REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Consider 2008/09 Transit Needs Assessment and Conduct 2008/09 Unmet Transit Needs Hearing		02/26/2008	5

RECOMMENDATION
It is recommended that the Board:

1. Consider the 2008/09 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 the public 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 for final Board funding allocations in April or June.

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) funding allocations in each jurisdiction. 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 TDA statutes, and as provided in the 2008/09 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 needs that are reasonable to meet.

DISCUSSION
2008/09 Transit Needs Assessment
The TNA evaluates performance and financial statistics of existing TDA-funded public transportation providers. It is used as a resource for reviewing transit needs identified at the public hearing and when considering the SSTAC recommendation. Needs presented must meet the RTPA "reasonable to meet" definition. Final action by the Board on the 2008/09 transit needs and proposed TDA allocations to claimant agencies is scheduled for Tuesday, April 22, 2008.

TDA funded transportation providers include the Redding Area Bus Authority (RABA), the Consolidated Transportation Service Agency (CTSA), and Burney Express. The 2008/09 TNA concludes that Burney Express and the CTSA currently meet the performance standards established by the RTPA, including those found in the unmet needs and reasonable to meet definition. RABA experienced a farebox deficiency of 0.87% in 2006/07. This will be discussed in detail in the farebox ratio requirements section of this staff report.

If funding is available, new or expanded transit services can be required under TDA when an unmet transit need is found "reasonable to meet." One of the RTPA's criteria is a minimum farebox recovery. 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 CTSA service and meets the criteria for such services; or
2. The service is funded at the discretion of the individual cities or the county using available TDA funds.

The RTPA has provided public notices for the Unmet Needs Hearing through the following sources:

- Unmet Needs Hearing flyers emailed to social service providers for distribution to clients.
- Provided RABA with 11"x17" laminated flyers for placement in the fixed route buses.
- Provided RABA with 8-1/2"x11" flyers for placement in demand-response vehicles.
- Placed display and legal advertisements in local newspapers.
- Notice of Unmet Needs Hearing posted on the RTPA website.

Definition of "Unmet Transit Needs" and "Reasonable to Meet"
An "unmet transit need" and "reasonable to meet" (TNA, page 5) are established by RTPA Resolution 00-21.

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, 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 Board 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. Proposed expenditures must be in conformity with the Regional Transportation Plan.

Out-of-county services are not eligible for TDA funding.

TDA Claims
One of the duties of the RTPA is to distribute TDA funds. These funds are derived from 1/4 cent of the general sales tax collected statewide and a portion of the statewide sales tax on gasoline and diesel fuel. The funds are returned by the state to the RTPA for apportionment to eligible claimants on the basis of population.

The first priority for claiming funds from a claimant's apportionment 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. 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 Article 4 allocations are made, disbursements may be made under Article 8 for pedestrian or bicycle facilities and other uses. Appendix B, Page 28 of the TNA shows the TDA budget adopted for FY 2007/08, the proposed disbursements "off the top", and the remainder of the individual claimant apportionments available to the local jurisdictions based on population.

To approve a claim for other uses, 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. More commonly, these "spillover" funds are used for local streets and roads.

2008/09 Farebox Ratio Requirements
In 2006/2007, RABA's system-wide farebox was 18.13%, falling short of the RTPA approved farebox ratio of 19%. Under TDA statutes, most operating expenses for fixed-route and demand-response services are combined to calculate the system-wide farebox ratio. If services were reported separately, the fixed-route farebox ratio recovery was 19.16% and demand-response was 15.59%.

This is the third year that RABA has not met the RTPA established farebox ratio. During the TDA claims allocation process, the $ 37,471 farebox deficiency will be deducted from the estimated amount to fund RABA. The cities and county will then be asked to contribute the necessary funds to make RABA whole. The RTPA may make recommendations to ensure future compliance. This deficiency does not result in a reduction of the total amount of TDA funds received by the state.

RABA Short-Range Transit Plan Update
The Board approved Overall Work Program (OWP) funds for RABA to update the Short-Range Transit Plan. Three service alternatives were presented to the RABA Board. Alternative A was selected for further analysis. Alternative A continues to utilize fixed-route and demand-response services. RABA expects to begin system modifications beginning July 1, 2008. Fixed-route alignments will be modified to focus service on the most productive route segments. Several routes will be reduced to 30-minute headways. Demand-response

passenger certification will require a functional assessment to determine the extent of their disability and the potential to use fixed-route service. A more aggressive marketing campaign is also proposed to increase ridership.

The service enhancement would come at a higher cost, but is expected to increase ridership. RABA believes they can achieve the 19% farebox goal within five years. RABA is in the process of developing more detailed ridership and financial forecasts. Preparation of the 2008/2009 TDA claims will require RABA's estimated operating and capital budget. Preparation of this budget may delay the 2008/2009 TDA claims approval process to the June 24, 2008 Board meeting. Claims are due by July 1, 2008.

Public Hearing
This public hearing was advertised beginning January 11, 2008, and the comment period will extend to March 1, 2008. Comments received to date are summarized in Attachment B.

In proceeding, the Board should receive a presentation of the 2008/2009 TNA and conduct a public hearing to take testimony from the public and interested agencies. Staff will then prepare responses to all comments. At the April 22 or June 24 meeting, the Board will review responses to comments and determine for each claimant jurisdiction what unmet transit needs are reasonable to meet and adopt formal findings as the basis for the 2008/09 claims.

OTHER AGENCY INVOLVEMENT
The 2008/09 TNA was developed in consultation with RABA, CTSA, Caltrans, Shasta County, SSTAC, and the cities of Anderson, Redding, and Shasta Lake.

FINANCING
The Board review and final approval of findings in April or June will provide the basis for annual TDA claims by the various jurisdictions.

Daniel S. Little, AICP, Executive Director

DSL/SLC/jac

Attachments: Public Comments Received to Date
Draft 2008/09 Transit Needs Assessment

ATTACHMENT A

SUMMARY OF 2008/09 UNMET NEEDS COMMENTS			
COMMENT #	**NAME, ADDRESS**	**PHONE, EMAIL, MAIL**	**COMMENT**
E-1	Sally Scott	Sally_scott@dot.ca.gov	• Commuter services for Shingletown
E-2/P-1	Kimberly Nicholas	Kngofish@yahoo.com	• More service to Anderson. Current service is not enough.

*Comments received as of 2/4/08

SHASTA COUNTY
REGIONAL TRANSPORTATION
PLANNING AGENCY

UNMET TRANSIT NEEDS ASSESSMENT – 2008/2009

DRAFT

Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, CA 96001

Phone: 530-225-5654
Fax: 530-225-5667
www.scrtpa.org

Email:
slcrowe@co.shasta.ca.us

Accepted February xx, xxx

TABLE OF CONTENTS

APPENDICES

LISTING OF TABLES, FIGURES, AND MAPS

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 ¼ 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 SCRPTA 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.

