

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Consider 2009/10 Transit Needs Assessment and Conduct 2009/10 Unmet Transit Needs Hearing	02/24/2009	6

RECOMMENDATION

It is recommended that the Board:

1. Consider the 2009/10 Transit Needs Assessment (TNA) that discusses transit needs within Shasta County;
2. Hold a public hearing and take testimony on unmet transit needs in Shasta County;
3. Direct staff to present the information generated from today's hearing to the Social Services Transportation Advisory Council (SSTAC) for formulation of their recommendation; and
4. Direct staff to prepare written responses to comments, recommendations, and draft findings for final Board action at the April 28, 2009, RTPA meeting.

SUMMARY

The RTPA distributes Transportation Development Act (TDA) funds for public transportation and other uses. Annually, the RTPA is required to address the issue of unmet transit needs. This is a prerequisite to making annual TDA funding allocations in each jurisdiction.

DISCUSSION

Unmet Needs Process

The unmet transit needs process involves a three-part review as follows: 1) a general assessment of transit needs as provided in the 2009/10 TNA, 2) a public hearing to consider specific unmet transit needs, and 3) participation by the SSTAC, including a recommendation to the RTPA regarding unmet transit needs that are "reasonable to meet".

Definition of "Unmet Transit Needs" and "Reasonable to Meet"

RTPA Resolution 00-21 defines "unmet transit needs" and needs that are "reasonable to meet" (TNA, page 4). An "unmet need" must be for both of the following: 1) for a defined population group; and 2) necessary for maintenance of life, health, or physical and mental well-being. Primary and secondary school transportation needs are excluded. In addition, out-of-county services are not eligible for TDA funding.

In order for a transit need to be found "reasonable to meet," it must be demonstrated that:

1. The subsidy required to meet the need will not exceed 80% of operating cost in the claiming jurisdictions urban area, and 90% in its non-urban area (the subsidy maximums may be determined on an individual 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;
3. The service proposed to be funded will not compete with existing private service; and
4. Where transit service is to be jointly funded by two or more local claimants, the agency cost-sharing must be equitable. Proposed expenditures must conform to the Regional Transportation Plan.

2009/10 Transit Needs Assessment

The 2009/10 TNA evaluates existing TDA-funded transit services in Shasta County, and the feasibility of expanding these or other services. The SSTAC recommendation and transit needs identified at the public hearing are considered on a case-by-case basis.

Where funding is available, new or expanded transit services can be required under TDA statutes if the RTPA determines that they are "reasonable to meet." Services that do not meet the TDA criteria may still be provided with TDA funds as a community transit service, or at the discretion of the individual jurisdictions using TDA funds otherwise available for other uses.

TDA-funded transit services in the County currently meet the performance standards established by the RTPA, including those found in the RTPA's unmet transit needs "reasonable to meet" definition.

TDA Claims

TDA funds consist of two funding sources: 1) the Local Transportation Fund (LTF), derived from one-quarter cent of the general sales tax collected statewide; and 2) State Transit Assistance (STA) derived from a portion of the statewide sales tax on gasoline and diesel fuel.

Sales tax revenue collected in each county is returned to that county to fund transportation programs in the following order:

1. TDA administration;
2. Pedestrian and bicycle facilities;
3. Community transit services (CTSA);
4. Public transportation; and
5. Other eligible uses.

Revenue is apportioned to the jurisdictions based on population. Public transit expenses are shared by the jurisdictions based on an 80% service hour/20% population cost-sharing formula. Any remaining funds may be used by the jurisdictions for other eligible uses. An annual budget is prepared (TNA Appendix B, page 24) before any funds are disbursed.

To approve a claim for other eligible uses, the RTPA must make a finding for each jurisdiction that 1) there are no "unmet transit needs"; or 2) there are no "unmet transit needs" that are "reasonable to meet". The jurisdictions have discretion over how remaining funds are used and may choose to fund additional transit services that do not meet the RTPA standards as discussed below. More commonly, these "spillover" funds are used for local streets and roads.

State Budget and Economic Recession Impacts

The 2008/09 STA estimate for Shasta County was \$1.6 million. To date, only \$196,000 has been released by the State due to diversions of these funds for non-transit purposes. This diversion of transit funds appears to be permanent going forward. Additionally, due to declining sales tax, LTF revenue received is 7% less than estimated.

The Pooled Money Investment Board has stopped making loans used to finance Proposition 1B projects. This will delay the Redding Area Bus Authority's (RABA) purchase of capital funded with transit safety bonds.

It appears there will be adequate RTPA funds to continue distributing 2008/09 allocations to the jurisdictions. However, 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. To alleviate operating revenue shortfalls, it is recommended that RABA increase Federal Transit Administration (FTA) funds for operating assistance to the maximum allowable amounts. The RTPA continues to monitor funding levels closely in order to provide funds for RABA to continue the current level of service within each jurisdiction.

2009/10 Farebox Ratio Requirements

The RTPA Board has established a temporary farebox reduction that coincides with RABA's 7-year financial plan. For fiscal year 2008/09 RABA's combined farebox ratio was 17.8%, exceeding the RTPA's temporary farebox ratio reduction of 15.5%. RABA expects to meet the 19% farebox requirement in year 2014/15.

RABA Short-Range Transit Plan Update

In 2008/09 RABA began implementation of recommendations from the Short-Range Transit Plan. Modifications were made to six fixed-routes, one route was eliminated, and a second bus was added to the Shasta College route. Administrative changes included updating the certification process for demand-response service, and developing and implementing a marketing plan.

Public Hearing

This public hearing was advertised beginning January 06, 2009. The RTPA has provided public notices for the hearing through the following sources:

- Unmet Needs Hearing flyers emailed to social service providers for distribution to clients.
- Flyers for placement in the fixed-route and demand-response vehicles.
- Legal and display ads placed in local newspapers.
- Notice of Unmet Needs Hearing posted on the RTPA website.

A public hearing is needed to take testimony from the public and interested agencies. The comment period will extend to March 2, 2009. At the April 28, 2009 meeting, the Board will be asked to review responses to any comments received and determine what unmet needs are "reasonable to meet" for each claimant jurisdiction. The Board will be asked to adopt formal findings as the basis for the 2009/10 claims.

OTHER AGENCY INVOLVEMENT

The 2009/10 TNA was developed in consultation with RABA, CTSA, SSTAC, Caltrans, Shasta County, and the Cities of Anderson, Redding, and Shasta Lake.

FINANCING

This Board review and final approval of findings in April will provide the 2009/10 budget for annual TDA claims by the various jurisdictions.


Daniel S. Little, AICP, Executive Director

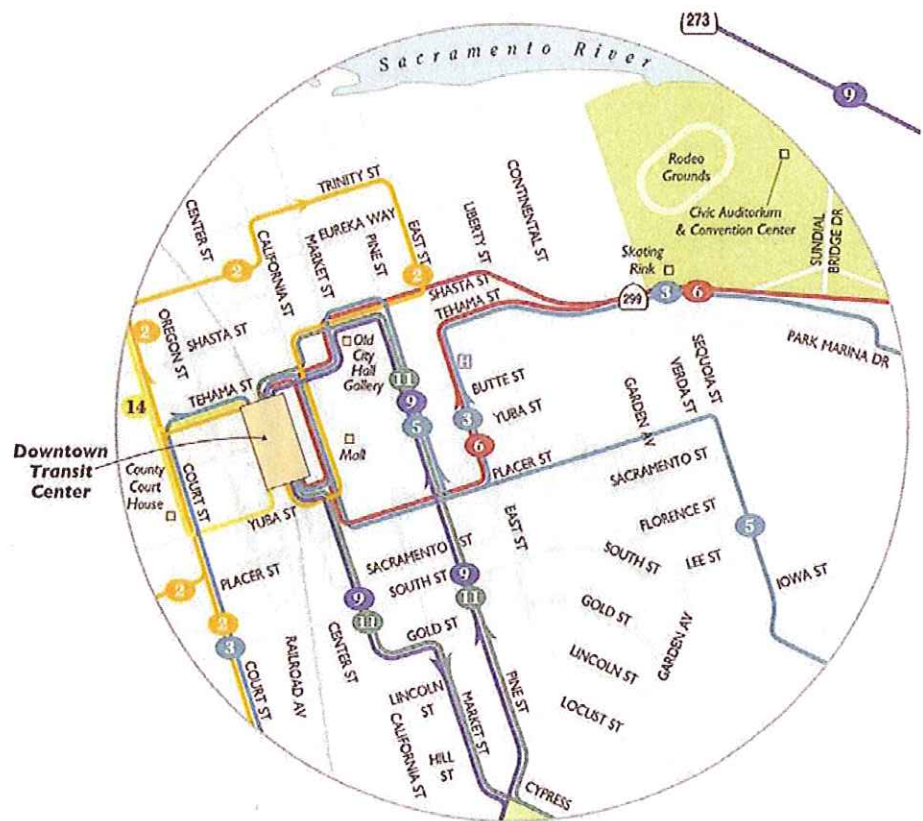
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Attachments: Draft 2009/10 TNA
The Draft 2009/10 TNA can be found at www.scrtpa.org

**Shasta County
Regional Transportation
Planning Agency**

DRAFT

UNMET TRANSIT NEEDS ASSESSMENT – 2009/10



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CHAPTER 1: INTRODUCTION

BACKGROUND

In 1971, the Transportation Development Act (TDA) was enacted by the California Legislature to improve existing public transportation. 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 sales tax on gasoline and diesel fuel. STA is a formula driven allocation based on population and revenue. STA is considered "spillover" revenue and may be seized by the Governor for the state's General Fund.

