

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Unmet Transit Needs - Consider Approval of 2005/06 Transportation Development Act (TDA) Allocation Instructions and Claims Budget and Unmet Needs Findings.	04/26/05	4

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 22, 2005, Unmet Transit Needs hearing;
- 3) Determine that the existing level of transit service 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 2005/2006;
- 4) Approve Resolution No. 05-05 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 2005/2006; and
- 5) Approve 2005/06 Transportation Development Act (TDA) claims as submitted by eligible claimants. Claim amounts by jurisdiction are reflected in Exhibit B;
- 6) Consider Redding Area Bus Authority's (RABA) request to:
 - a) Reduce the farebox ratio requirement,
 - b) Defer TDA claims approval,
 - c) Reconsider the minimum level of transit service considered reasonable to meet.

SUMMARY

Adoption of the Staff recommendation will allow Agency staff to distribute TDA revenues to be received in 2005/06 and to complete the 2005/2006 Unmet Needs Process.

DISCUSSION

A brief chronology of the unmet needs and TDA claims process is as follows:

- February 22, 2005 - The Agency considered the 2005/06 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 two emails, six phone calls, one person spoke to staff at the RTPA office, and one person spoke during the February 22, 2005, unmet needs public hearing. During the comment period the unmet needs that were identified were for extended hours of service, Sunday service, and service to outlying communities.

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). Operational comments have been directed to RABA. RTPA staff met with Shasta Senior Nutrition Programs staff regarding possible transportation service in Shingletown.

- March 23, 2005 - the SSTAC met and discussed the results of the unmet needs hearing and responses from the RTPA and RABA.
- SSTAC will include in their recommendation that the RTPA expand evening service hours; expand routes and service area, even if only one day a week; provide fixed-route Sunday service; increase frequency on busier routes to half-hour headways; look at the possibility of using smaller vehicles on the less popular fixed-routes; and write a letter to legislators requesting the farebox ratio be separated for fixed-route and demand response.

- April 19, 2005 - RABA Board has directed their staff to begin public input to consider route modifications and increases in base fares in an effort to achieve the farebox requirement. The RABA Board has also directed staff to request that the RTPA consider a reduction in the current farebox ratio requirement. RABA also requests that the RTPA defer the TDA claims process for 2005/2006 pending further analysis by RABA on what they can realistically achieve relative to farebox requirements. The letter from RABA is attached.

The RTPA staff recommends that the existing level of transit service, as detailed in the 2005/2006 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 2005/2006. TDA revenues available after the unmet transit needs are met are available to the jurisdictions for other purposes (i.e., streets and roads).

RTPA staff does not recommend deferring the TDA claims process at this time. If the 2005/2006 claims are not approved, the RTPA will be unable to disburse TDA funds to the agencies until the claims process is complete. This would result in no funding being provided to any of the agencies.

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

Fare Box Standard

In February 2002, the RTPA took action to reduce the required 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. The farebox ratio has not been updated to reflect the 2000 Census. The RABA fare revenue ratio to operating costs for 2003/04 was 15.53%, which falls short of the RTPA required farebox ratio of 18.5%. This places RABA in the grace period of a penalty phase.

Similar to previous years, 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 in 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 Consolidated Transportation Services Agency (CTSA) services provided by Shasta Senior Nutrition Services (\$321,100) and for administrative costs (\$184,904) 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 (\$12,946) 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 2005/2006 contains \$2,646,452 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 (\$247,643), Shasta Lake (\$247,643) and Redding (\$2,151,166). In the event these grant revenues are not received by RABA, their respective transit obligation will increase by the same relative benefits. Shasta County will receive (\$104,495) for FTA Section 5311 funds in 2005/2006. 5311 funds are provided to the rural areas of the County for operating assistance for RABA and Burney Express.