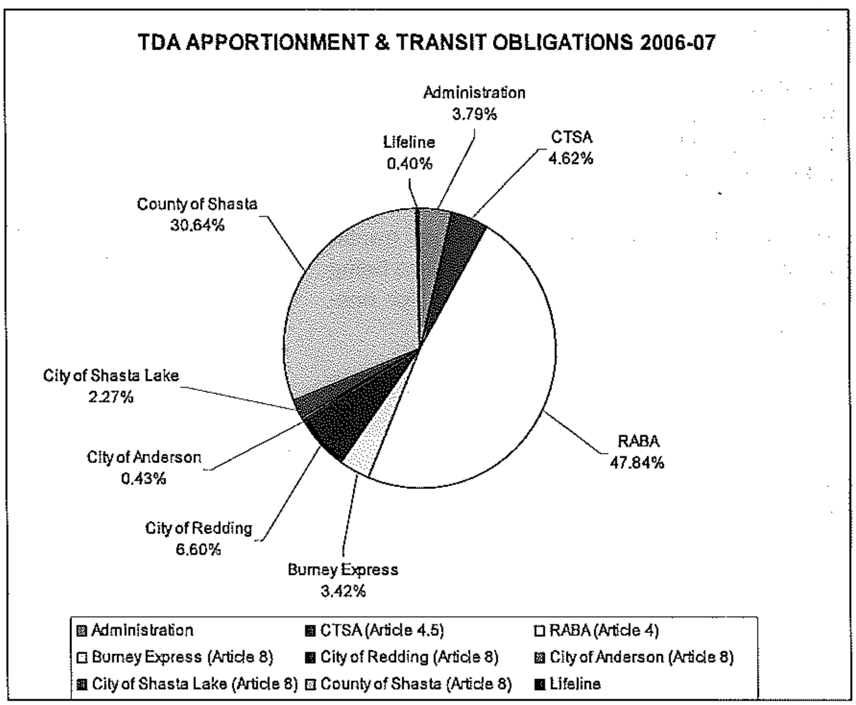
TDA statutes are separated into sections known as "Articles". There are three Articles that transit operators in Shasta County may file a claim for funding under:

- **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 2006/2007, nearly $7.5 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.



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 need;
3) Consult with the Social Services Transportation Advisory Council (SSTAC); and
4) SCRTPA Board adopts the unmet needs findings.

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 SCRPTA must determine that all transit needs that are "reasonable to meet" are being met before TDA funds can be used for non-transit purposes.

COORDINATED HUMAN TRANSPORTATION PLAN (CHTP)

The SCRTPA was the lead agency in the development of the CHTP Plan. 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 Federal Transit Administration requires that all projects involving federal funds must be included in a locally developed human transportation plan. The CHTP prioritizes transportation services for funding and implementation, with an emphasis on transportation needs of older-adults and persons with disabilities.

Strategies were developed that were determined to be the most effective way to provide transportation services to those in need, while increasing efficiency and making the best use of available resources.

The plan was adopted by the SCRTPA Board in June of 2007. The SCRTPA, SSTAC, and CTSA have begun implementation of several priorities contained within the short-range strategies.

One priority is to improve public awareness of transit. During the past summer a transit brochure (*Need a Ride?*) was published and distributed containing contact information for agencies in Shasta County. The brochure distribution list includes locations such as:

- Hospitals;
- Medical offices and clinics;
- Native American health clinics
- Rehabilitation centers;
- Social service agencies;
- Senior centers;
- Assisted living homes;
- Adult day care centers;
- Shasta County public library;

- Shasta College;
- Department of Motor Vehicles; and
- Other agencies whose clients or customers require transportation assistance.

The brochure is available for community events, health fairs, and workshops. At the time of this assessment, over 6,000 brochures have been distributed. *Need a Ride* is also posted on various websites throughout the county.

RABA's short-range transit plan update proposes an aggressive marketing approach. The consultant recommends 5% of RABA's operating budget be allocated to marketing.

Interregional transportation is another priority. SCRTPA staff recently met with representatives from Tehama County, Trinity County, RABA, and Shasta College regarding the possibility of providing inter-county express services. Transportation between counties is not an unmet need, and is not eligible for TDA funds. Grant funding options are being researched at this time.

CONCLUSIONS

The CTSA service and Burney Express meet the performance standards established by the SCRTPA. CTSA services receive 5% of Shasta County's overall TDA funds. Services are funded at the discretion of the SCRTPA Board.

This is the fourth year that RABA has been unable to meet the farebox ratio requirement. RABA was formed by a Joint Powers Agreement (JPA) with the County of Shasta and the cities of Anderson, Redding, and Shasta Lake. It will be up to the jurisdictions within the JPA to fully fund the farebox deficiency. The farebox ratio requirement can be reduced to 15%, but requires approval from the SCRTPA Board.

RABA has made steps to achieve the farebox ratio goal. A fare increase was implemented in October of 2005. The second phase of the fare increase began in July of 2006.

In 2005/2006 the SCRTPA approved planning funds for RABA to update RABA's Short-Range Transit Plan. The consultant has recommended three alternatives for a strategy to achieve the annual farebox ratio of not less than 19% on a sustainable basis. Following the strategies addressed in the transit plan update, it is projected that RABA will be able to meet the farebox ratio within five years.

New or expanded services recognized during the unmet transit need process should only be considered if found "reasonable to meet" by the SCRTPA.

<u>Redding Area Bus Authority</u>

RABA's Short-Range Transit Plan Update will assist in the development of cost-effective transit services reflective of the community needs and priorities within Shasta County. The overall goal is to increase service efficiency while also providing quality mobility options.

Steps considered toward improving the service include:

- Revising the operating schedule to reflect current operating conditions;
- Improving on-time performance that will support sustainable ridership growth;
- Route modifications or realignments designed to reduce the average trip time for current customers;
- Bringing transit closer to potential trip generators; and
- Reduce unproductive route segments.

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

<u>Consolidated Transportation Services Agency</u>

This service currently meets all performance criteria established by the SCRTPA. Additional service may be considered providing there is adequate funding available.

<u>Lifeline</u>

This service currently meets all performance criteria established by the SCRTPA. Additional service may be considered providing there is adequate funding available.

SUMMARY

The CTSA service and Burney Express meet the performance standards established by the SCRTPA.

RABA currently does not meet the established minimum farebox ratio. It will be up to the jurisdictions within the JPA to voluntarily contribute the farebox ratio deficiency assessed for 2006/2007.

It is not anticipated that new transit services will be added until the existing system can sustain the 19% farebox ratio.

As recommended in the RABA's Short-Range Transit Plan, identifying strategies to optimize the value of the current framework of RABA services is the most reasonable and practical path to achieve farebox ratio. RABA will begin moving forward with implementing the strategies addressed in the plan.

Through strategies addressed in the CHTP, the investment of time and thought at state, local, and regional levels will result in a lower cost of individual trips, and provide more trips to more places.

CHAPTER 2: UNMET TRANSIT NEEDS AND "REASONABLE TO MEET DEFINITION"

Section 99401.5 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 E 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. RABA is currently updating this plan.

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 (page 7) compares the 2006 and 2007 Shasta County population by jurisdiction.

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.