The Shasta County Regional Transportation Planning Agency (SCRTPA) is the designated transportation planning agency for Shasta County. The SCRTPA annually determines the amount of TDA funds to be allocated to each claimant within its jurisdiction. In Shasta County, these jurisdictions are the cities of Anderson, Redding, Shasta Lake, and the County of Shasta.

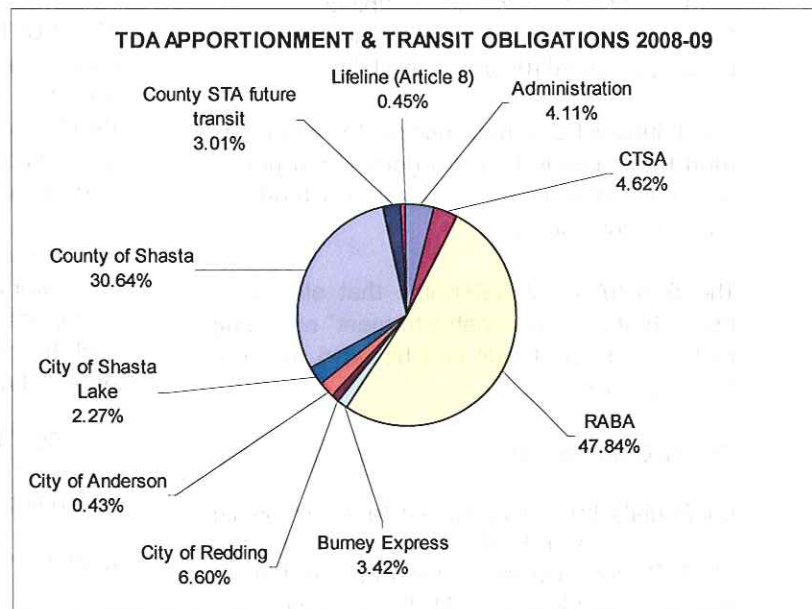
TDA-funded transit operators include the Redding Area Bus Authority (RABA), providing fixed-route and demand-response service; and Shasta Senior Nutrition Programs (SSNP), which operate senior transportation programs. SSNP is the designated Consolidated Transportation Services Agency (CTSA) and is therefore eligible for TDA funds. SSNP shall be referred to as the CTSA throughout this document.

TDA statutes are separated into sections known as "Articles". There are three 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. RABA claims TDA funds under this article.
- Article 4.5 supports community transit services that link communities and provide services to persons with disabilities. Funding is limited to 5% of TDA funds received by the transportation planning agency. The CTSA claims TDA funds under this article.
- Article 8 is utilized by public transportation in rural areas. Article 8 also provides funding for local streets and roads. Article 8 claimants are only eligible for population based STA funds.

For fiscal year 2008/09, nearly \$8.6 million in TDA funding was budgeted. The chart below demonstrates the percentage of these funds allocated to each jurisdiction, and the Article under which they are claimed.

CHART 1: TDA APPORTIONMENT



UNMET NEEDS REQUIREMENTS

Each year the SCRTPA must identify any unmet public transit needs that may exist in Shasta County (Appendix A). The purpose of the Transit Needs Assessment is to document the needs and findings, and describe the process in which the SCRTPA performed this assessment.

The SCRTPA's role in conducting the annual transit needs assessment is to:

- 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
- 4) SCRTPA Board adopts the unmet transit needs finding.

Public transportation is provided to 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 if the needs are "reasonable to meet." Where an unmet transit need is found "reasonable to meet" according to the SCRTPA-adopted definition, transit funds can be allocated to implement a trial service, provided funding is available.

Local jurisdictions may decide to voluntarily fund those needs that are determined not to be "reasonable to meet" using TDA funds or other revenue sources.

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.

FISCAL CONSTRAINTS

California's budget continues to affect public transportation and infrastructure projects. In 2006 California voters passed Proposition 1B which included \$19.925 billion for transportation. Funds are available to transit operators for capital improvements and safety and security enhancements. Shasta County's allocation for 2008/09 is \$864,849, and

\$153,561 for transit system safety.

On December 17, 2008, the Governor's Department of Finance issued a budget letter suspending the release of any additional bond funds until California's fiscal situation improves.

TDA funds are also declining. Shasta County's LTF funds have seen a 10 percent decrease from the previous year. This amounts to approximately \$700,000 less in sales tax revenue available for public transportation and other uses. STA funds were 50% less than the estimate provided by the California State Controller. Combined, LTF and STA funds were \$1.5 million less than expected for fiscal year 2007/08.

Senior transportation services have been forced to eliminate two routes which provided 636 passenger trips in 2007/08. RABA is delaying the purchase of Advanced Vehicle Locator Systems and surveillance cameras that were to be funded with transit system safety bonds. The cost of operating public transportation continues to increase while revenues are decreasing.

COORDINATED HUMAN TRANSPORTATION PLAN (CHTP)

The SCRTPA was the lead agency in the development of Shasta County's CHTP. RABA and the CTSA were major contributors in developing this plan, and are active partners in the implementation of the strategies addressed in the CHTP.

The objective of the CHTP is to provide a framework for improvements to the current transportation systems within Shasta County, and to consider interregional transportation needs of neighboring counties.

The SCRTPA, SSTAC, and CTSA have begun implementation of several priorities contained within the short-range strategies:

Goal: Increasing Public Awareness

The "Need a Ride" brochure contains contact information for agencies that provide transportation services in Shasta County. The brochure is distributed to medical facilities, care facilities, public

information areas, community events and health fairs, and other facilities that provide services for health and well-being.

In 2009, RABA will begin a marketing plan that will focus on rider awareness of public transit. The plan promotes transit through various advertising media, transit-related programs, and community-based sponsorship.

Goals: Making Easy Connections, Increasing Revenue Resources, Finding a Ride Online, and Increasing Public Awareness

Caltrans Division of Mass Transportation has requested that the SCRTPA act as lead agency for a nine-county study to determine if an Internet trip planning service is possible in Northern California. If successful, the planning study may be implemented statewide. The planning study is funded 100% from Federal Transit Administration (FTA) 5311 funds.

This trip planning service utilizes the power of Google search engines to obtain information on the Internet. In 2005, Google added a map feature for transit trip planning that is used in large urban areas. This feature gives Internet users access to public transit schedules, routes, connections, cost, and length of time to take public transportation.

The proposed study will determine if it is feasible to develop a regional network in

'Shasta County lead agency for Google Transit study'

large, predominately rural areas. There are many barriers in providing transportation to rural areas. If implemented, the Internet trip planning service will meet several of the goals addressed in Shasta County's CHTP.

Goal: Increasing Revenue Sources

Several agencies within Shasta County received FTA grants:

- RABA was successful in their first application for FTA Section 5310 funds

that will be used to purchase four demand-response vehicles.

- Shasta County Opportunity Center (OC) provides transportation services for the developmentally disabled. OC was also successful in their application for 5310 funds for the purchase of a

'Agencies in Shasta County receive \$342,799 through FTA competitive grant programs'

modified van that will be used to transport clients to work programs.

- Shasta County Department of Health and Human Services was awarded \$52,799 in 5316 Job Access Reverse Commute (JARC) funding to purchase RABA bus tickets that will be used to provide rides to clients for job searches and to work.

PERFORMANCE SUMMARY

Redding Area Bus Authority

Over the past several years RABA has made service adjustments, expenditure reductions, and fare increases in an attempt to meet the 19% farebox requirement. RABA has completed a 7-year financial plan based on projections in RABA's 2008 Short-Range Transit Plan (SRTP). RABA expects to meet the SCRTPA's 19% farebox requirement in year 2014/15. The SCRTPA Board approved a temporary farebox ratio reduction that corresponds to RABA's financial plan. The farebox ratio recovery for 2007/08 was reduced to 16%. RABA's system-wide farebox ratio for fiscal year 2007/2008 was 17.8%

RABA has begun implementing recommendations from the SRTP. The recommendations include route modifications, updating the certification process for demand-response service, and developing and implementing a marketing plan.

The performance indicators for the first quarter of fiscal year 2008/09 indicate an increase of 3,382 fixed-route trips, a 2.1% increase over 2007/08. Demand-response trips increased by 1,828, or a 9.3% increase. The combined farebox recovery ratio for the

first quarter is 16.14%. This is higher than the 15.5% required by the SCRTPA.

It is anticipated that new or extended hour service will not be added until recommended service improvements have been thoroughly reviewed, and the system can sustain the 19% farebox ratio.



Burney Express

Burney Express is funded through Shasta County's portion of TDA funds. This service continues to exceed the 10% minimum farebox ratio requirement and has averaged a 25.28% farebox ratio over the past 12 months.

Consolidated Transportation Services Agency

CTSA services are funded at the discretion of the SCRTPA Board. Services must meet performance criteria of a TDA subsidy of less than \$15.00 per passenger trip, and a service hour cost not to exceed \$35.00 per service hour. These amounts can be adjusted annually by the consumer price index.

CTSA funding cuts for fiscal year 2008/09 have resulted in the elimination of one route that, in 2007/08, provided 300 one-way passenger trips per month. Medical transportation service is the first priority, followed by dining centers, shopping, and other personal needs. Cuts in non-TDA funds from the Area on Aging eliminated one more route that averaged 336 one-way passenger trips monthly.

*'Funding cuts
reduce senior
transportation
services'*

In 2007/08, this service met the performance criteria established by the SCRTPA.

Lifeline Service

Lifeline Service is funded through Shasta County's portion of TDA funds. Additional service could be considered provided there is adequate funding available.

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: First, are there unmet transit needs? Second, are these unmet transit needs "reasonable to meet?" The SCRTPA has adopted the definitions shown below for unmet transit needs and reasonable to meet. (Resolution 00-21, adopted December 12, 2000)

"REASONABLE TO MEET" DEFINITION

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). 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.



