REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Consider 2007/08 Transit Needs Assessment and Conduct 2007/08 Unmet Transit Needs Hearing		02/27/07	6

RECOMMENDATION
It is recommended that the Agency:

1) Consider the 2007/08 Transit Needs Assessment (TNA) that discusses transit needs within Shasta County;
2) Hold a public hearing and take testimony on unmet transit needs in Shasta County;
3) Direct staff to present the information generated from today's hearing to the Social Services Transportation Advisory Committee (SSTAC) and claimant agencies for formulation of their recommendation;
4) Direct staff to prepare recommendations, written responses to comments, and draft findings final Agency action at the April 17, 2007 RTPA meeting; and
5) Direct staff to work with the Redding Area Bus Authority (RABA) to review RABA Short- and Long-Range Transit Plan (TP) Update's findings, and develop recommendations regarding farebox ratio.

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. 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 2007/08 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
2007/2008 Transit Needs Assessment
The 2007/08 TNA 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 Agency on the 2007/08 transit needs and proposed TDA allocations to claimant agencies is scheduled for Tuesday, April 17, 2007.

The 2007/08 TNA concludes that public and private transit operators serve the primary areas of high transit demand as well as many other specialized transit needs throughout the county. Burney Express and the Consolidated Transportation Service Agency (CTSA) are currently meeting the performance standards established by the RTPA, including those found in the unmet needs and reasonable to meet definition.

In October 2005, RABA began an Anderson Only route, with an express route to Redding every hour. This service did not affect RABA's system-wide service hours and did not require a reasonable to meet analysis. The route performance is low and is currently being reviewed for continuation.

RABA experienced a revenue shortfall during 2005/06 that will be discussed in the farebox ratio requirements section of this staff report.

Where funding is available, new or expanded transit services can be required under TDA 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 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 excess 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 11x17 laminated flyers for placement in the fixed route buses.
- Provided RABA with 8 1/2x11 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"
The definitions of "unmet transit needs" and "reasonable to meet" (TNA, 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.

TDA 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 1/4 of 1 cent of the 7 1/4-cent retail sales tax raised within the county and returned by the state to the RTPA for apportionment to eligible claimants on the basis of population.

Page 27 of the TNA shows the TDA budget adopted for FY 2006/07, the proposed disbursements "off the top", and the remainder of the individual claimant apportionments available to the local jurisdictions based on 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. (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 other uses. Appendix B, page 27 of the 2007/08 TNA is a summary of 2006/2007 LTF allocations, purposes, and priorities.

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

2007/08 Farebox Ratio Requirements
The 2007/08 TNA meets the requirements for part one of the unmet needs process outlined above. The report is attached and concludes that the Redding Area Bus Authority's (RABA) system wide farebox has decreased and does not meet the RTPA approved temporary farebox ratio reduction to 15% for 2005/2006. The 2005/06 RABA farebox ratio is 14.51%. The lower farebox ratio is attributed to reduced ridership and increased operating costs for fuels and supplies. Under the current Articles for funding utilized to support public transit operation within the TDA regulations, all costs related to both the fixed-route and demand-response services are combined in the calculation of the farebox resulting in a system wide farebox ratio. Should these services be reported separately, the fixed-route farebox ratio recovery was 15.59% and demand-response was 12.13%.

This is the second year for non-compliance and TDA-law requires that a "penalty year" be applied in an amount equal to the revenue shortfall of $20,450.00. During the TDA claims allocation process the penalty assessed to RABA will be deducted from the estimated available funds to fund RABA. The cities and county will then be asked to contribute the necessary funds to make RABA whole, and may make recommendations to ensure future compliance. The table on the next page demonstrates the farebox "penalty" and the TDA shares from each agency required to fully fund RABA.

The Agency approved an update of RABA's TP funded with Overall Work Program (OWP) funds. The TP is expected to be complete by June 2007. This update will include route recommendations as well as capital and financial plans. It is anticipated that RABA will not make the 19% farebox ratio requirement for 2006/2007. The situation regarding the failure to meet farebox has been discussed with RABA, and RABA has agreed to the RTPA staff recommendation to review the route, capital, and financial plan recommendations contained in the TP.

FAREBOX PENALTY FOR 2005/2006				
	2004/2005 Year 1 Farebox	2005/2006 Year 2 Farebox	2006/2007 Year 3 Farebox	2007/2008 Year 4 Farebox
	Grace year - no penalty	Non-compliance Year	Determination Year	Penalty assessed to LTF Funds
SCRTPA Required Farebox	19%	15%	19%	19%
RABA Farebox Recovery	13.54%	14.51%		
Shortfall	5.46%	0.49%		
RABA Expenses per Transit Operators Report		$ 4,190,064		
RABA Farebox Recovery		$ 608,060		
RTPA Required Farebox (Total expenses multiplied by required farebox)		$ 628,510		
Shortfall		$ 20,450	REDUCTION IN LTF AVAIL. FOR OTHER USES	
Impact on Agencies				
City of Anderson				$ 1,976
City of Redding				$ 15,983
City of Shasta Lake				$ 1,032
County of Shasta				$ 1,459

It is recommended that the Agency direct staff to work with RABA in reviewing and implementing recommendations affecting farebox ratio, as suggested in the TP. Staff will review funding requirements with RABA and come back to the Agency in July for further action.

Public Hearing

This public hearing was advertised beginning January 14, 2007 and the written comment period will extend to March 1, 2007. Comments received to date are summarized in Attachment B.

In proceeding, the Agency 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 17, 2007 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 2007/08 claims.

OTHER AGENCY INVOLVEMENT
The 2007/08 TNA was developed in consultation with RABA, CTSA, Caltrans, Shasta County, SSTAC, and the Cities of Anderson, Redding, and Shasta Lake.

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

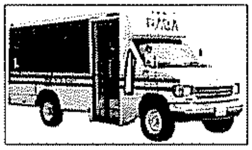
Daniel S. Little, AICP, Executive Officer

SLC/jac

Attachments: Public Comments Received to Date
TNA Power Point Presentation
Draft 2007/08 TNA

SUMMARY OF 2007/08 UNMET NEEDS COMMENTS			
COMMENT #	**NAME, ADDRESS**	**PHONE, EMAIL, MAIL**	**COMMENT**
P-1	Women's Refuge 4/5/06 Contacted Tri-Counties Network – Women's Refuge send bus passes to TCCN		• Bus passes for clients on Burney Express.
P-2	Phil Hidinger 12/5/06	356-3267	• Burney Express stop at Diddy Wells
E-1	Nada Greenleaf 4/19/06	Blackoak33@ yahoo.com Email response: 4/29/06	• How many riders to specific community? • Who should a senior contact? • Comments on RABA map and Senior Transportation • Is SSNP information at RABA bus stops?
E-2	Debbie Ginn, Caltrans Dist 2 6/28/06	Debbin_ginn@dot.ca.gov	• Forward request from CT Native American Liaison for stop in Burney at east end of town.
IP-1	Scott Anderson Physically disabled 10/24/06	221-B483 Brownstone1B7@ yahoo.com	• Old Alturas/Boyle. Forward info to SSNP for County Lifeline Service

2007/2008 UNMET TRANSIT NEEDS ASSESSMENT

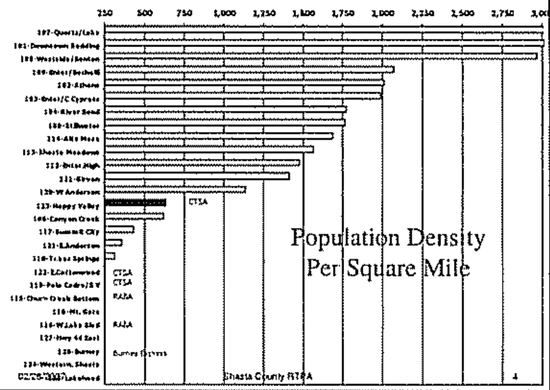


Unmet Transit Needs Process

1. Assess Transit Needs and Service within Shasta County
2. Conduct Public Hearing
3. Participation by Social Services Transportation Advisory Council (SSTAC)
4. RTPA Findings and Allocation of TDA Funds (April 17 2007)

What is the Transportation Development Act?

