioned to jurisdictions ("off the top"). TDA-funding is limited to 5% of the money available for apportionment (TDA §99233.7). CTSA services are not subject to farebox ratio requirements, but must meet certain performance standards. Passengers pay for these services on a donation basis.

CTSA Services are not subject to farebox ratio requirements

CTSA services provided 24,449 trips at a cost of $12.00 per trip. CTSA adopted performance criteria was revised in July 2003 as a result of increased cost factors identified in the 2002/2003 Unmet Needs Process. The TDA subsidy was revised to less than $10.00 per passenger trip.

Table 9
SSNP– 2002/2003OPERATING AND FINANCIAL STATISTICS

Performance Indicator	2001/2002	2002/2003	Increase/Decrease
Passenger trips	27,594	24,449	3,145 Trips 11.4% Decrease
Service Miles	159,063	145,636	13,427 Miles 8.44% Decrease
Cost Per Passenger	$8.87	$12.01	$3.13 per passenger increase—35.24%
Cost Per Mile	$1.54	$2.02	$.48 Per mile 30.88% increase
Total Expenses	$245,021	$293,609	$48,588 Increase 19.83%

5310 VEHICLE DELIVERED:

Shasta Senior Nutrition Program received a replacement vehicle through the Federal Transit Administration's (FTA) 5310 Grant Program. SSNP was awarded a grant in the 2001/2002 grant cycle to replace an existing 1992 vehicle in excess of 200,000 miles.

5310 applicants must compete statewide for prioritized scoring. Grantees are required to provide a 20% match. SSNP received a grant award of $45,000 towards the purchase of a small bus.

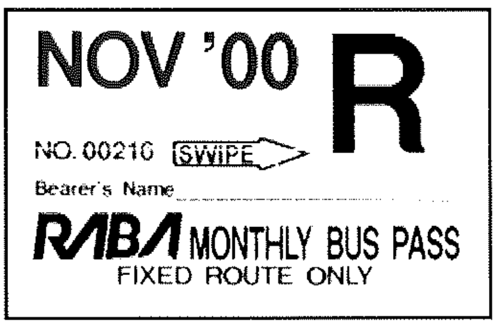
C. COUNTY LIFELINE SERVICES

Lifeline Services provide approximately 13 passenger trips daily. This service is currently funded voluntarily by Shasta County using TDA funds. This service is not subject to farebox requirements; however, it must meet performance requirements established by the County. Like the CTSA services, the system operates on a donation basis.

Lifeline Services, as part of Shasta Senior Nutrition Programs' coordinated system, effectively serves specialized transportation needs in Burney, Johnson Park, Cottonwood, Bella Vista, Palo Cedro, Happy Valley, and Redding. It provides approximately 3,300 trips annually at a cost of $9.06 per trip.

D. CALWORKS TRANSPORTATION COORDINATION

CalWORKS is a state-mandated program designed to assist welfare clients to enter the work force. Transportation is one of the barriers for clients attempting to access training and work sites. The program requires that CalWORKS identify transportation resources for their clients. CalWORKS provides the following transportation assistance to qualifying clients:



- RABA Monthly Bus Passes
- Individual $5.00 bus passes
- Mileage reimbursement (must have a valid drivers license, legal vehicle registration, and an insured vehicle)
- Community service clients can be picked up if they have no car and there is no bus service.

E. FINANCIAL ISSUES

Minimum Farebox Ratio

Annually the RTPA is required to review the farebox ratio for RABA services to determine funding eligibility pursuant to TDA regulations. The ultimate significance of farebox ratios is that RABA's eligibility for TDA funds is determined in large part by the required ratios. If RABA's actual fare revenues are less than the required ratio, its TDA eligibility would not be increased to make up the difference.

RABA Farebox ratio for 2002/2003 is 16.97%

The farebox ratio for RABA urban fixed route and demand response services in 2002/2003 was 16.97%, falling below the RTPA required farebox.