UNMET TRANSIT NEEDS

During the annual assessment citizens may submit comments to the SCRTPA regarding transit services. Not all comments are appropriate for the Unmet Needs hearing. Appendix D provides examples of agency responsibilities.

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

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 its needs is feasible within the definition of "reasonable to meet" as set forth below.

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, in accordance with (TDA Section 99220(b))
- Primary and secondary school transportation.

CHAPTER 3: TRANSIT DEPENDENT AND TRANSIT DEMAND ANALYSIS

TRANSIT-DEPENDENT

Public and private transportation services are primarily provided for those that are either unable to operate a vehicle or do not have access to a vehicle. Older-adults, persons with disabilities and low-income households are more likely to be transit-dependent and require specialized transportation. The 2000 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 (Table 1).

TABLE 1: DEMOGRAPHICS

Shasta Demographics Compared to Statewide and National			
	Shasta County	Statewide	Nationwide
Age 65+	14.9%	10.6%	12.4%
Disabled	22.3%	19.2%	19.3%
Low Income	23.3%	24.8%	21.6%
Under 18 yrs of age	23.8%	27.3%	25.7%

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. RABA's *Short- and Long-Range Master Transit Plan Study*, prepared by LSC Transportation Consultants, Inc. (LSC) in 2001, demonstrates the methodology (Appendix A2, A3) used to forecast transit demand.

Transit demand in the county is based on census tracts. Shasta County has 27 census tracts (see Map 1a, 1b on page 9, of which various forms of public transportation serve 23 of these census tracts (Figure 2, page 8). Only four census tracts do not have public transportation. These tracts are located in the most rural areas of the county. The majority of the more populated census blocks are located within the City of Redding. Table 2 and 2a (page 7) compare the 2007 and 2008 Shasta County population by jurisdiction and RABA service area.

The 2000 Census Data regarding population figures and the California State Department of Finance's Population Estimate (E-1) were used to allocate population to census tracts that comprise the RABA service area. Only those portions of each census tract within the RABA service area were analyzed.

jurisdictions that make up the RABA service area. These figures are updated annually using the methodology developed by LSC, and utilizing census data and the E-1 for the current year. Figure 1 (page 8) charts the estimated future transit demand.

Future transit demand is estimated based upon existing transit demand, multiplied by the percentage of estimated growth within the

TABLE 2: POPULATION TRENDS

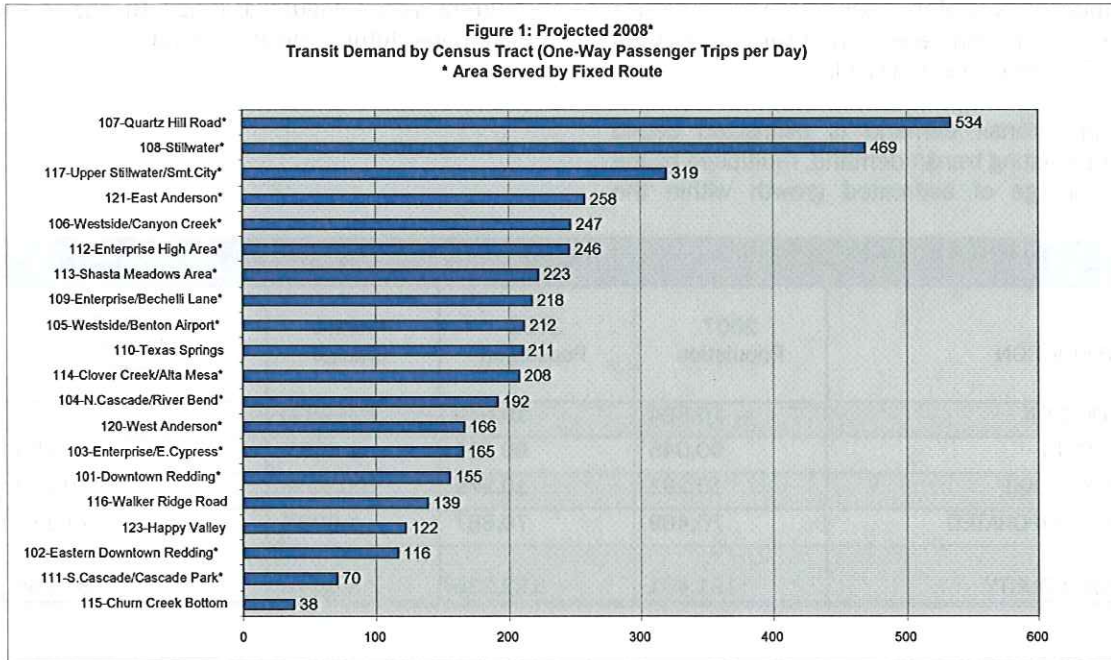
JURISDICTION	2007 Population	2008 Population	Percent Change	Est. 2009 Pop. 1.004% change
ANDERSON	10,594	10,579	(00.99%)	10,621
REDDING	90,045	90,491	1.005%	90,853
SHASTA LAKE	10,293	10,279	(00.99%)	10,320
UNINCORPORATED	70,469	70,887	1.006%	71,170
TOTAL COUNTY	181,401	182,236	1.004%	182,964

TABLE 2A: POPULATION WITHIN RABA SERVICE AREA

JURISDICTION	2007 Population	2008 Population	Percent of Population
ANDERSON	10,594	10,579	9.05%
REDDING	90,045	90,491	77.42%
SHASTA LAKE	10,293	10,279	8.79%
UNINCORPORATED	5,476	5,544	4.74%
TOTAL COUNTY	116,408	116,893	100.00%

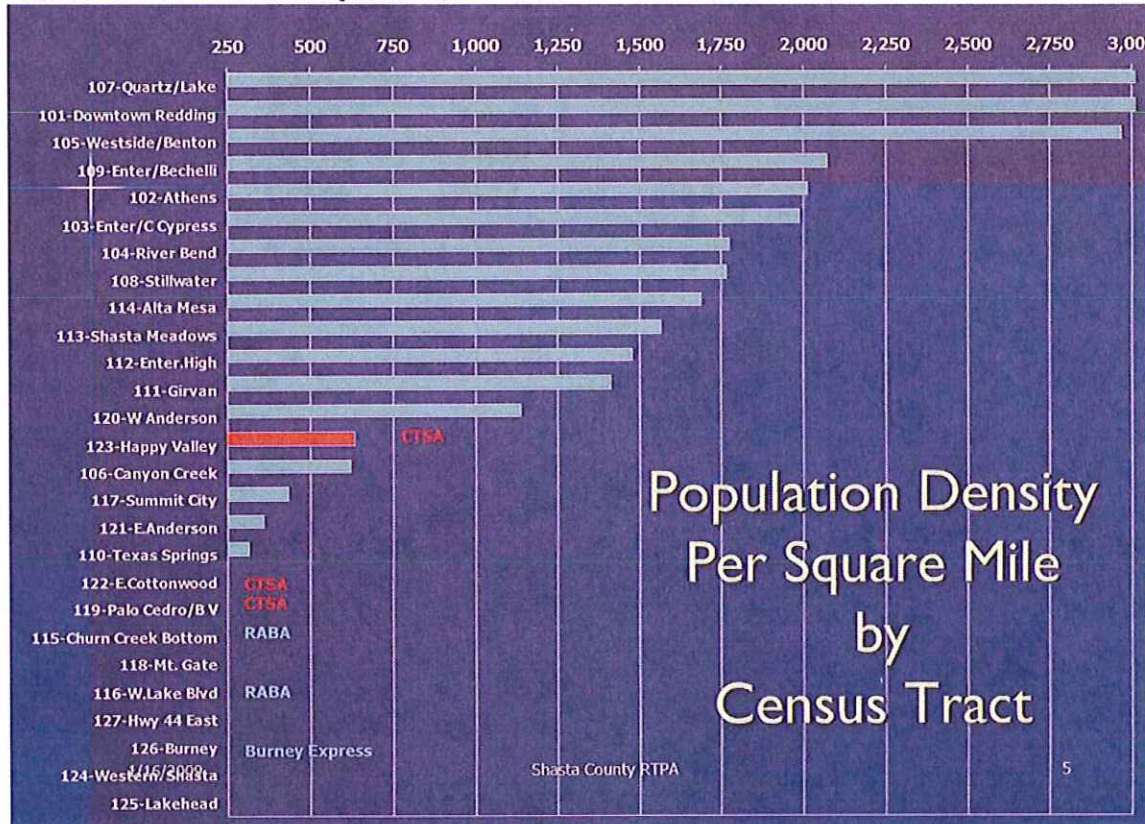
Figure 1 charts the projected transit demand by census tract. All areas with substantial transit demand density currently have fixed-route service as identified with an asterisk (*) on Figure 1.

