REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Unmet Transit Needs - Consider Approval of 2003/04 Transportation Development Act (TDA) Allocation Instructions and Claims Budget and Unmet Needs Findings.	04/22/03	7

RECOMMENDATION
It is recommended that the Agency:

1) Accept the Social Services Transportation Advisory Committee's (SSTAC) presentation and recommendation;
2) Accept staff's responses to comments received from the February 25, 2003, Unmet Transit Needs hearing;
3) Determine that the existing level of transit service, with the exception of the Burney Express, as detailed in the 2003/2004 Transit Needs Assessment reflects the level of transit service that is reasonable to meet for each claimant jurisdiction out of its individual Local Transportation Fund (LTF) apportionment for 2003/2004;
4) Approve Resolution No. 03-03 which reflects the Agency's formal Unmet Transit Needs findings and Local Transportation Fund allocations, and adopt a Transportation Development Act (TDA) budget for fiscal year 2003/2004;
5) Approve 2003/04 Transportation Development Act (TDA) claims as submitted by eligible claimants. Claim amounts by jurisdiction are reflected on Exhibit B; and
6) Increase the required farebox to 20% effective July 1, 2004 to reflect the inclusion of Anderson in the Redding Urbanized Area.

SUMMARY
Adoption of the Staff recommendation will allow Agency staff to distribute TDA revenues to be received in 2003/04 and to complete the 2003/2004 Unmet Needs Process.

DISCUSSION
A brief chronology of the Unmet Needs and TDA claims process is as follows:

- February 25, 2003 - The Agency considered the 2003/04 Transit Needs Assessment and received public testimony regarding unmet transit needs. Staff subsequently met with the Social Services Transportation Advisory Committee (SSTAC) and presented the information generated from the hearing for formulation of the SSTAC recommendation. During this year's Unmet Needs process, the Agency received 3 letters, 2 emails, and 9 people spoke during the February 25, 2003 Unmet Needs public hearing. During the comment period the unmet needs that were identified were for extended hours and Sunday service.

  Staff prepared responses to comments and prepared draft findings regarding unmet needs that were reasonable to meet in each jurisdiction. RTPA staff has prepared a matrix with detailed staff responses to all comments received (Attachment A and B).

- March 13, 2003 - the Social Services Transportation Advisory Committee met and discussed the results of the unmet needs hearing and responses from the RTPA and RABA. The SSTAC will meet on April 16 to prepare the SSTAC recommendation, which shall be heard at the April 22 Board meeting.

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

- April 7, 2003 - RTPA staff met with the Redding Area Bus Authority (RABA) staff to discuss the Burney Express. With the termination of the Intermountain Express, RABA has charged Shasta County Rural Transit for three hours of "dead-heading" time. This charge has increased the cost to operate the Burney Express by $3,000 per month, causing the farebox to fall below the required 10% farebox. Operating this service from November 2002 through October 2003 is expected to cost the County $108,970 and the fare revenue is projected to be $9,949. The projected farebox ratio is 9.13% (Attachment D). Staff recommends that this service is no longer "reasonable to meet". The cost of this service will be presented on the 2003/2004 TDA Claim form for Shasta County as a voluntary service. Shasta County may choose to continue funding this service voluntarily from their TDA funds.

- April 9, 2003 - Fixed route trip surveys were documented for all routes to determine the most concentrated passenger times on the busses. Drivers logged the number of passengers boarding and deboarding at each stop. Trips were entered into a database and line charts were prepared for each individual route. A total "system-wide" chart was also prepared (Attachment E).

  An analysis was completed projecting the fares and costs of running four fixed routes with required demand response. These routes were selected because they serve areas that received the highest responses in the poll conducted. This analysis assumed the same ridership as the period from 4:30 to 6:30 P.M. adjusted for the reduction in demand as a result of an increase in fares. This analysis uses the same elasticity of demand factor as presented in the Redding Area Bus Authority's (RABA) short-and long-range master transit plan developed by LSC Transportation Consultants (LSC). This theory is that "fare increases will reduce general public ridership." The RABA LSC report uses a -35% factor for general riders and -25% for senior/disabled riders (Attachment F).

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

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

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

In conclusion, although extended evening service is a recognized benefit, there is a low probability that these services would meet the farebox requirements. The RTPA staff recommends that the existing level of transit service as detailed in the 2003/2004 Transit Needs Assessment with the exception of the Burney Express reflects the level of transit service that is reasonable to meet for each claimant jurisdiction out of its individual Local Transportation Fund (LTF) apportionment for 2003/2004. TDA revenues available after the unmet transit needs are met are available to the jurisdictions for other purposes, i.e., streets and roads.

Staff recommends that there are no "unmet needs that are reasonable to meet" at this time.

Fare Box Standard

In February 2002, the RTPA took action to reduce the RABA fare revenue ratio to operating costs to 16.5% for 2001/02, 17.5% for 2002/03, 18.5% for 2003/04 and 19% thereafter. The farebox standard is 19% and is based upon the percentage of service hours provided in the urban area and the percentage of service hours provided in the rural areas (Anderson area). The RABA fare revenue ratio to operating costs for 2001/02 was 19.8%, which exceeds the required farebox ratio.

Effective with the 2000 Census, Anderson has been included in the Redding Urbanized Area. The Department of Transportation has provided a GIS map (Attachment G) that includes Anderson within the Small Urban Area within District 2. Consequently, it seems appropriate that jointly funded services be assigned an "urban" farebox standard of 20% effective July 1, 2004.

Similar to previous years, nearly all transit services will be provided by the Redding Area Bus Authority (RABA). The costs associated with fixed route and demand response services provided by RABA have been allocated to the three Cities and the County based 80% on service hours provided by that jurisdiction and 20% based upon the population served in each jurisdiction. This formula is the same formula that has been used by the RTPA since 1993 to allocate jointly funded RABA services.

