

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Unmet Transit Needs - Consider Approval of 2001/02 Transportation Development Act (TDA) Allocation Instructions and Claims Budget.	04/24/01	5

RECOMMENDATION

It is recommended that the Agency:

- 1) Consider the attached recommendation of the Social Services Transportation Advisory (SSTAC) Committee;
- 2) Accept staff's responses to comments received from the February 27, 2001, unmet transit needs hearing;
- 3) Determine that the existing level of transit service as detailed in the 2001/2002 Transit Needs Assessment and the staff responses to comments, 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 2001/2002; and
- 4) Approve Resolution No. 01-08 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 2001/2002, and;
- 5) Approve 2001/02 Transportation Development Act (TDA) claims as submitted by eligible claimants. Claim amounts by jurisdiction are reflected on Exhibit B.
- 6) Adopt a weighted average 19% farebox standard for the RABA service area where services are jointly funded in the rural and urban areas.

SUMMARY

Adoption of the Staff recommendation will allow Agency staff to distribute TDA revenues to be received in 2001/02 and to complete the 2001/2002 Unmet Needs Process.

DISCUSSION

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

- ❑ February 27, 2001 - The Agency considered the 2001/02 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. Staff prepared responses to comments and prepared draft findings regarding unmet needs that were reasonable to meet in each jurisdiction.
- ❑ March 29, 2001, the Social Services Transportation Advisory Committee met and made findings that there are Unmet Transit Needs that are reasonable to meet based on the adopted RTPA definition. The recommendation SSTAC is attached. The differences between RTPA Staff and the SSTAC are discussed further below.

During this year's unmet needs process, the Agency received 32 letters and e-mails, 6 phone calls, and heard from 27 people who spoke during the February

27, 2001 unmet needs hearing. During the comment period the major unmet needs that were identified were as follows:

- ☐ Transit service to Cottonwood
- ☐ Transit service to outlying communities such as Palo Cedro, French Gulch, Old Shasta and Lakehead
- ☐ Transit service to the Airport Road Corridor
- ☐ Extended hours for the existing fixed route system and Sunday service

RTPA staff has prepared a matrix with detailed staff responses to all comments received. The SSTAC recommendation is also attached. Responses to major unmet needs identified are as follows:

- ☐ Cottonwood - Comments received regarding Cottonwood represent requests for fixed route and express type services. Census data for Cottonwood indicates there is a potential for 15 one-way transit trips per day. That number of passengers would not support a fixed route with complementary paratransit service to that area. RTPA staff and the County will be seeking additional public input from Cottonwood residents to determine the specific type of transit service that would meet the needs of the Cottonwood area and also be reasonable to meet. The County has scheduled a public meeting in Cottonwood for May 10, 2001 to seek this additional input. It needs to be recognized that transit service was provided to Cottonwood in the mid 1990's but failed the fare box test and was curtailed.

This strategy seems appropriate when viewed in the context of the requests for additional service. The testimony of Mike Evans, Chairman of SSTAC, indicates that Express service to Cottonwood is needed and would meet the "reasonable to meet" test. Whereas Staff does not necessarily disagree with Mr. Evans and SSTAC we were unable to find any survey responses requesting service to Cottonwood. The concern of Staff is that Express service may not meet the specific needs of Cottonwood residents, and, would therefore, fail the "reasonable to meet" test. Mr. Evans and SSTAC also requested Express-type service to other outlying areas, however, Cottonwood was the only specific example presented.

- ☐ Service to Outlying Areas - The geographic extension of fixed route transit service to outlying areas has been found not reasonable to meet. Census data indicates that there is a low transit demand for the communities of Palo Cedro/Millville, French Gulch, Happy Valley and Lakehead. Additionally, in the last ten years, transit service was attempted for some of these areas and failed to meet the 10% farebox required for rural areas.
- ☐ Airport Road Corridor - Census data for this area indicates there would not be enough ridership to meet the 20% farebox for a fixed route service. The Redding Area Bus Authority is considering ways to possibly serve the Fairway Oaks Mobile Home Park and other mobility impaired riders within the Airport Road Corridor with existing demand response vehicles that use the corridor to transport Anderson residents to Senior Nutrition and Golden Umbrella programs near Shasta College. SSTAC is recommending an Express service for this area. Based upon the demographics of this area Staff respectfully disagrees with the SSTAC recommendation.

- Extension of Hours and Sunday Service - The analysis for the extension of hours and Sunday service are similar. Ridership trends during evening hours and weekend service show a significant reduction in ridership for those times. Ridership data for the fixed route for a twelve day period from March 21st through April 3, 2001 was reviewed in reaching this conclusion. For this twelve day period 890 riders used the fixed route from 6:30 to 7:30 P.M. generating \$723.50 in revenue. The cost to provide this service was \$7,020 yielding a farebox ratio of 10.3%. It has, therefore, been determined the extension of the full RABA system for additional hours and Sunday service would not be reasonable to meet. An analysis for deviated routes or a dial-a-ride service indicated that the fare to meet the 20% farebox would need be \$3.50 for a one-way trip. This was determined to be too expensive and would not be supported.

SSTAC is recommending that a limited fixed route Sunday service and extending the current fixed route until 8:30 in the evening. For the reasons stated above RTPA Staff respectfully disagree with this recommendation.

- Finally, SSTAC is recommending Express service from Burney to Fall River Mills. The rationale for this service is that the current Burney Express is meeting the required farebox so this service would as well. Dial a Ride service was offered in the Intermountain area in the mid-1990's and was curtailed due to low fare box ratio. Inasmuch as the demographics and population density of this area have not changed dramatically Staff respectfully disagrees with SSTAC on the viability of an Express service.