- County receives funds from the state based on the counties sales tax receipts.
- Provides funding sources for public transportation
  - Redding Area Bus Authority
  - Burney Express
  - Consolidated Transportation Services Agency (CTSA)
  - County Lifeline
  - 3 cities and the county for other uses



The Year in Review

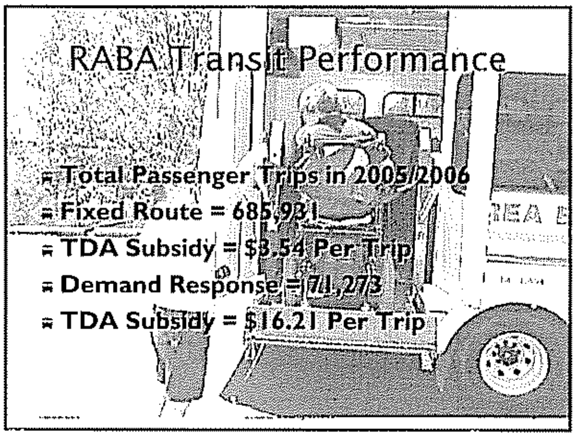
Redding Area Bus Authority- (RABA)

SYSTEMWIDE FAREBOX REQUIREMENT

- RTPA approved temporary farebox reduction to 15% for 2005/2006
- Actual farebox 14 51%
- Shortfall = $20,450
- RTPA approved farebox for 2006/2007 is 19%

INDIVIDUAL FAREBOX RATIO

- Fixed Route = 15.59%
- Demand Response = 12 13%

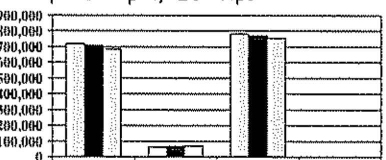


RABA Transit Performance

- Total Passenger Trips in 2005/2006
- Fixed Route = 685,931
- TDA Subsidy = $3.54 Per Trip
- Demand Response = 71,273
- TDA Subsidy = $16.21 Per Trip

RABA - Ridership Comparison

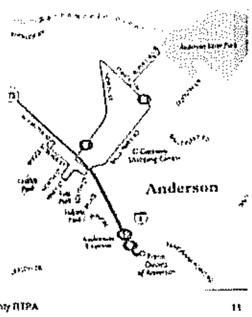
- Fixed Route Down 19,665 Trips
- Demand Response Up 4,628 Trips



	Fixed	Demand	TOTAL
2003/2004	718,417	65,225	783,642
2004/2005	705,596	66,645	772,241
2005/2006	685,931	71,273	757,204

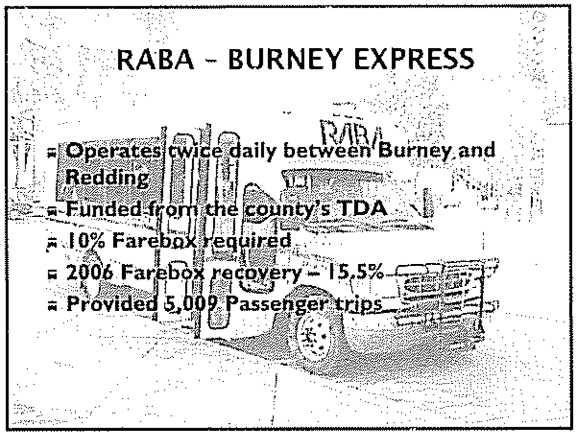
ANDERSON ONLY ROUTE

- Began service in October
- Ridership is low and this route is under review



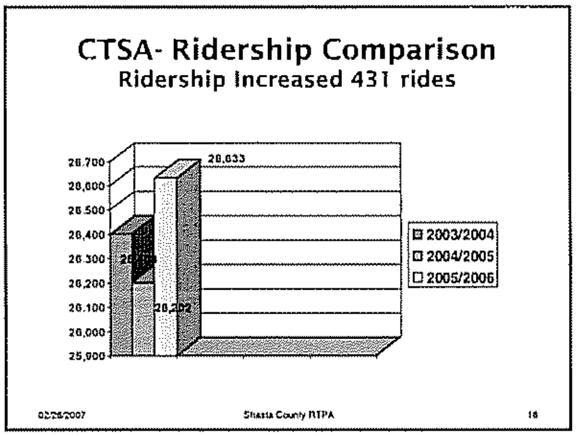
TRANSIT PLAN UPDATE

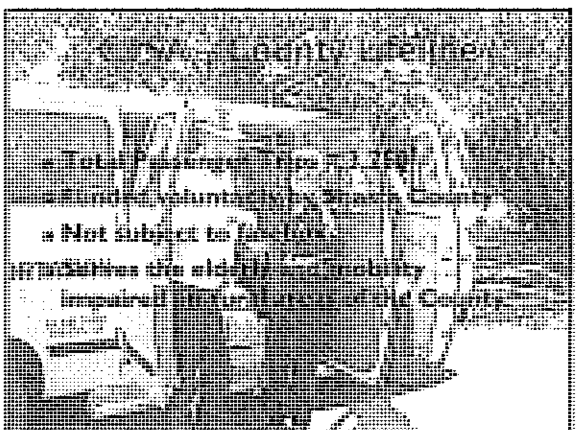
- Last updated 2001
- RTPA funded $50,000 from Overall Work Program Planning Funds
- Complete summer 2007

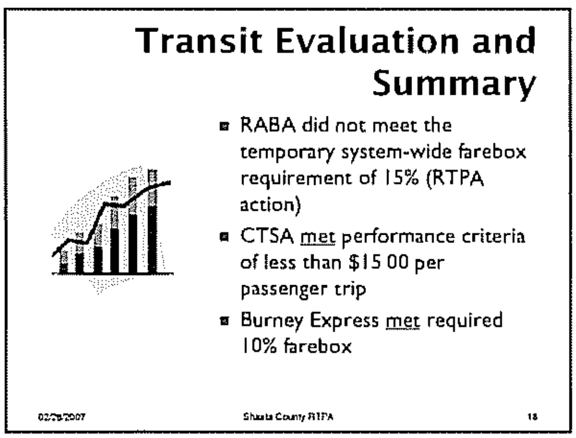

RABA - BURNEY EXPRESS
Operates twice daily between Burney and Redding
Funded from the county's TDA
10% Farebox required
2006 Farebox recovery – 15.5%
Provided 5,009 Passenger trips


Consolidated Transportation Services Agency (CTSA)


Transit Performance
Must meet performance criteria


CTSA- Ridership Comparison
Ridership Increased 431 rides
28,633
28,202
2003/2004
2004/2005
2005/2006
02/26/2007
Shasta County RTPA
16


County Lifeline
Not subject to farebox


Transit Evaluation and Summary
RABA did not meet the temporary system-wide farebox requirement of 15% (RTPA action)
CTSA met performance criteria of less than $15 00 per passenger trip
Burney Express met required 10% farebox
02/26/2007
Shasta County RTPA
18

Public Testimony

- Comments may be provided at today's Public Hearing or in writing, by phone, or by email.
- Written Comment period ends March 1st
- Written responses will be provided for all comments at the April 17 meeting.

02/26/2007 Shasta County RTPA 19

If you would like a copy of the Transit Needs Assessment, please see an RTPA staff member.

The document in also available on line at:

www scrtpa.org

02/26/2007 Shasta County RTPA 20

Questions?

02/26/2007 Shasta County RTPA 21

SHASTA COUNTY
REGIONAL TRANSPORTATION PLANNING AGENCY

UNMET TRANSIT NEEDS ASSESSMENT – 2007/2008

Shasta County Regional Transportation Planning Agency
1855 Placer Street
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TABLE OF CONTENTS

LISTING OF TABLES, FIGURES, AND MAPS

CHAPTER 1: INTRODUCTION

Public transportation in Shasta County is primarily funded with Transportation Development Act (TDA) funds. TDA provides a state funding source at the county level for local jurisdictions to improve existing public transportation. TDA also provides funding for local street and road projects; however, the main purpose is to provide funding for public transportation.