FIGURE 1: TRANSIT DEMAND BY CENSUS TRACT

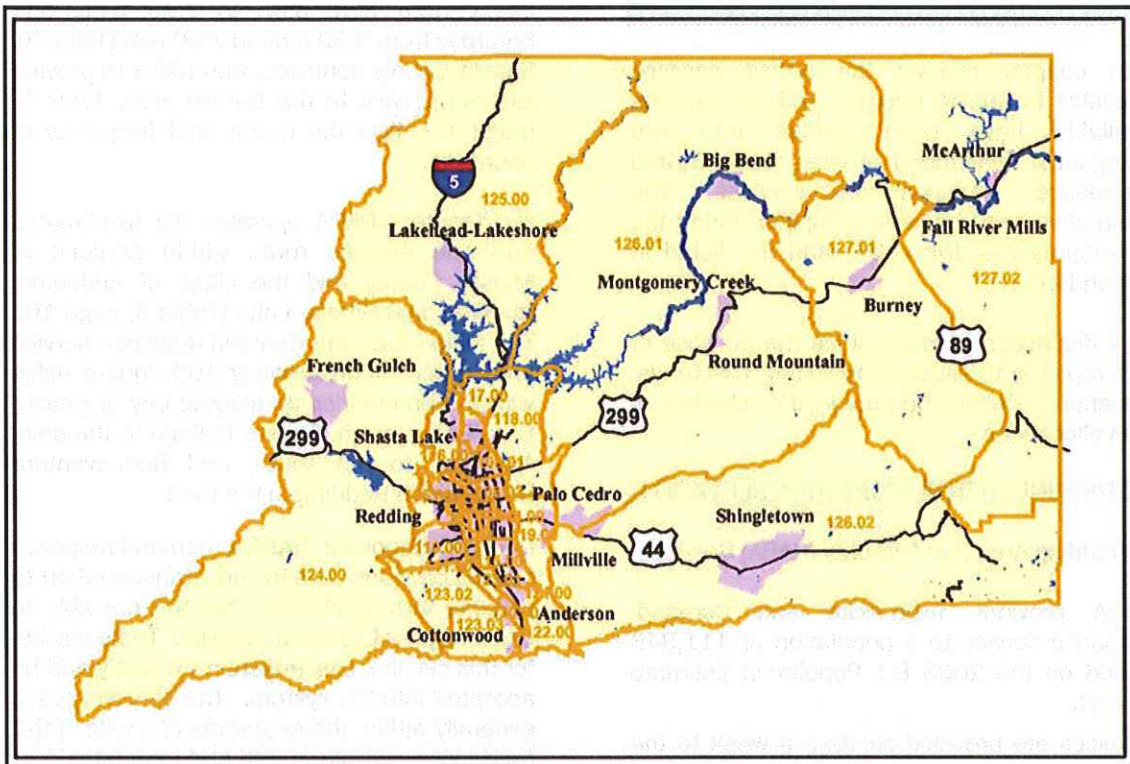


*Due to fractional changes in population, this table has not been updated for 2009/10.

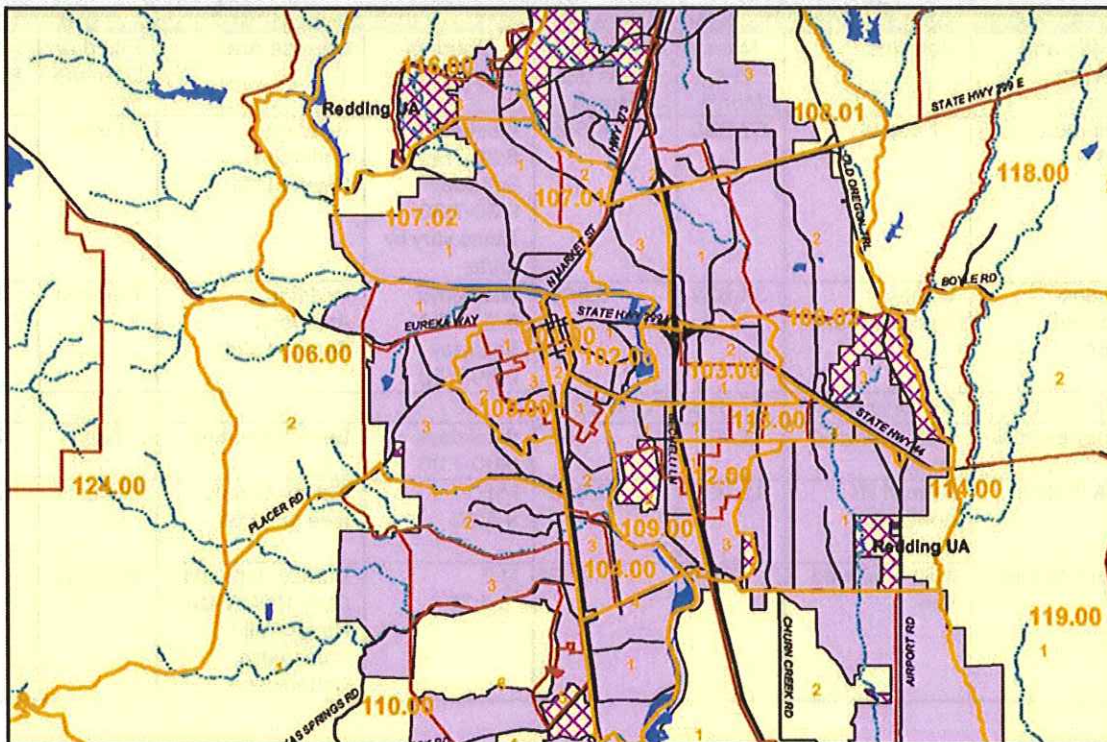
FIGURE 2: RESIDENTS PER SQUARE MILE



MAP 1A: 2000 CENSUS TRACT BOUNDARY COUNTY OF SHASTA



MAP 1B: 2000 CENSUS TRACT BOUNDARY CITY OF REDDING CORPORATE BOUNDARY



CHAPTER 4: DESCRIPTION OF EXISTING TRANSIT SERVICES

This chapter reviews the transit services available in Shasta County. Types of services available have been divided into two categories: TDA-funded services (Table 3) and alternative transportation services. The alternative services were compiled during the development of the CHTP, and are listed in Appendix C.

This distinction is made since the purpose of this report is to assist in allocating TDA funds. Appendix B details the prior year's schedule of TDA allocations.

A. TDA-FUNDED TRANSPORTATION SERVICES

1. Redding Area Bus Authority (RABA) Services

RABA provides fixed-route and demand-response service to a population of 111,349 based on the 2008 E-1 Population Estimate Report.

Services are provided six days a week to the urban areas 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 3). Shasta County contracts with RABA to provide express service to the Burney area. Table 5, (page 11), lists the routes and frequency of operation.

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 (Table 5, page 10). The fixed-route and demand-response service area covers approximately 100 square miles with the boundaries as follows: City of Shasta Lake to the north, Shasta College to the east, Anderson to the south, and Buenaventura Boulevard in Redding to the west.

Demand-response: RABA's demand-response service provides curb-to-curb transportation to persons with disabilities that are not able to use a regular fixed-route service. To be eligible for this service, passengers must apply and be accepted into the system. The service area is generally within three-quarters of a mile of the fixed-route, complying with ADA mandates.

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)	17 buses	62,690	54,608	Weekdays 6:30-7:30 Saturday 9:30-7:30 Times vary by route	Redding Anderson Shasta Lake	Fixed	\$4.62
Demand-response (RABA)	20 lift equipped vans	34,623	6,689	Weekdays 6:30-7:30 Saturday 9:30-7:30	Redding Anderson Shasta Lake	Demand	\$19.85
RABA Total	37 vehicles	97,313	61,297				
Burney Express	2 lift equipped vans	4,711	467	Weekdays 6:00-7:00	Burney-Redding	Fixed	\$11.68
CTSA (SSNP)	9 small lift equipped buses	12,033	2,090	M-F 8-4:30	Shasta County (see table 6)	Demand	\$15.22
Lifeline Service	1 lift equipped van	2,345	339	M-F 8-4:30	Burney, Johnson Park, Bella Vista, Happy Valley, Palo Cedro, Cottonwood	Demand	

RABA's service area is divided into three fare zones (Table 4). The cost per ride is the base fare within the same zone. While traveling to or through another zone there is an additional zone charge fee.

TABLE 4: RABA FARES

Fares and Zones		
Base fare (6-61)		\$1.50
Zone change		.75
Children (under 6)		Free
Senior Base Fare (62+)		.75
Handicapped base fare		.75
Medicare card holder		.75
Zone Change		.40
Transfers		Free
Fixed Route Monthly Pass Program		
Zone	Regular	Senior/Disabled
Redding Local	\$48.25	\$24.00
Redding-Shasta Lake	\$82.00	\$41.00
Redding-Anderson	\$82.00	\$41.00

BURNEY EXPRESS

Contracted by Shasta County, RABA provides express service into Redding from the outlying community of Burney (Map 4). Aimed at commuters who typically live in Burney and work in the Redding area, Burney Express operates Monday through Friday with two round-trips each day.

MAP 4: BURNEY EXPRESS

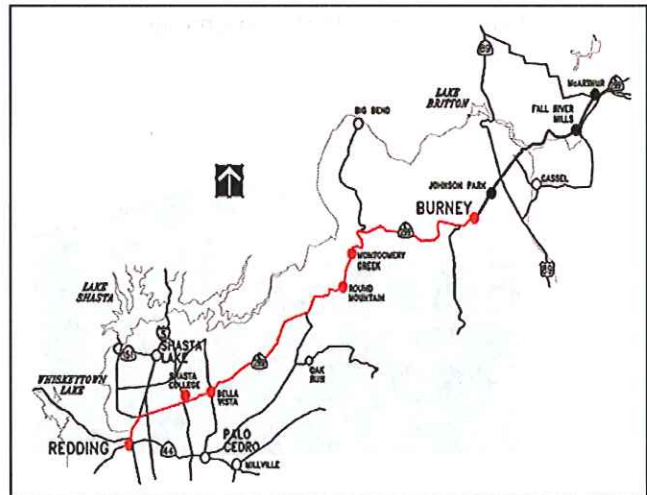


TABLE 5: RABA SERVICE SUMMARY

Route	Route Length (miles)	Route Service Area	Round-Trip Time	Frequency
Fixed-route				
1	19.4	Lake Bl/Shasta Lake/Cascade Bl	1 hour	Hourly
2	13.0	Eureka Wy/Placer St/Airpark Dr/Court St/Trinity St	1 hour	Hourly
3	13.1	Park Marina Dr/E Bonnyview Rd/Railroad Av	1 hour	Hourly
4	10.0	S Churn Creek Rd/Bechelli Ln/N Churn Creek Rd	1 hour	Hourly
5	12.7	South St/Cypress Av/Hartnell Av	1 hour	Hourly
6	14.5	East St/Mt. Shasta Mall/Victor Av	1 hour	Hourly
7 Bus 1	14.6	Mt. Shasta Mall/Churn Creek Rd/Shasta College/Simpson Univ/Shasta View Dr	1 hour	Hourly
7 Bus 2	14.6	Mt. Shasta Mall/Churn Creek Rd/Shasta College/Simpson Univ/Shasta View Dr	1 hour	5 hours daily
9	33.8	Anderson	2 hours	
11	8.8	Cypress Av/Hilltop Dr	1 hour	Hourly
14	13.1	Caldwell Park/Masonic Av/Hilltop Dr/Mt. Shasta Mall	1 hour	Hourly
Demand-response	N/A	Generally within ¾ mile of all fixed-routes		
Burney Express	114 miles round trip		2 round trips daily	

RABA SERVICE CHANGES SINCE THE 2008/2009 UNMET TRANSIT NEED REVIEW:

Transportation Enhancements

RABA continues to place passenger amenities throughout the RABA service area. All improvements are in conformance with RABA's Short-Range Transit Plan and are primarily funded by federal grants and TDA funds.

