

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Unmet Transit Needs - Consider Approval of 2004/05 Transportation Development Act (TDA) Allocation Instructions and Claims Budget and Unmet Needs Findings.	04/27/04	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 24, 2004, 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 2004/2005;
- 4) Approve Resolution No. 04-03 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 2004/2005; and
- 5) Approve 2004/05 Transportation Development Act (TDA) claims as submitted by eligible claimants. Claim amounts by jurisdiction are reflected on Exhibit B.

SUMMARY

Adoption of the Staff recommendation will allow Agency staff to distribute TDA revenues to be received in 2004/05 and to complete the 2004/2005 Unmet Needs Process.

DISCUSSION

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

- February 24, 2004 - The Agency considered the 2004/05 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 1 letter, 6 emails, 3 phone calls, and 4 people spoke during the February 24, 2004 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 the outlying communities of Happy Valley and Mountain Gate.

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). RTPA discussed with RABA staff if it would be feasible to modify the Shasta Lake route to include service to Mountain Gate. This is not possible due to time restrictions on the City of Shasta Lake route. Further, a stand-alone route from the City of Shasta Lake north to Mountain Gate and to Bridge Bay is projected to not meet the reasonable to meet definition.

- March 19, 2004 - the Social Services Transportation Advisory Committee 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 seek an aggressive unmet needs outreach process; extend service hours by two hours, not four as requested in the 2003/2004 unmet needs process; services to outlying communities; and Sunday service.

RTPA performed an analysis of extending RABA service hours until 10:00 pm. Using data collected in the 2003/2004 Unmet Needs extended hour analysis, the data was re-examined using a two-hour extension of service. Average fares and costs of service were collected from RABA's 2003 State Controllers Report. Ridership numbers were decreased 12% from the 2003/2004 data to reflect RABA's decline in ridership in 2002/2003. The analysis estimates a projected farebox recovery of 15%, falling short of the RTPA required farebox of 19%.

The RTPA staff recommends that the existing level of transit service as detailed in the 2004/2005 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 2004/2005. 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 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 (Anderson area). The RABA fare revenue ratio to operating costs for 2002/03 was 16.97%, which falls short of the RTPA required farebox ratio of 17.5%. 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 CTSA services provided by Shasta Senior Nutrition Services (\$314,762) and for Administrative costs (\$207,834) 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 (\$3,133) 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 2004/2005 contains \$1,993,550 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 (\$180,498), Shasta Lake (\$184,773) and Redding (\$1,628,280). 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 (\$100,155) for FTA Section 5311 funds in 2004/2005. 5311 funds are provided to the rural areas of the County for operating assistance for RABA, Burney Express, and Lifeline services.

A summary of apportionments and transit obligations for 2004/05 are presented as follows:

Claimant	Total Revenue - All Sources	Total Cost Allocated for Transit Services	Available for Other Uses
City of Redding	\$4,624,475	\$3,439,406	\$1,185,069
City of Anderson	\$512,632	\$213,044	\$299,588
City of Shasta Lake	\$524,773	\$256,798	\$267,975
Shasta Senior Nutrition Program (CTSA contractor)	\$314,762	\$314,762	Not Applicable
Shasta County	\$2,446,067	\$416,526	\$2,029,541

ALTERNATIVES

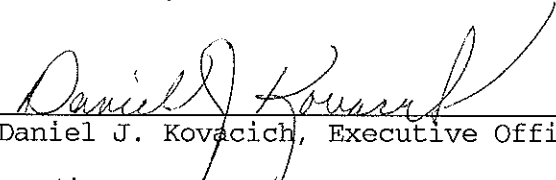
The Agency could choose to allocate transit costs differently than proposed and adjust the farebox standard differently than recommended. The farebox standard can be set anywhere from 15% to 20%. Adjusting transit cost allocations is not recommended because all local agencies have reviewed the attached 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:

- A) Resolution No. 04-03
- B) Exhibit A - Apportionments and Transit Allocations for 2004/2005
- C) Exhibit B - Schedule of Annual Claims/ TDA Budget for 2004/2005
- D) 2003 Population Estimate
- E) Attachment A - Staff Responses to Comments Received During 2004/05 Unmet Needs Process
- F) Attachment B - March 8 RABA Letter
- G) Attachment C - Extended hour analysis

RESOLUTION 04-03

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
CONCERNING UNMET TRANSIT NEEDS DETERMINED REASONABLE TO
MEET FOR CLAIMANT JURISDICTIONS IN SHASTA COUNTY FOR
FY 2004/05**

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 2004/05 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 2004/05 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 24, 2004, concerning recent study findings concerning unmet needs, and existing service ridership and feasibility;
- (4) A public hearing held on February 24, 2004, 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 27, 2004, 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 2004/05; and

WHEREAS, an analysis of identified transit needs for fiscal year 2004/05 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 2004/05 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 2004/05 include: (1) The 2004/05 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 2004/05 TDA allocations to the claimants, in the form of a 2004/05 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 2004/05 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 2004/05 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 2004/05 is 19%; and
- (5) Approves allocations for each claimant jurisdiction that are consistent with and reflected in the 2004/05 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 2004/05, 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 27th day of April, 2004, by the Shasta County Regional Transportation Planning Agency.