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

TABLE 2: POPULATION TRENDS				
	2006 Population	2007 Population	Percent Change	Est. 2008 Pop. (Based on 2006 1.2% pop. growth)
ANDERSON	10,580	10,594	0.99%	10,721
REDDING	89,162	90,045	0.99%	91,125
SHASTA LAKE	10,230	10,293	0.99%	10,416
UNINCORPORATED	69,863	70,469	0.99%	71,315
TOTAL COUNTY	179,835	181,401	0.99%	183,577

** 2006 figures are changed from 2007/08 table based on E-1 estimates reported in May 2007*

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

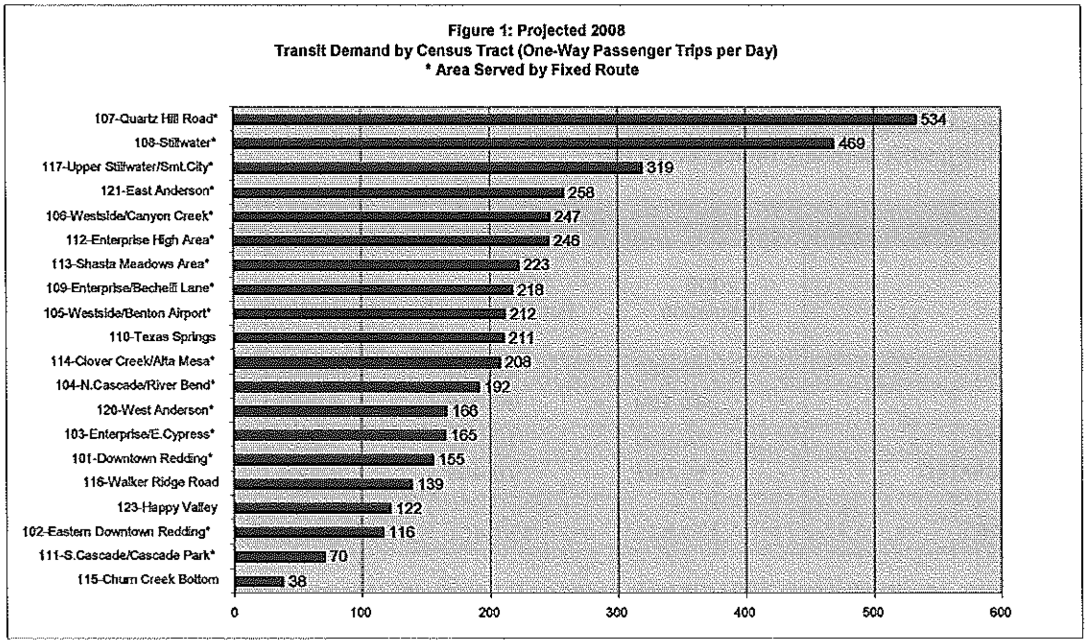
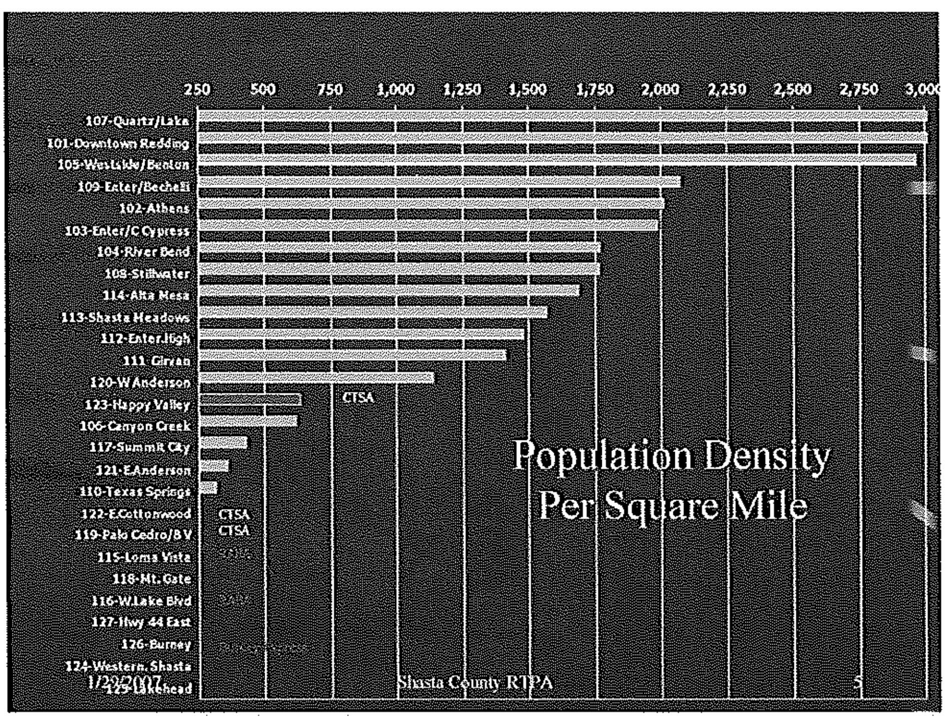
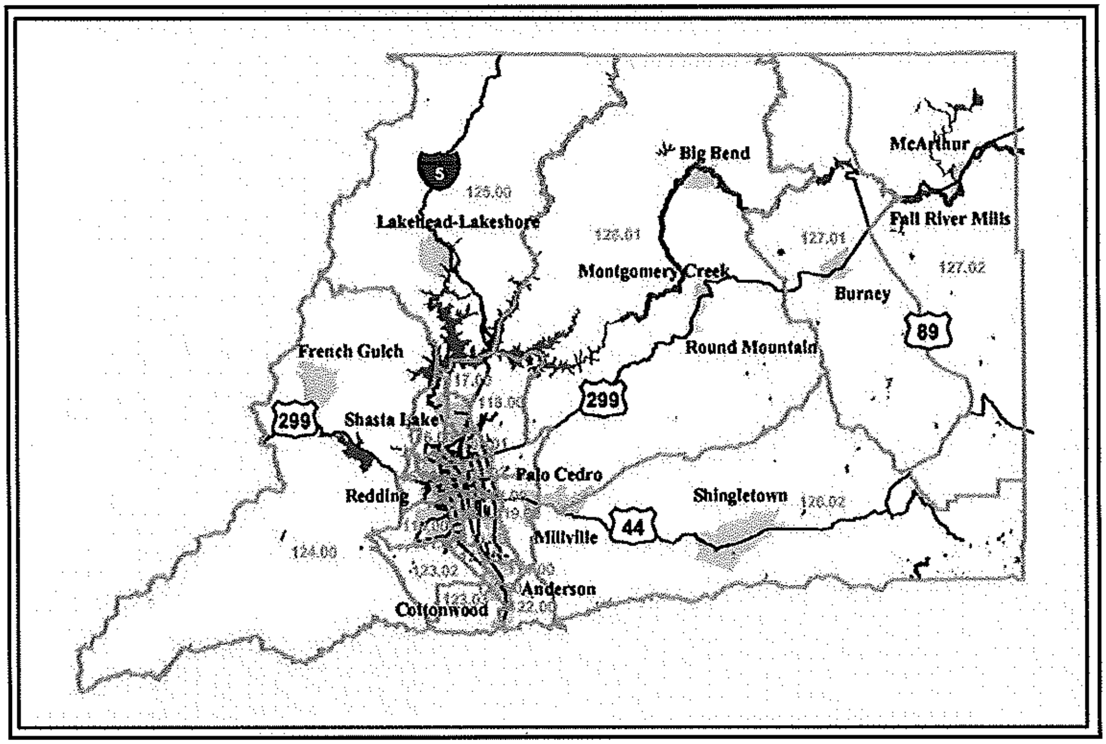