In conclusion the RTPA staff recommends that the existing level of transit service as detailed in the 2001/2002 Transit Needs Assessment and the staff responses to comments, 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 2001/2002. TDA revenues available after the unmet transit needs are met are available to the jurisdictions for other purposes, i.e., streets and roads.

In October 1998, the RTPA took action to reduce the RABA fare revenue ratio to operating costs to 15% for 1997/98, 17.5% for 1998/99, and 19% for 1999/00. The farebox standard recommended for 2000/01 and thereafter 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 2000/01 was 19.1%.

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 (\$235,000) and for Administrative costs (\$200,955) 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. These funds will flow to the local agencies as they perform OWP functions.

The RABA budget for 2001/02 contains \$1,604,273 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 Shasta Lake and Redding by \$175,742 and \$1,428,531, respectively. 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 2001/02 are presented as follows:

Claimant	Total Revenue - All Sources	Total Cost Allocated for Transit Services	Available for Other Uses
City of Redding	\$3,765,627	\$3,635,600	\$130,027
City of Anderson	309,469	227,336	82,133
City of Shasta Lake	452,465	277,505	174,960
Shasta Senior Nutrition Program (CTSA contractor)	235,000	235,000	Not Applicable
Shasta County	2,073,554	RABA - 345,729 Other transit - 186,677	1,541,148

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.

Adjusting the farebox standard is not recommended because the currently adopted standard of 19% reflects the mix of service hours provided in the rural and urban areas.

The Agency may also continue this item and request additional information. This alternative is not recommended as the next RTPA meeting is scheduled for July and continuation of this item would require scheduling a special meeting. Furthermore, it is unclear what new information could be provided that is not already available. In any case, the RTPA reserves the right to amend claims at any future meeting.

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. This budgeting process includes \$400,000 of FTA Section 5307 funds and \$92,904 of FTA Section 5311 funds.


Daniel J. Kovacich, Executive Officer

/jmg

Attachments:

- 1) Resolution No. 01-05
- 2) Exhibit A - Apportionments and Transit Allocations for 2001/02
- 3) Exhibit B - Schedule of Annual Claims/ TDA Budget
- 4) Staff Responses to Comments Received during 2001/02 Unmet Needs Process
- 5) March 20th RABA letter
- 6) SSTAC April 3rd recommendation (including conceptual Cottonwood Express Service)

RESOLUTION 01-05

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
CONCERNING UNMET TRANSIT NEEDS DETERMINED REASONABLE TO
MEET FOR CLAIMANT JURISDICTIONS IN SHASTA COUNTY FOR
FY 2001/02

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 2001/02 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 2001/02 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 27, 2001, concerning recent study findings concerning unmet needs, and existing service ridership and feasibility;

- (4) A public hearing held on February 27, 2001, 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 24, 2001, 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 2000/01, which are reasonable to meet; and

WHEREAS, an analysis of identified transit needs for fiscal year 2001/02 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, as detailed in the 2001/02 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 2000/01 include: (1) The 2000/01 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 2001/02 TDA allocations to the claimants, in the form of a 2001/02 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 2001/02 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 2001/02 Transit Needs Assessment 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) Approves allocations for each claimant jurisdiction that are consistent with and reflected in the 2001/02 TDA Budget attached as Exhibit B; and
- (5) 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 2001/02, 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 24th day of April 2001, by the Shasta County Regional Transportation Planning Agency.

Norma Connick, Chair
Shasta County Regional
Transportation Planning Agency

Exhibit A					
Shasta County Regional Transportation Planning Agency					
Calculation of TDA Apportionments and Transit Obligations for 2001-2002					
Population Factors (for Apportionment Only)					
	Population				
	Based on 1999 figures				
	1/1/00	Percentage			
Redding	79,800	47.86%			
Anderson	8,800	5.27%			
Shasta Lake	9,425	5.64%			
Unincorporated County Area	69,200	41.43%			
Total Population in RTPA Area	167,025	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	8.45	9.00	137.50
Hours on Route 9	9.00	6.50	0	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 1999 State Department of Finance E-1 report		Service Area	20%	80%	Average
					Share
Redding		76,612	76.41%	82.20%	81.04%
Anderson		8,800	8.78%	4.14%	5.07%
Shasta Lake		9,425	9.40%	5.38%	6.19%
Unincorporated County Area		5,428	5.41%	8.28%	7.71%
Total Population in RTPA Area		100,263	100.00%	100.00%	100.00%
Actual LTF received		5,080,694	(Per Forecast of Current Year)		
Actual STA received PUC 99313		262,130	(Per 2000/2001 State Controller's Office Allocation Estimate)		
Subtotal		5,342,824			
* Off - The - Top * Allocations					
Actual Administration PUC 99233.1 LTF		(200,955)	(Per OWP)		
Actual CTSA PUC 99275 LTF		(235,000)	(Per Memo from Virginia Webster)		
Actual RTPA Core Planning Functions Match		(2,930)	(Per OWP)		
Total "Off-the-Top"		(438,885)			
Amount Available for Distribution		4,903,939			