Maintenance Facility Improvements



Maintenance facility improvements began in June 2008 and are scheduled for completion by March 2009. Improvements will include additional maintenance bays, parking areas for employees and transit fleet, landscape features, and a vehicle vacuum area that will house additional components. Additional security measures include fencing, automated gates, camera surveillance, and cardlock employee entrance. The project is funded primarily with FTA Section 5307 funds, state bond funds, and local match.

Short- Range Transit Plan Update

The ultimate goal of the SRTP is to assist RABA in achieving the required farebox ratio of 19% through increases in ridership, decreases in costs as a result of restructuring, or a combination of both.

In September 2008, RABA began implementation of recommendations from the SRTP. Modifications were made to six fixed-routes, one route was eliminated, and a second bus was added to the route that serves Churn Creek to Shasta College. Administrative changes included updating the certification process for demand-response service and developing and implementing a marketing plan.

Rolling Stock

RABA has ordered one coach and four vans to replace vehicles that were retired. RABA submitted a successful application for four vans through the FTA 5310 program.

Anderson Express

In August 2007, as part of the SRTP modifications, the Anderson-Only route and express route to Redding was terminated and replaced with an Anderson to Redding route.

Burney Express

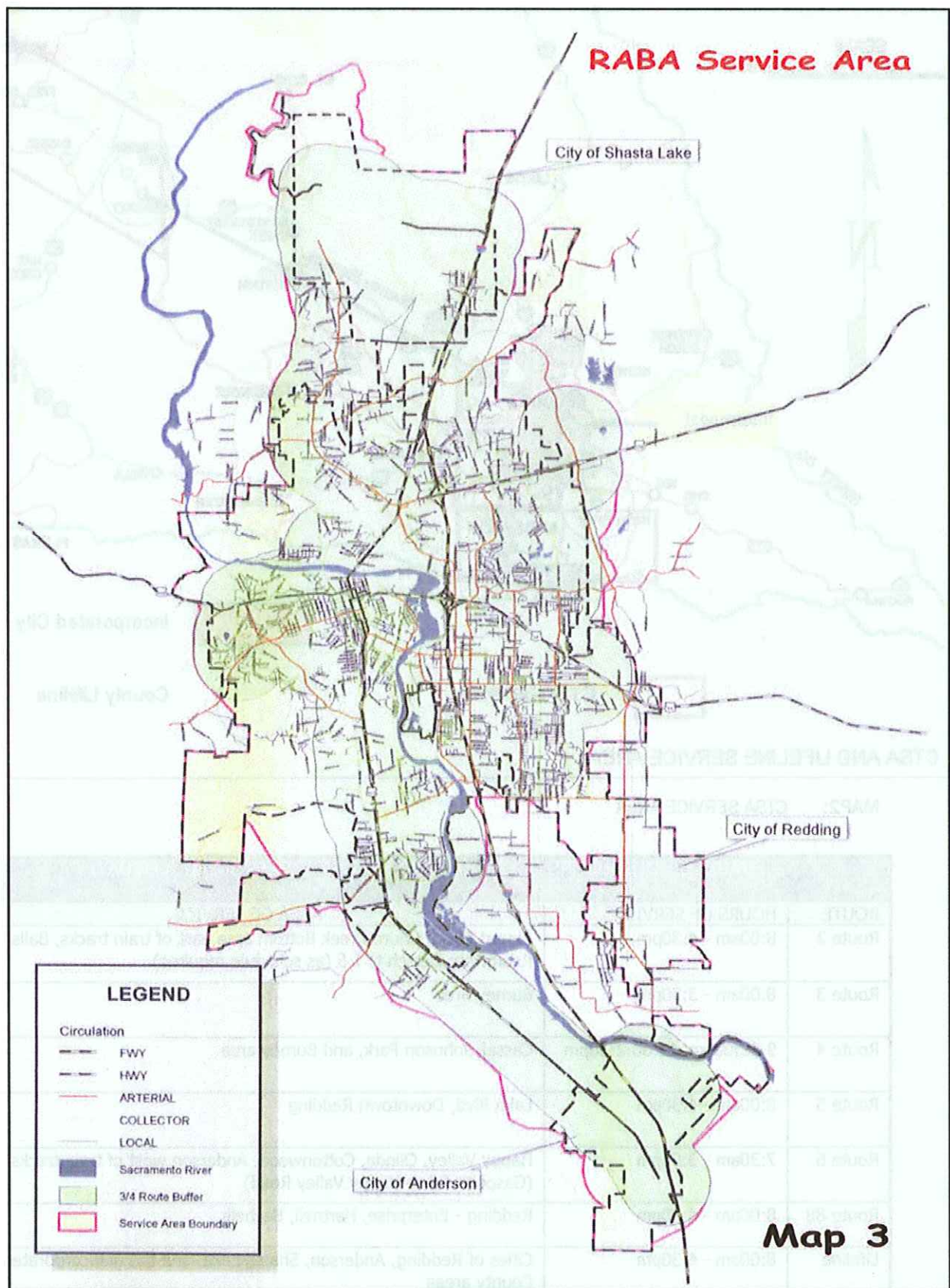
During the 2007/08 unmet needs there was a request for a stop at a medical clinic along the express route. This stop was approved on an "as needed" basis.

2. Consolidated Transportation Services Agency (CTSA)

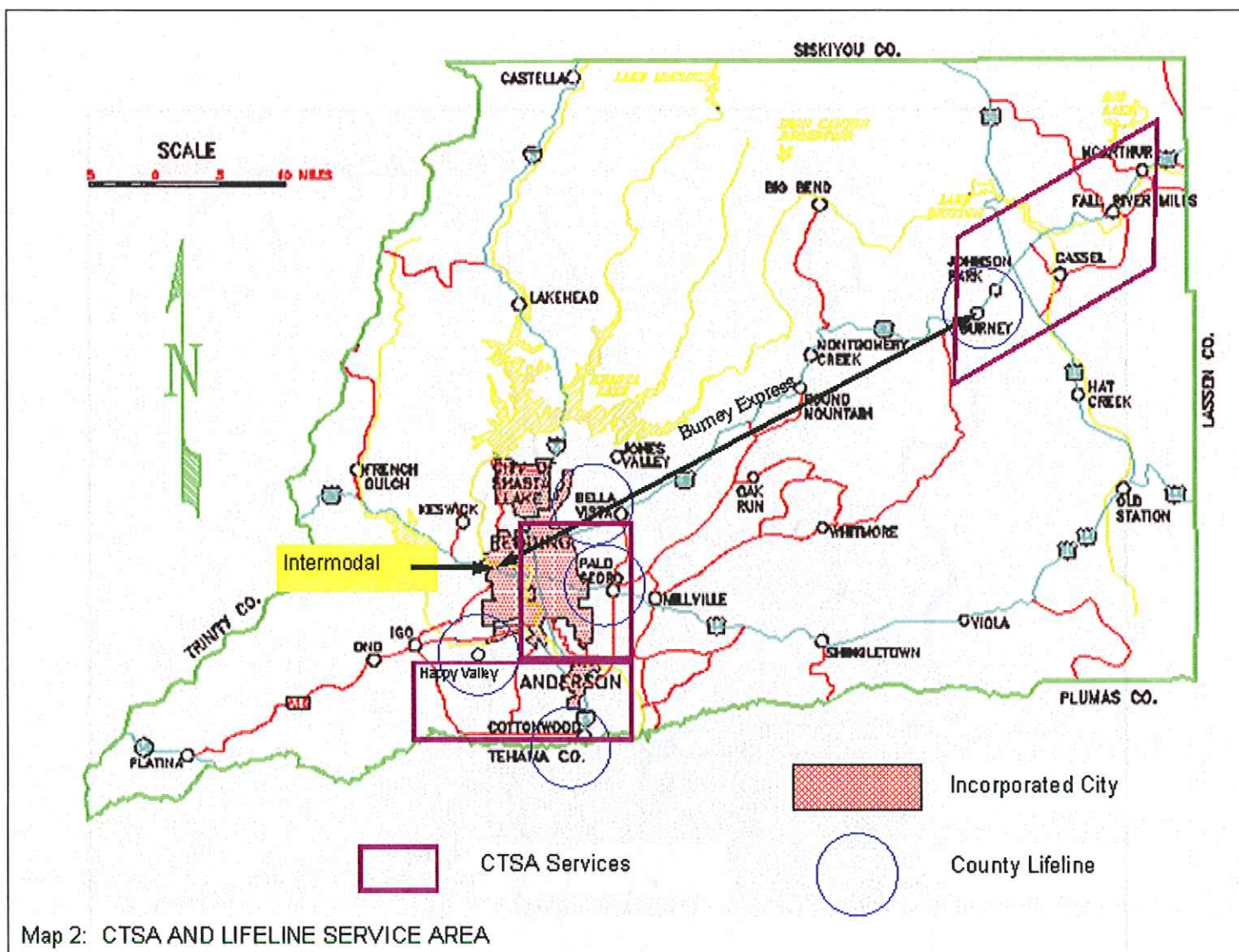
Shasta Senior Nutrition Programs (SSNP) has been the designated CTSA since 1995. The CTSA provides specialized services to those who can not use conventional transit services, such as older-adults and persons with disabilities. By definition, CTSA services are designed to link intercommunity origins and destinations (TDA Section 99275). Table 6 (page 14) provides a description of the CTSA service area and hours of service.