Pat Kight, Chairman
Shasta County Regional
Transportation Planning Agency

SHASTA COUNTY RTPA					
CALCULATION OF TDA APPORTIONMENTS AND TRANSIT OBLIGATIONS FOR 2004-2005					
EXHIBIT A - PAGE 1 OF 2					
Population Factors (for Apportionment Only)					
Based on 2003 E-1 Population Report					
	Population				
	Based on 2003				
	1/1/2003	Percentage			
Redding	85,700	49.82%			
Anderson	9,500	5.52%			
Shasta Lake	9,725	5.65%			
Unincorporated County Area	67,100	39.01%			
Total Population in RTPA Area	172,025	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	0.00	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					
based on 2001 State Department of Finance E-1 report		Population in Service Area	Population Split	Service Hour Split	Weighted Average Share
			20.00%	80.00%	
Redding		85,700	77.81%	82.20%	81.32%
Anderson		9,500	8.62%	4.14%	5.04%
Shasta Lake		9,725	8.83%	5.38%	6.07%
Unincorporated County Area		5,222	4.74%	8.28%	7.57%
Total Population in RTPA Area		110,147	100.00%	100.00%	100.00%
=====					
LTF expected to be received	6,295,238	5307 Population Split - Effective 03/04			
STA expected to be received PUC99313	244,731	Redding	85,700	81.68%	
		Anderson	9,500	9.05%	
Subtotal	6,539,969	Shasta Lake	9,725	9.27%	
			104,925	100.00%	
" Off - The - Top " Allocations					
Administration PUC 99233.1 LTF	(207,834)	PER OWP			
CTSA PUC 99275 LTF	(314,762)	5% of LTF expected			
RTPA Core Planning Functions Match	(3,133)	PER OWP			
Total "Off-the-Top"	(525,729)				
Amount Available for Distribution	6,014,240				

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	4,229,523	From policy 6-3 2005										
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 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 Burey Express Rural Transit	To Fund Rural Admin	TDA Apportion Available for Other Uses	Total Claimed		
Redding	2,996,195	1,628,280			4,624,475	(3,439,405)			1,185,069			
Redding Core Match	888		(888)									
Anderson	332,134	180,498			512,632	(213,044)			299,588			
Anderson Core Match	1,209		(1,209)									
Shasta Lake	340,000	184,773			524,773	(256,798)			267,975			
Shasta Lake Core Match	142		(142)									
Unincorporated County Area	2,345,912			100,155	2,446,067	(320,276)	(60,000)	(36,250)	2,029,541			
Shasta County Core Match	894		(894)									
Administration	207,834				207,834					207,834		
CTSA	314,762				314,762					314,762		
RABA	-		-		-	4,229,523				4,229,523		
Rural Transit	-		-		-		60,000	36,250		96,250		
TOTAL TO DISTRIBUTE	6,539,970	1,993,550	(3,133)	100,155	8,630,542	-	-	-	3,782,173	4,848,369		
Source Notes		PER RABA BUDGET	Per OWP	Last Year's # 2003/2004			Per Budget	Per Budget	Proof			
Proof	-											
Summary of Agency RABA Resources					1,811,126	1,628,280	3,439,405					
Redding												
Redding Core Match												
Anderson					32,546	180,498	213,044					
Anderson Core Match												
Shasta Lake					72,025	184,773	256,798					
Shasta Lake Core Match												
Unincorporated County Area					220,121	100,155	320,276					
Shasta County Core Match												
Administration												
CTSA												
RABA												
Trial Services												
					2,135,818	2,093,705	4,229,523					

