

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Public Hearing to Consider Staff Recommendation Concerning Trial Rural Transit Services	07/23/02	4

RECOMMENDATION

It is recommended that the Agency hold a public hearing and direct staff to prepare findings and resolutions needed to determine the Trial Rural Transit Services are not Reasonable to Meet in accordance with the adopted RTPA performance measures and terminate the Trial Transit Services on November 1, 2002. Final action concerning this matter would occur at the September RTPA meeting.

SUMMARY

The RTPA took action during the 2001/02 Unmet Transit Needs process to establish three new express transit routes on a trial basis. The routes are the Cottonwood Express, the Intermountain Express (formerly Burney Express) and the Airport Road Corridor Express. The start date for these new services occurred on November 5, 2001. Their action included a date certain (one year from start of service) and that the various routes would have to meet performance measures as specified in the "Reasonable to Meet" definition for Unmet Needs. To meet the performance measures the routes would need to recover 10 or 20 percent of the operating cost for each route from fares. To date the performance measures have not been met. It is now appropriate to conduct a public hearing and consider staff recommendations that include terminating the trial rural transit services.

DISCUSSION

At the June 2001 RTPA meeting, the Agency made findings that there are transit needs that are reasonable to meet in excess of the current level of service. The RTPA took action to implement trial transit services to Cottonwood, the Airport Road Corridor area and to extend the existing Burney Express from Burney to McArthur. Their action included a date certain (one year from start of service) and that the various routes would have to meet performance measures as specified in the "Reasonable to Meet" definition for Unmet Needs. To meet the performance measures the routes would need to recover 10 or 20 percent of the operating cost for each route from fares. Rural transit updates have been provided to the Agency at the February and April RTPA meetings. The updates include ridership and cost information used to determine the monthly farebox for the three routes. To date the performance measures have not been met due to poor ridership. The cost and ridership data does not reveal any increasing

trends that indicate that performance measures would be met with the current service. Staff is therefore recommending that the trial services approved during the 2001/02 Unmet Needs Process be terminated on November 1, 2002.

Performance Measures

The RTPA action to establish the Trial Transit Services included specific performance measures such as the one year trial period, the farebox ratio of 10 or 20 percent and a methodology to determine fares for the Airport Express. During the 2002/03 Unmet Needs Process the Agency received comments concerning the Trial Transit Services.

Comments received to date supported the need for a two-year grace period for new transit starts to meet farebox requirements as recommend by the RABA consultant in the Short and Long Range Master Transit Plan. The Plan explains that ridership in the first year of service typically only reaches 65 percent of potential demand and should reach 90 percent the second year. Although a two-year grace period may be desirable, using the 65 percent methodology would still leave the subject routes well short of a 10 or 20 percent farebox. The ridership data for Cottonwood Express is projected at 1442 riders for one year generating a 3% farebox, if you assume that is 65% of your potential demand and add 35% more riders (504) the projected farebox is only 4%. The Plan states that if ridership is not achieved, the new service should be abandoned or modified appropriately.

Trial Services Update

The attached Trial Transit Farebox Analysis for all routes shows that the required farebox performance measures are not being met for any routes. The Intermountain route is doing the best with year to date farebox of 3.8, Cottonwood has a 3.0 farebox and Airport Rd. Corridor is a 1.6 farebox. The farebox analysis data does not reveal any increasing trends that indicate that performance measures would be met in the near future with the current routes.

Route modifications may be appropriate to try to meet farebox requirements. The possibility of reducing the hours or days of service should be considered.

ALTERNATIVES

Staff has identified several alternatives for Agency consideration:

1. Terminate trial Intermountain, Airport Road Corridor and/or Cottonwood transit services on November 1, 2002.
2. Extend the trial Intermountain, Airport Road Corridor and/or Cottonwood transit services to a date certain beyond November 1, 2002.
3. Modify Intermountain, Airport Road Corridor and/or Cottonwood transit services routes, times or types of services provided.
4. Request claimant agencies to increase fares for rural routes.
5. Modify performance measures established by the RTPA for existing and/or future trial transit services.

The staff recommendation is to terminate the Trial Intermountain, Airport Road Corridor and Cottonwood Express transit services on November 1, 2002. If the Agency decides to accept this recommendation it would be appropriate to take that action at the September RTPA meeting. This will allow the time needed to redress the County contract with RABA to allow for the 30-day notice prior to termination. The other alternatives that are presented in this staff report would be useful if the Agency decides to continue any of the routes beyond the November 1, 2002 time frame. It is staff's position that with the current ridership and the current type of service, the trial services would not meet farebox requirements in the near future. Given actual ridership and costs it is highly speculative that route and/or fare modifications would result in meeting specified farebox standards.