3. Lifeline Service

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 in areas outside of the RABA service area. These areas include; Burney/Johnson Park, Bella Vista, Palo Cedro, Happy Valley, Cottonwood, and some areas of Redding (Map 2, page 13). 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.



MAP 3: RABA SERVICE AREA



MAP2: CTSA SERVICE AREA

TABLE 6: CTSA HOURS OF SERVICE AND SERVICE AREA (MONDAY – FRIDAY)		
ROUTE	HOURS OF SERVICE	AREA OF SERVICE
Route 2	8:00am - 4:30pm	Airport Road, Churn Creek Bottom area east of train tracks, Balls Ferry Road from Dersch to I-5 (as schedule requires)
Route 3	8:00am - 3:30pm	Burney area
Route 4	9-11:00am, 12:00-2:30pm	Cassel, Johnson Park, and Burney area
Route 5	8:00am - 4:30pm	Lake Blvd, Downtown Redding
Route 6	7:30am - 3:00pm	Happy Valley, Olinda, Cottonwood, Anderson west of train tracks (Gaspoint Rd to Happy Valley Road)
Route 88	8:00am - 4:30pm	Redding - Enterprise, Hartnell, Bechelli
Lifeline	8:00am - 4:30pm	Cities of Redding, Anderson, Shasta Lake, and the unincorporated County areas

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. Since the purpose of this report is to assist in allocating TDA funds, only TDA-funded services are reviewed.

Two terms commonly used in this chapter are "passenger trip" and "farebox ratio." These terms are important to understand when reviewing the information provided in this chapter, and each term is discussed below.

Passenger Trip: A passenger trip is a one-way trip and is counted separately each time a passenger boards a 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¢ of every dollar spent to operate a service, the farebox ratio for that service is 20% (also expressed as 0.20). 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. Funding penalties can apply when a transit service fails to meet the minimum farebox ratio).

2007/2008 FINDINGS

A. REDDING AREA BUS AUTHORITY (RABA) SERVICES

Fixed-route and demand-response

Over the past several years 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 their share of TDA funds. RABA has completed a 7-year financial plan based on SRTP projections. RABA expects to meet the 19% farebox requirement in year 2014/15.

The RTPA Board approved a temporary farebox ratio reduction that corresponds to RABA's 7-year financial plan. The farebox ratio recovery for 2007/08 was reduced to 16%.

'RTPA Board approves temporary farebox ratio recovery'

Based on information provided in RABA's *Transit Operators Financial Transactions Report*, the system-wide farebox ratio for fiscal year 2007/2008 was 17.8% (Table 8, page 16). Table 7 shows the RTPA approved farebox ratios through fiscal year 2014/15.

TABLE 7: FAREBOX RATIO

RTPA APPROVED FAREBOX RATIO	
Fiscal Year	Farebox Ratio
2008/09	15.5%
2009/10	16.2%
2010/11	16.7%
2011/12	17.3%
2012/13	17.9%
2013/14	18.6%
2014/15	19%

Burney Express operates one route twice daily between the Burney area and Redding. This is an express service for commuters with fewer stops than a fixed-route service.

Burney Express is funded through Shasta County's portion of TDA funds, and is not included in the Joint Powers Agreement. This

'Burney Express averaged 25.28% farebox ratio recovery'

service continues to exceed the 10% minimum farebox ratio requirement and has averaged a 25.28% farebox ratio over the past 12 months. A fare increase was implemented on July 1, 2007. Current fares vary from \$1.50 to \$4.50, depending on where a passenger boards. In 2007/2008, Burney Express averaged 467 passenger trips per month.

TABLE 8: RABA - 2007/08 OPERATING AND FINANCIAL STATISTICS							
Performance Indicator	Fixed Route	Change from 2006/07	% Change from 2006/07	Demand Response	Change from 2006/07	% Change from 2006/07	Combined Total
Passenger Trips*	649,703*	2,780	0.42%	80,265	4,174	5.20%	729,968
Service Miles	752,287	22,218	3.04%	415,480	14,985	3.61%	1,167,767
Service Hours	44,860	(965)	(2.11%)	28,618	1,483	5.18%	73,478
Expenses	\$3,029,396*	\$186,215	6.55%	\$1,593,444	\$144,099	9.04%	\$ 4,622,840
Fares	\$ 585,132*	\$ 40,224	7.38%	\$ 237,682	\$ 4,481	1.88%	\$ 822,814
Farebox Ratio			19.32%			14.92%	17.80%
TDA Subsidy per Trip			\$3.76			\$16.89	\$5.21

*Excludes Burney Express

TABLE 9: SSNP - 2007/08 OPERATING AND PERFORMANCE STATISTICS				
Performance Indicator	2006/2007	2007/2008	Change from Prior Year	Percent Change
Passenger Trips	25,868	25,083	Passenger trips decreased 785 trips	Decrease - 3.03%
Service Miles	153,396	144,400	Miles decreased 8,996	Decrease - 5.86%
Total Expenses	\$ 351,502	\$ 381,982	Total expenses increased \$30,480	Increase - 8.67%
Cost per Passenger	\$ 13.59	\$ 15.23	Cost per passenger trip increased \$1.64	Increase - 12.07%
Cost per Mile	\$ 2.24	\$ 2.64	Cost per mile increased \$0.35	Increase - 15.44%
Cost per Service hour	\$ 30.40	\$ 34.09	Cost per service hour increased-\$3.69	Increase - 10.9%
TDA Subsidy per Trip	\$ 13.40	\$ 14.39	Subsidy increased \$0.99 per trip	Increase - 6.9%

B. CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) SERVICES

The CTSA provides transportation service to older-adults outside of the RABA service area. 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 Section 99233.7).

Passenger fare is a suggested donation of \$1.00 per trip. 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." These amounts shall be adjusted for changes in the consumer price index.

Table 9 provides operational and performance Statistics for 2007/08. Operating expenses

increased \$30,480. Due to high fuel cost, this is not unexpected.

C. LIFELINE SERVICE

The CTSA also provides Lifeline Service to persons with disabilities living outside of the RABA service area. This service area includes the communities of Burney, Johnson Park, Cottonwood, Bella Vista, Palo Cedro, Happy Valley, and Redding.

This service is currently voluntarily funded with TDA funds by Shasta County. Lifeline Service is not subject to farebox ratio requirements; however, it must meet performance requirements established by the County. The system operates on a donation basis.

In 2007/08, there were 4,071 Lifeline trips (approximately 17 passenger trips daily) at a cost of \$6.44 per trip.

CHAPTER 6: TRANSIT EVALUATION

This chapter reviews the feasibility of expanding TDA-funded services, and includes existing services and current operational information. Expansion of service can include increasing the level of service (e.g., expanded hours, more vehicles, or shorter headways) or expanding service to a new 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 10). Appendix E represents a chronological history from 1999 to present detailing primary unmet transit need requests and SCRTPA responses and actions.

TABLE 10: PERFORMANCE CRITERIA

Redding Area Bus Authority Fixed-route, Demand- response, and Anderson Express	System-wide 16% farebox ratio requirement FY 2007/08
Burney Express	10% Farebox ratio Requirement
Consolidated Transportation Services Agency	TDA subsidy of less than \$15.00* per passenger trip and a service hour cost not to exceed \$35.00* per service hour
Lifeline Service	Voluntary – set by County

**This amount can be adjusted annually by the consumer price index*

Where an unmet transit need is found “reasonable to meet” according to the SCRTPA-adopted definition, transit funds can be allocated. Existing transit services can also continue to receive TDA funds as long as they comply with the “reasonable to meet” standard (TDA Section 99401.5 (e)). The SCRTPA is not required to provide funding for an unmet need if the need does not meet the SCRTPA-adopted criteria for “reasonable to meet”; however, jurisdictions may provide these services at their discretion using TDA funds or other revenue sources.

A. FIXED-ROUTE/DEMAND-RESPONSE SERVICE

The State of California’s 2008/09 budget was revised in September 2008, resulting in a decrease in STA revenue of \$824,000. The RTPA will continue to disburse STA funds until depleted.

It is recommended that RABA increase FTA operating assistance to supplement the shortfall in estimated STA revenue.

LTF revenue has decreased 7% from revenue received in 2007/08. The RTPA will monitor funding levels closely in order to provide funds for RABA to continue the current level of service within each jurisdiction.

Expansion Criteria: Expansion of fixed-route service should only be considered by the SCRTPA where a positive effect on farebox ratio 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 19% farebox ratio. All census tracts exceeding 200 passenger trips per day are currently served by RABA fixed-routes.