Exhibit "A" is a spreadsheet that apportions the available revenues to the local agencies based upon population and allocates transit costs to those jurisdictions. This schedule also deducts each claimant's transit obligation from its apportionment to arrive at amounts available for other uses.

"Off-the-top" allocations for CTSA services provided by Shasta Senior Nutrition Services ($296,912) and for Administrative costs ($211,589) have been deducted before funds are apportioned to the Cities and the County. Funds to be used to match Overall Work Program (OWP) core functions have been deducted from funds available for apportionment ($2,034). These funds will flow to the local agencies as they perform OWP functions.

As a result of the 2000 Census, Anderson is now considered part of the Redding Urbanized Area. This means that Anderson should share the benefits of the FTA 5307 grants, rather than FTA 5311. It is expected that a similar adjustment will be made for the 2002/2003 year as part of the "true-up" in December.

The RABA budget for 2003/2004 contains $447,200 in FTA Section 5307 funds. Consistent with RTPA Policy 6-3, receipt of these funds will reduce TDA obligations on a dollar for dollar basis. These FTA grant funds reduce the transit obligations for Anderson by ($40,359), Shasta Lake ($40,684) and Redding ($366,156). In the event these grant revenues are not received by RABA, their respective transit obligation will increase by the same relative percentages.

A summary of apportionments and transit obligations for 2003/04 are presented as follows:

Claimant	**Total Revenue - All Sources**	**Total Cost Allocated for Transit Services**	**Available for Other Uses**
City of Redding	$3,200,664	$2,648,364	$552,301
City of Anderson	$352,791	$163,790	$189,001
City of Shasta Lake	$355,629	$196,585	$159,044
Shasta Senior Nutrition Program (CTSA contractor)	$296,912	$296,912	Not Applicable
Shasta County	$2,335,347	$403,028	$1,932,319

ALTERNATIVES

The Agency could choose to allocate transit costs differently than proposed and adjust the farebox standard differently than recommended. The farebox standard can be set anywhere from 15% to 20%. Adjusting transit cost allocations is not recommended because all local agencies have reviewed the attached exhibits and concur with the Staff recommendation. The amount to be provided to RABA has been reviewed with them and they concur that RTPA Policy 6-3 has been correctly implemented.

OTHER AGENCY INVOLVEMENT

All claimants, including the Redding Area Bus Authority, Shasta Senior Nutrition Program, Shasta County, and the Cities of Anderson, Redding, and Shasta Lake, have been consulted throughout the TDA claims process, both through their participation on the Technical Advisory Committee, responses to comments, and through informal consultations.

FINANCING

Final action consistent with the attached resolution will have the impacts to the Local Transportation Funds for transit service operations as outlined in Exhibit B. The TDA Budget funds RABA's transit needs in accordance with the RTPA's adopted Policy No. 6-3, entitled "Policy to Determine Transportation Development Act (TDA) Revenue to Be Made Available to Eligible Transit Operators" that was adopted by the Agency on October 27, 1998.

Daniel J. Kovacich, Executive Officer

SLC/jac

Attachments:
1) Resolution No. 03-03
2) Exhibit A - Apportionments and Transit Allocations for 2003/2004
3) Exhibit B - Schedule of Annual Claims/ TDA Budget for 2003/2004
4) 2002 Population Estimate
5) Staff Responses to Comments Received During 2003/04 Unmet Needs Process
6) March 12 RABA Letter
7) Results of Onboard Survey
8) System Total Graph
9) Elasticity of Demand Chart
10) Burney Express Farebox
11) DOT FTA Section 5307 GIS Map

RESOLUTION 03-03
SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY CONCERNING UNMET TRANSIT NEEDS DETERMINED REASONABLE TO MEET FOR CLAIMANT JURISDICTIONS IN SHASTA COUNTY FOR FY 2003/04

WHEREAS, Section 99230 of the California Public Utilities Code (PUC) requires that each transportation planning agency shall annually determine the amount of LTF funds to be allocated to each claimant, from an analysis and evaluation of the total amount anticipated to be available in the Local Transportation Fund (LTF) and the relative needs of each claimant for the purposes for which the fund is intended, and consistent with the provisions of the law; and

WHEREAS, PUC Section 99231 and the California Code of Regulations, Section 6655 require that the transportation planning agency shall allocate to a claimant for a given area only such moneys as represent that area's apportionment; and

WHEREAS, the provisions of PUC Section 99401.5 further require that the Regional Transportation Planning Agency (RTPA) annually review and make findings concerning "unmet transit needs" in each claimant jurisdiction and, prior to making any LTF allocations to claimants for street and road purposes, fund such unmet transit needs in each claimant jurisdiction as have been found "reasonable to meet"; and

WHEREAS, the 2003/04 transit needs review process in Shasta County has included all of the following actions:

(1) Consultations with and recommendations from the Social Services Transportation Advisory Council (SSTAC), and other interested organizations and individuals;

(2) Identification of the transit needs for claimant jurisdictions in Shasta County as detailed in the 2003/04 Transit Needs Assessment, which includes the following:

   (a) An assessment of the size and location of identifiable groups which are likely to be transit dependent or transit disadvantaged, including, but not limited to the elderly, the handicapped and persons of limited means;

   (b) An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services in meeting the demand identified pursuant to the assessment referred to in sub-paragraph (a) above;

   (c) An analysis of the potential alternative public transportation and specialized transportation services and service improvements;

(3) A presentation by the RTPA staff on February 25, 2003, concerning recent study findings concerning unmet needs, and existing service ridership and feasibility;

(4) A public hearing held on February 25, 2003, for the purpose of soliciting claimant agency and citizen comments on unmet transit needs that may exist within each claimant's jurisdiction that might be reasonable to meet using LTF funds; and

(5) An analysis of, and response to, comments prepared for the April 22, 2003, RTPA meeting. Separate responses were prepared by the RTPA, and Redding Area Bus Authority (RABA) for consideration; and

WHEREAS, as a result of this annual planning and review process, the RTPA has identified no new unmet transit needs for the claimant jurisdictions in Shasta County for 2003/04, which are reasonable to meet; and