A summary of apportionments and transit obligations for 2005/06 are presented as follows:

Claimant	Total Revenue - All Sources	Total Cost Allocated for Transit Services	Available for Other Uses
City of Redding	\$5,249,853	\$5,249,853	\$0
City of Anderson	\$604,365	\$329,251	\$275,114
City of Shasta Lake	\$604,365	\$393,451	\$210,914
Shasta Senior Nutrition Program (CTSA contractor)	\$321,100	\$321,100	Not Applicable
Shasta County	\$2,528,783	\$488,583	\$1,921,650

ALTERNATIVES

The Agency could choose to allocate transit costs differently than proposed and adjust the farebox standard differently than prior Agency direction. 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, 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. Koyacich, Executive Officer

SLC/jac

Attachments:

- A) Resolution No. 05-05
- B) Exhibit A - Apportionments and Transit Allocations for 2005/2006
- C) Exhibit B - Schedule of Annual Claims/ TDA Budget for 2005/2006
- D) 2004 Population Estimate
- E) Comments Received During 2005/2006 Unmet Needs Process
- F) Staff Responses to Comments Received During 2005/06 Unmet Needs Process
- G) RABA letter dated April 19, 2005

RESOLUTION 05-05

SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
CONCERNING UNMET TRANSIT NEEDS DETERMINED REASONABLE TO
MEET FOR CLAIMANT JURISDICTIONS IN SHASTA COUNTY FOR
FY 2005/06

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 2005/06 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 2005/06 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 22, 2005, concerning recent study findings concerning unmet needs, and existing service ridership and feasibility;
- (4) A public hearing held on February 22, 2005, 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 26, 2005, 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 that there are "no unmet transit needs that are reasonable to meet" for the claimant jurisdictions in Shasta County for 2005/06; and

WHEREAS, an analysis of identified transit needs for fiscal year 2005/06 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 2005/06 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 2005/06 include: (1) The 2005/06 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 2005/06 TDA allocations to the claimants, in the form of a 2005/06 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 2005/06 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 2005/06 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) Determines that the farebox ratio for the RABA service area where services are jointly funded in the rural and urban areas for 2005/06 is 19%; and
- (5) Approves allocations for each claimant jurisdiction that are consistent with and reflected in the 2005/06 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 2005/06, 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 26th day of April, 2005, by the Shasta County Regional Transportation Planning Agency.

Glenn Hawes, Chairman
Shasta County Regional
Transportation Planning Agency

Attachment B - Page 1					
SHASTA COUNTY RTPA					
CALCULATION OF TDA APPORTIONMENTS AND TRANSIT OBLIGATIONS FOR 2005-2006					
EXHIBIT A - PAGE 1 OF 2					
Population Factors (for Apportionment Only)					
Based on 2004 E-1 Population Report					
	Population				
	Based on 2004				
	1/1/2004	Percentage			
Redding	87,300	49.69%			
Anderson	10,050	5.72%			
Shasta Lake	10,050	5.72%			
Unincorporated County Area	68,300	38.87%			
Total Population in RTPA Area	175,700	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
Note: Shasta College Express will be included in true-up					
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 2004 State Department of Finance E-1 report		Service Area	20.00%	80.00%	Average
					Share
Redding		87,300	77.47%	82.20%	81.25%
Anderson		10,050	8.92%	4.14%	5.10%
Shasta Lake		10,050	8.92%	5.38%	6.09%
Unincorporated County Area		5,283	4.69%	8.28%	7.56%
Total Population in RTPA Area		112,683	100.00%	100.00%	100.00%
LTF expected to be received					
STA expected to be received PUC99313		6,422,007	5307 Population Split - Effective 03/04		
		333,362	Redding	87,300	81.28%
			Anderson	10,050	9.36%
			Shasta Lake	10,050	9.36%
Subtotal		6,755,369		107,400	100.00%
" Off - The - Top " Allocations					
Administration	PUC 99233.1	LTF	(184,904)	PER OWP	
CTSA	PUC 99275	LTF	(321,100)	5% of LTF expected	
RTPA Core Planning Functions Match		(12,946)	PER OWP		
Total "Off-the-Top"					
		(518,950)			
Amount Available for Distribution		6,236,419			