Shasta County encompasses 3,850 square miles. Sixty-three percent of the population resides in the urban cities of Anderson, Redding, and Shasta Lake. The primary transit needs within the county are provided by the Redding Area Bus Authority (RABA), Shasta Senior Nutrition Programs (SSNP), and other non TDA-funded human-service agencies or private transportation providers.

In order to receive state funding, the Shasta County Regional Transportation Planning Agency (SCRTPA) must identify any unmet public transit needs that may exist in Shasta County. As defined by TDA statute, public transportation is provided to those areas where services meet the reasonable to meet definition. 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. Jurisdictions may determine to voluntarily provide these services using TDA funds or other revenue sources.

The SCRTPA annually reviews unmet transit needs in accordance with Section 99401.5 of TDA statutes. 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. Existing transit services can also continue to receive TDA funds as long as these services comply with the reasonable to meet standard (§99401.5 (e)).

The annual unmet transit needs review involves a three-step process:

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

Information gathered through this process is used by the SCRTPA to determine unmet transit needs that are reasonable to meet. Appendix D refers citizens to the appropriate agency to contact regarding transit issues.

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

Chapter 2: Unmet Transit Needs and Reasonable to Meet Definition: Provides the definition and evaluation criteria adopted by the SCRTPA pursuant to TDA §99401.5(c).

Chapter 3: Transit Demand Analysis: Identifies the size and location of groups likely to be transit dependent or those with special transportation needs (TDA §99401.5 (B) (1)).

Chapter 4: Description of Existing Transit Services: Inventories public and private transit services in Shasta County. This inventory helps determine which transit needs are currently being served and sets the framework for the existing transit performance chapter discussed below.

Chapter 5: Existing Transit Performance: Reviews trends in ridership and farebox ratios for TDA-funded transportation services. This chapter identifies transit demands currently met by existing services (TDA §99401.5 (B) (2)).

Chapter 6: Transit Evaluation: 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. Appendix E of this report presents a chronological history from 1999 to present detailing primary unmet need requests and SCRTPA responses and actions.

A. SUMMARY OF CONCLUSIONS

Human-service agencies, public transit operators, and private transit providers serve the primary areas of high transit demand, including specialized transit needs, throughout the county. TDA-funded transit operators include the Redding Area Bus Authority (RABA) and Shasta Senior Nutrition Programs (SSNP), which operate senior transportation programs. SSNP is the designated Consolidated Transportation Services Agency (CTSA) and receives TDA funds under Article 4.5 PUC 99275. SSNP shall be referred to as the CTSA throughout this document.

RABA has failed to meet the SCRTPA-established farebox ratio for two consecutive years commencing in 2004/2005. This places RABA in a non-compliance year of a penalty phase. Failure to meet farebox is further discussed in Chapter 6.

The TDA-funded Burney Express and CTSA service currently meet the established performance standards established by the SCRTPA.

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

New or expanded services recognized during the unmet transit need process should only be considered if found reasonable to meet by the SCRTPA. The expansion criteria discussed in this report (see Chapter 5: Existing Transit Performance) for each type of service should be utilized in determining whether a new service can be funded. 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.

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, December 12, 2000).

UNMET TRANSIT NEEDS

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

- 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 in the transit system's Americans with Disabilities Act (ADA) **Paratransit Plan or short-range Transit Plan**, which are not yet implemented or funded.

  - 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.

What is **NOT** an unmet transit need?

- Minor **operational improvements** or changes involving issues 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 PUC Section 99220(b).

- Primary and secondary **school transportation.**

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 Agency 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.

   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.

3. 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.

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 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.

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.

This chapter evaluates the transit demand in the county by census tract. U.S. census data provides the only countywide demographic information, and is broken down into smaller county sub areas. Important types of census information for evaluating transit needs include: population density, elderly and mobility-impaired populations, and single-vehicle households. Shasta County is divided into 27 census tracts (see Map 1a, 1b on page 7). Census tracts are generally smaller in urban areas where population densities are higher. Census data is collected every ten years, with the last census conducted in 2000.

Table 1 compares the 2005 and 2006 Shasta County population by jurisdiction. The 2006 countywide population increased 1.2 percent over 2004.

TABLE 1: POPULATION TRENDS

	2005 Population	2006 Population	Percent Change	Est. 2007 Pop. (Based on 1.9% pop. growth)
ANDERSON	10,441	10,677	2.3%	10,879
REDDING	88,459	89,973	1.7%	91,682
SHASTA LAKE	10,204	10,325	1.2%	10,521
UNINCORPORATED	69,093	70,508	2.1%	71,847
TOTAL COUNTY	178,197	181,483	1.9%	184,929

Figure 1 below 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. 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