WHEREAS, an analysis of identified transit needs for fiscal year 2003/04 for each affected jurisdiction, and consideration of their respective costs and revenues and other factors, has resulted in the determination that the existing level of transit service, with the exception of the Burney Express, as detailed in the 2003/04 Transit Needs Assessment, represents those transit needs that are reasonable to meet; and

WHEREAS, the findings required by PUC Section 99401.5, and related RTPA rules and policies, for each claimant jurisdiction are reflected in a single resolution for administrative convenience and as a reflection of the coordinated transit service that the individual claimants have separately elected to provide through a Joint Powers Agreement (JPA), despite their individual status as eligible TDA claimants; and

WHEREAS, the information developed pursuant to PUC Section 99401.5, subdivisions (a) through (c), inclusive, which provide the basis for the findings herein for FY 2003/04 include: (1) The 2003/04 Transit Needs Assessment and supplemental data and analysis provided; (2) the Transit Development Plan (TDP) as updated with 1995 Transit Needs Study Technical Memorandums No. 1 and No. 2; (3) SSTAC consultations; (4) public and claimant agency comments; (5) staff reports and presentations to the RTPA Board; (6) the Regional Transportation Plan; and (7) all correspondence, testimony and documents otherwise comprising the record of proceedings; and

WHEREAS, the PUC Section 99401.5 findings made herein, including determinations that existing transit services include all transit needs that are reasonable to meet, will require that the existing level of transit service shall continue to be funded for each claimant as specified before any allocation is made by the responsible claimant for streets and roads within its jurisdiction; and

WHEREAS, proposed 2003/04 TDA allocations to the claimants, in the form of a 2003/04 TDA budget, have been prepared which include funding for the existing level of service determined reasonable to meet; and

WHEREAS, to ensure eligibility for STA funds, RABA shall submit calculations supporting its compliance with California Code of Regulations Section 99314.6; and

WHEREAS, the PUC Section 99401.5 findings made herein are consistent with the goals, objectives and policies of the Regional Transportation Plan; and

WHEREAS, from the 2003/04 unmet transit needs evaluation process, the RTPA has determined a level of transit service for each claimant that is considered reasonable to meet under the criteria of Resolution 00-21 and the rules and regulations governing the implementation of the Transportation Development Act; and

NOW, THEREFORE, BE IT RESOLVED that Shasta County Regional Transportation Planning Agency:

(1) Makes the above stated findings and determinations, including, but not limited to a finding that existing transit services fully and adequately address all unmet transit needs in each claimant jurisdiction in Shasta County, which are reasonable to meet; and

(2) Determines that the existing level of transit service, as detailed in the 2003/04 Transit Needs Assessment, with the exception of the Burney Express, fully set forth herein by reference represents the highest level of transit service that can be reasonably funded; and

(3) Determines that the 80% service hours/20% population-based cost sharing formula represents the cost sharing alternative which reflects the most equitable distribution of RABA service area costs to the claimant agencies in light of the transit system benefits each will realize from the RABA provided services; and

(4) Determines that the farebox ratio for the RABA service area where services are jointly funded in the rural and urban areas for 2003/04 is 18.5%; and

(5) Approves allocations for each claimant jurisdiction that are consistent with and reflected in the 2003/04 TDA Budget attached as Exhibit B; and

(6) Directs that claimants for TDA funds be instructed by RTPA staff that they shall submit claims for transit funds in the amounts not exceeding those shown on Exhibit B for fiscal year 2003/04, and that these claims and the use of resulting funds shall be consistent with the TDP, as amended, before any LTF allocations shall be used for street and road purposes.

PASSED AND ADOPTED this 22nd day of April 2003, by the Shasta County Regional Transportation Planning Agency.

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Pat Kight, Chairman
Shasta County Regional
Transportation Planning Agency

CALCULATION OF TDA CLAIMS 2003-2004				
COMPARISON OF 2002/2003 TO 2003/2004 CLAIMS				
		2002/2003	2003/2004	Decrease/Increase
Redding Area Bus Authority				
	TDA funds required per RABA budget	3,257,279	3,255,161	(2,118)
	PUC 99400(c)			
	Sources of Transit Funding:			
	LTF - Redding	1,885,066	2,161,150	276,084
	STA - Redding	136,560	121,057	(15,503)
	FTA Section 5307	627,783	366,156	(261,627)
	LTF - Shasta Lake	111,684	142,450	30,766
	STA - Shasta Lake	15,187	13,451	(1,736)
	FTA Section 5307	69,817	40,684	(29,133)
	LTF - Anderson	100,808	110,087	9,279
	STA - Anderson	15,146	13,343	(1,803)
	FTA Section 5307	48,216	40,359	(7,857)
	LTF - Shasta County	139,626	127,946	(11,680)
	STA - Shasta County	107,386	94,298	(13,088)
	FTA - 5311		24,179	
Total Funds Provided RABA for Transist		3,257,279	3,255,161	(2,118)
Streets and Roads				
	City of Redding	630,171	552,301	(77,870)
	Anderson	175,548	189,001	13,453
	Shasta Lake	170,320	159,044	(11,276)
	Shasta County	1,755,133	1,932,319	177,186
	Burney Express - 03/04 Voluntary	68,643	103,200	34,557
	Rural Administration	42,252	23,405	(18,847)
	Lifeline	30,000	30,000	0
	RTPA Admin	204,582	213,623	9,041
	CTSA	278,839	296,912	18,073
		3,355,488	3,499,806	144,318
TOTAL TDA DISTRIBUTED		6,612,767	6,754,967	142,200
	Off The Top Apportionments	(483,421)	(510,535)	(27,114)
	Trial Services	44,848	0	(44,848)
	Equals Total Revenues to be Distribute(	6,174,194	6,244,432	70,238