In February of 2002 the RTPA approved a request by RABA to reduce the farebox ratio to 16.5% for 2001/2002, 17.5% for 2002/2003, 18.5% for 2003/2004 and 19% for years thereafter.

VI. TRANSIT EVALUATION

This section reviews the feasibility of expanding TDA-funded services, by type of service, to meet identified transit needs. Expansion of service can include increasing the level of services (e.g., expanded hours, more vehicles, or shorter headways) or expanding service to a new area. This section focuses on existing services since they have established standards, current operational information is available, and since they can more readily accommodate newly identified transit needs. 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.

Where an "unmet transit need" is found "reasonable to meet" according to the RTPA adopted definition, transit funds are allocated. Existing transit services can also continue to receive TDA funds as long as they comply with the "reasonable to meet" standard (§99401.5 (e)). Transit needs which would not meet the RTPA adopted criteria are not required to be provided; however, jurisdictions may provide these services at their discretion using TDA funds or other revenue sources.

Table 10: PERFORMANCE CRITERIA

Redding Area Bus Authority (Fixed Route and Demand Response)	System wide 17.5% farebox requirement for 2002-2003
Burney Express	10% Farebox requirement
Express Services	10% Farebox requirement
Consolidated Transportation Services Agency	A TDA subsidy of less than $10.00 per passenger
Lifeline	No performance criteria
Vanpool	Voluntary

A. FIXED ROUTE/DEMAND RESPONSE SERVICE

This service is currently an "unmet transit need" determined "reasonable to meet" by the RTPA (see RTPA adopted definitions and standards). Fixed route and demand response farebox ratios do not meet the 17.5% standard.

Based on information provided in the State Controller's Report, submitted by RABA, the system-wide farebox ratio for fiscal year 2002/2003 was 16.97%. This places RABA in non-compliance with required revenue ratios under Section 99268.9 of TDA law. However, the first fiscal year for which an operator does not maintain the required ratio of fare revenues to operating cost is deemed a grace year, and shall

not result in any penalty nor loss of eligibility for funds under this article.

There is a significant decrease in ridership from the previous year. Adjacent counties are also experiencing decreases in ridership with no apparent indicators as to why there is reduced ridership.

Expansion Criteria: Expansion of fixed route service should only be considered by the RTPA where a positive effect on farebox ratios can be demonstrated. A new transit service would need to generate at least 15 passenger trips per each new service hour or about 200 passenger trips a day to meet or exceed a 20% farebox ratio. Figures 1 shows census tracts in the county which can generate this level of passenger trips. All census tracts exceeding 200 passenger trips per day are served by RABA fixed routes.

One or more of the following criteria should be used when considering an approval of an expansion or modification to a fixed route service:

- Based on census group and block information and the methodology described in Section 3, the population density in the new service area would generate at least 200 passenger trips per day (see figure 1 page 7). This may need to be slightly adjusted periodically due to rising operating costs.

- The new transit service includes controls to reduce operating cost or increase fare revenues to maintain the current system average. Such services would be evaluated on a case-by-case basis to determine if minimum farebox ratios can be met or exceeded.

Extended Hour Analysis

- Onboard Survey Performed
- Ridership analyzed
- Elasticity of Demand Factor Used
- Results in extended hour service "not reasonable to meet"

Extended Hour Analysis:
During the 2003-2004 Unmet Needs Process, the largest amount of requests from riders was for extended hour service. RTPA staff was directed to conduct an analysis or ridership to determine feasibility of an extended hour service.

The week of March 17-March 22, 2003 an onboard survey was conducted on all fixed routes busses. The survey was to gain transit information for extended hour service. Survey results were analyzed to determine the areas with the highest level of ridership, ridership days and hours, and cost for extended hour service.

Fixed route trip surveys were then documented for all routes to determine the most concentrated passenger times on the busses. Drivers logged the number of passengers boarding and deboarding at each stop. Trips were entered into a database and line charts were prepared for each individual route. A total "system-wide" chart was also prepared.