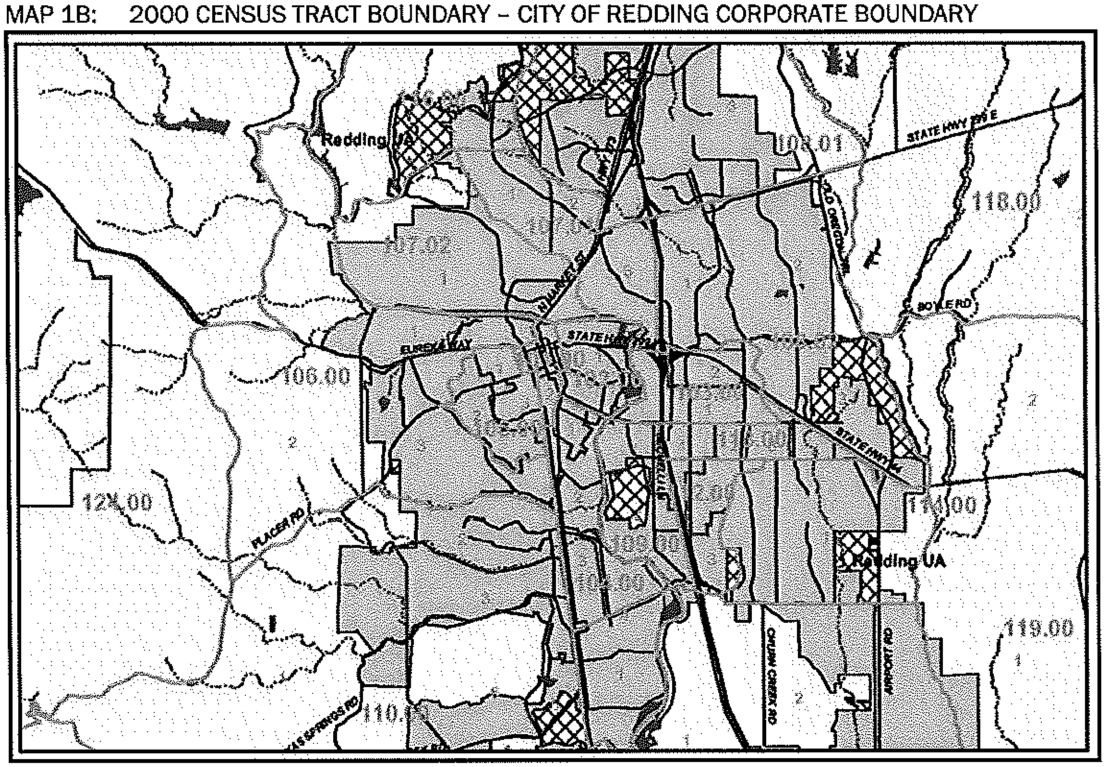
FIGURE 2: RESIDENTS PER SQUARE MILE



MAP 1A: 2000 CENSUS TRACT BOUNDARY – COUNTY OF SHASTA



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



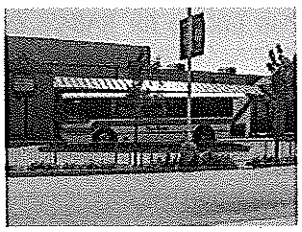
CHAPTER 4: DESCRIPTION OF EXISTING TRANSIT SERVICES

This chapter reviews the transit services available in Shasta County. Types of services available have been divided into two categories: TDA-funded services (Table 4, page 14) and alternative transportation systems. The alternative systems 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 the urban areas of Anderson, Redding, and Shasta Lake (Map 3, page 13). Fixed-route and demand-response services are provided six days a week. 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 3 lists the routes and frequency of operation.

Fixed-route: RABA operates 11 fixed-routes and two express routes (Anderson Express and Burney Express) within portions of Shasta County and the cities of Anderson, Redding, and Shasta Lake (Table 3). 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-routes, complying with ADA mandates.

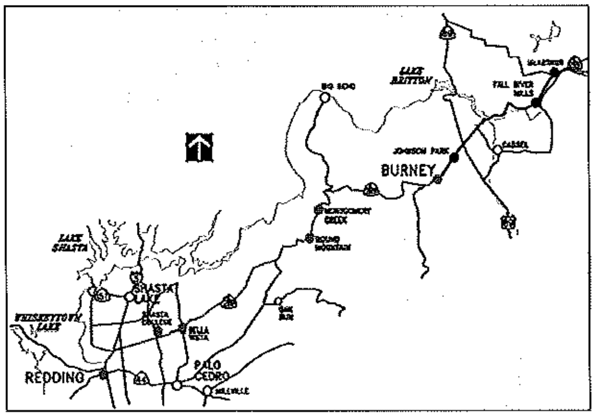
TABLE 3: RABA SERVICE SUMMARY

Route	Route Length (miles)	Route Service Area	Round-Trip Time	Frequency
Fixed-route				
1	19.2	Masonic/Oasis/Ashby/Shasta Dam/Cascade	1 hour	Hourly
2	19.3	Downtown/Pioneer/Airpark/Continental/ Placer	1 hour	Hourly
3	16.7	Downtown/Turtle Bay/Breslauer/Girvan/Ellis	1 hour	Hourly
4	14.7	Canby/Churn Creek/Hartnell/Larkspur/College View	1 hour	Hourly
5	12.0	Downtown/Hartnell/Bechelli	1 hour	Hourly
6	15.0	Downtown/Victor/Canby	1 hour	Hourly
7	18.0	Downtown/Canby/Shasta & Simpson Colleges/College View	1 hour	Hourly
8	16.9	Masonic/Cascade/Lake	1 hour	Hourly
9	26.4	Anderson-Only	1 hour	Hourly
11	11.6	Downtown/Cypress/Canby/Masonic/No. Market	1 hour	Hourly
14	11.9	Downtown/Benton/Masonic/Hilltop/Cypress	1 hour	Hourly
Demand-response	N/A	Generally within ¾ mile of all fixed-routes		
Burney Express	110 miles round trip			2 round trips daily
Anderson Express	19.2 miles round trip (A combination of Route 9 and Anderson Express is currently under a six-month trial operation.)			5 round trips daily

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



Anderson Express

In October, 2005, RABA began an Anderson-Only route, with an express route to Redding. This service did not increase the RABA system-wide service hours or miles; therefore, an analysis by the SCRTPA of the "reasonable to meet" criteria was not required. A combination of Anderson-Only and the Anderson Express is currently on a six-month trial operation.

RABA SERVICE CHANGES SINCE THE 2007/2008 UNMET TRANSIT NEED REVIEW:

Transportation Enhancements

To date, a total of 154 benches and 38 shelters have been placed within RABA's service area. RABA has an agreement with a contractor to provide a bus shelter program. RABA receives 10% of the gross advertising revenues derived from any advertising placed by the contractor.

Maintenance Facility Improvements

The design component for the Maintenance Facility improvements is complete. Improvements were programmed to begin in 2004/05; however, they were postponed due to funding uncertainties. Those uncertainties have been resolved due to Proposition 1B. Construction is anticipated to begin in 2008, with completion scheduled for the end of the year.

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. The project will be funded primarily with Federal Transit Administration (FTA) Section 5307 funds, state bond funds, and local match.

Short- Range Transit Plan Update

The SCRTPA funded a Short-Range Transit Plan update for RABA's existing service area utilizing FTA planning dollars. A consultant has been retained to develop the plan. The transit plan was scheduled for completion in late 2006; however, due to a revision of work tasks, the plan is in the final stage of completion.