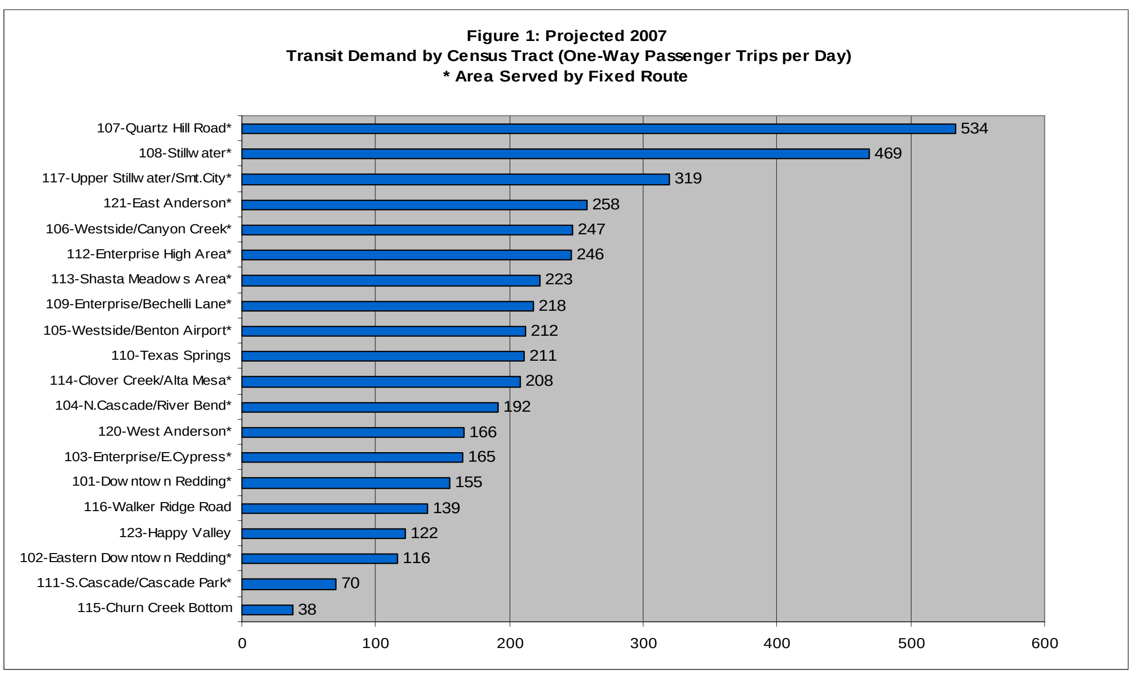
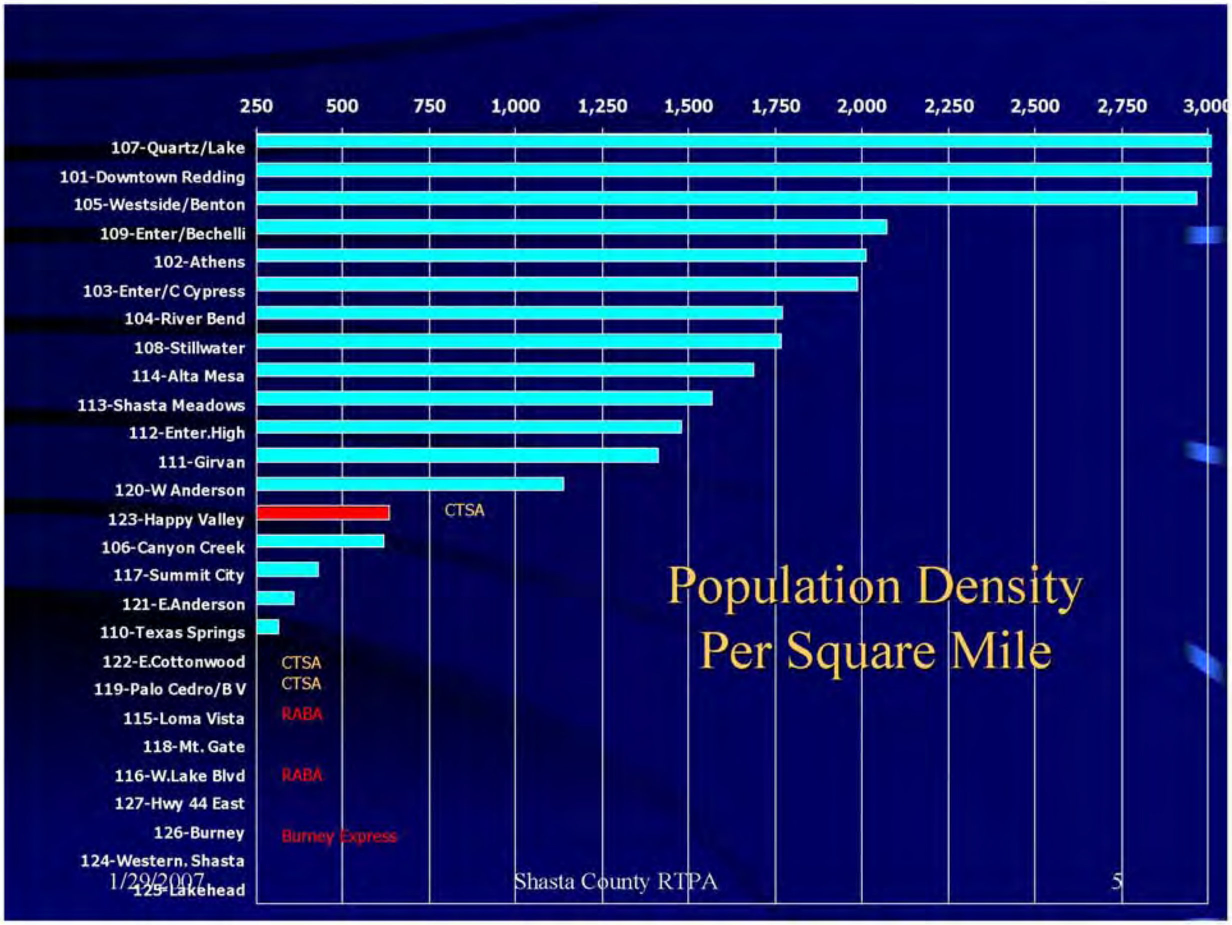


FIGURE 2: RESIDENTS PER SQUARE MILE



EXISTING RIDERSHIP 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.

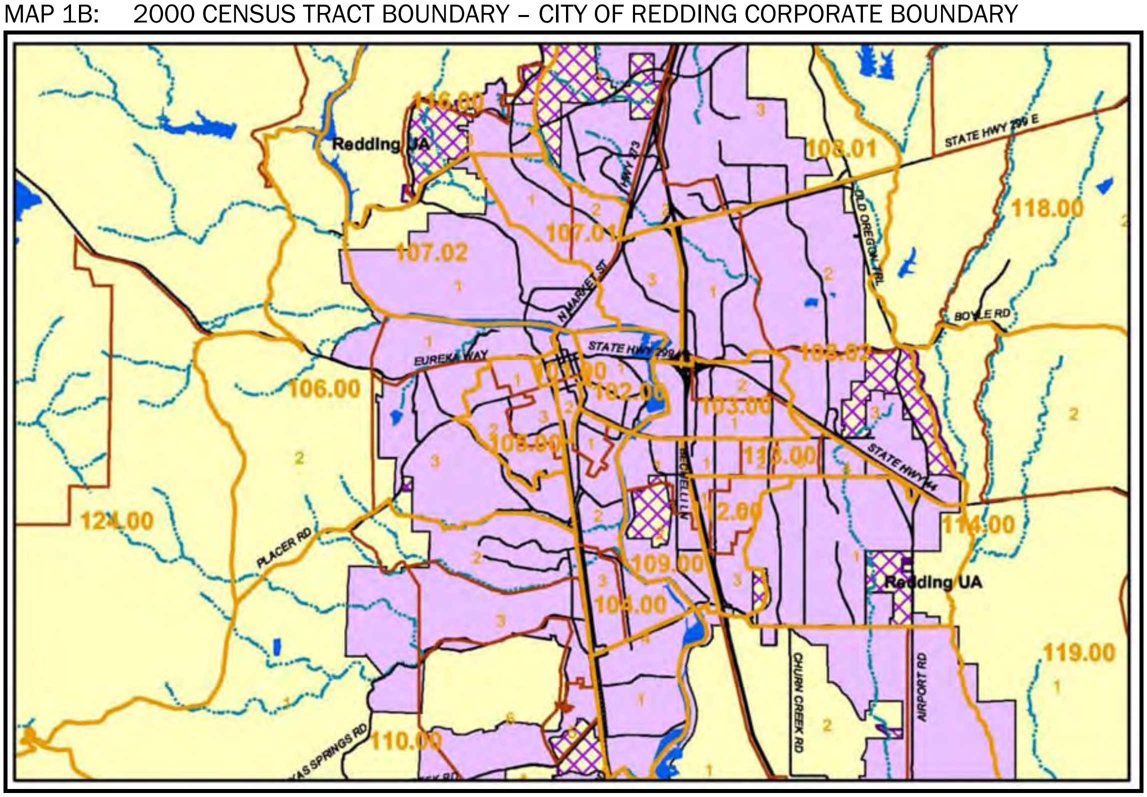
Ridership figures were collected and allocated to the various census tracts that comprise the RABA service area. The 2000 U.S. Census Data regarding population figures and the California State Department of Finance's Population Estimate (E-1) were used to allocate population to census tract. Only those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

Allocating the total existing transit demand figures to individual census tracts based upon demographic data yields the estimated future demand presented in Figure 1 (page 5). These figures are updated annually using the methodology developed by LSC, and utilizing census data and the E-1 for the current year. As shown, demand is particularly high in census tracts 107 and 108, comprising the northern and northeastern portions of Redding.

Shasta County has 27 census tracts, of which various forms of public transportation serve 23 of these census tracts (Figure 2, above). Only four census tracts do not have public transportation.

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

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



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 10) and alternative transportation systems (Table 6, page 14). This distinction is made since the purpose of this report is to assist in allocating TDA funds. Appendix B details the prior years' 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 greater Redding area (Map 3, page 11). 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 2 below). RABA provides express service to the Burney area on behalf of Shasta County.

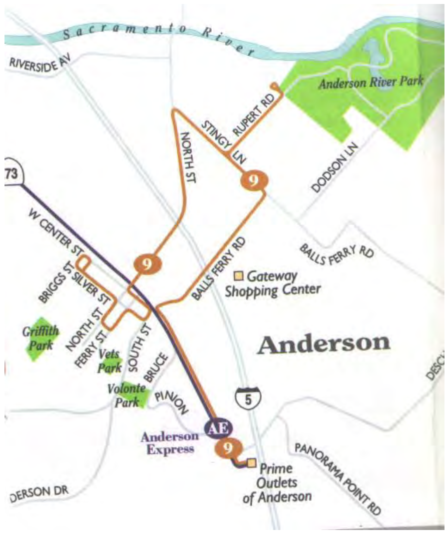
Fixed-route: RABA operates 11 fixed-routes and one express route within the cities of Anderson, Redding, and Shasta Lake, and portions of Shasta County (Table 3, page 10). The service area covers approximately 100 square miles with the boundaries as follows: City of Shasta Lake to the north, Shasta College to the east, Anderson to the south, and Buenaventura Boulevard in Redding to the west. Eleven routes operate on one-hour headways. The Anderson Express operates five hours per day, for a total of 12 vehicles in operation.