Shasta County Regional Transportation Planning Agency											
Calculation of TDA Apportionments and Transit Obligations for 2001-2002											
Total Amount Expense and Capital per RABA		4,486,171	=Results of Service hour forecast + \$1,770,341 Capital needs (2,715,828.68) + (1,770,341)								
RABA % Funded Based Upon Service Hours	80.00%										
RABA % Funded Based Upon Population	20.00%										
Calculation of transit obligation based on 80% Service Hours/20% Population											
	Amount to be Apportioned to Claimants	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 & Vanpool	TDA Apportion Available for Other Uses	
Redding	2,337,096	1,428,531				3,785,627	(3,635,600)			130,027	
Redding Core Match	843			(843)							
Anderson	258,372				51,097	308,469	(227,336)			82,133	
Anderson Core Match	755			(755)							
Shasta Lake	276,723	175,742				452,465	(277,505)			174,960	
Shasta Lake Core Match	310			(310)							
Unincorporated County Area	2,031,747				41,807	2,073,554	(345,729)	(128,425)	(57,252)	1,541,148	
Shasta County Core Match	533			(533)							
Administration	200,855					200,855				200,855	
CTSA	235,000					235,000				235,000	
RABA -	489			(489)			4,486,171			4,486,171	
County Admin/Vanpool Subsidy	0					0		128,425	57,252	188,677	0
						0		0		0	
TOTAL TO DISTRIBUTE	5,342,823	1,604,273	(2,830)	82,804	7,037,070	0	0	0	0	7,037,070	
Source Notes	Per RABA	Per OWP	Last Year's #				(42,857,500) +	65,000 Bus	40,000		

Shasta County Regional Transportation Planning Agency					
Calculation of TDA Apportionments and Transit Obligations for 2001-2002					
EXHIBIT B					
SHASTA COUNTY RTPA					
SCHEDULE OF ANNUAL CLAIMS /TDA BUDGET					
FISCAL YEAR 1999-2000 Trueup of Claims					
				Funding Sources	
CLAIMANT/PURPOSE		LTF	STA	FTA	
Off-The-Top Apportionments					
Administrative (includes Core Function Match)	PUC 99233.1	203,396			
CTSA Funding for Elderly Population	PUC 99275	223,000			
CTSA Funding for Administration by CTSA	PUC 99275	12,000			
		=====			
Total Off The Top Apportionments		438,396			
		=====			
Redding Area Bus Authority					
TDA funds required per RABA budget PUC 99400(c)	4,486,171				
Sources of Transit Funding:					
LTF - Redding	2,082,144	2,082,144			
STA - Redding	124,925		124,925		
FTA Section 5307	1,428,531				1,428,531
LTF - Shasta Lake	86,972	86,972			
STA - Shasta Lake	14,792		14,792		
FTA Section 5307	175,742				175,742
LTF - Anderson	162,428	162,428			
STA - Anderson	13,811		13,811		
FTA Section 5311	51,097				51,097
LTF - Shasta County	237,126	237,126			
STA - Shasta County	108,603		108,603		
FTA Sec 5311					
Total Funds Provided RABA for Transist	4,486,171	2,568,671	262,130		1,655,370
Services Provided Under Contract to Shasta County					
Burney Express		87,618			41,807
City of Redding		130,027			
LTF Streets and Roads					
City Of Anderson		82,133			
LTF Streets and Roads					
City Of Shasta Lake		174,960			
LTF Streets and Roads					
Shasta County					
LTF - Streets and Roads (PUC 99400(a))		1,541,148			
LTF - Purchased Transportation - Vanpool Subsidy (PUC 99400(c))		27,252			
LTF - Purchased Transportation - Lifeline Services (PUC 99400(c))		30,000			
Total TDA Funds to be Distributed		5,080,204	262,130		1,697,177

		REDDING AREA BUS AUTHORITY			
		SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY			
		Calculation of TDA Apportionment for FYE 2002			
		(Per SCRTPA Policy 6 - 3)			
	STEP 1	\$ 44.09	Cost per Service Hour (Per SCO Report 99/00)		
	STEP 2	0	Known Increase/Decrease to CPSH		
	STEP 3	3.00%	Apply (%) Change in CPI (Dec 99 - Dec 00)		
		\$ 1.32	Amount Calculated		
		\$ 45.42	Adjusted CPSH		
	STEP 4	3.00%	Apply 3% Contingency		
		\$ 1.36	Amount Calculated		
		\$ 46.78	Adjusted CPSH		
	STEP 5	70,000	Expected Service Hours		
		\$ 3,274,530	Gross TDA Allocation (Hrs * ADJ CPSH)		
	STEP 6	(558,700.00)	Less Expected Revenues per RABA budget		
		2,715,829.68	TDA Allocation net of RABA Revenues		
	STEP 7	\$ 1,770,341	Add Capital Purchase Estimate		
		4,486,170.68	TDA/5307 Requirement		
		\$ (400,000)	Less Other Operating Sources paid direct to RABA		
			- Section 5307 FTA Operating Assistance		
		(\$1,204,273.00)	Less Other Capital Sources paid direct to RABA		
			- Section 5307 FTA Operating Assistance		
		2,881,897.68	RABA's Net Funding Requirement		