SHASTA COUNTY RTPA
CALCULATION OF TDA APPORTIONMENTS AND TRANSIT OBLIGATIONS FOR 2003-2004

EXHIBIT A - PAGE 1 OF 2

Population Factors (for Apportionment Only)					
Based on 2002 E-1 Population Report	Population				
	Based on 2002				
	1/1/2002	Percentage			
Redding	84,600	49.99%			
Anderson	9,325	5.51%			
Shasta Lake	9,400	5.55%			
Unincorporated County Area	65,900	38.94%			
Total Population in RTPA Area	169,225	100.00%			
Service Hour Factors					
Allocate Service Hours to Claimant Jurisdictions					
Service Hours from RABA					
Represents Daily Hours Allocated to each Jurisdiction					
	REDDING	ANDERSON	SHASTA LAKE	SHASTA COUNTY	DAILY TOTAL
Hours by Jurisdiction	120.05	0.00	8.45	9.00	137.50
Hours on Route 9	9.00	6.50	0.00	4.00	19.50
	129.05	6.50	8.45	13.00	157.00
	82.20%	4.14%	5.38%	8.28%	100.00%
Claimant Populations Within Urban Fixed Route Area		Population in	Population Split	Service Hour Split	Weighted
based on 2001 State Department of Finance E-1 report		Service Area	20.00%	80.00%	Average
					Share
Redding		84,600	78.00%	82.20%	81.36%
Anderson		9,325	8.60%	4.14%	5.03%
Shasta Lake		9,400	8.67%	5.38%	6.04%
Unincorporated County Area		5,130	4.73%	8.28%	7.57%
Total Population in RTPA Area		108,455	100.00%	100.00%	100.00%
LTF expected to be received	5,938,240		5307 Population Split		
STA expected to be received PUC99313	242,149		Redding	84,600	81.88%
			Anderson	9,325	9.02%
Subtotal	6,180,389		Shasta Lake	9,400	9.10%
				103,325	100.00%
" Off - The - Top " Allocations					
Administration PUC 99233.1 LTF	(211,589)	PER OWP			
CTSA PUC 99275 LTF	(296,912)	5% of LTF expected			
RTPA Core Planning Functions Match	(2,034)	PER OWP			
Total "Off-the-Top"	(510,535)				
Amount Available for Distribution	5,669,854				

SHASTA COUNTY RTPA
CALCULATION OF TDA APPORTIONMENTS AND TRANSIT OBLIGATIONS FOR 2003-2004

EXHIBIT A - PAGE 2 OF 2

Amount to be provided to RABA - Urban Fixed Route and DR		3,255,161	From policy 6-3 2004							
RABA % Funded Based Upon Service Hours	80%									
RABA % Funded Based Upon Population	20%									
Calculation of transit obligation based on 80% Service Hours/20% Population										
	Amount to be Distributed	FTA Section 5307	Core Planning Match	5311 Grant FTA Section	Total Resources Available	To Fund RABA	To Fund Burney Express Rural Transit	To Fund Rural Admin	TDA Apportion Available for Other Uses	Total Claimed
Amount to be Apportioned to Claimants	5,669,854									
Redding	2,834,508	366,156			3,200,664	(2,648,364)			552,301	
Redding Core Match	788		788							
Anderson	312,432	40,359			352,791	(163,790)			189,001	
Anderson Core Match	879		879							
Shasta Lake	314,945	40,684			355,629	(196,585)			159,044	
Shasta Lake Core Match	-		-							
Unincorporated County Area	2,207,968			127,379	2,335,347	(246,423)	(103,200)	(53,405)	1,932,319	
Shasta County Core Match	-									
Administration	211,589				211,589					211,589
CTSA	296,912				296,912					296,912
RABA	367		367		-	3,255,161				3,255,161
Rural Transit	-				-		103,200	53,405		156,605
	-				-		-			-
TOTAL TO DISTRIBUTE	6,180,388	447,200	2,034	127,379	6,752,933	-	-	-	2,832,666	3,920,267
Source Notes		PER RABA BUDGET	Per OWP	Last Year's # 2002/2003			Per Budget	Per Budget	Proof	-
Proof	1									
			Summary of Agency RABA Resources							

SHASTA COUNTY RTPA SCHEDULE OF ANNUAL CLAIMS /TDA BUDGET FISCAL YEAR 2003/2004 CLAIMS				
EXHIBIT B				
		Funding Sources		
CLAIMANT/PURPOSE		LTF	STA	FTA
Off-The-Top Apportionments				
Administrative	PUC 99233.1	213,623		
(includes Core Function Match)				
CTSA Funding for Elderly Population	PUC 99275	284,912		
CTSA Funding for Administration by CTSA	PUC 99275	12,000		
Carryover CTSA Funding for Senior Training Pr	PUC 99275	-		

Total Off The Top Apportionments		510,535		
		============		
Redding Area Bus Authority				
TDA funds required per RABA budget	3,255,161			
PUC 99400(c)				
Sources of Transit Funding:				
LTF - Redding	2,161,150	2,161,150		
STA - Redding	121,057		121,057	
FTA Section 5307	366,156			366,156
LTF - Shasta Lake	142,450	142,450		
STA - Shasta Lake	13,451		13,451	
FTA Section 5307	40,684			40,684
LTF - Anderson	110,087	110,087		
STA - Anderson	13,343		13,343	
FTA Section 5311	40,359			40,359
LTF - Shasta County	127,946	127,946		
STA - Shasta County	94,298		94,298	
FTA Sec 5311	24,179			24,179
Total Funds Provided RABA for Transist	3,255,161	2,541,633	242,149	471,379
	========	========	========	========
Services Provided Under Contract to Shasta County				
Burney Express-Voluntary Program		-		103,200
City of Redding				
LTF - Streets and Roads		552,301		
City Of Anderson				
LTF Streets and Roads		189,001		
City Of Shasta Lake				
LTF Streets and Roads		159,044		
Shasta County				
LTF - Streets and Roads (PUC 99400(a))		1,932,319		
LTF - Purchased Transportation - Rural Administration (Voluntary Program)		23,405		
LTF - Purchased Transportation - Lifeline Services (PUC 99400(c))		30,000		
Total Revenues by Funding Source		5,427,704	242,149	574,579
PROOF		1	0	0
TOTAL REVENUES TO BE DISTRIBUTED=		**6,244,432**		
Off-the Top Apportionment		510,535		
Less Core Planning Match		-2,034		
Equal Totals Resources Available for Distribution (Exhibit A)		6,752,933		

tda 2003-2004 exhibit A&B .xls

COUNTY OF SHASTA

DEPARTMENT OF PUBLIC WORKS

DATE	January 27, 2003	RAF 010005
TO	Dan Kovacich, Executive Officer of the RTPA	
FROM	Sue Crowe, Accountant Auditor II	
SUBJECT	2002 Population Estimate	