SHASTA COUNTY RTPA				
SCHEDULE OF ANNUAL CLAIMS /TDA BUDGET				
FISCAL YEAR 2004/2005 CLAIMS				
EXHIBIT B				
CLAIMANT/PURPOSE		Funding Sources		
		LTF	STA	FTA
Off-The-Top Apportionments				
Administrative		PUC 99233.1	210,967	
(includes Core Function Match)				
CTSA Funding for Elderly Population		PUC 99275	302,762	
CTSA Funding for Administration by CTSA		PUC 99275	12,000	
Carryover CTSA Funding for Senior Training P		PUC 99275	-	
Total Off The Top Apportionments		525,729		
		=====		
Redding Area Bus Authority				
TDA funds required per RABA budget		4,229,523		
PUC 99400(c)				
Sources of Transit Funding:				
LTF - Redding		1,689,205	1,689,205	
STA - Redding		121,921	121,921	
FTA Section 5307		1,628,280		1,628,280
LTF - Shasta Lake		58,190	58,190	
STA - Shasta Lake		13,835	13,835	
FTA Section 5307		184,773		184,773
LTF - Anderson		19,031	19,031	
STA - Anderson		13,515	13,515	
FTA Section 5307		180,498		180,498
LTF - Shasta County		200,637	200,637	
STA - Shasta County		95,460	95,460	
FTA Sec 5311		24,179		24,179
Total Funds Provided RABA for Transist		4,229,523	1,967,063	244,731
		=====	=====	=====
Services Provided Under Contract to Shasta County				
Burney Express-Voluntary Program				60,000
City of Redding				
LTF - Streets and Roads		1,185,069		
City Of Anderson				
LTF Streets and Roads		299,588		
City Of Shasta Lake				
LTF Streets and Roads		267,975		
Shasta County				
LTF - Streets and Roads (PUC 99400(a))		2,029,541		
LTF - Purchased Transportation - Rural Administration (Voluntary Program)		6,250		
LTF - Purchased Transportation - Lifeline Services (PUC 99400(c))		14,024		15,976
Total Revenues by Funding Source		5,769,510	244,731	2,093,705
PROOF		-1	0	0
TOTAL REVENUES TO BE DISTRIBUTED=		8,107,946		
Off-the Top Apportionment		525,729		
Less Core Planning Match		3,133		
Equal Totals Resources Available for Distribution (Exhibit A)		8,636,808		

COUNTY
OF
SHASTA
DEPARTMENT OF PUBLIC WORKS

DATE December 31, 2003 RAF 010005

TO Dan Kovacich, Executive Officer of the RTPA

FROM Sue Crowe, Accountant Auditor II

SUBJECT 2003 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.

2003 POPULATION ESTIMATE			
Jurisdiction	Population	Percent of Total	Percent Change from 2002 RTPA Estimate
2003 E-1 Estimate			
<i>These figures are used for TDA apportionment and represent the total population of Shasta County</i>			
Anderson	9,500	5.52%	1.019
Redding	85,700	49.82%	1.013
Shasta Lake	9,725	5.65%	1.035
Unincorporated County	67,100	39.01%	1.018
Total County Population	172,025	100.00%	1.017
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	9,500	8.62%	
Redding	85,700	77.81%	
Shasta Lake	9,725	8.83%	
Unincorporated County	5,222	4.74%	
Total RABA	110,147	100.00%	
Rural Population (FTA 5311)			
<i>These figures represent the County non-urbanized population of Shasta County</i>			
Unincorporated RABA Area	5,222	54.27%	
Intermountain Express	4,400	45.73%	
TOTAL FTA 5311	9,622	100.00%	

SLC

ATTACHMENT A—STAFF COMMENTS

2004/2005 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 (P-1,E-2,3, ph-2) II. Longer Hours (P-1, 2,3,E-1,2, 3,)	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. In the 2001/2002 Transit Needs Assessment analysis, extending hours on limited routes also failed to meet the farebox ratio. As a result of the 2003/2004 Unmet Needs Process, the RTPA once again performed an extended hour analysis. The four highest volume routes were analyzed, and it was determined that the farebox for these four routes would vary between 7 to 12%. This falls well below the required 17.5% farebox return, resulting in "not reasonable to meet". As a result of the 2004/2005 Unmet Needs Hearing, extended hour service for until 10:00 PM was analyzed using 2003/2004 data, and allowing for a 12% decrease in ridership. Projected farebox for fixed route is estimated at 15.0% farebox recovery, and demand response 7.7% farebox recovery. Results are that the farebox recovery would not meet the 17.5% farebox required. In 2004/2005 the farebox recovery increases to 18.5%. Farebox The 2002/2003 RABA farebox ratio was 16.97%, which failed to meet the reduced farebox ratio of 17.5% established by the RTPA. This places RABA in a grace period of a penalty phase. Systemwide, RABA had a 12% decrease in ridership with no apparent indicators as to why there is a decline in riders. Although extended evening 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 A—STAFF COMMENTS