An analysis was completed projecting the fares and costs of running four fixed routes with required demand response. These routes were selected because they serve areas that received the highest responses

in the poll conducted. This analysis assumed the same ridership as the period from 4:30 to 6:30 P.M. adjusted for the reduction in demand as a result of an increase in fares. This analysis uses the same elasticity of demand factor as presented in the Redding Area Bus Authority's (RABA) Short- and Long-Range Master Transit Plan developed by LSC Transportation Consultants (LSC). This theory is that "fare increases will reduce general public ridership." The RABA LSC report uses a -35% factor for general riders and -25% for senior/disabled riders (Table 11 on page 28).

The analyses assumes that the fare for extended hours would be $2.00 for fixed route and $4.00 for demand response with no transfers and no discounted passes. The analysis also used $1.00 for fixed route and $2.00 for demand response. No attempt was made to adjust ridership for the time of day.

These analyses show that the best performing route would be Route 11. Assuming a $2.00 fare, it is projected that for each hour it ran it would cost $46.76 and yield $5.97 in fares for a farebox ratio of 12.8%. Assuming a $1.00 fare would yield the same cost of $46.76 with fares of $9.59 resulting in a farebox of 20.5%. Although this exceeds the 20% threshold it would be reduced when demand response is considered.

In summary, to run the four most responsive routes with demand response (1 vehicle) for four additional hours per day for six days would cost $292,000 and yield $43,000 in fares and result in a farebox ratio of 14.7%. Since this is below the adopted "reasonable to meet" standard it is the recommendation of staff that this service is not reasonable to meet.

In conclusion, although extended evening service is a recognized benefit, there is a low probability that these services would meet the farebox requirements.

B. EXPRESS SERVICE

This service is currently an "unmet transit need" determined "reasonable to meet" by the RTPA (see RTPA adopted definitions and standards). The current service from Burney exceeds the 10% minimum farebox requirement for rural areas. 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.

The Burney Express provides service to a community of 3,500 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) to those found in the Burney area.

TABLE: 11
SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
ANALYSIS OF EXTENDED HOUR SERVICE
RABA PROPOSAL

FIXED ROUTE

Route No.	Avg. Hr. Rid-ers (5:30 & 6:30)	Average Fare 2002 SCO	Proposed Fare	Percentage Increase	Elasticity of Demand LSC	Reduction in Demand	Projected Riders	Fare Revenue	Cost of Service	Projected Farebox %
2	10	.0635548	$2.00	214.69%	-0.35	-75.14%	2	$4.97	$46.76	0.106326
4	9	.0635548	$2.00	214.69%	-0.35	-75.14%	2	$4.47	$46.76	0.095693
6	7.5	.0635548	$2.00	214.69%	-0.35	-75.14%	2	$3.73	$46.76	0.079744
11	12	.0635548	$2.00	214.69%	-0.35	-75.14%	2	$5.97	$46.76	0.127591

Increases in the passenger fare price requires a review of fare elasticity's. Fare increase will likely reduce general public ridership for persons who choose to ride a bus. The RABA LSC report uses an elasticity of –35% for general public passengers and –25% for senior/disabled passengers. The percentage of fare increase is Multiplied by the elasticity rate to determine the percentage of decrease in ridership due to fare increases.

DEMAND RESPONSE

Route No.	Avg. Hr. Rid-ers (5:30 & 6:30)	Average Fare 2002 SCO	Proposed Fare	Percentage Increase	Elasticity of Demand LSC	Reduction in Demand	Projected Riders	Fare Revenue	Cost of Service	Projected Farebox %
N/A	2	1.410221	$4.00	183.64%	-0.25	-45.91%	1	$4.33	$46.76	0.092539

C. CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) SERVICES

This is a community transit service funded "off the top" by the RTPA pursuant to TDA, Article 4.5. These services are not subject to "unmet transit need" and "reasonable to meet" standards. Funding is limited to 5% of the money available for apportionment countywide.

