REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Consider 2003/04 Transit Needs Assessment and Conduct 2003/04 Unmet Transit Needs Hearing		02/25/03	8

RECOMMENDATION

It is recommended that the Agency:

1) Consider the 2003/04 Transit Needs Assessment that generally 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 Committee (SSTAC) and claimant agencies for formulation of their recommendation; and
4) Direct staff to prepare recommendations, written responses to comments, and draft findings in anticipation of final Agency action at the April 22, 2003 RTPA meeting.

SUMMARY

Annually, the RTPA is required to address the issue of unmet transit needs. This is a prerequisite to making annual Transportation Development Act (TDA) allocations in each jurisdiction. Generally, the unmet transit needs process involves a three-part review as follows:

1) A general assessment of transit needs within Shasta County jurisdictions in accordance with §99401.5(B) of the TDA and as provided in the 2003/04 Transit Needs Assessment;
2) A public hearing to consider specific unmet transit needs; and
3) Participation by the SSTAC, including a recommendation to the RTPA regarding unmet needs that are reasonable to meet. The SSTAC meeting is scheduled for March 19, 2003.

DISCUSSION

2003/04 Transit Needs Assessment

The attached 2003/04 Transit Needs Assessment meets the requirements for part one of the unmet needs process outlined above. The report concludes that the system's ridership is growing and met the required farebox ratio approved by the RTPA. The 2001/02 RABA farebox ratio calculation is 19.8%. The 2003/04 Transit Needs Assessment is intended to provide background information when reviewing more specific transit needs identified at the public hearing and when considering the SSTAC recommendation. Final action by the Board on the 2003/04 transit needs and proposed TDA allocations to claimant agencies is scheduled for Tuesday, April 22, 2003.

The 2003/04 Transit Needs Assessment concludes that, 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. TDA-funded transportation services are currently operating consistent with established performance standards, including those found in the "unmet needs" and "reasonable to meet" definition.

Where funding is available, 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. Where services do not meet the TDA criteria, the service may still be provided with TDA funds under one of the following conditions:

1. The service is approved by the RTPA as a Consolidated Transportation Service Agency (CTSA) service which meets the criteria for services; or

2. The service is funded at the discretion of the individual cities or the county.

Again, it should be noted that this general assessment is intended to provide background information when reviewing more specific transit needs during today's public hearing and when considering the SSTAC recommendation.

TDA Fund Claims
One of the duties of the RTPA is to distribute TDA funds, including those deposited in the Local Transportation Fund (LTF). These funds are derived from ¼ of 1 percent of the 7-1/4-cent retail sales tax raised within the County and are returned by the State to the RTPA for apportionment to eligible claimants on the basis of population.

Attachment A, page 32 shows last year's TDA budget adopted for FY 2002/03, the proposed disbursements off the top, and the remainder of the individual claimant apportionments available to the local jurisdictions based on population.

TDA Funding Priorities
The first priority for claiming funds from a claimant's apportionments is for public transit under Article 4. The amount that is available for each claimant is limited to the amount representing that claimant's population-based apportionment. (See PUC '99230-99231.2; Title 21 California Code of Regulations Sections 6649 and 6655.) In Shasta County, an 80% service hours/20% population-based cost sharing formula was agreed to and adopted as the most equitable assessment for transit costs among claimants.

After the allocations for Article 4 (Transit) are made, disbursements may be made under Article 8, which can be used for miscellaneous claims such as pedestrian or bicycle facilities, or for streets and roads claims of the cities and county. Attachment A, page 34 is a summary of LTF allocations, purposes and priorities from the Caltrans TDA Manual.

To approve a claim for streets, roads or other purposes under Article 8, the RTPA must make a finding for each claimant jurisdiction that **1)** there are no unmet transit needs, or **2)** there are no unmet transit needs that are reasonable to meet. The cities and the County have full discretion over how Article 8 funds are used and may choose to fund additional transit services that do not meet the RTPA standards as discussed below.

Definition of "Unmet Transit Needs" and "Reasonable to Meet"
The definitions of "unmet transit needs" and "reasonable to meet" (Transit Needs Assessment, page 3) are established by RTPA Resolution 00-21.

Accordingly, a jurisdiction's "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, which excludes primary and secondary school transportation needs.

In order for a transit need to be found "reasonable to meet," it must be demonstrated to the satisfaction of the Agency that: **1)** the service 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 service proposed to be funded will not be in direct competition with existing private service; and **3)** where transit service is to be jointly funded by two or more of the local claimants, that the resulting inter-agency cost sharing is equitable. Also, proposed expenditures must be in conformity with the Regional Transportation Plan.

Public Hearing
This public hearing was advertised beginning January 10, 2003 and the written comment period will extend to February 25, 2003. Comments received to date are summarized in Attachment B.

Recommendation
In proceeding, the Board should conduct a public hearing to take testimony from the public and interested agencies. Staff would then prepare responses to all comments. At the April 22, 2003 meeting, the RTPA will review responses to comments and determine for each claimant jurisdiction what unmet needs are reasonable to meet and adopt formal findings as the basis for the 2003/04 claims.

OTHER AGENCY INVOLVEMENT
The 2003/04 Transit Needs Assessment has been reviewed by the Redding Area Bus Authority, CTSA, Caltrans, the Cities of Anderson, Shasta Lake and Redding, and Shasta County, and the Social Services Transportation Advisory Committee.

FINANCING
The Agency review and final approval of findings in April will provide the basis for Agency evaluation of the annual claims of the various jurisdictions for TDA funding.

Dan Little

FOR Daniel J. Kovacich, Executive Officer

SLC/jac

Attachments: A. 2003/04 Transit Needs Assessment
B. Public Comments Received to Date

January 27, 2003

RTPA
1855 Placer Street
Redding, CA 96001

Subject: Performance of Route 9A/12 and 9B/12 - Anderson

Dear RTPA Staff:

I am a passenger who rides the 7:13 a.m. bus from Anderson to work in Redding Monday through Friday. Also, home from work on the 4:30 bus.

I would like to address a problem that I see for this route. The needed performance does not seem to be met on any kind of a regular basis. I feel this is because the ridership has increased considerable over the last few years since this route was designed and has picked up for people just staying in Anderson. The only way bus 9 can leave the terminal at 6:30 a.m., drive the prescribed route to Anderson picking up riders, leave the Factory Outlets at 7:13, drive the prescribed route back to Redding picking up riders, and arrive at the terminal at 8:00 a.m. is:

> If there are no wheelchair passengers, bicycles being loaded and unloaded, parents with strollers and babies, people with walkers or shopping carts to be loaded, and then only if there are only a <u>very few</u> passengers. And --- if you did that, you would defeat the whole purpose of having transportation available for all of us who need and/or want it.

Years ago, I joined the gazillion other cars (with only one person in each car - and each of our cars polluting the air) and drove to work in the 8 O'clock traffic. I arrived at work all white-knuckled because of all the drivers that ran the stop signs and red lights, pulled right out in front of me, etc... After work it would be the same way driving home in the 5 O'clock traffic.

Because of this, I started riding the bus and found that I enjoyed it a great deal. I just got on the bus, sat there and relaxed and left the driving to the RABA driver. I did crafts, read, or visited with other passengers. I arrived at work all calm and relaxed. I have continued to ride the bus all these years (except for a couple of years that I had to ride Demand Response) and still enjoy it very much.

Recently, I discovered that the only way to make sure I arrive at work by 8 a.m. is to take the 6:13 bus from Anderson and arrive in Redding somewhere around 7 a.m. Instead of having to do that on a daily basis, my supervisor lets me write down my time when I arrive at work each day and then make the time up once a week.

The 9 bus is supposed to leave the terminal at 4:30 p.m., so I have to be at the bus stop on Gold Street by that time in case the bus is on time, but most of the time I am picked up much later because the bus seems to get later and later as the day goes on. Also, the 4:30 p.m. route is usually quite full (a few times it has been standing room only).

