

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Consider Terminating Trial Rural Transit Services	09/24/02	4

RECOMMENDATION

It is recommended that the Agency make findings needed to determine 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.

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. The 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 consider staff recommendation to terminate the trial 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. The 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. Trial transit updates have been provided to the Agency at the February, April and July 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. The cost and ridership data does not reveal any increasing trends that indicate that performance measures would be met with the current service.

On July 23, 2002 the Agency conducted a public hearing to hear comments on several recommendations including terminating the new services. Agency action was to direct staff to prepare findings needed to terminate the trial transit services. 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.

Comments received at the July public hearing supported the need for a two-year grace period for new transit starts to meet farebox requirements as recommended 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 3.9, Cottonwood has a 2.9 farebox and Airport Rd. Corridor is a 1.5 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.

ALTERNATIVES

Staff has identified several alternatives for Agency consideration:

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

The staff recommendation is to terminate the Intermountain (Burney to McArthur link only), Airport Road Corridor and Cottonwood Express transit services on November 1, 2002. 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.

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.

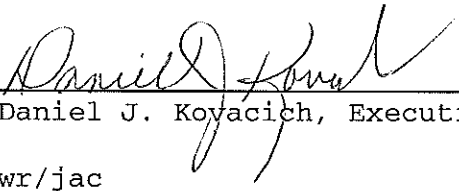
In summary, the one-year Trial Transit Service contract is coming to an end. To date, the three routes have not met the reasonable to meet standards set forth by the Agency. Staff has provided several alternatives to the Agency and recommended that the trial services be terminated on November 1, 2002. 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 September 10, 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. Koyacich, Executive Officer
wr/jac

Attachments: Trial Transit Route Farebox Analysis Airport Road Corridor
Trial Transit Route Farebox Analysis Intermountain Express
Trial Transit Route Farebox Analysis Cottonwood Express
Resolution 02-14
Resolution 02-15
Letter from RABA Concerning Petitions
Five Petitions sent to RABA
Letter from Carol of Sams Pizza Concerning Burney 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
July	\$ 8,229.76	\$ 127.60	1.6%	\$ 0.58	220	1.3	22
August	\$ 8,229.76	\$ 90.48	1.1%	\$ 0.58	156	0.9	22
Year To Date	\$ 77,948.92	\$ 1,172.76	1.5%	\$ 0.58	2022	1.5	210
(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
July	\$ 9,585.80	\$ 1,352.00	14.1%	\$ 3.00	451	2.2	22
August	\$ 9,585.80	\$ 1,100.00	11.5%	\$ 2.18	504	2.5	22
Year To Date	\$ 91,776.79	\$ 12,046.00	13.1%	\$ 2.91	4135	2.6	210
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
July	\$ 3,413.48	\$ 128.00	3.7%	\$ 1.00	128	1.8	22
August	\$ 3,413.48	\$ 133.00	3.9%	\$ 1.00	133	1.8	22
Year To Date	\$ 32,282.17	\$ 1,239.00	3.8%	\$ 1.00	1239	2.2	210
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		
July	\$ 5,254.00	\$ 1,302.00	24.8%	\$ 3.00	434		
August	\$ 6,018.00	\$ 1,761.00	29.3%	\$ 3.00	587		
Year To Date	\$ 54,790.90	\$ 13,383.00	24.4%	\$ 3.00	4461		
(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
July	\$ 5,657.96	\$ 115.00	2.0%	\$ 1.74	66	0.5	22
August	\$ 5,657.96	\$ 178.00	3.1%	\$ 1.63	109	0.9	22
Year To Date	\$ 54,007.80	\$ 1,591.00	2.9%	\$ 1.43	1112	0.97	210
(1) Service hours * 46.76 = Service hour costs							

RESOLUTION NO 02-14

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
APPROVING THE DISCONTINUATION OF CERTAIN RURAL TRANSIT SERVICES**

WHEREAS, 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; and

WHEREAS, The start date for these new services occurred on November 5, 2001; and

WHEREAS, such services were to be provided on a one-year trial basis to determine whether or not they were meeting transit needs that were "reasonable to meet" within the definition established by the Regional Transportation Planning Agency (RTPA); and

WHEREAS, the "reasonable to meet" definition established by the RTPA requires that in order to be considered "reasonable", rural transit service must achieve a fare revenue to operating cost ratio of at least 1:10 (10%), and urban transit service must be (20%); and

WHEREAS, the Agency review process to determine if the trial transit services are "reasonable" 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) Presentations by the RTPA staff at the February, April and July RTPA meetings, concerning recent findings concerning existing service ridership and feasibility;
- (4) A public hearing held on July 23, 2002, for the purpose of soliciting claimant agency and citizen comments on various staff recommendations concerning termination of the trail rural transit services; and
- (5) A staff report that included an analysis of, and response to, comments made at the July 23, 2002, RTPA meeting and copies of written comments received during the last 90 days.

WHEREAS, since their inception on November 5, 2001, these rural transit services have performed as shown below:

<u>Rural Transit Services</u>	<u>Average Fare Ratio (%)</u>
Intermountain Express (Burney to McArthur link only)	3.8
Cottonwood Express	2.9
Airport Road Express	1.5

WHEREAS, an analysis of identified transit services for the ten-month period ending on August 31, 2002, has resulted in the determination that the Trial Rural Services have performed below the farebox standard and are therefore found to be not "reasonable" under the definition approved by the RTPA.

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 Trial Transit Services are "not reasonable to meet"; and
- (2) Determines that these services shall be discontinued effective November 1, 2002, and the agreement with the Redding Area Bus Authority shall be amended accordingly.