The future action of the Agency would be to determine if the trial services are "Reasonable to Meet" in accordance with performance measures adopted by the Agency. If determined reasonable to meet, claimant agencies are mandated to fund those transit services with TDA dollars prior to using TDA funds for Street and Road purposes. If the Agency determines the Trial service are not "Reasonable to Meet" the claimant agencies are not mandated to fund the services.

This action does not preclude claimant agencies from voluntarily funding transit services, such as the trial services at their own discretion. For example - if the RTPA determines that the Cottonwood express is not "Reasonable to Meet" because it doesn't meet the farebox standards of the RTPA, the County of Shasta could still fund the Cottonwood express costs at their own discretion, and would not be obligated to meet RTPA standards.

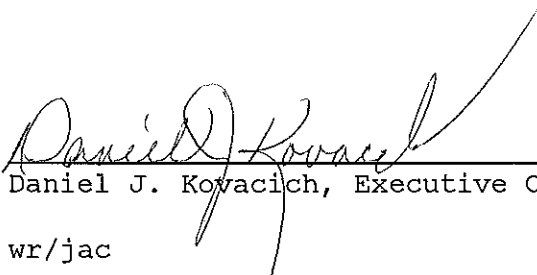
In summary, the one-year Trial Transit Service contract is coming to an end. To date, the three routes have not met the reasonable to meet standards set forth by the Agency. Staff has provided several alternatives to the Agency and recommended that the trial services be terminated on November 1, 2002. If the Agency terminates trial services effective November 1, 2002 claimant agencies will still have an option to continue to fund the trial services on a voluntary basis.

OTHER AGENCY INVOLVEMENT

Member agencies of the RTPA are impacted by this project because it affects the TDA funding they receive. The Technical Advisory Committee (TAC) considered this recommendation July 9, 2002.

FINANCING

Shasta County Regional Transportation Planning Agency Schedule of Trial Services Costs Fiscal Year 2001/02				
	Cottonwood Express	Fall River Mills Extension of Burney Express	Airport Road Corridor Express	Total
Cost of Transit Services	\$84,000	\$35,100	\$112,320	\$231,420
Marketing	3,333	3,333	3,334	10,000
Total cost of services	87,333	38,433	115,654	241,420
Apply Social Services Subsidy	54,262	23,879	71,859	150,000
Net Cost to Claimants	33,071	14,554	43,795	91,420
Allocation to Claimants				
Redding			100%	
Anderson	33.30%			
Shasta County	66.70%	100%		
Redding	0	0	\$43,795	\$43,795
Anderson	\$11,013	0	0	11,013
Shasta County	\$22,058	\$14,554	0	36,612
Costs by Claimant	\$33,071	\$14,554	\$43,795	\$91,420


Daniel J. Kovacich, Executive Officer
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Attachments: Trial Transit Route Farebox Analysis Airport Road Corridor
Trial Transit Route Farebox Analysis Intermountain Express
Trial Transit Route Farebox Analysis Cottonwood Express

TRIAL TRANSIT ROUTE FAREBOX ANALYSIS							
SHASTA COUNTY RTPA							
AIRPORT ROAD EXPRESS							
EXPRESS	SERVICE HOUR		FAREBOX	AVERAGE	TOTAL	RIDERS	DURATION
ROUTE	COSTS(1)	REVENUE	RATIO	FARE(2)	RIDERS	PER HOUR	# OF DAYS
November	\$ 7,107.52	\$ 51.62	0.7%	\$ 0.58	89	0.6	19
December	\$ 6,499.64	\$ 60.90	0.9%	\$ 0.58	105	0.8	20
January	\$ 8,229.76	\$ 129.92	1.6%	\$ 0.58	224	1.3	22
February	\$ 7,855.68	\$ 130.50	1.7%	\$ 0.58	225	1.3	20
March	\$ 7,855.68	\$ 162.98	2.1%	\$ 0.58	281	1.7	21
April	\$ 8,229.76	\$ 172.84	2.1%	\$ 0.58	298	1.7	22
May	\$ 8,229.76	\$ 131.08	1.6%	\$ 0.58	226	1.3	22
June	\$ 7,481.60	\$ 114.84	1.5%	\$ 0.58	198	1.2	20
Year To Date	\$ 61,489.40	\$ 954.68	1.6%	\$ 0.58	1646	1.2	166

(1) Service hours * 46.76 = Service hour costs

(2) Average fare is determined by using the average fare for the entire RABA system in 2000/01/.58