I'm not sure what the answer is, but I know the Anderson route needs some kind of change to be able to meet the schedule. Some thoughts I have had are:

1. Have a transfer station at Westwood Village and have one bus drive only from the Factory Outlets to the Westwood Village Transfer Station and back to Anderson all day; the other bus drive from the Westwood Village Transfer Station to the terminal and Route 12 all day. Would this make any difference?

2. Save time by stopping on Highway 273 for the Whitehouse Drive and Verde Vale/Vaughn's Market stops instead of doing the off-the-highway loop on the way to Anderson. Would this save enough time to matter?

3. Condense pick up stops in Anderson. Example: on Silver Street there are three stops; one at Silver & Briggs, one at Silver & ??? with a bench, and one at Silver and North. Maybe they could be condensed into just the one with the bench, which is in the middle and have a covered stop there because the stops aren't very far apart. We always stop at one, and usually at two or all three of them. Or, would tis save enough time to even matter?

If you can do anything to change the Anderson route so it can meet the schedule, I would truly appreciate it.

Sincerely,

Linda Risk

Linda Risk

Duane M. Bent

2-2-03

Shasta County RTPA
Attn: Dan Kovacich
1855 Placer St.
Redding, Ca. 96001

Dear Sir:

In considering changes to the bus schedule, you might want to consider service between the downtown transit center and the Mt. Shasta Mall area.

Rts 6, 7, + 11 all leave the downtown transit center on the half hour and arrive about the same time at the Shasta Mall area.

It would be nice if one of those routes left the downtown transit center on the hour, and returned on the hour. That way we would be able to catch a bus between those two points, every half hour. There is fairly heavy passenger use between those two points.

Sincerely yours,
Duane M. Bent

RECEIVED
FEB 04 2003
DEPT. OF PUBLIC WORKS

TO: Mr. Dan Kovacich
Shasta County Regional
Transportation Planning Agency
1855 Placer St., Redding 96001

FM: Diana J. Hoffman

DATE: February 1, '03

Re: RABA Demand Response Expense

Copy my file

Dear Mr Kovacich:

I just recently started taking the RABA Demand Response to my many doctors appointments. I am on Disability, and the total price of $3.00 round trip is eating a huge chunk of my monthly disability check.

Your name was given to me to contact, and ask if there might be a waiver, or at least paying a less price per trips. I am, unfortunately, in the midst of getting tests done, in order to possibly being diagnosed with Multiple Sclerosis.

I am only 45 years old. I also do not have any family here to help me; they are all in Wisconsin.

I do not have any children, so I am not allowed food stamps, so any monies I am spending on RABA is cutting into my food allowance. Currently I am living out of my depleting canned foods.

I am also spending out-of-pocket expenses for health needs not covered through my insurance. I am keeping those receipts.

I think MarkChrist from the City of Redding gave me
(sorry - Mark Christ)
your name, and also that you were going to have a some sort of meeting on Feb. 25, which I'll be unable to attend.

Please let me know if you can help me. Eventually I won't need to go to so many doctors like I am right now. I am keeping all me used up punch cards for possible reimbursement.

Looking forward to hearing from you,
Sincerely, Diana Hoffman

Diana Hoffman

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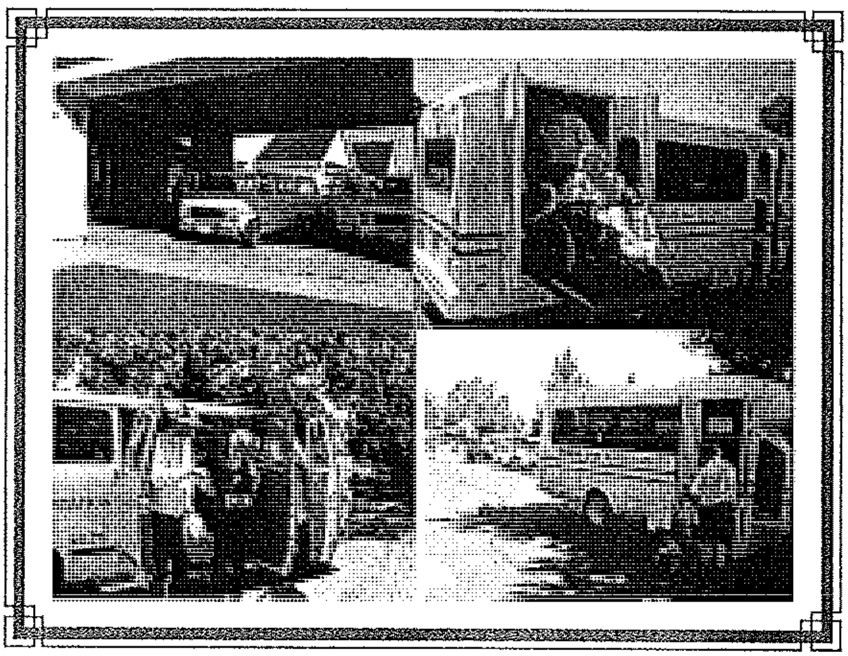
FEB 04 2003
DEPT. OF PUBLIC WORKS

(No enclosures)

2003/2004
TRANSIT NEEDS ASSESSMENT



SHASTA COUNTY REGIONAL
TRANSPORTATION PLANNING AGENCY
FEBRUARY 2003

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I. INTRODUCTION

Within Shasta County, the Transportation Development Act (TDA) funds more than 966,000 transit trips per year with approximately $3.9 million. These services, together with other non-TDA-funded transit services, 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.

Shasta County funds more than 966,000 transit trips per year with $3.9 million in TDA funding

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 the 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. The TDA guidelines for this analysis are included as Appendix "A" to this report. The general assessment of transit needs consists of the following:

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

•<u>Transit Demand Analysis</u>: 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)).

•<u>Description of Existing Transit Services</u>: This is an inventory of existing public and private transit services in Shasta County, including paratransit. 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 4).

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.

RTPA BOARD APPROVES TEMPORARY REDUCTION OF FAREBOX FOR RABA

- *2001/2002 TO 16.5%*
- *2002/2003 TO 17.5%*
- *2003/2004 TO 18.5%*
- *2004/2005 TO 19%*

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 2001/02 fiscal year was 19.8%. Despite the RTPA approved reduction, RABA is currently exceeding the typical 19% farebox standard. 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.

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 ARE:

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

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

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.

•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.

Unmet Transit Needs Excluded Are:

- Changes to bus stops or schedules
- Improvements funded or scheduled in the following fiscal year
- Trips outside of the County
- School transportation

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.

<u>Reasonable to Meet</u>. 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 nonurbanized 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" as shown in Exhibit (A) is the method to be used for determining fare box ratio.

   (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 1.5% from 2001 census data. Total County population reaches 169,200.