Comments: Grouped by Subject	RTPA Response
B. Expand Service I. Service to Outlying Communities including Happy Valley and Mountain Gate (P-3, L-1, E-1, E-2, E-4, E-5, E-6, PH-4)	These services are subject to "unmet transit need" and "reasonable to meet" criteria. During the 2004/2005 Unmet Needs process, there were requests for service to the outlying areas of Mountain Gate, Happy Valley, Collier Drive/Redding, and Airport Road. 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. At this time, the possibility of extending route service to outlying areas is not reasonable to meet.
2. SPECIALIZED SERVICES A. Service to outlying communities of Palo Cedro and Airport Road (E-1, E-6)	I. Comment E-1 and E-6 will be directed to the CTSA who operates the County Lifeline on behalf of Shasta County. The CTSA offers transportation to the disabled residents in the rural areas of the county.
3. OPERATIONAL/SERVICE IMPROVEMENTS A. Route Changes I. On time performance to Anderson area (E-1, P-1, PH-1) II. One time performance for route #3 (PH-1) Service comments received during the public comment period and sent to RABA before the Unmet Needs Hearing. 1. Customers have to walk to far to catch the bus 2. Shasta Lake Senior Center would like a bench 3. Anderson Senior Center requested covered bench	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. The RTPA recommends that RABA try to meet the on time performance for Route 3 and 9.
4. POLICY ISSUES A. Seek Improvements to low farebox ratio (PH-3) B. Alternate Performance Measures (PH-3)	Requests that the RPTA and RABA aggressively seek improvement to farebox. Requests that the RTPA conduct a survey for ridership. Would like the RTPA to look at alternative performance measures other than farebox.



March 8, 2004
R-010-750-000

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

Dear Sue:

Subject: 2004 Unmet Transit Needs Comments

It appears that the only comments that were listed in the 2004 Unmet Transit Needs that require responses relate to policy issues and a few operational improvements. The Redding Area Bus Authority's (RABA) responses are as follows:

Policy Issues

The majority of the comments are requests for the following:

- Sunday service
- Extended hours
- Service to outlying communities
- Improvements to low farebox ratio
- Ridership survey
- Alternative performance measures

Operational Improvements

Below are staff's responses to the comments at the 2004 Unmet Transit Needs:

- Placement of Bus Stops. Industry standards typically place bus stops at 1/4-mile intervals; in those areas where density is low, there are longer distances between stops. 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.

REDDING AREA BUS AUTHORITY

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

ATTACHMENT B

Sue Crowe

- 2 -

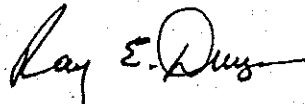
March 8, 2004

- Bench Requests. Benches have been placed at the Shasta Lake Senior Center, and the placement of a bench at the Anderson Senior Center is currently under review.
- On Time Performance. Route 3 has riders in wheelchairs. A recent survey of the route indicates that there are from one to three trips a day by wheelchair users. While RABA has factored in time for wheelchair users, the loading and unloading may cause some on- time performance issues on an occasional basis.

With respect to the comment that it takes too long to get from Anderson to Redding (or vice versa) on the Demand Response, RABA abides by the speed limits. The distance factor is what it is.

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

Sincerely,



Ray E. Duryee
Transportation Manager

c: Executive Director Bachman
Transportation Planner
Management Analyst Morgan

ATTACHMENT C

Shasta County RTPA										
Analysis of Extended Hours Services - Service extended until 10:00 PM										
RABA Proposal										
FIXED ROUTE										
Route No.	Average Hourly Riders (5:30 & 6:30)	Average Fare 2003 SCO	Proposed Fare \$1.00	Percentage Increase	Elasticity of Demand LSC	Reduction In Demand	Projected Riders	Fare Revenue	Cost of Service	Projected Farebox %
2	8.8	0.638363	1.00	56.65%	-0.35	-19.83%	7	7.06	45.22	0.156019
4	7.92	0.638363	1.00	56.65%	-0.35	-19.83%	6	6.35	45.22	0.140417
6	6.6	0.638363	1.00	56.65%	-0.35	-19.83%	5	5.29	45.22	0.117014
11	10.56	0.638363	1.00	56.65%	-0.35	-19.83%	8	8.47	45.22	0.187222
Less 12% decrease					↓			27.16	180.88	0.150168
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 2003 SCO	Proposed Fare	Percentage Increase	Elasticity of Demand LSC	Reduction In Demand	Projected Riders	Fare Revenue	Cost of Service	Projected Farebox %
N/A	1.96	1.378897	2.00	45.04%	-0.25	-11.26%	2	3.48	45.22	0.076926

ATTACHMENT C