The RTPA population estimate for the cities, unincorporated area and the RABA service area within Shasta County is based on the 2002 California Department of Finance E-1 population estimate. An estimate of the population served by rural transit is also included for calculating the FTA Section 5311 funding allocation based on 2000 census data. Where an area does not directly correspond to the area reported in the E-1 report, the rate of change from a comparable area listed in the E-1 is used to adjust the 2000 U.S. Census estimate.

2002 POPULATION ESTIMATE

Jurisdiction	Population	Percent of Total	Percent Change from 2001RTPA Estimate
2002 E-1 Estimate			
These figures are used for TDA apportionment and represent the total population of Shasta County			
Anderson	9,325	5.51%	1.014%
Redding	84,600	50.0%	1.018%
Shasta Lake	9,400	5.55%	1.019%
Unincorporated County	65,900	38.94%	1.011%
Total County Population	169,225	100.00%	1.015%
RABA Service Area			
These figures represent the claimant populations within the Urban Fixed Route Area of Shasta County used for 80/20 Service hour and population split			
Anderson	9,325	8.6%	
Redding	84,600	78.0%	
Shasta Lake	9,400	8.7%	
Unincorporated County	5,130	4.7%	
Total RABA	108,455	100.00%	
Rural Population (FTA 5311)			
These figures represent the County non-urbanized population of Shasta County			
Anderson	9,325	49.58%	
Unincorporated RABA Area	5,130	27.28%	
Intermountain Express	4,352	23.14%	
TOTAL FTA 5311	18,807	100.00%	

SLC

Comments: Grouped by Subject	RTPA Response
B. **Expand Service** I. Service to Outlying Communities (PH-1)	These services are subject to "unmet transit need" and "reasonable to meet" criteria. There were no requests for expanding service to outlying communities during the 2003/2004 Unmet Needs process. I. A new transit service would need to generate at least 15 passenger trips per each new service hour. As a result of the 2000/2001 Unmet Transit Needs, trial transit services were implemented within the RABA service area. These services were the Cottonwood Express, the Airport Road Corridor, and the McArthur extension of the Burney Express. These trial services were given a one year time period to meet the required 10% farebox. Due to lack of ridership and failure to meet farebox, the services were terminated in November 2002. The results of the farebox analysis provided the following farebox ratio: McArthur/Burney-- 3.7%, Cottonwood-3.0%, and Airport Road-1.5% (See the 2003/2004 Transit Needs Assessment Page 21). At this time, the possibility of extending route service to outlying areas is not reasonable to meet.
2. SPECIALIZED SERVICES A. No comments during the 2003/2004 Unmet Needs Process	No response required
3. OPERATIONAL IMPROVEMENTS A. **Route Changes** I. More stops along routes (PH-4) II. Make mandatory time connections at stops (PH-4,L-1) III. Changes to bus schedules (L-1,L-3, EM-1) B. **Fares** IV. Reduce bus fare (L-2) C. **Other** V. Murals for buses* VI. Extra bike racks* VII. Consider Using Bio-diesel fuel for buses (PH-8,9, EM-2)*	Comments One through Three are considered operational issues which shall be addressed by RABA. (See RABA responses). Comments Five, Six, and Seven are not an Unmet Needs issue. (See RABA responses) Reduced bus fare has been addressed previously in the 2000/2001 Unmet Needs Process. To maintain eligibility for Transportation Development Funding, the RABA farebox must meet the farebox ratio as set by the RTPA. While the RTPA is required to monitor farebox ratios for compliance with the Transportation Development Act, the method for achieving farebox ratio requirements in the responsibility of RABA. (See RABA response). The RTPA recommends that RABA try to meet the on time performance for Route 9.

2003/2004 UNMET TRANSIT NEEDS COMMENTS AND RESPONSES

Introduction: Annually, the RTPA takes public testimony on unmet transit needs in Shasta County. Comments received are grouped below according to subject matter. Some comments, such as those for new general-public transit services, require an RTPA response as to whether the service can meet "unmet transit needs" and "reasonable to meet" criteria developed by the RTPA. Other comments, such as those for new senior services, require a CTSA response on whether that service is consistent with "community transit service" criteria. Services that do not meet either of these funding criteria may be funded at the discretion of a city or county, depending on where the transit need occurs, and a jurisdiction response may be provided.