2001/02 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 which do not meet either of these funding criteria may be funded at the discretion of a city or the 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. Expand Service i. Extend Anderson Route to Cottonwood (PH-9,PH-12,PH-20) ii. Consider loop route service for Anderson and Cottonwood with express service connection to Redding (L-5,L-7,L-13,PH-2,PH-15) iii. Extend routes from Bella Vista to Redding, Palo Cedro/Millville to Redding, French Gulch, Old Shasta and Lakehead to Redding and outlying area (L-1&4,L-2,L-13,E-3,PC-5,PH-21,PH-22PH-25) iv. New route or route extension to serve Airport Road Corridor including Fairway Oaks area (L-5,L-6, L-7,L-10,L-13,L-16,PH-1,PH-2,PH-3,PH-6,PH-15,PH-27,PC-1) v. Need service to and from Burney/Fall River/McArthur Redding (L-5, L-7,L-12,PH-2) vi. Extend routes to Ravenwood Estates area (PH-24)	These services are subject to "unmet transit need" and "reasonable to meet" criteria. Expansion of Fixed Route/Demand Response services are "unmet transit needs" i.&ii Comments from Cottonwood include requests for Fixed route w/ Demand Response and Express route service to Redding during commute times. A Cottonwood Express service may be reasonable to meet based on census data in the Transit Needs Assessment that indicates the potential for 15 one way transit trips per day. The possibility that a commuter Vanpool type service may work for commute trips should also be considered. Additional public input may be needed to determine the level of service needed.(see Cottonwood Express analysis) iii. A new transit service would need to generate at least 15 passenger trips per each new service hour. Pages 7 through 9 of the 2001/02 Transit Needs Assessment identify high and low transit demand areas within the County. Cottonwood, Palo Cedro/Millville, French Gulch and Happy Valley are among the lowest travel demand areas in the County. The extension of fixed route services to outlying areas is not reasonable to meet. iv. The Airport Road Area is in census tract 115 where the travel demand is similar to that of the Bella Vista area and is not sufficient to recover a 20% farebox requirement. A dial-a-ride service may be reasonable to meet, but it's not clear if that level of transit service would meet the needs of the residents. (See RABA response) Currently, the RABA system is servicing the highest transit demand areas. Service to new areas would increase costs and further reduce the farebox ratio. Such expansions are, therefore, not "reasonable to meet". v. The existing Burney Express service is operating at a19% farebox ratio, the request to add service hours to extend the route to Fall River would add 69 hours a month . Census data for the Fall River Mills area does not support the needed trips per day to extend the route. No one from Fall River Mills spoke or wrote a letter during the unmet needs comment period. vi. (See RABA response)

Comments: Grouped by Subject	RTPA Response
b. Extend Hours of Operation i. Sunday Service (L-5, L-5, L-9, PC-3,E-6,PC-6, L-13, L-14, PH-2, PH-6, PH-7, PH-9, PH-13, PH-26, PH-27,E-8) ii. Longer Hours (, L-3, L-5, PC-2, L-7, L-9,PC-13,PC-4,E-6 L-13, PH-2, PH-7, PH-9, PH-10, PH-13, PH-14, PH-15,PH-16,PH-17,PH-24PH-26PH-27) iii. Shorter Routes/Headways (L-8,E-4,E-8,L-13, PH-8, PH-9,PH-24,PH-26)	These services are subject to "unmet transit need" and "reasonable to meet" criteria. Expansion of Fixed Route/Demand Response services are "unmet transit needs" which are not "reasonable to meet." These requests are similar to comments received last year. This indicates that this is an unmet need. However, the RTPA analysis of transit needs on pages 7 through 9 of the 2001/02 Transit Needs Assessment shows that the high transit demand areas within the County are currently served by transit. There are two general options available to provide service within the RABA service area on Sundays. The first would be to run the whole system on Sunday. The second would be to create another type of service such as a deviated route or dial-a-ride type of service. These services could operate for the same number of hours or less than RABA operates on Saturday. The 1999/00 RABA farebox ratio was 19.1%, which is the adjusted farebox ratio as approved by the RTPA. This falls short of the 20% requirement to for new service be determined "reasonable to meet." RABA estimates that ridership for the current Saturday service averaged 55% of weekday ridership. Based on this non-weekday performance and the low average farebox ratio, it is highly unlikely that running the complete system on Sunday would do significantly better than Saturday or the average weekday service. Ridership projections for a deviated route or dial-a-ride service is comparable to RABA's current demand response service. In order to make the 20% farebox ratio, a vehicle costing \$45 per hour to operate would have to have a fare of \$3.50 to \$4.00. Demand response currently averages 2.5 passengers per hour which is above the national average for demand response service. Even if the estimated cost per hour for the new service is a high figure, the costs to meet farebox recovery ratio would be too high and the service may not be supported. Currently, the RABA system is servicing the highest transit demand areas during the highest transit demand times. The farebox ratio for these periods of time is 19.01%. Although TDA funds are available to claimants for expanded services, expansion of Fixed Route/Demand Response services – half hour headways, extended hours or days of service – would increase costs further reducing the farebox ratio. Such expansions are, therefore, not "reasonable to meet" at this time.

Comments: Grouped by Subject	RTPA Response
2. SPECIALIZED SERVICES a. Special Purpose Transit Needs i. Service for CalWORKS clients in the Intermountain area (L-12,) ii. Extend hours of routes for individuals taking night classes at Shasta College (PC-6,PH-17) iii. Would like Tehama Co. transit to connect with RABA for work trips between Red Bluff and Redding (E-7) iv. Services for disabled should be expanded (PH-5) v. Provide seasonal service to Whiskeytown Lake area for recreational purposes (L-23) vi. Transit service between Eureka and Reno on St. Hwy.44 corridor (E-1,E-2) b. Specific Individual Transit Needs i. Need from Big Bend Rd. to connect with Burney Express Route (E-5) ii. Would like daily transit service from Lakehead (PC-5)	These services are subject to "unmet transit need" and "reasonable to meet" criteria. Expansion of Fixed Route/Demand Response services are "unmet transit needs" which are not "reasonable to meet" at this time. i. The information that is used in the Transit Needs Assessment to determine transit demand takes into account the CalWORKS population. While the CalWORKS program gathers these individuals in to an identifiable group, they still represent a scattered population. All of the areas where program participants have unmet transit needs are identified as areas that have low transit demand primarily because of low residential densities. See the response to (1a & b) above. In the case of the Burney area, a dial-a-ride service was tried in 1995, and failed. Only 323 trips were generated in March 1995. To meet a 10% farebox currently there would have to be 410 rides per month with a 2.00 fare. Census data does not support the increase needed to gain the 410 rides needed to meet farebox. ii. See response for extended hours analysis. iii. Currently there is no service to Cottonwood. The closest the system gets is the Factory Outlets. If a Cottonwood Express service is established, Cottonwood may be served. iv. Currently the RABA system provides services for the disabled at a level that exceeds the minimum ADA standards. v. It is staff's opinion that recreational trips are not necessary trips in accordance with the Unmet Needs definition and is, therefore, not an unmet need. Out of County services are not an unmet need under the RTPA definition and cannot be funded with TDA funds. Currently, Greyhound Bus is proposing a service for that route that will use federal funds. A bus stop at the intersection of Big Bend Rd. and 299 could occur if riders were present. See response for 1a iii.