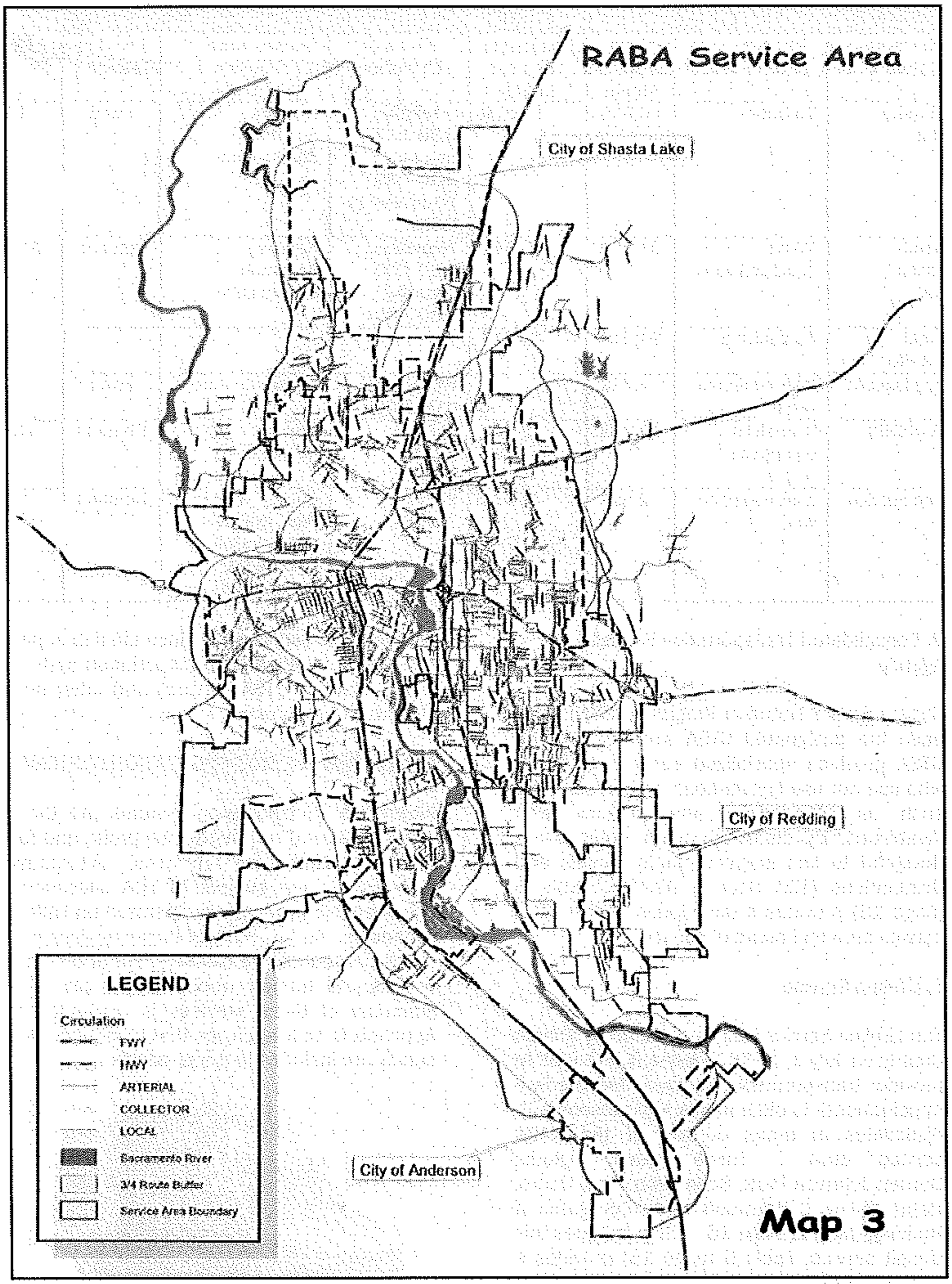
The plan provides alternatives for the provision of transit services to assist RABA in achieving the SCRTPA required farebox ratio of 19%. This may be accomplished through increases in ridership, decreases in costs as a result of restructuring, or a combination of both. Public hearings will likely be held in the winter of 2008, for possible implementation in the spring/summer of 2008.

Rolling Stock

Four vehicles were acquired in 2007 in conformance with RABA's bus replacement schedule. These vehicles will be utilized in the demand-response service.

Service Improvements

In 2007/08, RABA will be making minor route modifications throughout its service area. The changes will utilize existing routes, and RABA anticipates that the improvements will result in increased service efficiencies, reduction in duplication of services, and potentially a reduction in operating costs.



MAP 3: RABA SERVICE AREA

TABLE 4: 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)	20 buses	60,839	54,376	Weekdays 6:30-7:30 Saturday 9:30-7:30 Times vary by route	Redding Anderson Shasta Lake	Fixed	$4.36
Demand-response (RABA)	20 lift equipped vans	33,375	6,341	Weekdays 6:30-7:30 Saturday 9:30-7:30	Redding Anderson Shasta Lake	Demand	$19.05
Subtotal (DR & FR)	40 vehicles	94,214	60,717				
Burney Express	2 lift equipped vans	4,711		Weekdays 6:00-7:00	Burney-Redding	Fixed	
CTSA (SSNP)	9 small lift equipped buses	12,783	2,156	M-F 8-4:30	Shasta County (see table 5)	Demand	$13.59
Lifeline Service	1 lift equipped van	2,561	334	M-F 8-4:30	Burney, Johnson Park, Bella Vista, Happy Valley, Palo Cedro, Cottonwood	Demand	$7.48

2. Consolidated Transportation Services Agency

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 5 (page 15) provides a description of the CTSA service area and hours of service.

3. Lifeline Service

The Lifeline Service was established by Shasta County on July 1, 1996. Lifeline is intended to provide transportation services for medical appointments to 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 16). SSNP provides this transit service. Table 5 (page 15) provides a summary of Lifeline services. It also compares Lifeline to other TDA-funded services.

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.

B. ALTERNATIVE TRANSPORTATION SYSTEMS

Alternative transportation systems are those services offered by private, non-profit, and for-profit transportation services. Alternative systems are not subject to TDA allocations. The available services are operated on limited schedules. An inventory of these services was conducted during the development of the local coordinated human transportation plan. A summary of these services is presented in Appendix C. Only agencies that responded to a survey are included in the appendix.