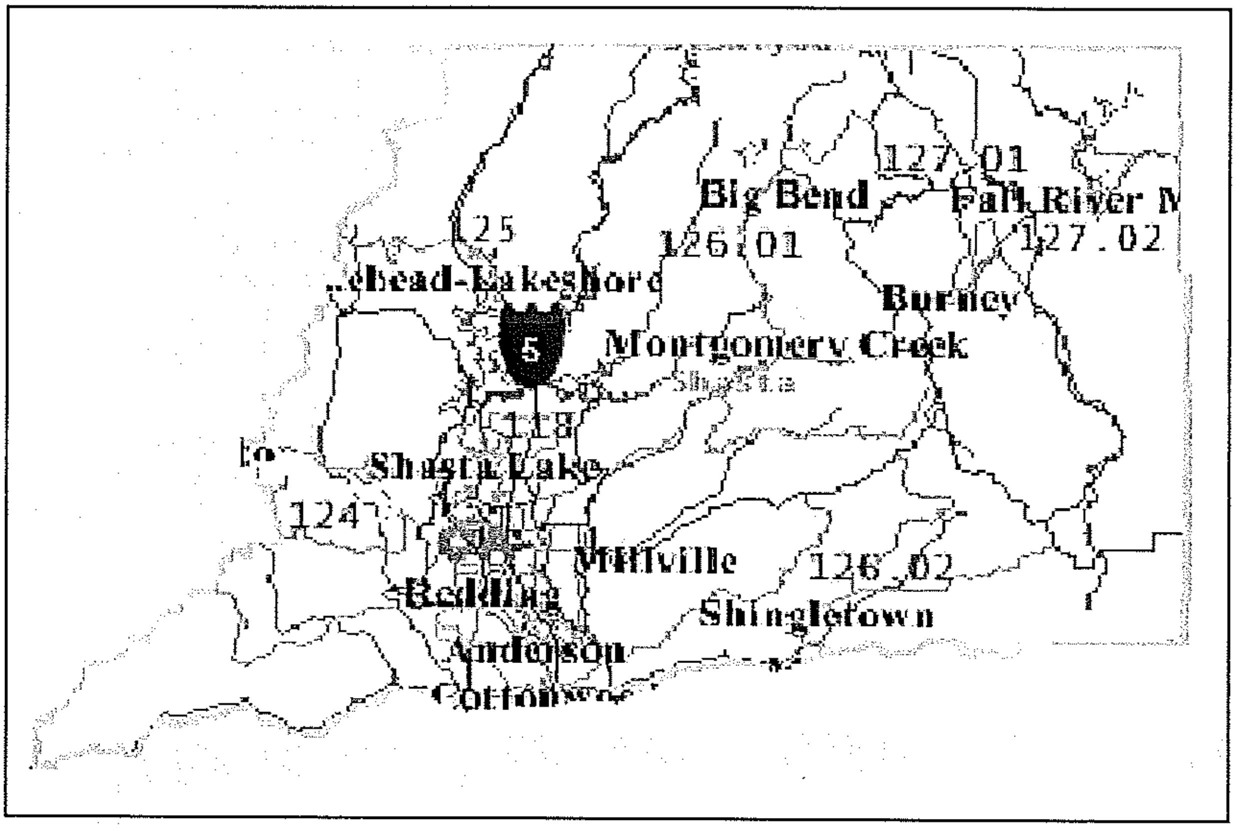
Since last year's unmet transit needs review, transit demand has increased slightly in proportion to the increase in population. Table 1 compares the 2001 and 2002 Shasta County population by jurisdiction. The 2002 countywide population increased 1.5% over 2001's. Transit demand is assumed to grow at the same rate as population growth.

TABLE 1: POPULATION TRENDS

	2001 Population	2002 Population	Percent Change	Estimated 2003 Population (based on 1.5% population growth)
ANDERSON	9,200	9,325	1.4%	9,464
REDDING	83,100	84,600	1.8%	85,869
SHASTA LAKE	9,225	9,400	1.9%	9,541
UNINCORPORATED	65,200	65,900	1.1%	66,889
TOTAL COUNTY	166,700	169,200	1.5%	171,763

Figure 1 on Page 8 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 the 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

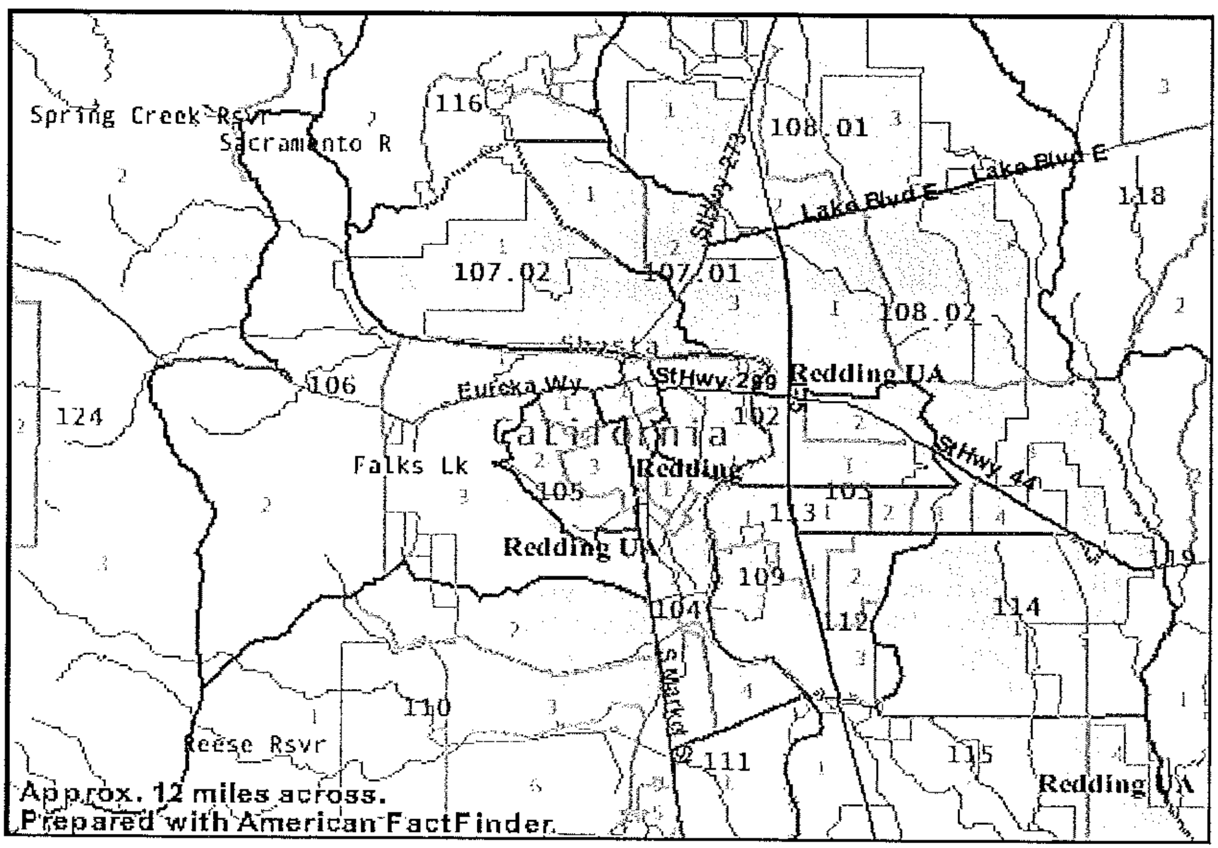
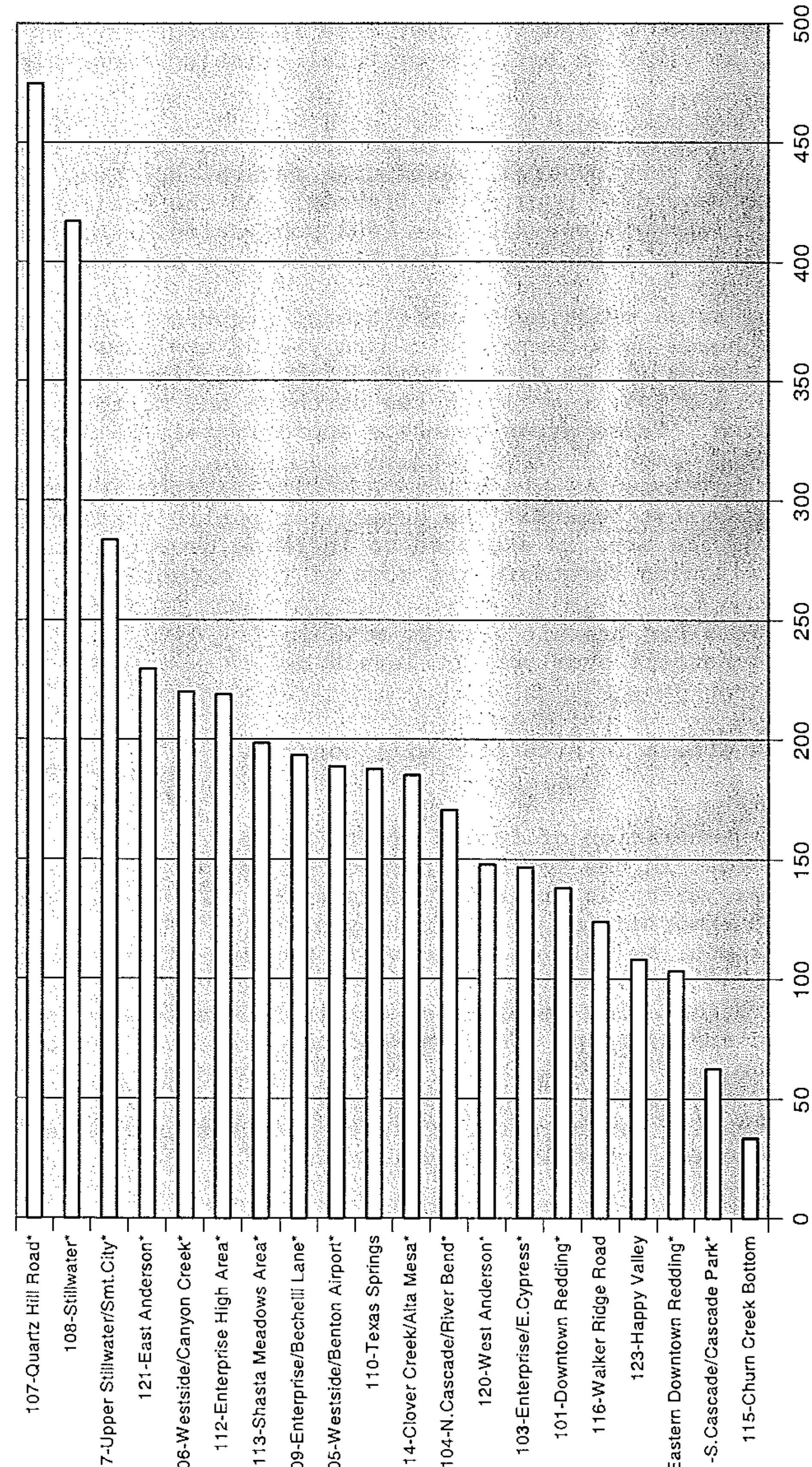