Comments: Grouped by Subject	RTPA Response
3. OPERATIONAL IMPROVEMENTS a. Demand Response i. Improve dispatching and communications (PC-3,PH-27, PH-9) ii. Use environmentally friendly vans (PH-27) iii. Exceed ADA minimum requirements (PH-27)	Demand Response service, as part of the Fixed Route system, is subject to "unmet transit need" and "reasonable to meet" criteria. The level of Demand Response service currently provided exceeds the minimum requirements under the Americans with Disabilities Act (ADA). Since these comments address level-of-service needs, these are RABA operational issues. In addressing level-of-service needs, however, RABA needs to consider effects on the Fixed Route farebox ratios (see response to Section 1). Comments addressing level-of-service issues should be directed to RABA.
4. POLICY ISSUES a. Request for transit information to be provided with bilingual needs (PH-4,L-17) b. Reduce farebox ratio to 15% or less to encourage new transit starts and consider distributing TDA funds in a way that more transit can be funded (PH-23) c. Consider single fare zone (L-7,L13,PH-2) d. Exiting transit system is not being used at full capacity (L-11) e. Senior transportation services are under funded (PH-11)	(See RABA response.) The issue of reducing the farebox ratio for the RABA service area was considered by the RABA board. Instead of requesting a permanent reduction of the farebox ratio, the RABA Board adopted a fare box recovery plan that was approved by the RTPA. The decision was to strive to meet a 19% farebox ratio. So far the RABA system is meeting the milestones of the recovery plan. No response required.



April 5, 2001
R-010-750-000

Willett (Bill) Ramsdell
Shasta County Regional Transportation
Planning Agency
1855 Placer Street
Redding CA 96001

Dear Bill:

Subject: 2001 Unmet Transit Needs Comments

RABA operates public transit services on behalf of the cities of Anderson, Redding, and Shasta Lake, and a small portion of the unincorporated area of Shasta County, within the urban core of Shasta County in conformance with the minimum levels of service established by the Shasta County Regional Transportation Planning Agency (RTPA). During the recent unmet needs process conducted by the RTPA, several requests for service were received, both within and outside of the defined RABA service area. It is our understanding that the RTPA has requested comments from the cities and county regarding the input from the "unmet needs" process. While not specifically requested by the RTPA to address issues, this letter provides general data for your use in calculating any considered service modifications and/or expansions within the RABA service area:

- Each of RABA's existing routes operates 13 hours a day on weekdays, and 10 hours a day on Saturday. New routes are assumed to operate consistent with the remaining system.
- The audited financial numbers for fiscal year 1999-00 indicate a revenue service hour cost of \$43.11
- Capital costs for a new transit coach are \$275,000, including radio, farebox, etc.; capital costs for a new van are \$75,000 including radio, farebox, etc.

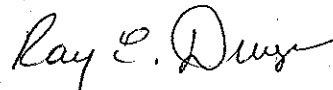
REDDING AREA BUS AUTHORITY

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

- Variable charge for driver costs (additional drivers) is \$12.67 per hour.
- Regarding the service request for the Ravenwood Subdivision on Shasta View Drive, RABA has a route with a stop at the corner of Shasta View Drive at Old Alturas Road. This stop is at the northern end of the subdivision. Service modifications may be considered within the Transit Plan update to extend services further south on Shasta View Drive.
- There was a comment regarding having transit information available in other languages. At this point in time, RABA has received no other requests for modifications to our existing format. However, should there be a defined need, RABA would work with area interpreters to provide information to meet various cultures within the community.
- We have enclosed two summaries of ridership by route for the time period of 6:30 p.m. to 7:30 p.m. from March 21 through 27, 2001 and March 28 through April 3, 2001. This should provide data for evaluating service extensions beyond RABA's existing ending time.

Your March 6, 2001, letter to the City of Redding outlined six items that essentially were for extended service hours and/or additional routes. I believe the above information provides the basis for the RTPA to examine costs for those services as may be defined by the RTPA as reasonable to meet. Should you have questions or require additional information, please feel free to call me at 245-7114.