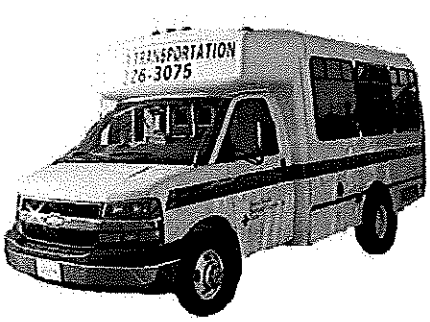
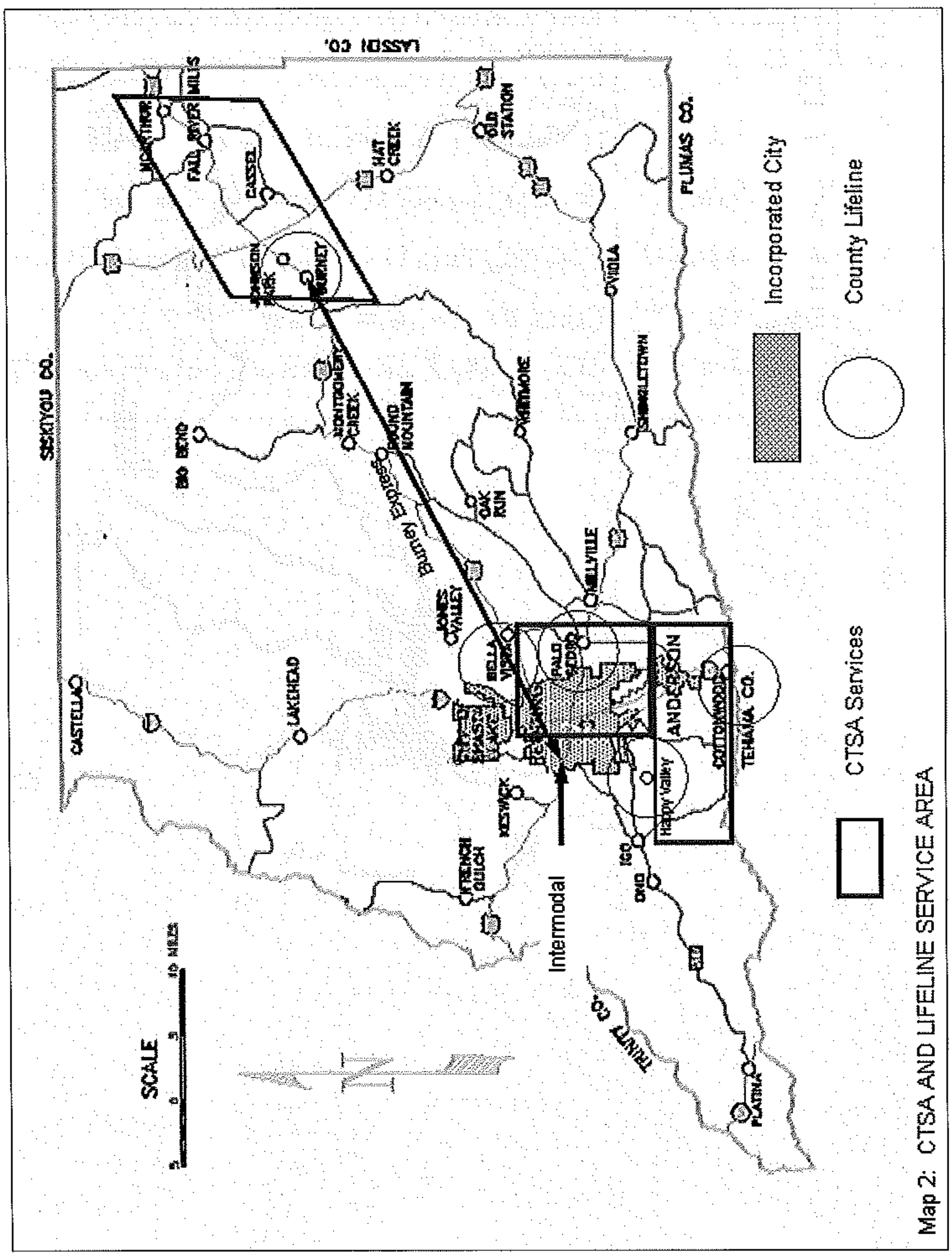


TABLE 5: CTSA HOURS OF SERVICE AND SERVICE AREA		
ROUTE	HOURS OF SERVICE	AREA OF SERVICE
Route 2	8:00am - 3:30pm M-F	Airport Road, Churn Creek Bottom, East of I-5, and Balls Ferry Road (as schedule requires)
Route 3	8:00am - 4:30pm M-F	Burney Area–Doyles Corner, Johnson Park, Four Corners (as schedule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

MAP2: CTSA SERVICE AREA



CHAPTER 5: EXISTING TRANSIT PERFORMANCE

This chapter examines trends in ridership and farebox ratio for TDA-funded transportation services. It also discusses funding limitations affecting current and future levels of transit service. 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 (Table 6 - page 18).

2006-2007 FINDINGS

A. REDDING AREA BUS AUTHORITY (RABA) SERVICES

Fixed-route and Demand-response

The population of the RABA service area based on the E-1 Population Estimate Report for 2007 was 116,408; less than a 1% increase from the prior year.

Based on information provided in RABA's *Transit Operators Financial Transactions Report*, the system-wide farebox ratio for fiscal year 2006/2007 was 18.13% (Appendix D), falling below the RTPA required 19% farebox ratio. Table 7 on page 19 represents RABA's operating and financial statistics for 2006/2007.

RABA was formed by a Joint Powers Agreement (JPA) with the County of Shasta and the cities of Anderson, Redding, and Shasta Lake. The JPA states that, "It is understood that Transportation Development Act funds necessary for the operation of such a system will be deducted from amounts otherwise due the parties......."

RABA is currently in a second-year that there has been a shortfall in the farebox ratio (Table 6 - Page 18). Chart 1 demonstrates the chronological farebox ratio history. RABA is

making efforts to achieve the required 19% farebox ratio goal. RABA implemented a fare increase in October 2005. The second phase of the fare increase began in July 2006. Although RABA did not meet the required farebox ratio in 2006/2007, a net gain of $67,587 was realized for the fiscal year.

During the TDA claims allocation process, members of the JPA will be asked to voluntarily contribute the necessary funds to meet the transit service funding requirements. There is no reduction in the amount of TDA funds received from the state.

In order to achieve the SCRTPA established farebox ratio goal, RABA has updated their short-range transit plan. At the time of the development of this assessment, the consultant recommendations were under review. It is anticipated that RABA will implement plan recommendations within fiscal year 2007/2008. See further discussion under findings in Chapter 6 - Transit Evaluation.

TABLE 6: FAREBOX RATIO DEFICIENCY FOR 2006/2007				
	2004/2005 Year 1 Farebox ratio	2005/2006 Year 2 Farebox ratio	2006/2007 Year 3 Farebox ratio	2007/2008 Year 4 Farebox ratio
	Grace year – no penalty This is a grace year. No penalty is assessed to the transit system.	Non-compliance Year The second consecutive year that a transit system fails to meet the required farebox ratio is the non-compliance year.	Determination Year The transit system meets the farebox ratio requirement – this is the determination year.	Penalty assessed to LTF Funds The transit system is charged a penalty for the shortfall in farebox ratio for the second year that it does not comply with farebox ratio requirement. The agencies are impacted by a reduction in funds available for other uses.
SCRTPA required farebox ratio	19%	15%	19%	19%
RABA farebox ratio	13.54%	14.51%	18.13%	
Shortfall	5.46%	0.49%	0.87%	
RABA expenses per Transit Operators Report		$ 4,190,064	$ 4,292,526	
RABA farebox ratio recovery		$ 608,060	$ 778,109	
RTPA required farebox ratio (Total expenses multiplied by required farebox ratio)		$ 628,510	$815,580	
Shortfall	REDUCTION IN LTF FOR OTHER USES	$ 20,450	$ 37,471	
Impact on Agencies				
City of Anderson				$ 2,196
City of Redding				$ 18,600
City of Shasta Lake				$ 2,146
County of Shasta				$ 14,529