Figure 1: Projected 2003 Transit Demand by Census Tract One-Way Passenger Trips Per Day



Existing Ridership Demand: Existing ridership figures were factored as a result of on-board passenger survey data regarding traveler type and trip purpose, to yield an estimate of total existing ridership by category.

These demand estimates are allocated to the various census tracts that comprise the RABA service area, based upon several sources. The 2000 US Census Data regarding population figures, and the California State Department of Finance's estimate for 2002 population. Only those portions of each census tract within the RABA service area were analyzed.

Allocating the total existing transit demand figures to the individual census tracts based upon demographic data yields the demand estimated 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.

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, demand response, and Burney Express 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.

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.

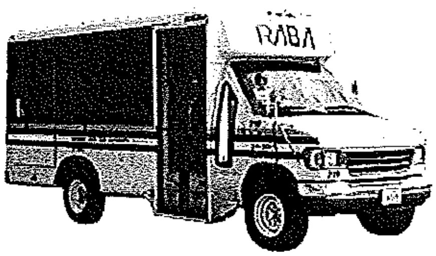
The following table represents routes and hours of operation:

Table 2: RABA FIXED ROUTE

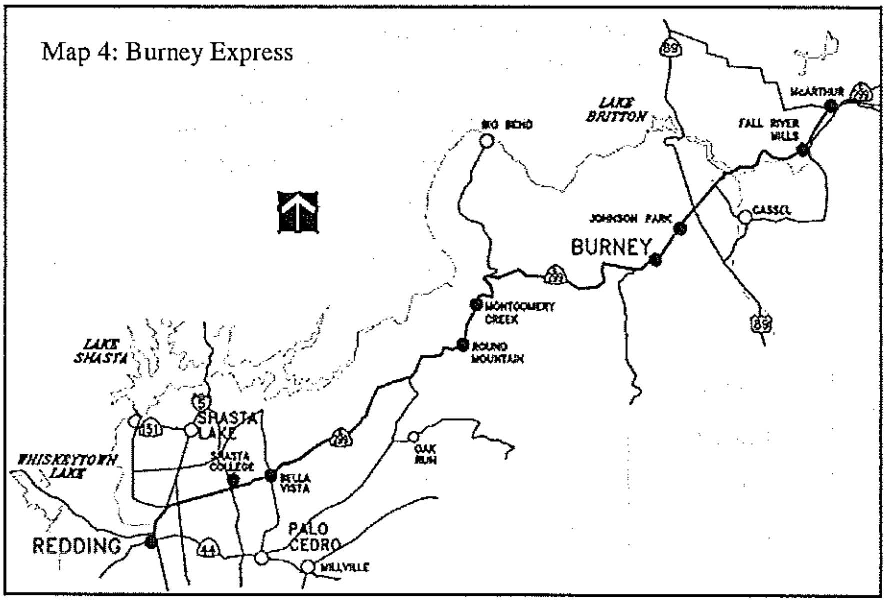
City	Route	Area	Hours
Anderson	Route 9		6:15am—7:15pm
Redding	Route 2	Eureka/Placer	6:30am—7:30 pm
	Route 3	Park Marina/Bonneyview	6:30am—7:30 pm
	Route 4	Bechelli/Churn Creek	6:15am—7:15pm
	Route 5	Hartnell	6:30am—7:30 pm
	Route 6	Mt Shasta Mall/Victor	6:30am—7:30 pm
	Route 7	Churn Creek/Shasta College	6:30am—7:30 pm
	Route 10	Eureka Way/Placer	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

Nine 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: The 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. The express route services are provided by RABA on a contract basis for Shasta County. The service is provided on behalf of Shasta County.



Map 4: Burney Express

RABA Service Changes Since the 2002 Unmet Transit Need Review:

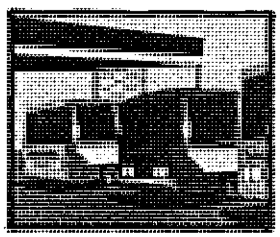
⇒ **Transportation Enhancements:** Completed the placement of over 50 benches throughout RABA's service area. This project was in conformance with the Redding Area Bus Authority's Short-and-Long-Range Master-Transit Plan Study by LSC Transportation Consultants, Inc., and funded by Federal monies. A total of 135 benches have been placed within RABA's service area.