For RABA to achieve the 19% farebox ratio, implementation of a comprehensive and ongoing marketing program has been recommended. Following the strategies addressed in the transit plan update, it is projected that RABA will be able to meet the farebox ratio goal within seven years. It is anticipated that new transit services will not be added until the existing system can sustain the 19% farebox ratio, and revenues from the State stabilize.

Finding: As detailed in Chapter 5, the RTPA Board approved a temporary farebox ratio reduction that corresponds to RABA’s 7-year financial plan. For 2007/08, this service meets the temporary farebox ratio recovery approved by the RTPA.

The RTPA concludes that the RABA service is currently an unmet transit need determined “reasonable to meet” by the SCRTPA.

B. BURNEY EXPRESS SERVICE

This service is currently an unmet transit need determined “reasonable to meet” by the SCRTPA adopted definitions and standards. 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: The current service from Burney exceeds the 10% minimum farebox ratio requirement for rural areas established by the County. 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.

C. CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) SERVICES

This is a community transit service funded "off-the-top" (apportioned from total available LTF revenue prior to allocations for public transit and other uses) by the SCRTPA. Funding is limited to 5% of the money available for apportionment countywide. These services are not subject to unmet transit need and "reasonable to meet" standards. Among other requirements, claims filed for community transit services must meet all of the following criteria:

- The service must link intracommunity origins and destinations (TDA Section 99275(b)).
- The service is responding to a transportation need currently not being met in the community of the claimant (TDA Section 99275.5(c) (1)).
- The service is integrated with existing transit services, where appropriate (TDA Section 99275.5(c) (2)).
- The performance criteria established is a subsidy of less than \$15.00 per passenger trip, and the cost per service hour shall not exceed \$35.00 per service hour. These amounts shall be adjusted for changes in the consumer price index.

Expansion Criteria: Expansion can be considered by the SCRTPA 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 services that could be provided.

Finding: For 2007/2008 this service met the performance criteria established by the RTPA.

D. LIFELINE SERVICE

This service is funded voluntarily by Shasta County and is not subject to unmet transit need 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.

E. SUMMARY

RABA expects to meet the 19% farebox requirement in year 2014/15. The RTPA Board approved a temporary farebox ratio reduction that corresponds to RABA's 7-year financial plan. The farebox ratio recovery for 2007/08 was reduced to 16%. It is anticipated that no new transit services

will be added until the existing system can sustain the 19% farebox ratio.

'All services met the RTPA established performance criteria in 2007/08'

Burney Express is funded through Shasta County's portion of TDA funds, and is not included in the JPA. This service continues to exceed the minimum farebox ratio requirement established by the SCRTPA.

Consolidated Transportation Services Agency For 2007/2008 this service met the performance criteria established by the RTPA.

Lifeline Service is funded voluntarily by Shasta County and is not subject to unmet transit need and the "reasonable to meet" standards.

Fiscal constraints are impacting public transportation in the region. Budget cuts are resulting in the loss of existing transportation routes and it is unlikely that new transit services will be considered.

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 transit 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 A1 - COST ALLOCATION METHOD

Appendix A-1 Cost Allocation Method

TABLE 31: Recommended Service Modifications – FY 1995-96 Subsidy Impact Under Existing DAVE Contract													
Modification	Annual Impact of Modification					Total				Ridership	Impact on Annual Farebox Revenue	Change in Annual Subsidy Required Under DAVE Contract	
	Daily Vehicle Hours(1) Miles(2)	Vehicle Hours	Vehicle Miles	DAVE Contract Costs(3)	RABA Maintenance Costs	Marginal Operating Cost	Allocated Operating Cost(4)	Avg Annual Day					
Provide Mid-day Bumey Trip	2.5	0	640	0	\$0	\$13,436	\$15,743	2,000	8	\$3,500	\$9,936		
Reduce Dial-A-Ride Service Hours - Bumey	-2.5	-8	(640)	(2,048)	(\$451)	(\$13,887)	(\$16,194)	(400)	(2)	(\$400)	(\$13,487)		
- Palo Cedro/Bella Vista	-3.5	-24	(896)	(6,144)	(\$1,352)	(\$20,163)	(\$23,393)	(300)	(1)	(\$300)	(\$19,893)		
- Happy Valley	-1.5	-12	(384)	(3,072)	(\$876)	(\$8,738)	(\$10,122)	(300)	(1)	(\$300)	(\$8,438)		
Provide Service to Fall River Mills Using Bumey DAR Vehicle	0.0	72	0	18,488	\$0	\$4,067	\$4,067	2,600	10	\$2,500	\$1,567		
Provide Shasta College-Northpoint Svc. Using Bella Vista DAR Vehicle	0.0	18	0	4,710	\$0	\$1,036	\$1,036	2,600	10	\$2,500	(\$1,464)		
Provide Coltonwood Service Using Happy Valley DAR Vehicle	0.5	30	128	7,578	\$1,667	\$4,354	\$4,815	3,100	12	\$1,100	\$3,254		
SUBTOTAL: Rural Services	-4.5	76	(1,152)	19,512	(\$24,186)	(\$19,895)	(\$24,047)	9,300	37	\$8,600	(\$28,495)		
Operate Route 8 on Lake Blvd.	0.0	-40	0	(11,574)	\$0	(\$5,324)	(\$5,324)	1,700	6	\$700	(\$6,024)		
Eliminate Route 9 to Coltonwood	-6.5	-96	(1,866)	(27,648)	(\$12,718)	(\$51,893)	(\$58,619)	(5,500)	(19)	(\$2,300)	(\$49,593)		
Implement Route 12 on S. Market St.	6.5	70	1,866	20,175	\$9,281	\$48,456	\$55,182	20,100	70	\$9,600	\$39,856		
SUBTOTAL: Urban Fixed Route	0.0	-66	0	(19,046)	\$0	(\$8,761)	(\$8,761)	16,300	57	\$7,000	(\$15,761)		
TOTAL	-4.5	10	(1,152)	465	(\$4,470)	(\$28,656)	(\$32,808)	25,600	94	\$15,600	(\$44,256)		

NOTE 1: Excluding deadhead travel, per existing DAVE contract.

NOTE 2: Including deadhead travel, as RABA direct maintenance expenses are dependent upon actual miles travelled.

NOTE 3: At \$20.944, the average of the 1995 and 1996 DAVE rates per vehicle-hour of service.

NOTE 1: Excluding deadhead travel, per existing DAVE contract.

NOTE 2: Including deadhead travel, as RABA direct maintenance expenses are dependent upon actual miles travelled.

NOTE 3: At \$20.944, the average of the 1995 and 1996 DAVE rates per vehicle-hour of service.

NOTE 4: Allocated fixed costs by vehicle-hours of service.

APPENDIX A2 – METHOD TO DETERMINE TRANSIT DEMAND

The analysis presented below segments the potential ridership for RABA services into two categories:

- ⇒ General public trips; and
- ⇒ Mobility-Impaired trips

The analysis (Appendix A-3) yields estimates of the demand that could be expected given a high level of transit service for each category of ridership, and for each portion of the study area.

The first step is to review the demographic data available for the study area from the current U.S. Census.

Determine the Mobility-Impaired Ridership

Calculate the Mobility Impaired (MI) using the 16-64 years of age with a disability from the 2000 Census: Disability Status by Gender table by census tract.

The populations (P) are added together for each census tract to determine the total population for all census tracts (GPT). The current RABA State Controller's Report (SCO) for specialized transit Demand-response (DR) is the source for the total elderly or mobility-impaired ridership. The total annual passengers for demand-response are used as the base to calculate Mobility Impaired (MI) calibrated transit trips (MIC).

The total calibrated transit trips for the Mobility Impaired (MI) is calculated using this formula:

Formula: MI for census tract: $MI / MI \text{ Total (MIT)} * \text{current DR SCO data} = \text{total Mobility Impaired calibrated trips (MIC)}$.

Example Census Tract 107: $1,293 / 16,522 * 65,225 = 5,104$ Calibrated Mobility-Impaired Trips (MIC).

Determine General Public Transit Trips

The General Public (GP) in each census tract is calculated by using the total population for the census tract minus the Mobility Impaired (MI) in the census tract.

Step 1: Calculate the general public by the total population for the census tract (P) minus the Mobility Impaired (MI) in the census tract for the sum of general public in the census tract.

Step 2: Subtract the total Mobility Impaired Total (MIT) population from the total Population (GPT)

Step 3: Divide Step 1 by Step 2 for to equal the factor for general public trips

Step 4: Multiply the factor by the RABA SCO Fixed-route (FR) trips for the calibrated general public trips per census tract (GPCT).

Formula: Calibrated General Public Trips $= (P - MI) / (GPT - MIT) * FR = \text{Total calibrated general public trips (GPCT)}$

Example Census Tract 107: $(10,879 - 1,293 = 9,586) / (122,433 - 16,522 = 105,911) 9,586 / 105,911 = .09050 * 713,904 = 64,615$ General Public Calibrated Trips per Census Tract (GPCT)

The total calibrated transit trips (TT) per census tract are the sum of the mobility-impaired calibrated trips (MIC) plus the general public calibrated trips (GPCT) ridership in the tract.

Determining Annual Transit Trips per New Census Tract

When applying this methodology to a new census tract first determine the calibrated trips per census tract using the transit demand method above. Calculate the annual transit trip per Mobility-Impaired (MI) persons per year by using the RABA Demand-response trips (DR) – divided by the total Mobility-Impaired (MIT) from the current census. This yields the total estimated (MIY) Mobility-Impaired trips per year. General public trips annual transit trips are calculated using the total calibrated general public trips from the RABA State Controller's Report Fixed-route trips (FR) divided by the total

population for all census tracts (GPT).

The total Mobility-Impaired (MI) for the census tract is multiplied by Mobility-Impaired trips (MIY) per year to determine the number of calibrated trips for Mobility Impaired within the census tract (MIC).