SHASTA COUNTY RTPA												
CALCULATION OF TDA APPORTIONMENTS AND TRANSIT OBLIGATIONS FOR 2005-2006												
EXHIBIT A - PAGE 2 OF 2												
Amount to be provided to RABA - Urban Fixed Route and DR	6,461,138	From policy 6-3 2005/06										
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	5311 Grant	Total	To Fund	Burney Express	To Fund	TDA Apportion						
to be Distributed	FTA Section	Resources Available	RABA	Rural Transit	Rural Admin	Available for Other Uses	Total Claimed					
6,238,419	5307											
Amount to be Apportioned to Claimants												
Redding												
3,098,687	2,151,166	5,249,853	(5,249,853)			0						
Redding Core Match	1,214	(1,214)										
Anderson	356,722	247,643	(329,251)			275,114						
Anderson Core Match	948	(948)										
Shasta Lake	356,722	247,643	(393,451)			210,914						
Shasta Lake Core Match	283	(283)										
Unincorporated County Area	2,424,288	104,495	(488,583)			1,921,650						
Shasta County Core Match	10,501	(10,501)										
Administration	184,904	184,904										
CTSA	321,100	321,100										
RABA	-	-	6,461,138									
Rural Transit	-	-	-									
TOTAL TO DISTRIBUTE	6,755,369	2,646,452	(12,946)	104,495	9,493,370	-	2,407,678	7,085,692				
Source Notes	PER RABA BUDGET		Per OWP	Last Year's #		Per Budget	Per Budget	Proof				
Proof	-	2004/2005										

Attachment C SHASTA COUNTY RTPA				
SCHEDULE OF ANNUAL CLAIMS /TDA BUDGET				
FISCAL YEAR 2005/2006 CLAIMS				
EXHIBIT B				
CLAIMANT/PURPOSE		Funding Sources		
		LTF	STA	FTA
Off-The-Top Apportionments				
Administrative		PUC 99233.1	197,850	
(includes Core Function Match)				
CTSA Funding for Elderly Population		PUC 99275	309,100	
CTSA Funding for Administration by CTSA		PUC 99275	12,000	
Carryover CTSA Funding for Senior Training Pr		PUC 99275	-	
Total Off The Top Apportionments			518,950	
Redding Area Bus Authority				
TDA funds required per RABA budget		6,461,138		
PUC 99400(c)				
Sources of Transit Funding:				
LTF - Redding		2,933,049	2,933,049	
STA - Redding		165,637	165,637	
FTA Section 5307		2,151,166		2,151,166
LTF - Shasta Lake		126,740	126,740	
STA - Shasta Lake		19,068	19,068	
FTA Section 5307		247,643		247,643
LTF - Anderson		62,540	62,540	
STA - Anderson		19,068	19,068	
FTA Section 5307		247,643		247,643
LTF - Shasta County		334,816	334,816	
STA - Shasta County		129,588	129,588	FTA 5311
FTA Sec 5311		24,179		24,179
Total Funds Provided RABA for Transist		6,461,138	3,457,145	333,362
				2,670,631
Services Provided Under Contract to Shasta County		LTF for Other		FTA 5311
Burney Express-Voluntary Program		1,984		80,316
City of Redding				
LTF - Streets and Roads		0		
City Of Anderson				
LTF Streets and Roads		275,114		
City Of Shasta Lake				
LTF Streets and Roads		210,914		
Shasta County				
LTF - Streets and Roads (PUC 99400(a))		1,921,650		
LTF - Purchased Transportation - Rural Administration (Voluntary Program)		6,250		FTA 5311
LTF - Purchased Transportation - Lifeline Services (PUC 99400(c))		30,000		-
Total Revenues by Funding Source		5,903,057	333,362	2,750,947
PROOF		0	0	0
TOTAL REVENUES TO BE DISTRIBUTED=		8,987,366		
Off-the Top Apportionment		518,950		
Less Core Planning Match		(12,946)		
Equal Totals Resources Available for Distribution (Exhibit A)		9,493,370		

4 uln exhibit A&B-2 .xls

**COUNTY
OF
SHASTA**

DEPARTMENT OF PUBLIC WORKS

DATE: December 30, 2004

RAF 010005

TO: Dan Kovacich, Executive Officer of the RTPA

FROM: Sue Crowe, Accountant Auditor II

SUBJECT: 2004 Population Estimate

The RTPA population estimate for the cities, unincorporated area and the RABA service area within Shasta County is based on the 2003 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.