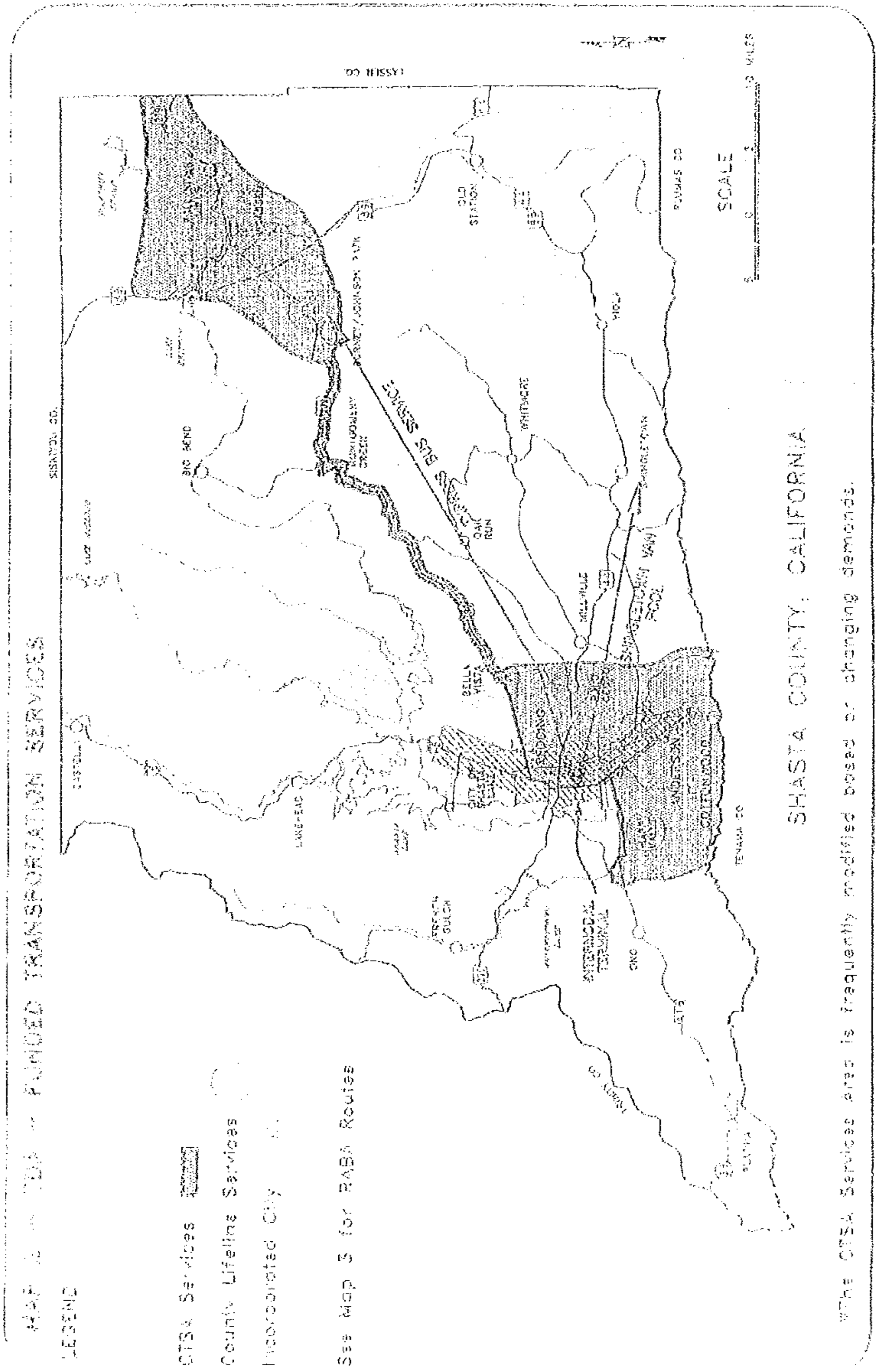
⇒ **Short-and-Long-Range Transit Plan:** In August 2001, the RABA Board accepted a short-and long-term transit plan for RABA's existing service area funded through the Shasta County Regional Transportation Planning Agency's (RTPA) Overall Work Program utilizing Federal Transit Administration planning dollars. The study recommended service improvements to realign three routes to improve on-time performance and to provide two-way service, revise one of the routes to serve a growing residential area, and provide a new route to act as an express service between the colleges and the Downtown Transit Center. RABA, through funding from the Overall Work Program, will be reviewing the proposed modifications and implementing them in future years.

⇒ **Acquisition of Transit Vehicles**: Three transit coaches and one van have been ordered to replace existing fleet programmed for retirement. Delivery is scheduled in June 2003 and will comply with California Air Resource Board emission requirements.

⇒ **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.

⇒ **Other Trial Transit Services**: As a result of the 2002/2003 Unmet Needs hearing, RABA implemented two additional express services, and extended the Burney Express to include Fall River and McArthur. These services were given a 12 month trial service, with a 10% farebox requirement. These services were terminated in Fall 2002 due to failure to meet farebox requirements. See the discussion under *Section V. Existing Transit Performance.*




FUNDED TRANSPORTATION SERVICES
LEGEND
CTSA Services
County Lifeline Services
Incorporated City
See Map 3 for RABA Routes
SISKIYOU CO.
LASSEN CO.
TEHAMA CO.
PLUMAS CO.
SCALE
BUS SERVICE
VAN
BIG BEND
WHITMORE
SHINGLETOWN
OAK RUN
MILLVILLE
OLD STATION
BELLA VISTA
REDDING
ANDERSON
COTTONWOOD
CASTELLA
LAKEHEAD
FRENCH GULCH
ONO
IGO
SHASTA COUNTY, CALIFORNIA
*The CTSA Services area is frequently modified based on changing demands.

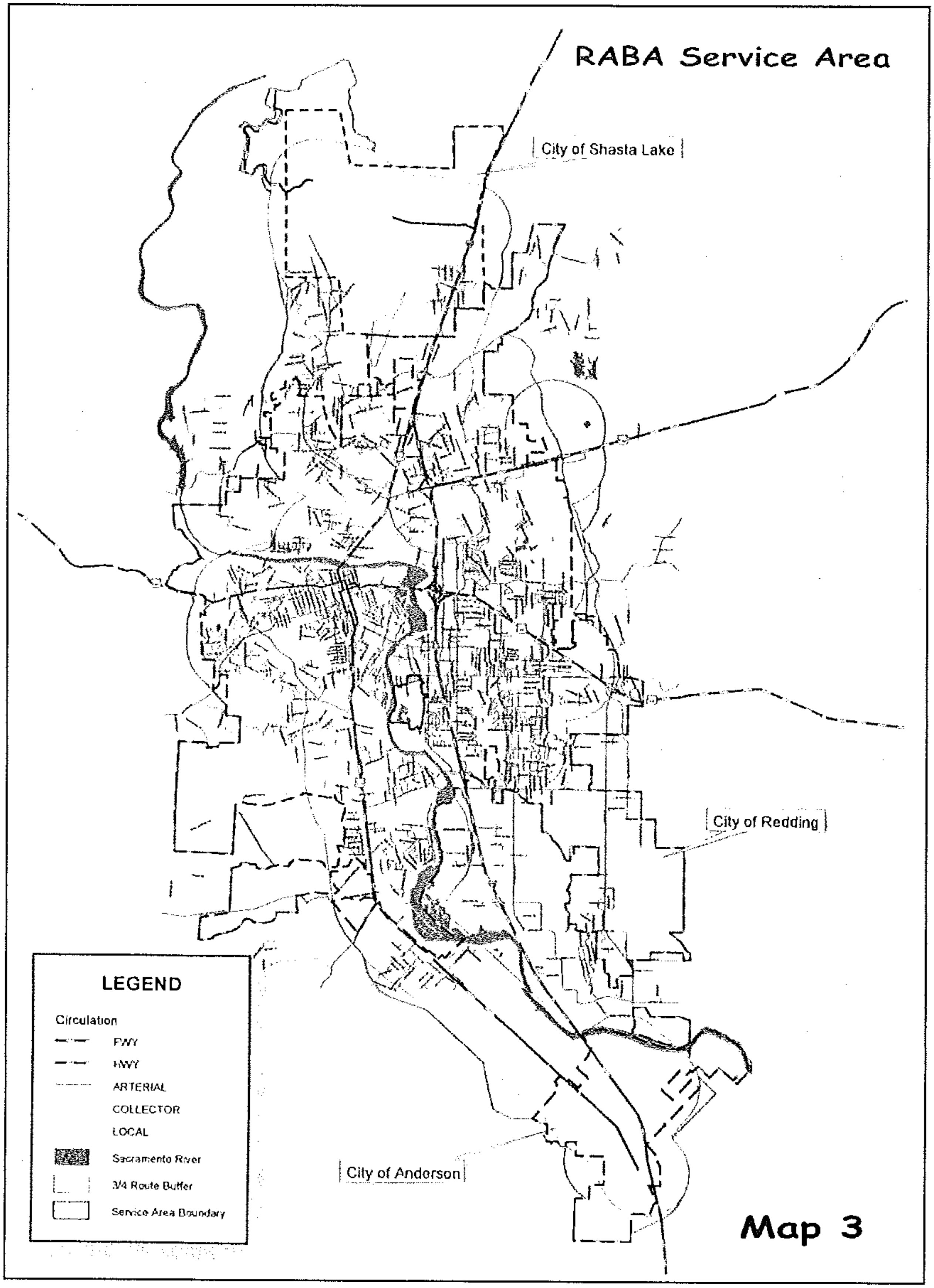

RABA Service Area
City of Shasta Lake
City of Redding
City of Anderson
LEGEND
Circulation
FWY
HWY
ARTERIAL
COLLECTOR
LOCAL
Sacramento River
3/4 Route Buffer
Service Area Boundary
Map 3