CHART 1: FAREBOX RATIO HISTORY

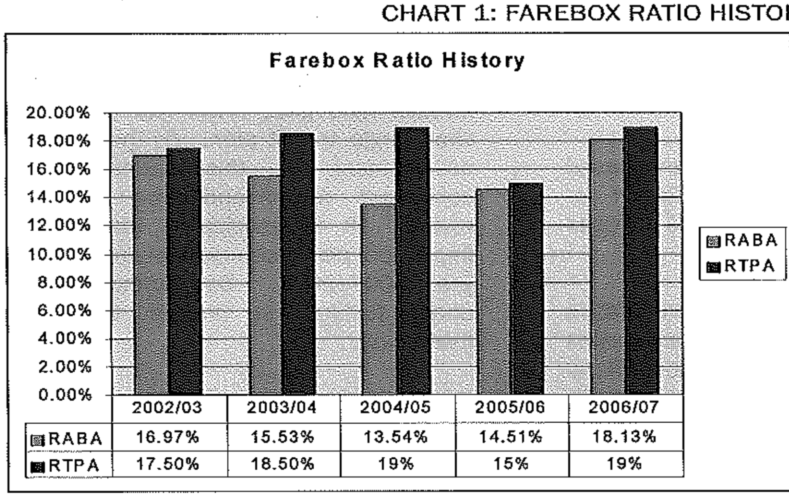


TABLE 7: RABA– 2006/2007 OPERATING AND FINANCIAL STATISTICS							
Performance Indicator	Fixed-route	Change from Prior Year	Comments	Demand-response	Change from Prior Year	Comments	TOTAL
Passenger Trips	652,523*	Decrease 33,408	Decrease From Previous Year: 5.1%	76,091	Increase 4,818 Trips	Increase From Previous Year: 6.3%	728,614
Service Miles	730,069*	Decrease 24,456 Miles	Passenger trips per service mile: 1.12	400,495	Increase 18,781 Miles	Passenger trips per service mile: .19	1,130,564
Service Hours	45,825*	Decrease 896 Hours	Passenger trips per service hour: 14.2	27,135	Increase 1,856 hours	Passenger trips per service hour: 2.8	72,960
Expenses	$2,843,181	Decrease $31,821	Per Passenger Trip Cost: $4.36	$1,449,345	Increase $134,283	Per Passenger Trip Cost: $19.05	$4,292,526
Fares	$544,908	Increase $96,433	Farebox ratio Recovery: 19.16%	233,201	Increase $73,616	Farebox ratio Recovery: 16.1%	$778,109

- Fares: Combined farebox ratio recovery = 18.13%.
- Fixed-route Per Passenger Trip Subsidy = $3.52
- Demand-response Per Passenger Trip Subsidy = $15.98

* Burney Express is included in RABA's fixed-route SCO report

Express Routes

Burney Express operates two routes 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 JPA. This service continues to exceed the 10% minimum farebox ratio requirement and has averaged a 17.61% 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 2006/2007, Burney Express averaged 488 passenger trips per month.

Anderson Express offers express service between the cities of Anderson and Redding.

In October, 2005, RABA approved an Anderson-Only route, with an express route between Anderson and Redding five times per day. This service did not increase the RABA system-wide service hours or miles; therefore, an analysis by the SCRTPA of the "reasonable to meet" criteria is not required. The Anderson Express is included in RABA's system-wide farebox ratio recovery.

TABLE 8: SSNP 2006/2007 OPERATING AND FINANCIAL STATISTICS				
Performance Indicator	2005/2006	2006/2007	Change from Prior Year	Percent Change
Passenger trips	26,633	25,868	Passenger trips decreased 765 trips	2.9% decrease
Service Miles	153,512	153,396	Miles decreased 116	.1% decrease
Cost Per Passenger	$13.79	$13.59	Cost per passenger trip decreased $0.20	1.5% decrease
Cost Per Mile	$2.39	$2.24	Cost per mile decreased $0.15	6.3% decrease
Total Expenses	$367,249	$351,502	Total expenses decreased $15,747	4.3% decrease

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.

CTSA services provided 25,868 trips at a cost of $13.59 per trip, and a cost per service hour of $30.40 (Table 8 - page 20). This is a decrease in expenditures from the prior year.

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 2006/07, there were 4,013 Lifeline trips (approximately 17 passenger trips daily) at a cost of $7.48 per trip. This is an increase of 1,300 trips from the prior year.

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 9). Appendix F represents a chronological history from 1999 to present detailing primary unmet transit need requests and SCRTPA responses and actions.

TABLE 9: PERFORMANCE CRITERIA	
Redding Area Bus Authority Fixed-route, Demand-response, and Anderson Express	System-wide 19% farebox ratio requirement
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

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

This service is currently an unmet transit need determined "reasonable to meet" by the SCRTPA.

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 20% farebox ratio. All census tracts exceeding 200 passenger trips per day are currently served by RABA fixed-routes. It is not anticipated that new transit services will be added until the existing system can sustain the 19% farebox ratio.

Finding: As detailed in Chapter 5, this is the fourth consecutive year that RABA has not met the farebox ratio established by the SCRTPA.

In 2005/2006 the SCRTPA approved planning funds for RABA to update RABA's Short-Range Transit Plan. The consultant has recommended three alternatives for a strategy to achieve the annual farebox ratio of not less than 19% on a sustainable basis. These alternatives are currently under review by the RABA staff and RABA Board. It is probable that an alternative will be selected for implementation in 2008/2009.

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 five years.

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 2006/2007, this service meets the performance criteria for community transit service.

D. LIFELINE SERVICE

This service is currently 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 cities and county and not the SCRTPA. Individual jurisdictions may provide the service with TDA funds, or other funding sources, and set their own performance standards. Potential expansions to service could include new service in specified areas or increasing the frequency, days, or hours of service.

E. SUMMARY

The CTSA service and Burney Express meet the performance standards established by the SCRTPA.

RABA currently does not meet the established minimum farebox ratio. It will be up to the jurisdictions within the JPA to voluntarily contribute the farebox ratio deficiency assessed for 2006/2007.

It is not anticipated that new transit services will be added until the existing system can sustain the 19% farebox ratio.

As recommended in the RABA's Short-Range Transit Plan, identifying strategies to optimize the value of the current framework of RABA services is the most reasonable and practical path to achieve farebox ratio. RABA will begin moving forward with implementing the strategies addressed in the plan.

Through strategies addressed in the CHTP, the investment of time and thought at state, local, and regional levels will result in a lower cost of individual trips, and provide more trips to more places. By working together, we can improve the transportation system and delivery of passengers to our community members.

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

a. Consult with the social services transportation advisory council established pursuant to Section 99238.

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

1. An annual assessment of the size and location of identifiable groups likely to be transit- dependent or transit-disadvantaged, including, but not limited to, the elderly, the handicapped, individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code (the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101, et seq.)), and persons of limited means.

2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately- and publicly- provided services necessary to implement the plan prepared pursuant to Section 12143 (c) (7) of Title 42 of the United States Code, in meeting the transit demand identified pursuant to paragraph (1).

3. An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.

c) Identify the unmet transit needs of the jurisdiction and those needs that are "reasonable to meet". The transportation planning agency shall hold at least one public hearing pursuant to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be "reasonable to meet" by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. The definition adopted by the transportation-planning agency for the terms unmet transit needs and "reasonable to meet" shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not "reasonable to meet". An agency's determination of needs that are "reasonable to meet" shall not be made by comparing unmet transit needs with the need for other uses.

d) Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be that (1) there are no unmet transits needs, (2) there are no unmet needs that are "reasonable to meet", or (3) there are unmet transit needs, including needs that are "reasonable to meet". The resolution shall include development pursuant to subdivisions (a), (b), and (c) which provides the basis for the finding.

e) If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are "reasonable to meet", then the unmet transit needs shall be funded before any allocation is made for other uses within the jurisdiction.