Demand-response: RABA's 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. 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.

The following table represents routes and hours of operation:

TABLE 2: RABA FIXED-ROUTE

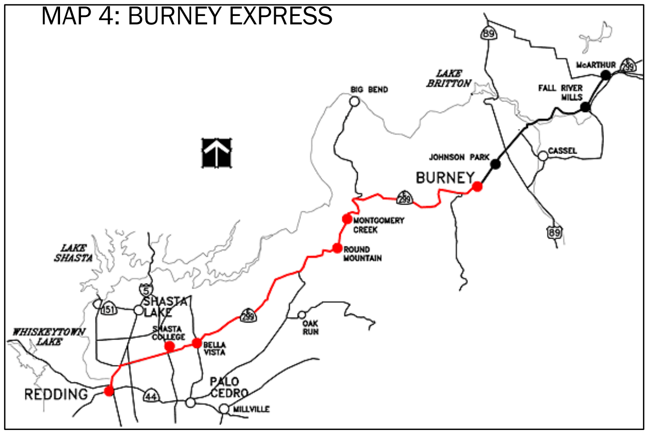
City	Route	Area	Hours
Anderson	Route 9		6:30am—7:30pm
Redding	Route 2	Eureka/Placer/Trinity	6:30am—7:30pm
	Route 3	Park Marina/Bonneyview/Railroad	6:30am—7:30pm
	Route 4	Bechelli/Churn Creek	6:20am—7:20pm
	Route 5	Hartnell	6:30am—7:30pm
	Route 6	Mt Shasta Mall/Victor	6:30am—7:30pm
	Route 7	Churn Creek/Shasta College	6:30am—7:30pm
	Route 11	Hilltop/Cypress	6:30am—7:30pm
	Route 12	Breslauer	7:00am—6:30pm
	Route 14	Market/Cypress	7:00am—7:00pm
Shasta Lake	Route 1	Redwood/Lake	6:00am—8:00pm
	Route 8	Lake/Redwood	6:00am—8:00pm



MAP 6: ANDERSON ONLY ROUTE

Anderson Express: In October, 2005, RABA began an Anderson Only (Map 6) route, with an express route to Redding every hour. 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. The route performance is low and is currently being reviewed for continuation.

MAP 4: BURNEY EXPRESS



Burney Express: Offers 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. Express route services are provided by RABA on a contract basis on behalf of Shasta County.

RABA Service Changes Since the 2006/2007 Unmet Transit Need Review:

Transportation Enhancements: A total of 152 benches have been placed within RABA's service area. This project is in conformance with RABA's Short- and Long-Range Master Transit Plan Study by LSC Transportation Consultants, Inc., and funded with federal monies.

RABA has an agreement with a contractor to provide a bus shelter program. The contractor furnishes the shelters, performs any maintenance, and performs weekly cleanup at each shelter location. RABA receives 10 percent of the gross advertising revenues derived from any advertising placed by the contractor. To date, 38 shelters have been placed throughout RABA's service area.

Maintenance Facility Improvements: The design component of the maintenance facility improvements is underway and expected to be completed in 2007. Improvements had been programmed to begin in 2004/2005 but were postponed due to funding uncertainties. Construction is anticipated to begin in 2007 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 monies with a local match.

Short- and Long-Range Transit Plan Update: The SCRTPA funded a short- and long-range transit plan update for RABA's existing service area utilizing Federal Transit Administration planning funds. A consultant has been retained to develop this plan. The transit plan was scheduled for completion in late 2006, however, due to a revision of work tasks the completion is now scheduled for summer of 2007.

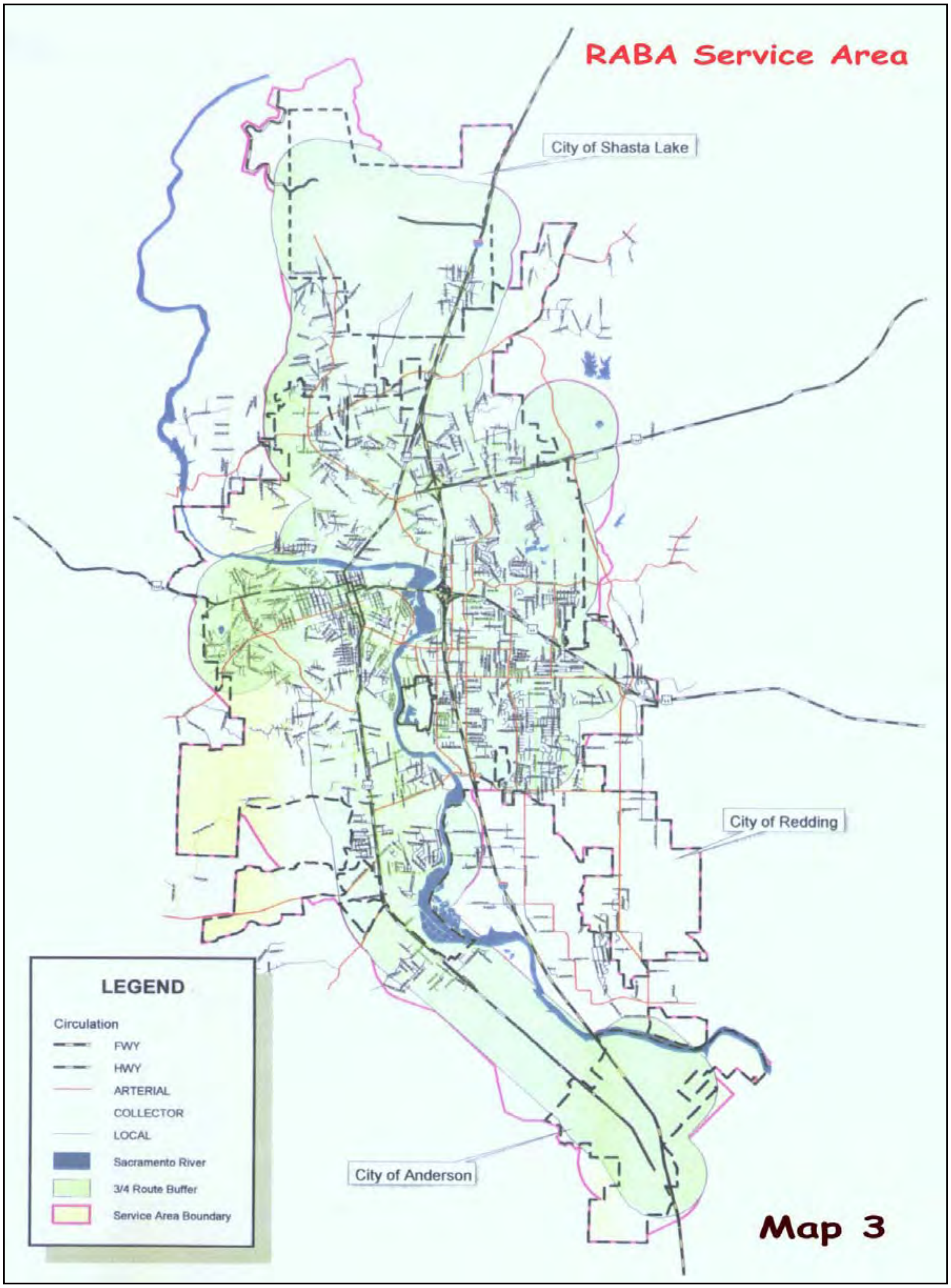
Equipment Improvements: A radio upgrade was completed in 2006. This upgrade is to update equipment and enhance communication with law enforcement to meet Homeland Security objectives. The electronic farebox upgrade was completed at the end of June. This upgrade provided enhanced computer capabilities taking RABA from DOS to Windows environment. The upgrade also extended the useful life of the equipment another ten years.