General Public transit trips follow the formula of the total population in census tract (P) minus the Mobility Impaired (MI) in the census tract times the Public trips per year (GPY) equals the calibrated public trips (GPCT). The total calibrated Mobility-Impaired calibrated trips (MIC) plus the General Public trips (GPCT) equal the total transit trips per model (TT) for the census tract.

Formula to determine total transit trips per census tract:

1. Total estimated &MI: $(DR/\&MIT)= MIY$ transit trips per year
2. Total estimated GP: $(FR/GPT)= GPY$ total estimated general public trips per year
3. Calibrated MI Trips per Census Tract: $MI * MIY = MIC$ total trips
4. General Public Trips per Census Tract: $P - MI * GPY = GPCT$ total general public trips
5. Total Trips per Model: $EP\&MIC + GPCT = TT$

Example Census Tract 107:

1. $65,225/16,522 = 3.95$ MI Trips per year
2. $713,904/(122,433 - 16,522) = 6.74$ Trips per year
3. $1,293 * 3.95 = 5,107$ Calibrated MI Trips
4. $10,879 - 1,293 = 9,586 * 6.74 = 64,609$ Calibrated GP Trips
5. $5,107 + 64,609 = 69,716$ Transit Trips per Model

APPENDIX A3 - ANALYSIS OF TRANSIT DEMAND (Not updated annually)

Shasta County SCRTPA

(DR) Demand-response
Trips*

65,225 DR

(FR) Fixed-route Trips*

713,904 FR

Estimated Total Trips

779,129

*Source: 2004 RABA SCO Report

Census Tract	Description	(P) Population	(EP) Persons Over 65	(MI) Mobility Impaired 16-64	(MI) Total Mobility Impaired	(MIC) Mobility Impaired Calibrated Trips	(GPCT) Calibrated General Pub. Trips	(TT) Total Trips Per Model	Density Per Square Mile
107	Quartz Hill	10,879		1,293	1,293	5,104	64,615	69,720	3,097.2
108	Lake Blvd	16,685		1,446	1,446	5,708	102,720	108,429	1,765.8
117	Summit City	7,802		1,359	1,359	5,365	43,430	48,795	431.5
121	East Anderson	5,429		834	834	3,292	30,973	34,266	358.8
106	Eureka Way/Canyon Crk	8,131		828	828	3,269	49,227	52,495	619.6
112	Enterprise High	5,377		613	613	2,420	32,112	34,532	1,477.3
113	Shasta Meadows	5,158		896	896	3,537	28,728	32,266	1,565.4
109	Enterprise/Bechelli	3,854		487	487	1,923	22,696	24,618	2,071.3
105	Placer/Benton Airpark	4,688		849	849	3,352	25,877	29,229	2,969.2
110	Texas Springs	6,851		947	947	3,739	39,797	43,535	313.6
114	Alta Mesa	8,709		1,032	1,032	4,074	51,748	55,822	1,688.7
104	River Bend	4,134		612	612	2,416	23,740	26,156	1,772.4
120	West Anderson	4,799		889	889	3,510	26,356	29,865	1,137.5
103	Enterprise/E Cypress	3,720		514	514	2,029	21,610	23,640	1,987.7
101	Downtown Redding	1,579		325	325	1,283	8,453	9,736	3,014.8
116	West Lake Blvd	3,528		525	525	2,073	20,242	22,315	77.4
123	Happy Valley	11,088		1,712	1,712	6,759	63,200	69,958	634.5
102	Eastern Downtown Rdg	2,126		313	313	1,236	12,221	13,456	2,010.9
111	Girvan/Eastside	2,742		229	229	904	16,939	17,843	1,412.6
115	Churn Creek Bottom	5,154		819	819	3,233	29,221	32,454	135.3
TOTAL		122,433	-	16,522	16,522	65,225	713,904	779,129	
		(GPT)			(MIT)				
118	No Transit - Mount. Gate	7,374		936	936	3,695	43,396	47,091	112.2
119	No Transit - PC/BV	4,265		428	428	1,690	25,864	27,553	165.5
122	No Transit - E Cottonwood	4,988		676	676	2,669	29,065	31,734	248.7
124	No Transit - Igo/Ono/Platina	3,863		497	497	1,962	22,689	24,651	6.3
125	No Transit - Lakehead	1,609		193	193	762	9,545	10,307	3.4
126	No Transit - Burney	10,473		1,561	1,561	6,162	60,072	66,235	15.0
127	No Transit - Fall River	8,251		1,293	1,293	5,104	46,901	52,006	19.2
Mobility Impaired Trips per year = MIY						3.95	= (MIY)		
General Public trips per year = GPY						6.74	= (GPY)		
118	Sample Tract	7,374			1,971	7,781	36,419	44,201	112

Note-Appendix information derived from 1995 LSC Transit Study. Routes are not consistent with current service.

ATTACHMENT A - SHASTA COUNTY RTPA - 2008-09 TDA APPORTIONMENT & TRANSIT OBLIGATIONS

nual 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 o claimants for other eligible uses.

2007 E-1 Dept of Finance)		POPULATION BY JURISDICTION						RTPA/CTSA	
2007 E-1 Population		City of Anderson		City of Redding		City of Shasta Lake		County of Shasta	
		Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
ctor	181,401	10,594	5.84%	90,045	49.64%	10,293	5.67%	70,469	38.85%
7)	110,932	10,594	9.55%	90,045	81.17%	10,293	9.28%	0	0
ce Area	116,408	10,594	9.10%	90,045	77.35%	10,293	8.84%	5,476	4.70%

REVENUE BY JURISDICTION									
D REVENUE		City of Anderson		City of Redding		City of Shasta Lake		County of Shasta	
		Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
nt Act Funds									
I (PUC 99231)	7,000,000	393,737		3,346,614		382,550		2,619,052	
DA Match	0	(923)		(8,667)		(1,032)		(5,894)	
PUC 99313.3)	1,613,360	69,512		590,822		67,537		462,376	
11	247,357							247,357	
UNDS	8,860,717	462,325		3,928,769		449,054		3,322,891	
								360,579	
									337

TRANSIT REQUIREMENTS BY JURISDICTION									
D TRANSPORTATION FUNDING REQUIRED	based on 80% service ABA Service Area	Hours	Percent	City of Anderson		City of Redding		City of Shasta Lake	
				Budget	Actual	Budget	Actual	Budget	Actual
nt Act Funds Required									
9260(a)) Operating"	4,177,015		100%	218,730		3,512,146		174,949	
eduction of 06/07 penalty									
6-07 Penalty	37,471			1,962		31,507		1,569	
apital Match	334,811			17,532		281,518		14,023	
	104,000							104,000	
	40,000							40,000	
	3,250							3,250	
ration	267,123							267,123	
yover	337,098								
nning	360,579								
SPORTATION	5,661,347			238,225		3,825,171		190,541	
								709,733	
									337

AVAILABLE FOR OTHER USES BY JURISDICTION									
FOR OTHER ELIGIBLE USES		City of Anderson		City of Redding		City of Shasta Lake		County of Shasta	
		Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
	8,860,717	462,325		3,928,769		449,054		3,322,891	
s (PUC 99400c)	(5,661,347)	(238,225)		(3,825,171)		(190,541)		(709,733)	
IER USES (PUC 99400a)	3,199,370	224,101		103,598		258,513		2,613,158	

in next cycle, check percent for absolute rounding match.

TDA FUNDS CLAIMED BY AGENCY

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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.

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. Their transportation revenue comes from the Shasta County Health Department. They own and operate 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 their 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	Transport 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 their 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 a wheelchair lift van. Approximately 250 clients are served per day with up to 9,000 miles a month being logged transporting people to and from work. *Transportation capital is funded in part with FTA Section 5310 funds.*

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. Their 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 am to 4:00 pm - Monday through Friday. *Transportation capital is funded in part with FTA Section 5310 funds.*

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. Thirty-three vehicles are operated through a central radio dispatch system. SSNP provides 3,902 one-way passengers 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. *Transportation capital is funded in part with FTA Section 5310 funds.*

The agency operates vehicles an average of 21 days per month, providing approximately 2,445 passenger trips to some 500 unduplicated passengers. With a normal five-day per week operating schedule, their 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. Their 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> . Part of this service is funded with FTA Section 5311 funds.
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> . This service is funded through FTA 5307 and Transportation Development Act funds.
Redding Area Bus Authority (RABA) 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> . This service is funded through FTA 5307 and Transportation Development Act funds.

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 am to 6:00 pm, 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 their 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 (<i>not affiliated with Shasta Senior Nutrition Programs</i>). The health clinic provides a demand-response service to transport clients from their homes, to the Clinic and back to their homes for medical and dental care. Head Start provides a fixed-route service, which provides round trip transportation to pre-school 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 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	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	RTPA approved a temporary farebox ratio reduction to 15%. In 1997/98 RABA generated 15.87% farebox ratio. Further expansion could result in 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 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. 69 service hours would be required to run this extension to Fall River. Census Data does not support the needed trips. Implemented trial services to Cottonwood, Airport Road Corridor, and Fall River. 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, 3. 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—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.
-- Continued next page		

Hearing Year	Primary Requests	SCRTPA Responses/Actions
2005/06		
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.
	2. Reduce 1-hour Headways 3. Longer Hours 4. 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 RTPA action required.	1. Service to Cottonwood	These services are outside of the RABA service area. Referred to CTSA.
	2. Service Old Alturas/Boyle	
	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 RTPA 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 10-year financial plan that is projected to achieve the required farebox ratio of 19% in 2015.
	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.
	5. Stop at Shasta County Public Health	A bus stop location has been established.
2008/2009		