Comments: Grouped by Subject	RTPA Response
1. FIXED ROUTE/DEMAND RESPONSE SERVICE AREA A. **Extend Hours of Operation** I. Sunday Service (PH-1,2,3,4,5,6,7,8,9,EM-1) II. Longer Hours (PH-1,2,3,4,5,6,9,EM-1) III. Express Service to Shasta College in A.M. (PH-8)	These services are subject to "unmet transit need" and "reasonable to meet" criteria. These requests are similar to comments received last year. This indicates that this is an unmet need. In the 2001/2002 Transit Needs Assessment analysis, extending hours on limited routes also failed to meet the farebox ratio. The RTPA conducted an onboard survey of riders to determine transit areas with the highest demand for evening service. Survey results concluded that the highest concentration of boarding and deboarding was in the areas of Mt. Shasta Mall, Hillop, Enterprise , downtown Redding, and Lake Blvd. Service would need to run 6 days a week and extend until no earlier than 12:00 pm. Riders are only willing to pay up to $3.00 for this service. Fixed route ridership was also documented by RABA drivers to try to determine the most concentrated passenger times on the buses. Trips were entered in to a database and line charts were prepared for each individual route and a total "system-wide" graph was prepared. An analysis was completed used an elasticity of demand theory from the RABA LSC report. This theory is that "fare increases will reduce general public ridership for persons who choose to ride a bus ." The RABA LSC report uses a –35% factor for general riders and –25% for senior/disabled riders. The proposed rate for the extended hour service would be $2.00 per ride for fixed route and $4.00 per ride for demand response. Based on the elasticity theory of reduced ridership for fare increases, the projected riders for extended evening service would be 2-3 riders per hour for fixed route and 1 rider per hour for demand response. <u>Farebox</u> The 2001/2002 RABA farebox ratio was 19.8%, which exceeds the temporary required farebox ratio of 16.5%. established in 2001/2002. . Although extended evening service is a recognized benefit, there is a low probability that these services would not meet farebox requirements.

Comments: Grouped by Subject	RTPA Response
4. POLICY ISSUES A. **Calculation of TDA Funding and Distribution** I. Calculate costs on actual "marginal additional costs" (PH-1) II. TDA Funding should be primarily for transit, not streets and roads (PH-1)	The Shasta County RTPA adopted Resolution 00-21 describes the "Definition of Unmet Transit Needs and Reasonable to Meet". 1. An identified unmet transit need shall be found "reasonable to meet" only under the following conditions: 2. It has been demonstrated to the satisfaction of the Agency that transit service adequate to meet the unmet need can be operated with a subsidy not to exceed 80% of operating costs in urban areas and 90% in non-urbanized areas. It must also be demonstrated that the unsubsidized portion of operating costs can be recovered by fare revenues as defined in the State Controllers Uniform System of Accounts and Record. The "Cost Allocation Method" is used for determining farebox ratio (see Exhibit A&B). a. The Cost Allocation Method uses the following criteria to apportion revenue to claimants. Population factors are determined using the Dept. of Finance E-1 Population Report for the previous year. Each jurisdiction's population is divided by the total County population to determine the jurisdiction's percentage of the countywide population. The RABA service hours are allocated to each jurisdiction based on the service hours by jurisdiction. The calculation of transit obligation is based on an 80% Service Hours/20% population. Revenues are projected from LTF, STA and "off-the-top" allocations are deducted from the expected revenue. This amount is the total distributed to claimants based on the 80/20 split. 3. The proposed expenditure of TDA funds required to support the new transit service does not exceed the authorized allocation of the claimant, consistent with TDA Regulations section 6649 and 6655. The fact that an identified need cannot fully be met based on available resources, however, shall not be the sole reason for finding that a transit need is not Reasonable to Meet. 1.

Attachment B

RABA

March 12, 2003
R-010-750-000

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

Dear Sue:

Subject: 2003 Unmet Transit Needs Comments

It appears that the only comments that were listed in the 2003 Unmet Transit Needs that require responses relate to a few operational improvements and policy issues. The Redding Area Bus Authority's (RABA) responses are as follows:

Policy Issues

The majority of the comments are requests for Sunday service and extended hours. With respect to the request for a survey to poll transit riders for the afore mentioned services, a similar poll was conducted by LSC Transportation Consultants, Inc. (LSC), during the development of the Short- and Long-Range Master Transit Plan Study in July 2001, copy enclosed.

Operational Improvements

Several of the operational improvements are currently under consideration, i.e., RABA is developing proposed route modifications that will be presented at a future public hearing. The comments pertaining to Routes 6, 7, 9, 11, 12, and 14 will be reviewed during the modification process.

Mark Miller's request to convert the buses to bio-diesel fuel was reviewed by LSC in its study. At this time, it is neither cost effective nor is their adequate infrastructure in the North State to allow RABA to convert its transit fleet. However, RABA remains open to the idea of utilizing alternative fuels and periodically reviews this path as more research is completed. In addition, RABA has open communication with the Shasta County Air Quality Management District to determine what technology is in-place in Shasta County that would benefit RABA and the citizenry.

With respect to Mr. Miller's comment on the "extra bike rack on the back of buses," RABA continues to review the current bike rack products. Currently, RABA is reluctant to place bike racks on the back of buses for three reasons: Insurance restrictions due to lack of sight visibility, impaired access to the

REDDING AREA BUS AUTHORITY
777 CYPRESS AVENUE,REDDING, CALIFORNIA 96001-3396 • (530) 225-4171 • FAX (530) 245-7024

engine/cooling system, and lack of space for the placement of a rack. Mr. Gatterdam requested more stops along routes. Industry standards typically place bus stops at 1/4-mile intervals; in those areas where density is low, there are longer distances between stops. RABA will review with Mr. Gatterdam the areas he is referencing. Adding any new stops will require a thorough review due to the timing of the routes, i.e., if additional stops would lengthen the route from its scheduled time frame, then a determination would have to be made on which stops to modify.

As indicated in our responses to last year's 2002 unmet needs hearing, capitals costs range from $25,000 to $51,000 a year RABA over the next 25 years. These funds are used to provide bus stop improvements--curb, gutter, sidewalk, bus turnouts, and benches within its fixed route service area. Additionally, RABA has a contract with a firm to provide shelters throughout its service area. The contract allows the firm to place shelters with advertising kiosks, at no cost to RABA, with RABA receiving a percentage of the revenue. Major developments are also being conditioned to provide public transit amenities as a part of their permit to develop.

Past efforts have focused on placing shelters and benches where there is a demonstrated need–ridership and infrastructure to support the placement of benches and shelters. Twenty-eight shelters and 129 benches have been placed in the RABA service area. Out of approximately 400 bus stops, 32% have bus benches. Four bus turnouts are scheduled for construction this fiscal year, and RABA has agreed to participate in the construction of another two.