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
12	11.00	Downtown/Breslauer/Market	½ 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	24.9 miles round trip			5 round trips daily

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	58,166	56,744	Weekdays 6:30-7:30 Saturday 9:30-7:30 Times vary by route	Redding Anderson Shasta Lake area	Fixed	$5.53
Demand-response (RABA)	20 lift equipped vans	31,809	5,939	Weekdays 6:30-7:30 Saturday 9:30-7:30	Redding Anderson Shasta Lake area	Demand	$18.45
Subtotal (DR & FR)	40 vehicles	89,975	62,683				
Burney Express	2 lift equipped vans	4,711	417	Weekdays 6:00-7:00	Burney-Redding	Fixed	$15.98
CTSA (SSNP)	9 small lift equipped buses	12,792	2,219	M-F 8-4:30	Shasta County (see table 5)	Demand	$13.79
Shasta County Lifeline	1 lift equipped van	1,826	225	M-F 8-4:30	Burney, Johnson Park, Bella Vista, Happy Valley, Palo Cedro, Cottonwood	Demand	$11.08



MAP 3: RABA SERVICE AREA

2. Consolidated Transportation Services Agency (CTSA) Services

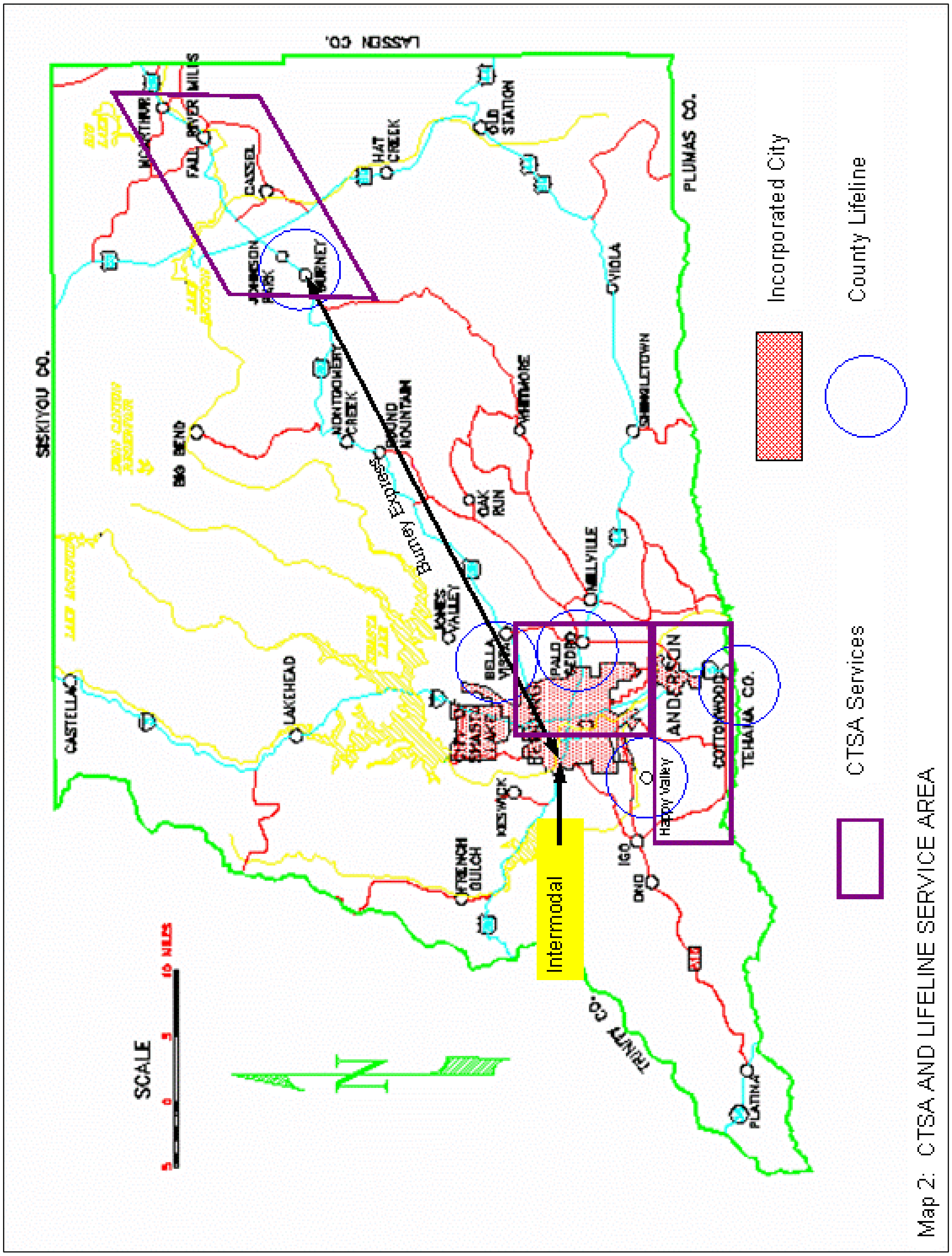
Shasta Senior Nutrition Program's (SSNP) has been the designated CTSA since 1995. This allows SSNP to act as both the administering agency and service operator. The CTSA provides specialized services to those who can not use conventional transit services, such as the elderly and mobility-impaired. By definition, CTSA services are designed to link intercommunity origins and destinations (TDA §99275). Table 5 below provides a description of the CTSA service area and hours of service.

3. County Lifeline Services

The County Lifeline Service was established by Shasta County on July 1, 1996. Like CTSA services, Lifeline is operated by SSNP. Lifeline is intended to provide transportation services for medical appointments to the elderly and mobility-impaired in areas outside of the RABA service area. These areas include; Burney/Johnson Park, Bella Vista, Palo Cedro, Happy Valley, Cottonwood, and some areas of Redding (Map 2, Page 13). Table 4 on the previous page 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.

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 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
Route 11	8:00am - 4:30pm M-F	Palo Cedro, Graystone Rd, Bella Vista, Deschutes Road
Frail and Elderly	8:00am - 4:30pm M-F	Cities of Redding, Anderson, Shasta Lake, and the unincorporated County areas



MAP 2: CTSA AND LIFELINE SERVICE AREA

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. A summary of these services is presented in Table 6 below. SSNP is listed on both Table 4 and Table 6, since some of SSNP's programs are not TDA-funded and provide different transit services than those offered through the TDA-funded CTSA and Lifeline services.

TABLE 6: ALTERNATIVE TRANSPORTATION SYSTEMS

Agency	Vehicles	Miles/Mo	Passenger Trips/Mo	Hours of Operation	Service Area	# Of Clients	Fixed or Demand	Coordinating Participant
County Schools	11 lift equipped 8 vans 27 buses	54,900	N/A	M-F 5:00am-5:30pm	Shasta	590	Both	N/A
Far Northern Regional Center	All Contract Services (ABC, Laidlaw, Etc)	N/A	25,000	M-F	Shasta Siskiyou Tehama, Lassen, Glenn, Butte, Modoc, Plumas, Trinity	5,400 Develop-mentally Impaired	Both	Yes
Golden Umbrella	1 minivan 1 8 psg van	2,044	N/A	M-F 8:00am-4:00pm	Greater Redding area – rural and urban	4	Demand	Yes
Headstart	18 20 psg bus 2 22 psg bus	25,000	630	M-F 7:00am-5:00pm	Shasta Siskiyou Trinity	780	Demand	No
Northern Valley Catholic Social Services	2 vans 1 15 psg bus 1 12 psg wheelchair acccessible				6 Northern California Counties		Demand	Yes
Opportunity Center	18 Vehicles	9,000	N/A		Shasta	250	Demand	Yes
SSNP (PSA Services Only)	2 10/2 buses 2 lift equipped vans 4 vans	6,325	1,027	M-F 8:00-4:30	Rural and urban areas of Shasta County	619	Demand	Yes
Shascade	10 wheel-chair accessible 6 -other	15,000	7,800	M-F 7:00am-4:00pm On call for evenings	Majority Shasta County – Avail. For medical purposes out of area	250 daily	Demand	Yes
Shasta College	11 lg buses (3/w lift) 6 vans	12,000	3,150	6:00am-6:00pm	Shasta Tehama Trinity	500/yr	Both	Yes
Veterans Admin.	3 10 psg van 1 12 psg van 1 wchair van 2 sedans 1 minivan	4,000+	180+	5:30am-5:00 pm	Shasta Siskiyou Trinity, Tehama Butte, Contra Costa, Yolo, Sacramento	3,000+ per year	Demand	N/A

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. In order to qualify for funding under TDA, a transit claimant maintain a fare revenues to operating cost at least equal to the ratio it had during 1978/1979, or 20 percent if the claimant is in an urbanized area, or 10 percent in a non-urbanized area.