Among other requirements, claims filed for community transit services must meet all of the following criteria:

- The service must link intracommunity origins and destinations (§99275(b)).
- The service is responding to a transportation need currently not being met in the community of the claimant (§99275.5(c)(1)).
- The service is integrated with existing transit services, where appropriate (§99275.5(c)(2)).
- The RTPA revised performance criteria for CTSA services in July 2003. The criteria is a subsidy of less than $10.00 per passenger trip. This amount shall be adjusted for changes in the consumer price index.

Community transit does not meet established performance criteria due to increases in Workers Compensation Insurance

Expansion Criteria: Since additional TDA funds are available for this service, expansion can be considered by the RTPA provided the service meets the performance criteria for a community transit service as listed above. Expanded hours of operation or service to new areas are examples of expanded services that could be provided.

Finding: Community transit services must be provided at a TDA subsidy of less than $10.00 per passenger trip. This service currently does not meet the performance criteria established by the RTPA. Increased costs in workers compensation, health insurance, mandatory drug testing, and fuel costs contributed to this service not meeting the established performance criteria.

D. COUNTY LIFELINE SERVICES

This service is currently funded voluntarily by Shasta County and is not subject to "unmet transit need" and "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 are at the discretion of the cities or County and not the RTPA. Individual jurisdictions may provide the service with TDA funds, or other funding sources, and set their own performance standards. Potential expansions to services could include new service in specified areas; or expanding the frequency, days or hours of service.

E. VANPOOLS

Like the Lifeline Service, vanpool service can be funded voluntarily. Vanpools are not necessarily subject to "unmet transit need" and "reasonable to meet" standards. Policies can be established with minimum standards. Past policies have included the following:

•Commitment of a volunteer driver/coordinator and a minimum of four paying riders.
•Trip origins and destinations should be within Shasta County.
•The distance from origin to destination should be at least 25 miles.

Expansion Criteria: Like any other service provided at a jurisdiction's discretion, a vanpool service could be provided to meet other transit needs. Individual jurisdictions would adopt their own performance standards.

F. SUMMARY

Additional fixed route /demand response services may be added if they can demonstrate ability to meet farebox

TDA-funded transportation services, with the exception of the Burney Express, currently do not meet established performance standards, including those found in the "unmet needs" and "reasonable to meet" definition. New or expanded services can be required under the Transportation Development Act where an "unmet transit need" is found "reasonable to meet" by the RTPA. The expansion criteria discussed in this report for each type of service should be utilized in determining if a new service can be funded.

Limited funding is available to meet specialized transit needs through the CTSA. CTSA services are funded at the discretion of the RTPA Board.

Due to a low farebox ratio in urban areas and rising operating costs, the ability to expand the fixed route/demand response system is limited at this time. If, however, new transit services are identified through the unmet needs process and can demonstrate improved farebox performance, there may be opportunities to provide additional fixed route service.

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, including 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 streets and roads.

(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 streets and roads within the jurisdiction.