2004 POPULATION ESTIMATE			
Jurisdiction	Population	Percent of Total	Percent Change from 2003 RTPA Estimate
2004 E-1 Estimate			
<i>These figures are used for TDA apportionment and represent the total population of Shasta County</i>			
Anderson	10,050	5.72%	1.044
Redding	87,300	49.69%	1.012
Shasta Lake	10,050	5.72%	1.018
Unincorporated County	68,300	38.87%	1.012
Total County Population	175,700	100.00%	1.014
RABA Service Area			
<i>These figures represent the claimant populations within the Urban Fixed Route Area of Shasta County used for 80/20 Service hour and population split</i>			
Anderson	10,500	8.92%	
Redding	87,300	77.47%	
Shasta Lake	10,500	8.92%	
Unincorporated County	5,283	4.69%	
Total RABA	112,683	100.00%	
Rural Population (FTA 5311)			
<i>These figures represent the County non-urbanized population of Shasta County</i>			
Unincorporated RABA Area	5,283	54.23%	
Intermountain Express	4,460	45.77%	
Total FTA 5311	9,743	100.00%	

Attachment E

SUMMARY OF 2005/06 UNMET NEEDS COMMENTS

COMMENT #	NAME, ADDRESS, PHONE	PHONE, EMAIL, IN PERSON, MAIL	COMMENT
P-1	Holly Vitovich Shasta County Mental Health Breslauer Way Redding, CA 9600?	Phone Call 1/3/05	- Extended hour service - Does bus operate on snow days?
P-2	Johnny Lever 530-235-4252	Phone Call 12/1/04	- Greyhound schedule to connect with RABA - Bus service from Dunsmuir to Redding.
P-3	Margaret Jacobs 16181 Willow Springs Happy Valley, CA 96007 530-357-2377	Phone Call 1/7/05	Shelters at stops on 273, especially when raining.
P-4	Linda Pennington 530-378-0221	Phone Call 1/7/05	Shelters at stops on 273 and Stingy Lane in Anderson, especially when raining.
P-6	Virginia Schmidt 1825 Verda	Phone Call 2/22/05	- Demand Response on Sundays - Drivers are outstanding
P-5	Bill Hudson bnbhudson@shasta.com	Phone Call 3/7/05	Shingletown Service
E-1	Hart Rumbolz hartrail@redding.net	Email 5/13/04	- Express bus service east to west and north to south (Stillwater Road area to Shasta Lake City) - Pursue more Federal and State grants to expand bus service. - Lack of frequency of busses (1 every hour)
E-2	Bonnie Thomas	Email 2/22/05	Senior bus transportation project for Shingletown
IP	Mark Grumsen 920 Delta #E4 Redding, CA 96003	In Person	Lots of comments on bus service, government.
IP	Larry Scarborough SSTAC Chair 1163 11th Street SE Bandon, OR 97411	In Person	- Results of SSTAC survey - Recommendation to be made at April 26, 2005 RTPA meeting

2005/2006 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
I. FIXED ROUTE/DEMAND RESPONSE SERVICE AREA A. Extend Hours of Operation I. Sunday Service (P-6) II. Longer Hours (P-1)	These services are subject to “unmet transit need” and “reasonable to meet” criteria. These requests are similar to comments received in previous years. This indicates that this is an unmet need. <u>Unmet Needs Chronological History</u> The 2005/2006 Transit Needs Assessment provides Appendix E which documents the chronological unmet needs history from 1999 to present. <u>Farebox</u> The 2003/2004 RABA farebox ratio was 15.53%, which failed to meet the reduced farebox ratio of 18.5% established by the RTPA. This places RABA in a grace period of a penalty phase. Fixed route ridership followed last years pattern of decreased ridership, with a 5.65% decrease in ridership from the previous year. Demand Response services increased by 1.09%, or 5,660 passenger trips. The 18.5% farebox is the last year of a RTPA approved farebox reduction. In 2004/2005 the farebox will increase to the 19% standard Although extended evening service and Sunday service is a recognized benefit, there is a low probability that these services would meet farebox requirements, and with a decline in ridership the TDA funded transportation service is currently operating below the established RTPA performance standards.