Sincerely,



Ray E. Duryee
Public Works Manager

Enclosures

c: Assistant City Manager
Deputy City Manager
Transportation Planner

REDDING AREA BUS AUTHORITY

Analysis of Ridership and Farebox Revenue for Time Period 6:30 through 7:30 PM March 21 through 27, 2001

Route No.	March 21, 2001		March 22, 2001		March 23, 2001		March 24, 2001		March 26, 2001		March 27, 2001	
	Riders	Revenue	Riders	Revenue	Riders	Revenue	Riders	Revenue	Riders	Revenue	Riders	Revenue
1	5	5.00	4	4.00	6	5.50	3	2.00	1	1.00	0	0.00
2	1	1.00	2	1.50	3	2.50	2	1.50	5	3.50	6	4.00
3	7	5.50	5	4.00	2	2.00	1	0.50	2	2.00	4	2.50
4	9	6.00	9	8.00	2	2.00	8	7.50	7	4.50	3	2.50
5	6	4.00	1	1.00	8	7.00	2	2.00	12	9.00	4	3.50
6	7	6.00	2	1.50	5	4.50	6	4.00	9	7.50	9	7.50
7	9	8.00	3	2.00	2	2.00	1	1.00	5	5.00	6	5.50
8	3	3.00	5	4.00	3	2.50	1	1.00	2	2.00	2	2.00
9	8	7.50	13	12.00	14	11.00	18	16.00	18	15.00	8	7.50
10	0	0.00	1	1.00	1	1.00	0	0.00	0	0.00	0	0.00
11	6	6.00	1	1.00	11	8.00	9	8.00	9	7.50	11	8.00
12	3	2.00	5	2.50	6	4.00	7	5.50	7	5.50	15	10.50
14	9	7.00	5	4.50	7	7.00	21	18.50	5	3.00	6	4.00
Total	73	61.00	56	47.00	70	59.00	79	67.50	82	65.50	74	57.50

Total Riders for 6-Day Period	434
Total Revenue for 6-Day Period	357.50

REDDING AREA BUS AUTHORITY

Analysis of Ridership and Farebox Revenue for Time Period 6:30 through 7:30 PM March 28 through April 3, 2001

Route No.	March 28, 2001		March 29, 2001		March 30, 2001		March 31, 2001		April 2, 2001		April 3, 2001	
	Riders	Revenue	Riders	Revenue	Riders	Revenue	Riders	Revenue	Riders	Revenue	Riders	Revenue
1	1	1.00	3	2.50	4	3.50	2	1.50	3	3.00	3	2.00
2	4	2.00	4	3.00	6	4.00	5	3.50	0	0.00	4	3.50
3	3	3.00	4	3.50	2	2.00	2	2.00	3	2.50	3	1.50
4	7	5.00	1	0.50	11	10.50	8	6.00	1	1.00	2	1.50
5	2	2.00	3	2.50	5	3.50	3	3.00	7	7.00	6	5.00
6	7	5.50	2	2.00	11	8.50	5	3.50	7	5.50	10	8.50
7	2	2.00	2	2.00	2	1.50	2	2.00	2	2.00	2	2.00
8	3	2.00	4	3.50	11	8.50	6	4.50	4	2.50	8	6.50
9	11	8.00	14	12.00	21	17.00	16	12.50	22	18.50	19	14.00
10	1	1.00	0	0.00	0	0.00	2	1.50	0	0.00	1	1.00
11	7	7.00	10	7.50	5	5.00	17	12.00	7	6.00	8	4.50
12	4	7.00	9	8.00	7	6.00	7	6.00	6	5.00	8	7.00
14	4	5.50	8	5.00	7	6.00	7	4.50	7	6.00	10	8.50
Total	65	51.00	64	52.00	92	76.00	82	62.50	69	59.00	84	65.50

Total Riders for 6-Day Period	456
Total Revenue for 6-Day Period	366.00

TO: Regional Transportation Planning Agency

FROM: Social Services Technical Advisory Committee

DATE: April 3, 2001

RE: Unmet Needs Process and Recommendations of "Reasonable to Meet" Transit Improvements:

The SSTAC met on Thursday, March 29, 2001 to review the various unmet needs that surfaced as a result of the Unmet Needs Hearing and public comment process for 2001-2002. The committee engaged in a wide-ranging discussion with staff from both RTPA and RABA concerning costs, ridership, potential fare-box returns and degree of need for the proposed service enhancements. The following are the unanimous recommendations of the committee as service enhancements that we believe would be "reasonable to meet" under current RTPA guidelines.

1. Express Van shuttle service originating in Cottonwood with a stop in Anderson and proceeding directly to the central Redding area. The service would be morning, noon and evening in each direction.
2. Express Van shuttle service along the Airport Road corridor originating near Kent's Market and proceeding north to the Airport Road major employers and thence directly to the Mt. Shasta Mall transit interchange.

(Note: it is possible that a combination of items 1 & 2 might also be feasible, depending on the results of staff study.)

3. Limited Sunday Service on up to 6 of the currently most heavily used routes in the central urban area. Hours would be more limited than current Saturday service and would not include all routes.
4. Inception of a Burney to Fall River/McArthur Express Van shuttle service providing morning, noon and evening service in each direction.
5. Extension of Monday through Saturday hours of operation until 8:30 in the evening, at least for the daylight savings time period from April through October.

Rationale:

Cottonwood is currently without any public transit service. The current ride length from Anderson to central Redding is an hour or more, and arrives too late to serve most employment commuting needs. Based on a \$2.00 one-way fare, an Express Van service competes favorably with the cost of gasoline in a private car for the same distance journey. The Shasta County Dept. of Social Services has identified in excess of 80 welfare to work participants who have no access to a private vehicle living in the Cottonwood and Anderson areas. DSS has made some budget allocations from TANF sources to assist in funding this service if necessary. In addition, recent low-income housing has been built in the Anderson and Cottonwood areas which has added significantly to the need for public transit for employment and other purposes for these residents.