APPENDIX B

SHASTA COUNTY RTPA
SCHEDULE OF ANNUAL CLAIMS /TDA BUDGET
FISCAL YEAR 2003/2004 CLAIMS

EXHIBIT B

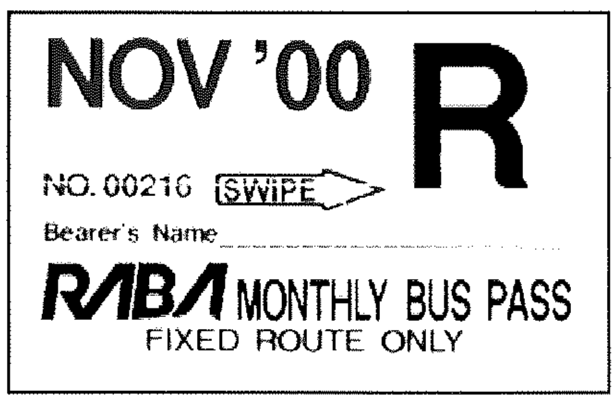
CLAIMANT/PURPOSE			Funding Sources LTF	STA	FTA
Off-The-Top Apportionments					
Administrative (includes Core Function Match)		PUC 99233.1	213,623		
CTSA Funding for Elderly Population		PUC 99275	284,912		
CTSA Funding for Administration by CTSA		PUC 99275	12,000		
Total Off The Top Apportionments			510,535		
Redding Area Bus Authority					
TDA funds required per RABA budget PUC 99400(c)	3,255,161				
Sources of Transit Funding:					
LTF - Redding	2,161,150		2,161,150		
STA - Redding	121,057			121,057	
FTA Section 5307	366,156				366,156
LTF - Shasta Lake	142,450		142,450		
STA - Shasta Lake	13,451			13,451	
FTA Section 5307	40,684				40,684
LTF - Anderson	110,087		110,087		
STA - Anderson	13,343			13,343	
FTA Section 5311	40,359				4 0,359
LTF - Shasta County	127,946		127,946		
STA - Shasta County	94,298			94,298	
FTA Sec 5311	24,179				24,179
Total Funds Provided RABA for Transit	3,255,161		2,541,633	242,149	471,379
Services Provided Under Contract to Shasta County					
Burney Express-Voluntary Program					103,200
City of Redding					
LTF - Streets and Roads			552,301		
City Of Anderson					
LTF Streets and Roads			189,001		
City Of Shasta Lake					
LTF Streets and Roads			159,044		
Shasta County					
LTF - Streets and Roads (PUC 99400(a))			1,932,319		
LTF - Purchased Transportation - Vanpool Subsidy (PUC 99400(c))			23,405		
LTF - Purchased Transportation - Lifeline Services (PUC 99400(c))			30,000		
Total Revenues by Funding Source			5,427,704	242,149	574,579

APPENDIX C

RABA FIXED AND DEMAND COMBINED 2002-2003 FAREBOX RATIO CALCULATIONS	Demand	Fixed Route	Total
Revenues: 6611.2 (excludes Charter 99247 (a)	$1,052,980	$2,453,467	$3,506,447
Operating Expenses (Depreciation Not Included)			
Services	132,521	257,740	390,261
Fuel & Lubricants	80,613	270,141	350,754
Tires and Tubes	15,486	41,706	57,192
Other Materials & Supplies	35,112	140,695	175,807
Utilities	21,579	46,602	68,181
Casualty & Liability Costs	15,724	33,958	49,682
Purchased Transportation	705,472	1,532,008	2,237,480
Miscellaneous	46,473	143,026	189,499
Property	0	903,921	903,921
Total Expenses	1,052,980	3,369,797	4,422,777
Exclusions	(42,341)	(1,091,177)	(1,133,518)
TOTAL OPERATING EXPENSES	1,010,639	2,278,620	3,289,259
Farebox Recovery	8.1269%	20.8927%	16.97%

Redding Area Bus Authority Fare Structure	Redding/ Shasta Lake	Anderson
Burney Express Routes	$1-3.00	
Base Fare (6-61)	$1.00	$1.20
Zone Charge	$ .50	$ .60
Children Under 6	Free	Free
Transfers	Free	Free
Senior Base Fare	$ .50	$ .60
Handicapped Base Fare	$ .50	$ .60
Medicare Card Holder	$ .50	$ .60
Zone Charge	$ .25	$ .30
Demand Response	$1.50	$1.80
Zone Change	$ .75	$ .90

Monthly Pass Program	Senior/ Regular	Disabled
Redding-Local	$33	$17
Redding-Shasta Lake	$56	$28
Redding-Anderson	$67	$33.50



APPENDIX D

TABLE OF RESPONSIBILITY

Citizens using transit in Shasta County often have comments or suggestions they would like 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	RTPA 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 RTPA as part of Unmet Transit Needs process such as the Lifeline service or vanpools	Shasta County City of Redding City of Anderson City of Shasta Lake