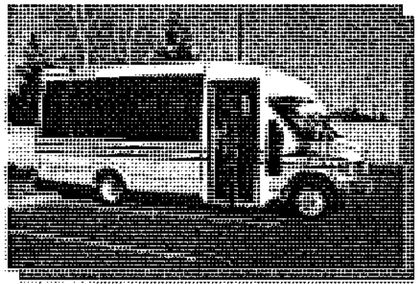
TABLE 3- RABA Service Summary

ROUTE	ROUTE LENGTH (MILES)	ROUTE SERVICE AREA	ROUND-TRIP TIME	FREQUENCY
FIXED ROUTE				
1	15.0	Northpoint/Redwood Blvd./Lake Blvd./Shasta Lake	1 Hour	Hourly
2	8.0	Eureka Way/Placer St.(counterclockwise loop)	½ Hour	Hourly
3	19.0	Park Marina Dr./Bonneyview Rd.	1 Hour	Hourly
4	10.0	Bechelli Ln./S. Churn Creek Rd./Canby	1 Hour	Hourly
5	12.0	Hartnell Ave.	1 Hour	Hourly
6	15.0	Mt. Shasta Mall/Victor Ave.	1 Hour	Hourly
7	18.0	N. Churn Creek Rd/Shasta College/N. Shasta View	1 Hour	Hourly
8	17.0	Shasta Lake/Lake Blvd./Northpoint	1 Hour	Hourly
9	33.0	Anderson	1½ Hours	2 buses-one leaving every Hour
10	7.0	Eureka Way/Placer St. (Clockwise loop)	½ Hour	Hourly
11	15.3	Hilltop Dr./Northpoint	1 Hour	Hourly
12	10.0	South Market St./Breslauer Ln.	½ Hour	Hourly
14	8.0	North Market/Caldwell Park/Northpoint	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 TRANSPORTTION PROVIDERS IN SHASTA COUNTY

Service (Operator)	Vehicles	Miles/Month	Passenger Trips/ Month	Hours of Operation	Service Area	Fixed/Demand	Cost/Trip
Fixed Route (RABA)	22 Buses	65,190	72,463	Weekdays 6:30-7:30 Saturday 9:30-7:30 (times vary by route)	Redding, Anderson, Shasta Lake Areas	Fixed	$2.66
Demand Response (RABA)	19-equipped vans are avail-able	31,662	5,049	Weekdays 6:30-7:30 Saturday 9:30-7:30	Redding, Anderson, Shasta Lake Areas	Demand	$16.32
Subtotal (DR & FR)	41Vehicles	96,852	77,512	—	—	—	—
Burney Express (RABA)	2 lift-equipped vans	4,979	393	Weekdays 6:00-7:00	Burney-Redding	Fixed	$22.89
Consolidated Trans. Service Agency (CTSA) Shasta Senior Nutrition	14-16 passen-ger buses, 4 lift-equipped vans	13,255	2,300	M-F 8-5	Shasta County (See Table 5)	Demand	$8.87
Shasta County Lifeline	1 lift equipped vans	2,030	370	Twice Weekly Weekdays between 8-5	Service to: Burney, Johnson Park, Cottonwood, Bella Vista, Palo Cedro, Happy Valley	Demand	$6.75

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	8:30am to 4:00 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

Agency	Vehicles	Miles/ Month	Passenger Trips/ Month	Hours of Operation	Service Area	# of Clients	Fixed/ Demand	Cost/ Trip	Coord. Particpant
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	$6.55	Yes
Headstart	17 20 Psg. Bus 2 22 Psg. Bus	28,000	630	M-5 7-5	Shasta, Siskiyou, Trinity	780	Demand	$13.00	Yes
Pit River Health Service	6-7 Psgr. Vans 1 12 Psg. Van	22,000	400	M-F 8-5	Shasta, Siskiyou, Modoc, Lassen Counties	800	Demand	N/A	
Senior Nutrition	15– 16 Psgr. Buses 4—Lift equipped vans	16,000	2,700	M-F 8-5	Rural and Urban areas	2,945 Monthly	25% Fixed, 75% demand	$8.87	Yes
Shascade Community Services	3 Mini Vans 5 9 Psgr. Vans 3 Mod. Van 3 5 psg. miniVans/ 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
Shasta College	9 buses, 6 vans, 4 small buses	9,000	4,000	M-F 6-6	Shasta, Trinity, Tehama	200 Students Daily	Fixed	N/A	
Redding Rancheria Indian Health	1 7 Psgr Vans	5,000	150	M-F 8-5	Shasta & Trinity Counties	5,000 Total, 50 Disabled	Demand	N/A	
Stillwater Learning Center	Not Provided				Cities of Anderson, Redding and Shasta Lake				
Veterans Administration	Not Provided				Shasta, Siskiyou, Trinity, Tehama, Butte Counties				

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 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 2001/2002 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**
- **MUST MEET MINIMUM FARE BOX RATIO**
- **MUST BE REASONABLE TO MEET**
- **A MEASURE OF EFFICIENCY**

Farebox Ratio: The 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.

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 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 2001/2002 operating statistics and future demand.

2001-2002 Findings: The population of the RABA service area based on the Department of Finance E1 Population Report for 2002 was 108,455. The population for Shasta County increased 1.5% during 2002. Table 7 on the following page represents RABA's operating and financial sta-

Table 7
RABA - 2001/2002 OPERATING AND FINANCIAL STATISTICS

Performance Indicator	Fixed Route	Comments	Demand Response	Comments	TOTAL
Passenger trips	869,567	Increase From Previous Year: .0038%	60,582	Increase From Previous Year: .036%	957,149
Service Miles*	782,274	Passenger trips per service mile: 1.11	379,948	Passenger trips per service mile: .16	1,162,222
Service Hours	47,847	Passenger trips per service hour: 18.2	23,872	Passenger trips per service hour: 2.5	74,719
Expenses	$2,315,626	Per Passenger Trip Cost: $2.66	$988,884	Per Passenger Trip Cost: $16.32	$3,304,510
Fares*	$552,652	Farebox Recovery: 25.05%	$85,434	Farebox Recovery: 8.64%	$638,086

***Service Miles: Miles traveled actually decreased by 4,700 miles from the previous year on fixed route, but increased 12,728 for Demand Response.**
*** Fares: Combined farebox recovery = 19.8%. Per passenger trip subsidy of $2.02 on the fixed route and $14.91 on Demand Response.**

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

The 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 12.4% farebox recovery over the past 12 months. The average ridership for 2001/2002 was 3.1 riders per hour.

In February 2002, the Redding Area Bus Authority (RABA) received two new 16 passenger commuter vehicles for service in the Burney area. The cost for these two vehicles was $126,712.98.

TERMINATION OF TRIAL SERVICES

During the 2001/02 Unmet Transit Needs process, the RTPA established three new express transit routes on a trial basis. These routes were the Cottonwood Express, the Intermountain Express (formerly Burney Express) and the Airport Road Corridor Express. The start date for these new services was November 5, 2001. These trial services had a timeline of one year for the various routes to meet performance measures as specified in the "Reasonable to Meet" definition for Unmet Needs. To meet the performance measures, these routes would need to recover either 10 or 20 percent of the operating costs from fares.

The farebox ratio was monitored on a monthly basis and documented, and trial transit updates were provided to the agency at the February, April and July RTPA meetings. In July the agency directed staff to prepare findings to terminate the trial transit services due to failure to meet minimum farebox requirements.

At the end of the 12-month period, the new trial services were meeting the following farebox percentages:

- Intermountain Express (McArthur-Burney) - 3.7%
- Cottonwood Express - 3.0%
- Airport Road Express - 1.5%

Staff provided several alternatives to the Agency and recommended that the trial services be terminated on November 1, 2002. The Agency chose to terminate trial services effective November 1, 2002. Claimant agencies will still have the option to continue to fund these trial services on a voluntary basis.