ATTACHMENT F—STAFF COMMENTS

Comments: Grouped by Subject	RTPA Response
B. Expand Service I. Service to Outlying Community of Stillwater (E-1) II. Service to Outlying Community of Shingletown (E-2, P-5)	These services are subject to "unmet transit need" and "reasonable to meet" criteria. During the 2005/2006 Unmet Needs process, there were three requests for service expansion. One for an express service to the Stillwater area east of Redding, and two for senior transportation from the community of Shingletown, 20 miles east of Redding. Appendix E of the 2005/2006 Transit Needs Assessment documents prior express services that failed due to lack of ridership. RTPA staff met with Shasta Senior Nutrition Program (SSNP) staff on March 4, 2005 to discuss the feasibility of providing senior transportation to Shingletown. SSNP has been working with the community medical center to provide medical appointment transportation to the community. SSNP and the community medical center will continue these discussions. Service to and from Redding to Shingletown is deemed as a need that is "not reasonable to meet" at this time.
2. SPECIALIZED SERVICES A. No comments received	
3. OPERATIONAL/SERVICE IMPROVEMENTS A.Route Changes I. Reduce one hours headways (E1) Service comments received during the public comment period and sent to RABA before the Unmet Needs Hearing. I. Bus service to Dunsmuir (Not in Shasta County) 2. Bus shelters on Highway 273 (2 comments)	These comments are operational and are not part of the unmet needs process. The comments received during the public hearing will be forwarded to RABA. Comments received prior to the public hearing were sent directly to RABA.
4. POLICY ISSUES A. No Comments Received	



April 19, 2005
R-010-750

Daniel J. Kovacich, Executive Officer
Shasta County Regional Transportation Planning Agency
1855 Placer Street
Redding, California 96001

Subject: Public Transit Farebox Ratio

Dear Dan:

At the April 18, 2005 Redding Area Bus Authority (RABA) Board meeting, there was quite a bit of discussion on the farebox ratio percentage required of the RABA member agencies. As you are aware, RABA is not projecting the ability to achieve the current 19 % farebox limit established by the RTPA. This is due to a number of factors, including, but not limited to, costs of providing ADA Complementary Para-Transit services, labor cost increases, fuel cost increases, vehicle maintenance cost increases and impending mandated air quality modifications to the vehicles. Additionally, there has been a decline in fixed route rider ship over the past two years.

The RABA Board has directed staff to begin the public input process necessary to consider the modification of routes and increases in base fares in an effort to achieve the farebox requirement. The Board has also directed staff to request that the RTPA consider a reduction in the current farebox ratio requirement, exclusions of the ADA costs which are a federal mandate that RABA has limited control of from the farebox calculation or a combination of both. RABA has been successful over the past several years of increasing the passengers per hour utilizing the RABA demand response portion of the system. Currently RABA is operating at an average of 2.68 passengers per hour, which exceeds the national average for this type of service.

It is our understanding that the RTPA will be considering the levels of public transit services to be provided during the 2005-2006 fiscal year at your April 26, 2005 meeting. The RABA Board has requested that you defer that discussion pending further analysis by RABA on what we believe can realistically be achieved relative to the farebox requirements. In the alternative, if the RTPA could further discuss the service levels and what is reasonable to meet within the three incorporated areas that would also assist in the RABA service delivery discussion.

REDDING AREA BUS AUTHORITY

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

I would like to thank you for your input at the RABA meeting. I believe that it is clear that changes will be made in multiple areas that RABA has control of and we are in hopes that the RTPA will also make adjustments which would allow public transit services to continue.

Sincerely,

A handwritten signature in black ink, appearing to be 'RB' followed by a stylized flourish.

Randy Bachman
Executive Director

c. Connie Strohmayr, City Clerk
Ray Duryee, Municipal Utilities Manager