As benches and shelters have been placed in those areas that meet the sidewalk width requirements, RABA has shifted its focus to those places where it is harder to locate the amenities. Harder to locate simply means that easements will have to be acquired to allow the placement of amenities (sidewalk widths do not accommodate placement) and/or costly infrastructure improvements are required. These infrastructure improvements will be costly and will dictate the number of benches placed on an annual basis. We would also note that the benches and shelters are primarily in commercial areas due to resistance of residential property owners to have amenities along their property.

Should you have questions or require additional information, please feel free to call me at 245-7114 os Sue Hanson at 245-7116.

Sincerely,

Ray E. Duryee

Ray E. Duryee
Transportation Manager

Enclosure

c: Director of Administrative Services
Transportation Planner
Management Analyst Morgan

ATTACHMENT C - SURVEY RESULTS

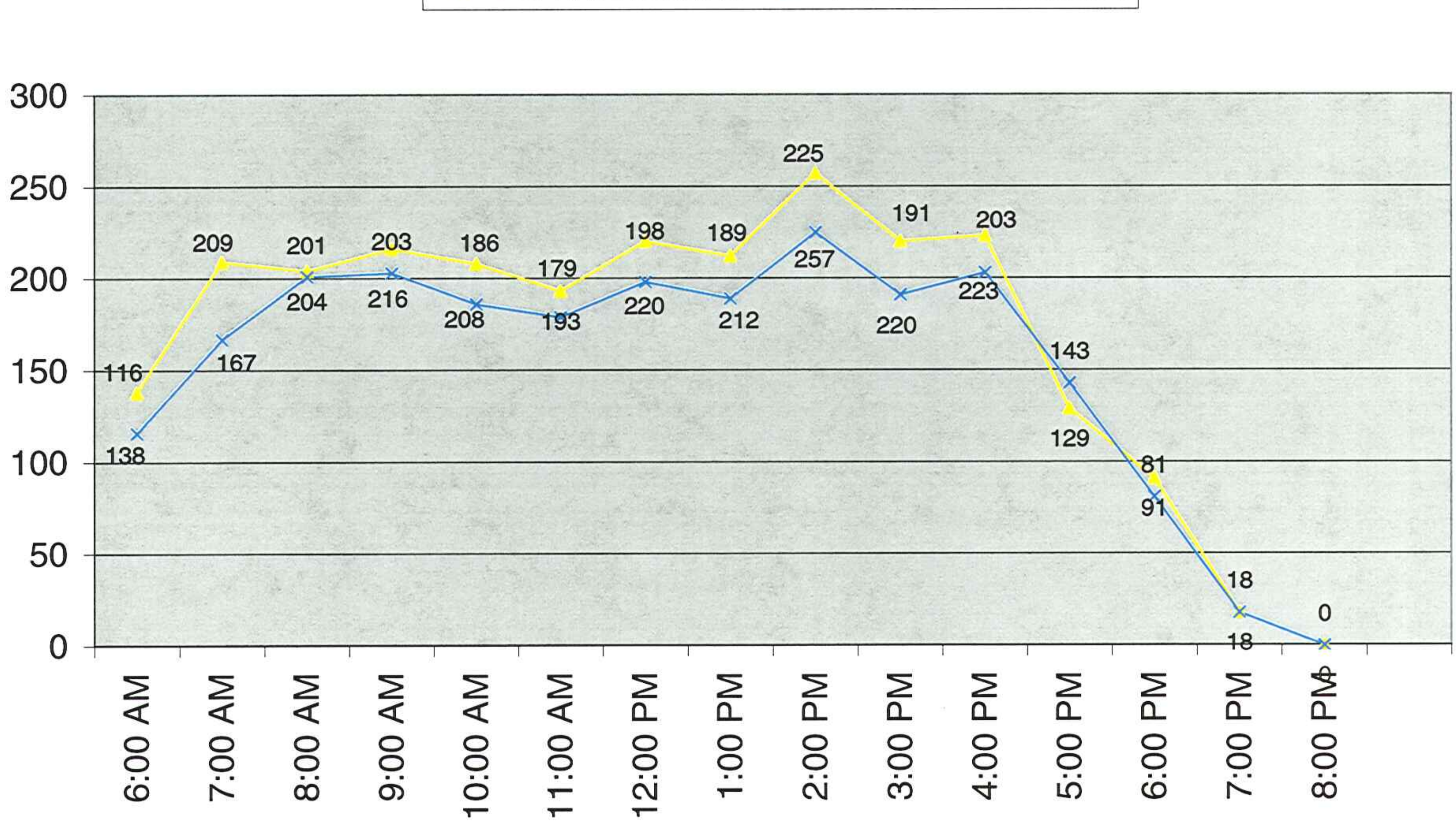
SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY

ONBOARD SURVEY - MARCH 2003

SURVEY RESULTS

Areas	Mt Shasta Mall/Dana Drive	Hilltop	Four Corners/Enterprise	Shasta College	Downtown	Lake Blvd	So Redding	Anderson	S Lake	Other/None
BOARDING AREA	108	86	110	58	148	100	96	69	77	22
DEBOARDING	146	102	88	81	202	93	81	66	60	42
Days of week	Monday	Tues	Wed	Thur	Fri	Sat	Other/None			
	275	267	288	282	318	308	11			
Hours of Service	8-9	8-10	8-11	8-12	Other/None					
	54	117	85	132	28					
Cost Per Ride	$2-3	$3-4	$4-5	Other/None						
	278	52	42	44						