Appendix A-1
Cost Allocation Method

TABLE 31: Recommended Service Modifications – FY 1995-96 Subsidy Impact Under Existing DAVE Contract

Modification	Daily Vehicle Hours(1)	Daily Vehicle Miles(2)	Annual Impact of Modification: Vehicle-Hours	Vehicle-Miles	DAVE Contract Costs(3)	RABA Maintenance Costs	Total Marginal Operating Cost	Total Allocated Operating Cost(4)	Ridership: Annual	Ridership: Avg Day	Impact on Annual Farebox Revenue	Change in Annual Subsidy Required Under DAVE Contract
Provide Mid-day Burney Trip	2.5	0	640	0	$13,436	$0	$13,436	$15,743	2,000	8	$3,500	$9,936
Reduce Dial-A-Ride Service Hours												
- Burney	-2.5	-8	(640)	(2,048)	($13,436)	($451)	($13,887)	($16,194)	(400)	(2)	($400)	($13,487)
- Palo Cedro/Bella Vista	-3.5	-24	(896)	(6,144)	($18,811)	($1,352)	($20,163)	($23,393)	(300)	(1)	($300)	($19,863)
- Happy Valley	-1.5	-12	(384)	(3,072)	($8,062)	($676)	($8,738)	($10,122)	(300)	(1)	($300)	($8,436)
Provide Service to Fall River Mills Using Burney DAR Vehicle	0.0	72	0	18,488	$0	$4,067	$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	$1,036	2,600	10	$2,500	($1,464)
Provide Cottonwood Service Using Happy Valley DAR Vehicle	0.5	30	128	7,578	$2,687	$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)	$4,291	($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)	($5,324)	1,700	6	$700	($6,024)
Eliminate Route 9 to Cottonwood	-6.5	-96	(1,866)	(27,648)	($39,175)	($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	$39,175	$9,281	$48,456	$55,182	20,100	70	$8,600	$39,856
SUBTOTAL: Urban Fixed Route	0.0	-66	0	(19,046)	$0	($8,761)	($8,761)	($8,761)	16,300	57	$7,000	($15,761)
TOTAL	-4.5	10	(1,152)	465	($24,186)	($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 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 Total (MIT) * current DR SCO data = 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 = 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 x 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 (GPT)	-	16,522	16,522 (MIT)	65,225	713,904	779,129	
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)

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
118	Sample Tract	7,374			1,971	7,781	36,419	44,201	112

SCHEDULE OF ANNUAL CLAIMS /TDA BUDGET				
FISCAL YEAR 2007/2008 CLAIMS				
EXHIBIT B				
		Funding Sources		
CLAIMANT/PURPOSE		LTF	STA	FTA
Off-The-Top Apportionments				
Administrative	PUC 99233.1	269,249		
(includes Core Function Match)				
CTSA Funding for Elderly Population	PUC 99275		361,344	
CTSA Funding for Administration by CTSA	PUC 99275		14,000	
		-		
Total Off The Top Apportionments		269,249	375,344	
Redding Area Bus Authority				
TDA funds required per RABA budget	6,409,259			
PUC Article 4 99260 (a)				
Sources of Transit Funding:				
LTF - Redding	3,234,960	3,234,960		
STA - Redding	267,587		267,587	
RABA Farebox Penalty	15,983	15,983		
FTA Section 5307	1,601,892			1,601,892
LTF - Shasta Lake	250,138	250,138		
STA - Shasta Lake	30,707		30,707	
RABA Farebox Penalty	1,032	1,032		
FTA Section 5307	183,828			183,828
LTF - Anderson	267,982	267,982		
STA - Anderson	31,754		31,754	
RABA Farebox Penalty	1,976	1,976		
FTA Section 5307	190,095			190,095
LTF - Shasta County	-	-		FTA 5311
STA- Shasta County	102,229		102,229	
RABA Farebox Penalty	1,459	1,459		
FTA 5311- Shasta County	227,638			227,638
				-
Total Funds Provided RABA for Transist	6,409,259	3,773,530	432,277	2,203,452
Services Provided Under Contract to Shasta County		LTF for Other	STA	FTA 5311
Burney Express			94,701	-
City of Redding				
LTF - For Other Uses		824,543		
City Of Anderson				
LTF - For Other Uses		200,471		
City Of Shasta Lake				
LTF - For Other Uses		213,247		
Shasta County				FTA 5311
LTF - For Other Uses (PUC 99400(a))		3,088,930		-
LTF/STA - Purchased Transportation - Rural Administration (Voluntary Program)		1,190	5,060	
LTF/STA for Lifeline Services (PUC 99400 ('c))		22,293	7,707	
Total Revenues by Funding Source		8,124,204	915,089	2,203,452

APPENDIX B – 2007/08 TDA CLAIMS

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 Laidlaw Transit Services, 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 Department of Social Services 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 CTSA. 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. Disabled individuals and persons on low income are eligible for transit service. In addition, services in 5 zones are funded by Shasta County Consolidated Transportation Service Agency using Transportation Development Act (TDA) funds. These zones are outside of RABA'S Demand-Response service area and are for elderly and mobility- impaired 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.
Laidlaw Transit Services Inc.	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. *(SCRTPA 2006-2007 Transit Needs Assessment). 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. *(RABA 2005/2006 Transit Operators Financial Transactions Report). 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. *(RABA 2005/2006 Transit Operators Financial Transactions Report).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 TRANSPORATION	
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 *(not affiliated with Shasta Senior Nutrition Programs).* 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 – FAREBOX RATIO

RABA FIXED AND DEMAND COMBINED
2006/2007 FAREBOX RATIO CALCULATIONS

		Demand-Response		Fixed-Route		Total
Revenues: 6611.2 (excludes Charter 99247 (a)	$	233,201	$	544,908	$	778,109
Operating Expenses						
(Depreciation Not Included)						
Services	$	165,791	$	330,248	$	496,039
Fuel & Lubricants	$	181,623	$	488,742	$	670,365
Tires and Tubes	$	15,877	$	39,552	$	55,429
Other Materials & Supplies	$	87,796	$	185,301	$	273,097
Utilities	$	33,038	$	55,795	$	88,833
Casualty & Liability Costs	$	18,062	$	30,502	$	48,564
Purchased Transportation	$	998,471	$	1,688,551	$	2,687,022
Miscellaneous	$	21,256	$	130,653	$	151,909
Property (non-operating - excluded from table)		0		0		0
Total Expenses	$	1,521,914	$	2,949,344	$	4,471,258
Exclusions	$	(72,569)	$	(106,163)	$	(178,732)
TOTAL OPERATING EXPENSES	$	1,449,345	$	2,843,181	$	4,292,526
Farebox ratio		16.09%		19.165%		18.13%

FIXED ROUTE FARES

Regular Fares	
Base Fare (Ages 6-61)	$1.50
Zone Change	$.75
Children (under 6)	**Free**
Transfers	**Free**
Special Fares	
Senior Base Fare (62 and older)	$.75
Handicapped Base Fare	$.75
Medicare Card Holder	$.75
Zone Change	$.40

DEMAND RESPONSE FARES

Base Fare	$3.00
Zone Change	$1.50

APPENDIX E - 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 F – 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	1998 Temporary farebox ratio reduction to 15%. 1997/98 RABA generated 15.87% farebox ratio. Further expansion could result in system not meeting 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 farebox ratio reduction for RABA. 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. 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%. Implemented trial services to Cottonwood, Airport Road Corridor, and Fall River.
2002/2003	1. Service to Palo Cedro and Lakehead 2. Sunday Service 3. 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.
2005/2006	1. Service to Stillwater and Shingletown 2. Reduce 1-hour Headways 3. Longer Hours 4. Sunday Service	1. 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. 2,3,4. 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. 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 *2001 RABA Short and Long Range Transit Plan.* -- Continued next page

Hearing Year	Primary Requests	SCRTPA Responses/Actions
2006/2007	1. Service to Cottonwood 2. Service Old Alturas/Boyle 3. Additional stops Burney Express 4. Support of Anderson Express	1,2: These services are outside of the RABA service area. Referred to CTSA. 3. Shasta County approved 2 additional stops (Pit River Casino and Diddy Wells). 4. A combination of the Anderson-Only service and Anderson Express is on a 6-month trial operation.