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 percent (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 (see penalty phase cycle below).

2005-2006 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 Report for 2006, was 116,454. This is an increase of 1.7 percent over 2005. The population for Shasta County increased 1.2 percent during 2006.

Based on information provided in RABA's *Transit Operators Financial Transactions Report*, the system-wide farebox ratio for fiscal year 2005/2006 was 14.51 percent, falling below the 15 percent temporary farebox ratio reduction required by the SCRTPA. Table 8 on page 17 represents RABA's operating and financial statistics for 2005/2006. The 2005/2006 farebox ratio also falls below RABA's 10-year plan projection estimated at 15.7 percent farebox ratio.

RABA has failed to meet the farebox ratio requirement established by the SCRTPA for two consecutive years. This places RABA in the non-compliance year of a penalty phase cycle.

PENALTY PHASE CYCLE	
First Year – Grace Year	This is a grace year. No penalty is assessed to the transit system.
Second Year – Non-compliance Year	The second consecutive year that a transit system fails to meet the required farebox is the non-compliance year.
Third Year – Determination Year	The transit system meets the farebox requirement – this is the determination year.
Fourth Year – Penalty Year	The transit system is charged a penalty for the shortfall in farebox ratio for the second year that it does not comply with farebox requirement. The agencies are impacted by a reduction in funds available for other uses.

Farebox Penalty Phase

RABA was formed by a Joint Powers Agreement (JPA) with the cities of Anderson, Redding, and Shasta Lake, and the County of Shasta. 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…….”

During the TDA claims allocation process the penalty assessed to RABA will be deducted from the estimated available funds to fund RABA. The members of the JPA will be asked to contribute the necessary funds to meet the transit service funding requirements, and may make recommendations to ensure future compliance. The penalty will reduce the amount available for other uses (Table 7 below).

TABLE 7: FAREBOX PENALTY FOR 2005/2006

	2004/2005 Year 1 Farebox	2005/2006 Year 2 Farebox	2006/2007 Year 3 Farebox	2007/2008 Year 4 Farebox
	Grace year – no penalty	Non-compliance Year	Determination Year	Penalty assessed to LTF Funds
SCRTPA Required Farebox	19%	15%	19%	19%
RABA Farebox Recovery	13.54%	14.51%		
Shortfall	5.46%	0.49%		
RABA Expenses per Transit Operators Report		$ 4,190,064		
RABA Farebox Recovery		$ 608,060		
RTPA Required Farebox (Total expenses multiplied by required farebox)		$ 628,510		
Shortfall		$ 20,450	REDUCTION IN LTF FOR OTHER USES	
Impact on Agencies				
City of Anderson				$ 1,976
City of Redding				$ 15,983
City of Shasta Lake				$ 1,032
County of Shasta				$ 1,459

To meet the farebox ratio RABA will need to increase revenues and/or decrease expenses. The largest line item expense for RABA is purchased transportation, fuel and maintenance, and parts and supplies. Expenses related to petroleum based products (tires, fuel, oils) escalated above budget estimates by $120,000 or 18 percent. Even with this increase, overall RABA expense to budget estimate was $65,444 or 1.5 percent. These are required expenses where there is little to control if the system is going to operate.

In 2005/2006 projected revenues fell below what was expected due to a decrease in regular fare passengers and an increase in senior/disabled fare riders, which contributes to an overall decline in projected farebox revenues. Senior and disabled riders pay half of the regular fare.

TABLE 8: RABA– 2005/2006 OPERATING AND FINANCIAL STATISTICS							
Performance Indicator	Fixed-route	FR Change from Prior Year	Comments	Demand-response	DR Change from Prior Year	Comments	TOTAL
Passenger trips	685,931*	Decrease 19,665	Decrease From Previous Year: 2.8%	71,273	Increase 4,628 Trips	Increase From Previous Year: 6.5%	757,204
Service Miles	754,525*	Decrease 44,077 Miles	Passenger trips per service mile: .91	381,714	Decrease 7,628 Miles	Passenger trips per service mile: .1988	1,136,239
Service Hours	46,721*	Decrease 1,433 Hours	Passenger trips per service hour: 14.7	25,279	Decrease 315 hours	Passenger trips per service hour: 2.8	72,000
Expenses	$2,875,002	Increase $47,914	Per Passenger Trip Cost: $4.19	$1,315,062	Increase $41,223	Per Passenger Trip Cost: $18.45	$4,222,929
Fares	$448,475	Increase $20,257	Farebox Recovery: 15.59%	$159,585	Increase $61,364	Farebox Recovery: 12.13%	$620,929

- Fares: Combined farebox recovery = 14.51%.
- Fixed-route Per Passenger Trip Subsidy = $3.54
- Demand-response Per Passenger Trip Subsidy = $16.21

✸ 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 ten percent minimum farebox requirement and has averaged a 15.5 percent farebox recovery over the past 12 months. Average ridership for 2005/2006 was 3.2 riders per hour.

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 5 times per day to reduce overall system expenses. This service does 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.

B. CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) SERVICES

SSNP, as the designated CTSA, provides transportation to the elderly. CTSA services are funded using TDA revenue before it is apportioned to jurisdictions ("off the top"). TDA funding is limited to five percent of the money available for apportionment (TDA §99233.7). CTSA services are not subject to farebox ratio requirements, but must meet certain performance standards. Passenger fare is a suggested donation of $1.00 per trip. The average ridership for 2005/2006 was 107 passengers per day.

CTSA services provided 26,633 trips at a cost of $13.79 per trip, and a cost per service hour of $31.76 (Table 9 below). The CTSA performance criteria established by the SCRTPA is a TDA subsidy of 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.

C. COUNTY LIFELINE SERVICES

Lifeline Services provide approximately 11 passenger trips daily. This service is currently voluntarily funded with TDA funds by Shasta County. 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 SSNP's coordinated system, provide transportation to disabled residents 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. Lifeline provides approximately 2,706 trips annually at a cost of $11.08 per trip.

TABLE 9: SSNP– 2005/2006 OPERATING AND FINANCIAL STATISTICS

Performance Indicator	2004/2005	2005/2006	Change from Prior Year	Percent Change
Passenger trips	26,202	26,633	Passenger trips increased 201 trips	1.7% increase
Service Miles	148,233	153,512	Miles increased 4,478	3.5% increase
Cost Per Passenger	$12.13	$13.79	Cost per passenger trip increased $1.66	12.1% increase
Cost Per Mile	$2.14	$2.39	Cost per mile increased $.25	10.5% increase
Total Expenses	$317,826	$367,249	Total expenses increased $49,423	13.5% increase

CHAPTER 6: TRANSIT EVALUATION

This chapter reviews the feasibility of expanding TDA-funded services, and includes existing services and current operational information. Expansion of service can include increasing the level of service (e.g., expanded hours, more vehicles, or shorter headways) or expanding service to a new area. New types of services may meet transit needs, but would need to be considered on a case-by-case basis depending on the method of funding and any required performance standards (Table 10 below). Appendix E represents a chronological history from 1999 to present detailing primary unmet transit need requests and SCRTPA responses and actions.