The Airport Road corridor is a similar situation with no existing public transit service. A significant feature of the area is the clustering of most residential housing in the southern portion from Dersch Road to Meadowview Road, including a large number of active senior citizens. There has also been recent and continuing growth of larger employers in this area whose employees often are transit dependent. The Express Van shuttle service would provide service to both the southern extremity population needing to go to the central area as well as employees living in the central area commuting to work in the newly developed industrial zones. In addition, the staff analysis of the resident population density of this census tract area fails to take into account the relatively large area set aside for the airport and commercial/industrial uses (which have no 'residents' but generate both employment and shopping demand). The Express Van service addresses this situation by reducing overall ride time and making direct service contact with the most populous portion of this region.

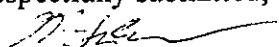
In both of the above cases, no costly demand-response service is required since the Express Van shuttle service is not classified as 'fixed route.'

Limited Sunday service has been requested and desired by a large number of people for both employment commuting needs and for general shopping and recreational/spiritual activities. A significant transit dependent population exists within the areas served by the most active routes and would provide adequate ridership for this service to meet the fare-box return ratio required. Staff's suggestion of a dial-a-ride service instead of limited fixed route service would result in similar operating costs with a dramatically reduced capacity for service to all who need it. The SSTAC committee believes that by designing service for both a limited number of hours and routes, the costs of providing this service can be contained well within limits to insure an adequate fare-box return.

The Intermountain area has only an express shuttle service from/to Redding and Burney. This service already exceeds its fare box return ratio requirement. Based on the number of transit dependent persons identified within the Burney and Fall River valley areas, it is strongly believed that an Express Van shuttle service would be equally if not more greatly supported and also be able to satisfy and probably exceed fare box requirements. The IMAGE group in the Intermountain area has indicated in several ways the strong need for this service and has agreed that service providers would alter hours of operation to insure that it 'works' for their clientele.

Extended service hours would greatly benefit those who are employed in the major retail, telemarketing and food industry occupations, generally at starting level wages who tend to receive the less popular shifts. During the daylight savings time period, there is also considered to be significant demand for general transit. At the hearing process there was also concern raised for those who have late appointments at clinics and mandatory programs after 5 pm.

Respectfully submitted,


Mike Evans, Chair SSTAC

Eastside Express - *New Bus Route Conceptual Overview*

This proposed new route would greatly enhance many other existing routes and for the first time connect Downtown Redding, Dana Drive area, Anderson and Cottonwood and serve three major employment areas: Airport Rd., HWY 44/Old Oregon Trail and HWY 44/Shasta View. It would also provide service to the Redding Municipal Airport.

The multiple jurisdictions that this route encompasses may be seen as a political hurdle or, the Eastside Express can be seen as adding a much needed service for employers, employees and the public efficiently linking needs in each jurisdiction while leveraging existing routes.

South county riders can get to work on Airport by 8:00 a.m. or Dana Drive by 8:15. Canby Transfer Facility riders from Downtown and other origination areas can connect to the Eastside Express and get to work on Airport Rd. by 8:30 a.m..

The Eastside Express bus, originating in Cottonwood, would leave at 6:50 a.m. to catch transfers at Shasta Factory Outlets at 7:13 a.m.. Cottonwood riders can then connect to Route 9 to downtown Redding (arrives before 8:00) through downtown Anderson, or stay on the Eastside Express for Airport Rd. or Dana Drive areas.

The Eastside Express passes through Anderson following the existing bus route to North/Stingy without stopping and continues along Airport Rd. to Dana Drive.

Eastside Express Stops:

Cottonwood

Shasta Factory Outlets

Meadowview/Airport Rd.

Redding Municipal Airport

Rancho Market/Airport Rd.

Midway stop on Airport Rd.

Charlanne Drive/Airport Rd.

Lumberjack (Old Oregon/Innsbruck)

Route 5 near Goodwater/Hartnell

Shasta View/44

Canby Transfer Facility (Dana Drive)

After Lumberjack, bus connects for transfers with Route 5 (to Enterprise/Downtown) at its eastern tip before 8:05 then to Shasta View/HWY 44 then to Canby by 8:15 for connection/transfers to and from Downtown, North Point, etc.

Schedule:

Two northbound morning trips from Cottonwood leaving at 6:50 a.m. and 8:50 a.m..

Morning southbound trips from Canby back along Airport Rd. leave at 8:15 a.m. and 10:15 arriving back in Cottonwood at 10:50. (4 service hours)

Two evening trips start from Canby at 5:20 to give workers time to get there and riders from downtown get there by 5:15. Arrives around 6:00 p.m. in Cottonwood and back to Canby by 7:15 p.m. to arrive back to Cottonwood by 8:00 p.m. (3 service hours -- plus transit time for bus to get from Cottonwood back to Canby to start the evening routes)