TRIAL TRANSIT ROUTE FAREBOX ANALYSIS							
SHASTA COUNTY RTPA							
INTERMOUNTAIN EXPRESS							
EXPRESS	SERVICE HOUR		FAREBOX	AVERAGE	TOTAL	RIDERS	DURATION
ROUTES	COSTS(1)	REVENUE	RATIO	FARE	RIDERS	PER HOUR	# OF DAYS
INTERMOUNTAIN (McArthur to Redding)							
November	\$ 8,859.15	\$ 1,127.00	12.7%	\$ 2.70	418	2.2	19
December	\$ 8,405.58	\$ 1,450.00	17.3%	\$ 3.36	431	2.4	20
January	\$ 9,585.80	\$ 1,450.00	15.1%	\$ 3.17	458	2.2	22
February	\$ 8,716.06	\$ 923.00	10.6%	\$ 3.16	292	1.6	20
March	\$ 9,150.93	\$ 1,005.00	11.0%	\$ 2.92	344	1.8	21
April	\$ 9,585.80	\$ 1,258.00	13.1%	\$ 2.76	455	2.2	22
May	\$ 9,585.80	\$ 1,098.00	11.5%	\$ 2.97	370	1.8	22
June	\$ 8,716.06	\$ 1,283.00	14.7%	\$ 3.11	412	2.2	20
Year To Date	\$ 63,889.12	\$ 9,594.00	15.0%	\$ 3.02	3180	2.0	166
McArthur/Burney Only							
November	\$ 2,949.62	\$ 90.00	3.1%	\$ 1.00	90	1.4	19
December	\$ 2,794.38	\$ 129.00	4.6%	\$ 1.00	129	2.2	20
January	\$ 3,415.35	\$ 144.00	4.2%	\$ 1.00	144	2.0	22
February	\$ 3,104.86	\$ 105.00	3.4%	\$ 1.00	105	1.6	20
March	\$ 3,259.17	\$ 128.00	3.9%	\$ 1.00	128	1.8	21
April	\$ 3,413.48	\$ 172.00	5.0%	\$ 1.00	172	2.4	22
May	\$ 3,413.48	\$ 112.00	3.3%	\$ 1.00	112	1.5	22
June	\$ 3,104.86	\$ 98.00	3.2%	\$ 1.00	98	1.5	20
Year To Date	\$ 25,455.21	\$ 978.00	3.8%	\$ 1.00	978	1.8	166
BURNEY EXPRESS Last Year							
November	\$ 5,367.00	\$ 864.00	16.1%	\$ 3.00	288		
December	\$ 5,041.90	\$ 1,179.00	23.4%	\$ 3.00	393		
January	\$ 5,711.00	\$ 1,095.00	19.2%	\$ 3.00	365		
February	\$ 5,194.00	\$ 1,173.00	22.6%	\$ 3.00	391		
March	\$ 5,594.00	\$ 1,620.00	29.0%	\$ 3.00	540		
April	\$ 5,464.00	\$ 1,584.00	29.0%	\$ 3.00	528		
May	\$ 5,718.00	\$ 1,488.00	26.0%	\$ 3.00	496		
June	\$ 5,429.00	\$ 1,317.00	24.3%	\$ 3.00	439		
(1) Service hours * 46.76 = Service hour costs							

TRIAL TRANSIT ROUTE FAREBOX ANALYSIS								
SHASTA COUNTY RTPA								
COTTONWOOD EXPRESS								
	SERVICE HOUR		FAREBOX	AVERAGE	TOTAL	RIDERS	DURATION	
	COSTS(1)	REVENUE	RATIO	FARE	RIDERS	PER HOUR	# OF DAYS	
November	\$ 4,886.42	\$ 143.50	2.9%	\$ 1.20	120	1.1	19	
December	\$ 5,143.60	\$ 176.00	3.4%	\$ 1.32	133	1.2	20	
January	\$ 5,657.96	\$ 222.50	3.9%	\$ 1.49	149	1.2	22	
February	\$ 5,143.60	\$ 122.00	2.4%	\$ 1.22	100	0.9	20	
March	\$ 5,400.78	\$ 155.00	2.9%	\$ 1.45	107	0.9	21	
April	\$ 5,657.96	\$ 144.00	2.5%	\$ 1.29	112	0.9	22	
May	\$ 5,657.96	\$ 165.50	2.9%	\$ 1.49	111	0.9	22	
June	\$ 5,143.60	\$ 169.50	3.3%	\$ 1.61	105	1.0	20	
Year To Date	\$ 42,691.88	\$ 1,298.00	3.0%	\$ 1.39	937	1.03	166	
(1) Service hours * 46.76 = Service hour costs								