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 (§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.

TABLE 10: PERFORMANCE CRITERIA	
Redding Area Bus Authority Fixed-route, demand-response, and Anderson Express	System-wide 19% farebox ratio requirement. Temporary reduction approved for 2005/2006 to 15%.
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	Voluntary – set by County.
Vanpool	Voluntary

A. FIXED-ROUTE/DEMAND-RESPONSE SERVICE

This service is currently an unmet transit need determined reasonable to meet by the SCRTPA. RABA receives TDA funds under Article 4 (PUC 99260) of TDA law.

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

Finding: The farebox ratio for 2004/2005 was 13.54 percent, falling below the 19 percent farebox ratio required by the SCRTPA and placing RABA in a grace year of a penalty phase. In 2005/2006, the SCRTPA approved a temporary farebox ratio reduction to 15 percent. Appendix C provides a detailed farebox ratio calculation. As discussed in Chapter 5, this service is currently in the non-compliance year of a penalty phase. RABA will need to increase revenues and decrease expenses in order to meet the SCRTPA farebox ratio requirement. The farebox ratio can be reduced to 15 percent, but requires approval from the SCRTPA board.

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 percent minimum farebox 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.

Current fare varies from $1.00 to $3.00, depending on where the passenger boards. It is anticipated that there will be a fare increase for this service in 2007/2008. The last fare increase was in August of 1998.

C. CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) SERVICES

This is a community transit service funded “off the top” (apportioned from total available revenue prior to allocations for public transit and other uses) by the SCRTPA pursuant to TDA Article 4.5. Funding is limited to five percent 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 (§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 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 expanded services that could be provided.

Finding: For 2005/2006, this service meets the performance criteria for community transit service.

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 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 expanding the frequency, days, or hours of service.

Finding: Service is funded voluntarily by Shasta County but must meet the 10 percent minimum farebox ratio required for rural transit services. This service currently meets the farebox ratio.

E. SUMMARY

The CTSA service and Burney Express meet the performance standards established by the SCRTPA. CTSA services are funded at the discretion of the SCRTPA Board.

RABA currently does not meet the established farebox ratio. Due to a low farebox ratio in urban areas and rising operating costs, the ability to expand the fixed-route and demand-response system is limited at this time. However, if new transit services are identified through the unmet needs process and can demonstrate improved farebox performance there may be opportunities to provide additional fixed-route service.

APPENDIX A - UNMET TRANSIT NEEDS FINDING

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

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

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

1. An annual assessment of the size and location of identifiable groups likely to be transit- dependent or transit-disadvantaged, including, but not limited to, the elderly, the handicapped, 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)	($8,438)
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

Shasta County SCRTPA

(DR) Demand-response Trips*	65,225 DR
(FR) Fixed-route Trips*	713,904 FR
Estimated Total Trips	779,129

**Source: 2004 RABA SCO Report*

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

Mobility Impaired Trips per year = MIY	3.95	= (MIY)
General Public trips per year = GPY	6.74	= (GPY)

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

APPENDIX B – SCHEDULE OF TDA CLAIMS

SHASTA COUNTY RTPA
SCHEDULE OF ANNUAL CLAIMS / TDA BUDGET
FISCAL YEAR 2006/2007 CLAIMS

EXHIBIT B

				Funding Sources	
CLAIMANT/PURPOSE			LTF	STA	FTA
Off-The-Top Apportionments					
Administrative	PUC 99233.1		277,344		
(Includes Core Function Match)					
CTSA Funding for Elderly Population	PUC 99275		332,200		
CTSA Funding for Administration by CTSA	PUC 99275		14,000		
Total Off The Top Apportionments			623,544		
Redding Area Bus Authority					
TDA funds required per RABA budget		6,003,652			
PUC 99400(c)					
Sources of Transit Funding:					
LTF - Redding		2,633,185	2,633,185		
STA - Redding		282,256		282,256	
FTA Section 5307		1,776,965			1,776,965
LTF - Shasta Lake		190,782	190,782		
STA - Shasta Lake		32,559		32,559	
FTA Section 5307		204,978			204,978
LTF - Anderson		337,031	337,031		
STA - Anderson		33,315		72,505	
FTA Section 5307		209,739			209,739
LTF - Shasta County		0	0		
STA - Shasta County		75,205		75,205	FTA 5311
FTA Sec 5311		227,638			227,638
Total Funds Provided RABA for Transit		6,003,652	3,160,997	423,335	2,419,320
Services Provided Under Contract to Shasta County			LTF for Other	STA	FTA 5311
Burney Express-Voluntary Program			110,943	145,258	0
City of Redding					
LTF - Other uses			494,421		
City Of Anderson					
LTF Other uses			32,127		
City Of Shasta Lake					
LTF Other uses			169,996		
Shasta County					
LTF - Other uses (PUC 99400(a))			2,295,697		
LTF - Purchased Transportation - Rural Administration (Voluntary Program)			6,250		FTA 5311
LTF - Purchased Transportation - Lifeline Services (PUC 99400(c))			30,000		0
Total Revenues by Funding Source			6,300,432	568,593	2,419,320
PROOF			0	0	0
TOTAL REVENUES TO BE DISTRIBUTED=			**9,288,345**		
Off-the Top Apportionment			623,544		
Less Core Planning Match			(17,940)		
Equal Totals Resources Available for Distribution (Exhibit A)			9,893,949		

APPENDIX C – FAREBOX RATIO

RABA FIXED AND DEMAND COMBINED
2005/2006 FAREBOX RATIO CALCULATIONS

	Demand	**Fixed-route**	**Total**
Revenues: 6611.2 (excludes Charter 99247 (a)	$159,585	448,475	608,060
Operating Expenses (Depreciation Not Included)			
Services	153,371	318,862	472,233
Fuel & Lubricants	163,036	500,973	664,009
Tires and Tubes	12,673	43,967	56,640
Other Materials & Supplies	85,848	187,891	273,739
Utilities	27,272	50,404	77,676
Casualty & Liability Costs	19,306	35,680	54,986
Purchased Transportation	907,642	1,680,626	2,588,268
Miscellaneous	39,351	155,612	194,963
Property	0	832,767	832,767
Total Expenses	1,408,499	3,806,782	5,215,281
Exclusions	(93,437)	(931,780)	(1,025,217)
TOTAL OPERATING EXPENSES	1,315,062	2,875,002	4,190,064
Farebox Recovery	12.13%	15.59%	14.51%

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 D - TABLE OF RESPONSIBILITY

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

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

APPENDIX E – CHRONOLOGICAL HISTORY

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 reduction to 15%. 1997/98 RABA generated 15.87% farebox ratio. Further expansion could result in system not meeting 17.5% farebox 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 reduction for RABA. The required farebox 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 requirement. Burney Express service is operating at 19% farebox. 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.
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 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 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*.

APPENDIX F - LIST OF FREQUENTLY USED ACRONYMS

ADA	Americans with Disabilities Act.
CTSA	Consolidated Transportation Services Agency. A local agency designated by the Regional Transportation Planning Agency to implement local social service transportation coordination plans.
RABA	Redding Area Bus Authority. Provides fixed-route and demand-response service to the urban areas of Anderson, Redding, and City of Shasta Lake.
SCRTPA	Shasta County Regional Transportation Planning Agency
SSNP	Shasta Senior Nutrition Programs. Designated as the county's Consolidated Transportation Services Agency (CTSA), this non-profit agency provides senior transportation to the elderly population of Shasta County.
SSTAC	Social Services Transportation Advisory Council. As outlined in the California Public Utilities Code Section 99238, this group advised the SCRTPA on other major transit issues, including the coordination of specialized transit services and implementation of the American with Disabilities Act.
TDA	Transportation Development Act. Senate Bill 325 created Regional Transportation Planning Agencies (RTPA) funded by ¼ cent of retail sales tax extended to include tax on gasoline through the Local Transportation Fund (LTF).