Table 8: FINAL TRIAL TRANSIT ROUTE FAREBOX ANALYSIS—Express Routes

	Service Hours	Service Hour Costs *	Farebox Revenue	Farebox Ratio	Total Riders	Riders Per Hour
McArthur/ Burney	833	$38,940.79	$1,436.00	3.7%	1436	2.6
Cottonwood	1392	$65,066.54	$1,958.50	3.0%	1349	.97
Airport	2011	$94,034.36	$1,379.24	1.5%	2378	1.8

*** Service hours @ $46.76 = Service Hour Costs**

The Redding Area Bus Authority (RABA) began serving the citizenry with public transportation in 1981. The maintenance operation was originally located at the Lincoln/ Mercury car dealership on Pine Street near the intersection with East Street and then moved to the north end of Market Street into the Denham Dodge/Plymouth car dealership. In 1987, RABA entered into a lease/purchase agreement to acquire the old Mack truck dealership at 3333 South Market Street. Until last year, this 50-year old wood-framed, stucco structure has housed the facility for the day-to-day operations of RABA.

Prop 116 Grant Monies and TDA funds mean new maintenance facility for RABA

In the mid-1990's, it became very apparent that the facility had become inadequate for the long-term operations of the transit fleet. A study was undertaken to determine the feasibility of completing an extensive remodel of the existing building or constructing a new maintenance facility. On March 22, 1999, the RABA Board approved building a new maintenance facility at the existing location.

Project funding sources included State Proposition 116 grant monies and Transportation Development Act funds. These sources were allocated to the design and construction of the new maintenance facility; on September 20, 1999, a design contract was awarded to RNL Design. The facility design was completed in May 2000, and a contract was awarded to Peters Construction Company in June 2000, for construction of the Maintenance Facility. The project was substantially completed in April 2001.

RABA's service area for 2002 is approximately 100 square miles serving a population of 108,455. When transit service began in 1981, it transported 140,571 riders in its first year of operation; today, RABA transports over 79,700 riders per month, or 957,149 riders a year.

Dedication Ceremonies

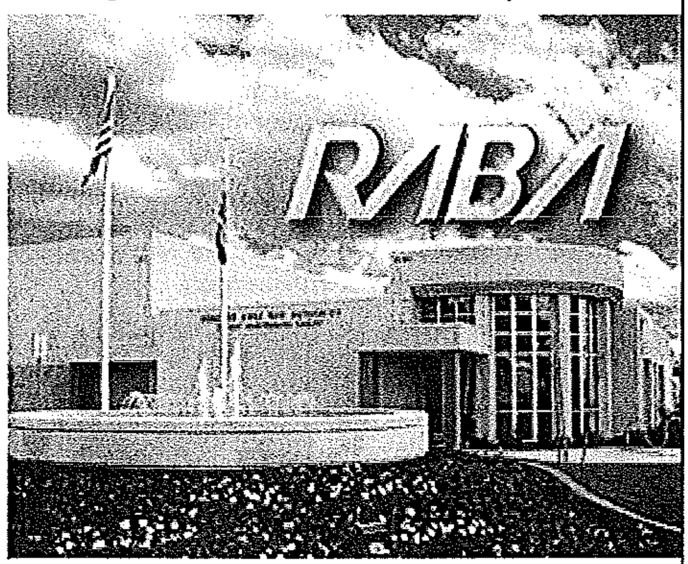
RABA Maintenance Facility
3333 S. Market Street, Redding, California
Wednesday, April 10, 2002, from 1 to 3

Project Funding

Estimated Project Cost (land, design, and construction) $2,181,554
Funding Sources

- State of California Proposition 116 Funds $2,070,348
- Transportation Development Act Funds $ 111,206

Project Manager is Ray Duryee, Public Works Department.



- New RABA Maintenance Facility—Dedicated April 10, 2002

B. CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) 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. The passengers pay for these services on a donation basis.

The CTSA service provided 27,594 trips at a cost of $8.87 per trip. This service currently does not meet the performance criteria adopted by the RTPA. The CTSA adopted performance criteria is a TDA subsidy of less than $6.00 per passenger. ***Continued on page 24.***

SHASTA SENIOR NUTRITION RECIPIENT OF NEW FUNDING GRANT

In December 2001, the California Transportation Commission made available for rural areas $18,000,000 for capital improvements called the Rural Transit System Grant Program (RTSGP). The intent of the program was to improve the efficiency and effectiveness of the rural transit system within the State of California. Program grants were awarded to recipients on a competitive basis for projects that primarily serve rural areas.

The non-urbanized 1990 population determined the county proportionate share of the $18M. Shasta County was awarded $276,401 based on a rural population of 68,672. The $276,401 was a guaranteed award for the county.

Projects were submitted to Caltrans at the end of December and the project draft list made available to agencies in February. The final adoption of projects was made available in April 2002. Vehicles were delivered in November 2002 and began transporting passengers in mid December.

Shasta Senior Nutrition Program (SSNP) received grant funding to replace four of their existing vehicles that had exceeded their useful life. SSNP is designated as the area Consolidated Transportation Services Agency and receives only Transportation Development Act (TDA) funding from the RTPA, therefore making them an eligible candidate. The new vehicles required a 10% match from their agency which was provided by the RTPA from TDA fund.

The following factors have been identified by the CTSA as affecting their operating costs for 2002:

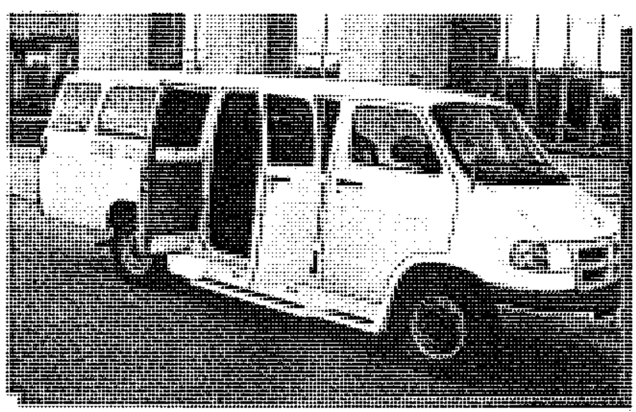
1. Passenger revenue declined due to decrease in passenger trips.
2. Passenger trips decreased because transportation routes were increased by RABA.
3. Utilities increased due to a larger building and a lighted parking lot. This amount was not expended to the transportation program in 2001.
4. Purchased labor increased due to minimum wage increase.
5. Workers Compensation increased 250%.
6. Rent increased at the Burney facility.
7. The Burney route decreased from twice weekly service to every other week.

C. COUNTY LIFELINE SERVICES

Lifeline Services provide approximately 20 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 serve specialized transportation needs in Burney, Johnson Park, Cottonwood, Bella Vista, Palo Cedro, Happy Valley, and Redding. It provides approximately 4,500 trips annually at a cost of $6.67 per trip.

D. VANPOOLS: The Shingletown Vanpool ceased operation in January 2002. The vanpool served as a commuter vehicle for residents residing in the Shingletown area and commuting daily to Redding. The van was operated through the Shasta County Department of Public Works with TDA funding. Without enough riders and the lack of a daily driver, the vanpool was disbanded.



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:

CalWORKS assists qualifying clients with transportation assistance.

⇒ 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.

F. 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.

The farebox ratio for RABA urban fixed route service in 2001/2002 was 19.8%.

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. Along with the modified farebox ratio, RABA has enacted a number of service and operational changes intended to reduce costs including measures to increase demand response and fixed route passengers per hour.