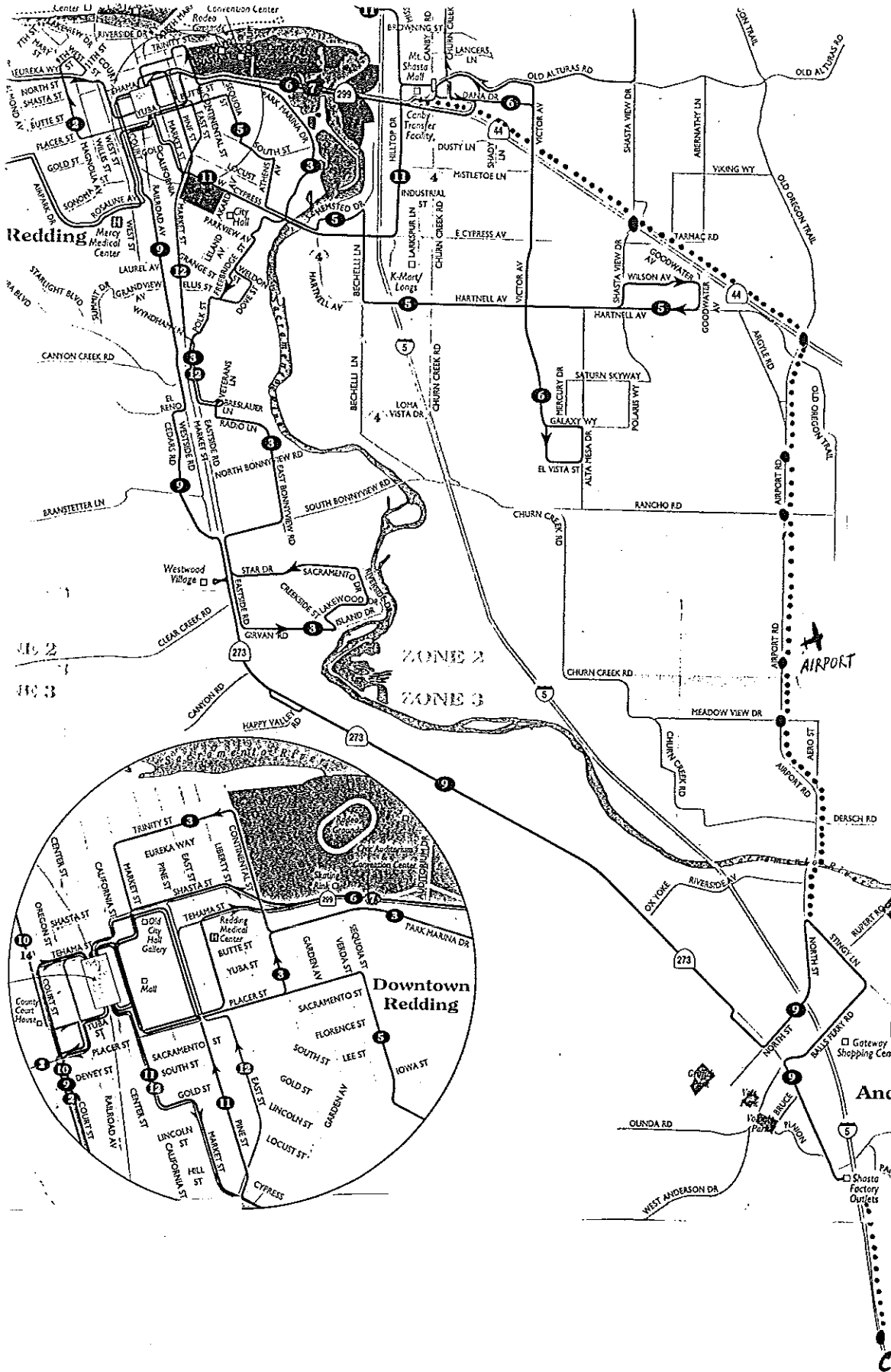
The Eastside Express route as described above is designed primarily for working people. Shoppers and people with appointments are unlikely to want to board a 6:50 a.m. bus from Cottonwood though they would have 2 hours of shopping at Dana Drive before catching the bus at 10:15 to return. They could board the later morning route then wait until 5:20 to return towards Cottonwood. Other riders more towards the middle of the line can use it a bit more flexibly. It may be more realistic to have an additional later morning and early afternoon route to better serve the general public. This would add another 4 service hours.

Cost estimated @\$40 per hour as a high figure.

Monday through Friday service - morning and evening only - \$83,200.

Saturdays - possibly different schedule - \$16,640.

Additional midmorning & afternoon route M-F = \$41,700 Saturday = \$8,320



- 1 Route 1 North Point Tran**
North Point Transfer Facility
Oasis at Lake
Shasta Dam at Montana
Cascade at Oasis
North Point Transfer Facility
- 2 Route 2**
Downtown Transit Center
Wisconsin Travona
Downtown Transit Center
- 3 Route 3**
Downtown Transit Center
Breslauer at Shasta Co. Social Services
Girvan at Eastside
Ellis at Juniper School
Downtown Transit Center
- 4 Route 4 Canby Tran**
Canby Transfer Facility
Churn Creek at Shasta Convalescent
Hartnell at Veteran's Clinic
Larkspur at Industrial (Social Security)
Canby Transfer Facility
- 5 Route 5**
Downtown Transit Center
Hartnell at Rockabye
Hartnell at Robert
Bechelli at Knollcrest
Downtown Transit Center
- 6 Route 6**
Downtown Transit Center
Victor at East Cypress
Victor at Hartnell
Canby Transfer Facility
Downtown Transit Center
- 7 Route 7**
Downtown Transit Center
Canby Transfer Facility
Shasta College
Simpson College
Shasta View at Old Alturas
Downtown Transit Center
- 8 Route 8 North Point Tran**
North Point Transfer Facility
Cascade at Oasis
Lake at Ashby
North Point Transfer Facility
- 9 Route 9**
Downtown Transit Center
Westside at Perko's
Silver at Briggs
Shasta Factory Outlet
North at Martha (Police Station)
Westside at Perko's
Downtown Transit Center
- 10 Route 10**
Downtown Transit Center
Lakeside at Woodlawn
Downtown Transit Center
- 11 Route 11**
Downtown Transit Center
Canby Transfer Facility
North Point Transfer Facility
Canby Transfer Facility
Downtown Transit Center
- 12 Route 12**
Downtown Transit Center
Breslauer at Shasta Co. Social Services
Market at Ellis
Downtown Transit Center
- 14 Route 14**
Downtown Transit Center
North Market at Quartz Hill
North Point Transfer Facility
Benton at Quartz Hill
Downtown Transit Center