Attachment E- SYSTEM TOTAL



Shasta County RTPA

Analysis of Extended Hours Services

RABA Proposal

FIXED ROUTE

Route No.	Average Hourly Riders (5:30 & 6:30)	Average Fare 2002 SCO	Proposed Fare	Percentage Increase	Elasticity of Demand LSC	Reduction In Demand	Projected Riders	Fare Revenue	Cost of Service	Projected Farebox %
2	10	0.635548	2.00	214.69%	-0.35	-75.14%	2	4.97	46.76	0.106326
4	9	0.635548	2.00	214.69%	-0.35	-75.14%	2	4.47	46.76	0.095693
6	7.5	0.635548	2.00	214.69%	-0.35	-75.14%	2	3.73	46.76	0.079744
11	12	0.635548	2.00	214.69%	-0.35	-75.14%	3	5.97	46.76	0.127591

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

DEMAND RESPONSE

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

Shasta County RTPA

Analysis of Extended Hours Services

RABA Proposal

FIXED ROUTE

Route No.	Average Hourly Riders (5:30 & 6:30)	Average Fare 2002 SCO	Proposed Fare	Percentage Increase	Elasticity of Demand LSC	Reduction In Demand	Projected Riders	Fare Revenue	Cost of Service	Projected Farebox %
2	10	0.635548	1.00	57.34%	-0.35	-20.07%	8	7.99	46.76	0.170936
4	9	0.635548	1.00	57.34%	-0.35	-20.07%	7	7.19	46.76	0.153842
6	7.5	0.635548	1.00	57.34%	-0.35	-20.07%	6	5.99	46.76	0.128202
11	12	0.635548	1.00	57.34%	-0.35	-20.07%	10	9.59	46.76	0.205123
								30.77	187.04	0.164525

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

DEMAND RESPONSE

Route No.	Average Hourly Riders (5:30 & 6:30)	Average Fare 2002 SCO	Proposed Fare	Percentage Increase	Elasticity of Demand LSC	Reduction In Demand	Projected Riders	Fare Revenue	Cost of Service	Projected Farebox %
N/A	2	1.410221	2.00	41.82%	-0.25	-10.46%	2	3.58	46.76	0.076599

ATTACHMENT D -Burney Express Comparison

	Hours	Cost Per Hr	Amount	Farebox	Ratio	
Jul-00	115.7	42.95	$ 4,970.17	1095	22.03%	
Aug-00	159.4	42.95	$ 6,847.52	1320	19.28%	
Sep-00	115.8	42.95	$ 4,971.46	1026	20.64%	
Oct-00	132.0	42.95	$ 5,667.25	918	16.20%	
Nov-00	125.0	42.95	$ 5,367.03	864	16.10%	
Dec-00	117.4	42.95	$ 5,041.90	1179	23.38%	
Jan-01	131.6	42.95	$ 5,650.07	1095	19.38%	
Feb-01	119.7	42.95	$ 5,139.40	1173	22.82%	
Mar-01	128.9	42.95	$ 5,535.40	1620	29.27%	
Apr-01	125.9	42.95	$ 5,406.55	1584	29.30%	
May-01	131.7	42.95	$ 5,657.37	1488	26.30%	
Jun-01	125.1	42.95	$ 5,371.33	1317	24.52%	
	1528.0		$ 65,625.45			
Average Monthly 00/01	127.3		$ 5,468.79			
Jul-01	121.1	42.95	$ 5,199.10	1302	25.04%	
Aug-01	128.7	42.95	$ 5,528.52	1761	31.85%	
Sep-01	108.8	42.95	$ 4,673.39	1224	26.19%	
Oct-01	130.7	42.95	$ 5,615.28	1290	22.97%	
Nov-01	189.1	43.41	$ 8,207.96	Intermtn Starts		
Dec-01	179.8	43.41	$ 7,803.38	Intermtn Service		
Jan-02	205.0	46.76	$ 9,587.67	Intermtn Service		
Feb-02	186.4	46.76	$ 8,716.06	Intermtn Service		
Mar-02	195.7	46.76	$ 9,151.87	Intermtn Service		
misfiled	0.0	0	$ -	Intermtn Service		
May-02	205.0	46.76	$ 9,587.67	Intermtn Service		
Jun-02	186.4	46.76	$ 8,716.06	Intermtn Service		
	1836.8		$ 82,786.97			
Average Monthly 01/02	167.0		$ 7,526.09			
Jul-02	205.0	46.76	$ 9,587.67	Intermtn Service		
Aug-02	205.0	46.76	$ 9,587.67	Intermtn Service		
Sep-02	186.4	46.76	$ 8,716.06	Intermtn Service		
Oct-02	214.4	46.76	$ 10,023.47	Intermtn Service		
Nov-02	185.0	46.76	$ 8,650.60	686	7.93%	
Dec-02	203.3	46.76	$ 9,506.31	836	8.79%	
Jan-03	203.5	46.76	$ 9,515.66	971	10.20%	
Feb-03	185.0	46.76	$ 8,650.60	824	9.53%	
March estimated	194.2	46.76	$ 9,080.79	829		
April estimated	194.2	46.76	$ 9,080.79	829		
May estimated	194.2	46.76	$ 9,080.79	829		
June estimated	194.2	46.76	$ 9,080.79	829		Based on 4 months from Nov 02-Feb 03
July estimated	194.2	46.76	$ 9,080.79	829		
Aug estimated	194.2	46.76	$ 9,080.79	829		
September estimated	194.2	46.76	$ 9,080.79	829		
October estimated	194.2	46.76	$ 9,080.79	829		
	2330.4		$ 108,969.50	9949		
Average Before Intermountain	126.1		$ 5,415.11			
During Intermountain	196.2		$ 9,062.32			
After Intermountain	534.1		$ 24,972.18			

Average Farebox Recovery Prior to Intermountain Express
8 Months Prior to Intermountain Express

Cost	$ 42,986.94
Farebox	$ 11,586.00
Farebox Ratio	26.95%

Average Farebox Recovery After Intermountain Express
4 Months After Intermountain Express

Cost	$ 36,323.17
Farebox	$ 3,317.00
Farebox Ratio	9.13%

Projected Burney Express farebox 12 months
November 02-October 03

Cost	$ 108,969.50
Farebox	$ 9,949.00
Farebox Ratio	9.13%

FTA Section 5307
Small Urbanized Areas