CALTRANS CALIFORNIA STATEWIDE HOUSEHOLD TRAVEL SURVEY COMPLETE

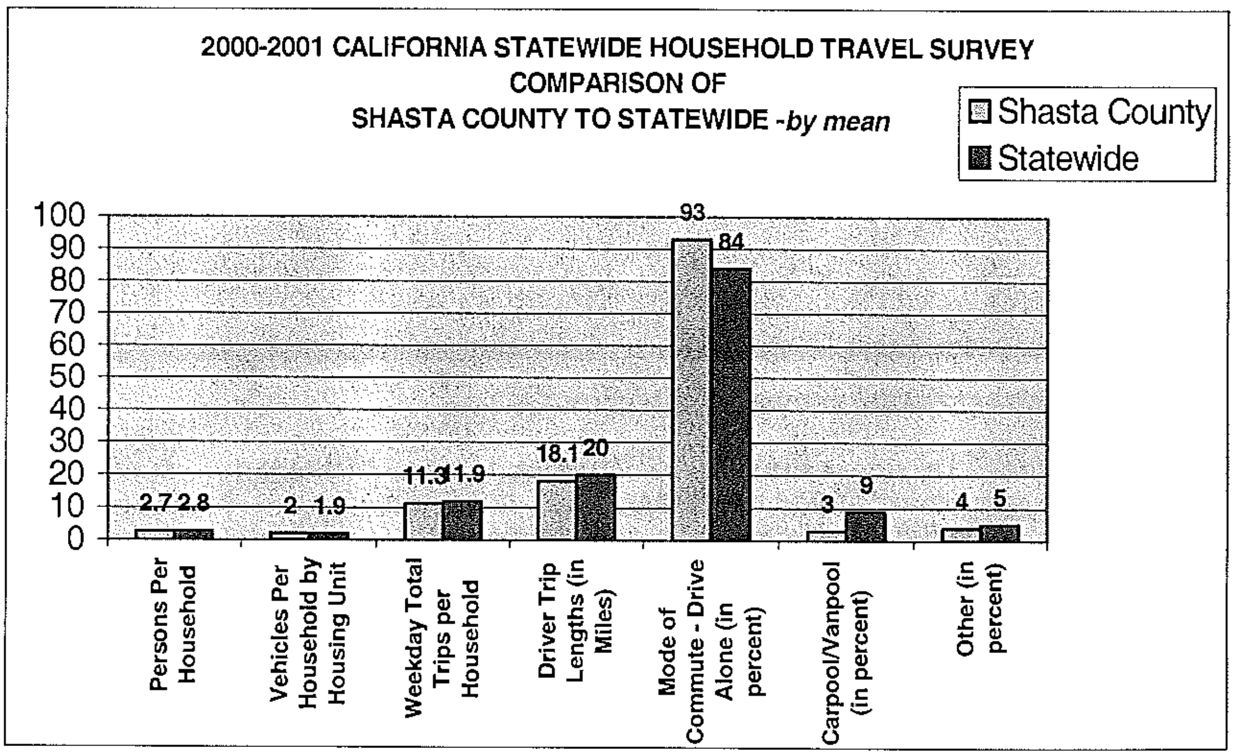
The California Department of Transportation maintains a statewide database of household socioeconomic and travel information. This database is used for regional and statewide travel demand forecasting. The 2000-2001 California Statewide Household Travel Survey was conducted to update the 1991 database and will be used to help develop travel estimates, models, and forecasts throughout the state.

The number of households required for the survey was based on the proportional distribution of Year 2000 estimated number of households within the region. 500 random households were selected for our region.

Travel information was collected including trip times, mode, activity at location, origin and destination, and vehicle occupancy.

The chart below represents a comparison of Shasta County's survey results to statewide results. Shasta County compares closely to the statewide mean. The major difference is that Shasta County residents tend to commute alone, rather than carpool or by other means of transportation. Other forms of commute, including using local transit services, was 1% less than the statewide mean.

Figure 2: Household Survey



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 9: PERFORMANCE CRITERIA

Redding Area Bus Authority (Fixed Route and Demand Response)	System wide 19% farebox requirement
Burney Express	10% Farebox requirement
Express Services	10% Farebox requirement
Consolidated Transportation Services Agency	A TDA subsidy of less than $6.00 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 meet the 19% standard.

Based on information provided in the State Controller's Report, submitted by RABA, the system-wide farebox ratio for fiscal year 2001/2002 was 19.8%. Given past trends, it is anticipated that fixed route ridership will continue to increase.

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.

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). 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.

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.

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 adopted a performance criteria for CTSA services in September 2001. The criteria is a subsidy of less than $6.00 per passenger trip. This amount shall be adjusted for changes in the consumer price index.

Community Transit Criteria:

- *Links intracommunity origins and destinations*
- *Responding to a transportation need not currently being met*
- *Integrated with existing transit services*

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 $6.00 per passenger trip. The service currently does not meet this performance criteria. This criteria may need to be evaluated based on current year findings.

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

The region currently has no operational vanpools at this time

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

TDA-funded transportation services, with the exception of the CTSA/SNNP, are currently operating consistently with 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.

Due to low farebox ratio, expansion to fixed route/ demand response is limited at this time.

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.

•Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process, including the following:

•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.

•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).

•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.

•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.

APPENDIX B

SHASTA COUNTY RTPA
SCHEDULE OF ANNUAL CLAIMS /TDA BUDGET
FISCAL YEAR 2002/2003 CLAIMS

EXHIBIT B

CLAIMANT/PURPOSE			LTF	STA	FTA
				Funding Sources	
Off-The-Top Apportionments					
Administrative (includes Core Function Match)		PUC 99233.1	204,582		
CTSA Funding for Elderly Population		PUC 99275	266,839		
CTSA Funding for Administration by CTSA		PUC 99275	12,000		
Carryover CTSA Funding for Senior Training Program		PUC 99275			
Total Off The Top Apportionments			483,421		
Redding Area Bus Authority					
TDA funds required per RABA budget PUC 99400(c)	3,257,279				
Sources of Transit Funding:					
LTF - Redding	1,885,066		1,885,066		
STA - Redding	136,560			136,560	
FTA Section 5307	627,783				627,783
LTF - Shasta Lake	111,684		111,684		
STA - Shasta Lake	15,187			15,187	
FTA Section 5307	69,817				69,817
LTF - Anderson	100,808		100,808		
STA - Anderson	15,146			15,146	
FTA Section 5311	48,216				48,216
LTF - Shasta County	139,626		139,626		
STA - Shasta County	107,386			107,386	
FTA Sec 5311					
Total Funds Provided RABA for Transit	3,257,279		2,237,185	274,278	745,816
Services Provided Under Contract to Shasta County					
Burney Express			7,537		61,106
Trial Services			19,465		
City of Redding					
LTF - Streets and Roads			630,171		
Trial Services			20,503		
City Of Anderson					
LTF Streets and Roads			175,548		
Trial Services			4,880		
City Of Shasta Lake					
LTF Streets and Roads			170,320		
Shasta County					
LTF - Streets and Roads (PUC 99400(a))			1,755,133		
LTF - Purchased Transportation - Vanpool Subsidy (PUC 99400(c))			42,252		
LTF - Purchased Transportation - Lifeline Services (PUC 99400(c))			30,000		
Total Revenues by Funding Source			5,092,995	274,278	806,922

APPENDIX C
2001/2002 RABA FAREBOX RATIO CALCULATIONS

REVENUES 6611.2 (excludes charter service 99247 (a))

Fixed Route	$2,313,111.00
Demand Response	$ 903,450.00
TOTAL	$3,216,561.00

EXPENSES (Depreciation not included)

	Services	Fuel	Tires	Other Materials	Claims	Utilities	Purchased Transit	Misc (advertising)	Total	Ratio
Fixed Route	$258,413.00	$239,395.00	$45,351.00	$147,862.00	$32,433.00	$58,975.00	$1,370,400.00	$162,797.00	$2,315,626.00	
Demand Response	$129,134.00	$ 88,967.00	$12,109.00	$ 44,203.00	$15,232.00	$13,268.00	$ 626,036.00	$ 59,935.00	$ 988,884.00	
TOTAL	$387,547.00	$ 328,362.00	$57,460.00	$192,065.00	$47,665.00	$72,243.00	$1,996,436.00	$222,732.00	$3,304,510.00	

Redding Area Bus Authority Fare Structure			**Regular**	**Senior/ Disabled**
Express Routes	$3.00	**Redding-Local**	$33.00	$17.00
Base Fare (6-61)	$1.00	**Redding-S.Lake**	$56.00	$28.00
Zone Change	.50	**Redding-Anderson**	$56.00	$28.00
Children Under 6	free			
Senior (62+)	.50			
Handicapped	.50			
Medicare Card	.50			
Zone Change	.25			
Demand Response	$1.50			
Zone Change	.75			

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