PASSED AND ADOPTED this 24th day of September, 2002, by the Shasta County Regional Transportation Planning Agency.

Norma Connick, Chair
Shasta County Regional
Transportation Planning Agency

RESOLUTION NO 02-15

**SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY
CONCERNING AMENDED UNMET TRANSIT NEEDS DETERMINED
REASONABLE TO MEET FOR CLAIMANT JURISDICTIONS IN
SHASTA COUNTY FOR FY 2002/03**

WHEREAS, on April 23, 2002, and July 23, 2002 by the Regional Transportation Planning Agency (RTPA), adoption of Resolution No. 02-02 and 02-02 Revised, which is incorporated herein by reference, the RTPA made certain findings and took certain actions concerning unmet transit needs determined reasonable to meet for claimant jurisdictions in Shasta County;

WHEREAS, the action taken by the RTPA by adopting Resolution 02-02 and 02-02 Revised, was consistent with the RTPA's prior determination as reflected in Resolution 01-05, that certain trial transit services, including those routes referred to as the Cottonwood Express, the Intermountain Express (formerly Burney Express), and the Airport Road Corridor Express, be funded and more fully evaluated for a one-year period;

WHEREAS, the trial services were commenced on November 5, 2001, and have been continuously operating thereafter, and a full evaluation of the ability of each such trial-services to meet minimum fare-box requirement supports a conclusion that all such trial services are not reasonable to meet, and will therefore be discontinued on November 1, 2002 pursuant to RTPA Resolution 02-02 and 02-02 Revised, with only the pre-existing Burney Express component of the trial Intermountain Express Service to be continued thereafter;

WHEREAS, except for the trial transit services to be discontinued effective November 1, 2002, those unmet needs identified in Resolution 02-02 and 02-02 Revised remain, and continue to be reasonable to meet, and must therefore be fully funded, with 2002/03 claimant agency allocations to be amended to reflect that the discontinued trial services are not reasonable to meet and are therefore not required to be funded; and

WHEREAS this Resolution therefore amends Resolution 02-02 and 02-02 Revised, and supersedes that previous resolution only with regard to the herein described discontinued trial services.

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

- (1) Makes the above-stated findings and determinations, including, but not limited to, a finding that all existing transit services except the trial services to be terminated on November 1, 2002, 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, excepting the trial services to be discontinued, represents the highest level of transit service that can be reasonably funded; and
- (3) Reaffirms the prior determination that the 80 percent service hours/20 percent 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 service benefits each will realize from the RABA provided services.

PASSED AND ADOPTED this 24th day of September, 2002 by the Shasta County Regional Transportation Planning Agency.

Norma Connick, Chair
Shasta County Regional Transportation
Planning Agency



June 25, 2002
R-010-750-000

Bill Ramsdell
Shasta County Regional Transportation
Planning Agency
1855 Placer Street
Redding, CA 96001

Dear Bill:

SUBJECT: Airport Road Express Service Petitions

Enclosed are five petitions delivered to the Redding Area Bus Authority (RABA) for the continuation of the Airport Road express service.

Should you have questions, please do not hesitate to call me at 245-7116.

Sincerely,

A handwritten signature in cursive script, appearing to read "L. Sue Hanson".

L. Sue Hanson
Transportation Planner

Enclosures

c: Transportation Manager

RECEIVED

JUL 26 2002

DEPT. OF PUBLIC WORKS

REDDING AREA BUS AUTHORITY

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

PLEASE SIGN THIS PETITION TO
KEEP THE R.A.B.A BUS OUT IN
FRONT OF THE RANCHO MARKET.
THANK YOU!

	NAME	DATE
1	Terence Hefner	6-24-02
2	Cecilia Oden	6-24-02
3	Luke Nunn	6-24-02
4	At Hooky FERREIRA	6-24-02
5	Cory Ferreira	6-24-02
6	Paul Wynn	6-24-02
7	Paul Wynn	6-24-02
8	Cory Godol	6-25-02
9	Suzanne Morgan	6-25-02
10	Kathy Womack	6-25-02
11	Joe Dyle	6-25-02
12	Pat H - Hovak	6/25-02
13	Julie Watti	6/25/02
14	Doreen Douchey	6/25/02
15	Lawrence Johnson	6/25/02
16	Melissa Pickett	6/25/02
17	Chesapeake BICO/SS	6-25-02
18	Cody P. P. P.	6/25/02
19	Todd W. P.	6/25/02
20	Carol P.	6/26/02
21	W. P.	6/26/02
22	Peterson G. Piper	6/26/02
23	John W. Piper	6/26/02
24	Pat P.	6-26-02
25	Chelsea Stutzoff	6-26-02
26	Ben P.	6-26-02
27	APRIL PATY	6-26-02
28	Alan Pysora	6-26-02
29	Donald Pysora	6-27-02
30	Jack L. Pysora	6-28-02
31		6/28/02
32	Catherine Bennison	
33		
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PLEASE SIGN THIS PETITION TO
KEEP THE R.A.B.A BUS OUT IN
FRONT OF THE RANCHO MARKET.

THANK YOU!

	NAME	DATE
1	George Rowley	6-27-02
2	Greg M. Jackson	6-27-02
3	Leanneth Hansen	6-27-02
4	Myra	6-28-02
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PLEASE SIGN THIS PETITION TO
KEEP THE R.A.B.A BUS OUT IN
FRONT OF THE RANCHO MARKET.
THANK YOU!

	NAME	DATE
1	Sally Koval	6/22/02
2	Babak Jean Sundberg	6/22/02
3	Quinn Miller	6/22/02
4	Pat Marshall	6/22/02
5	Quinn Miller	6/22/02
6	Willy Pinsky	6-22-02
7	Quinn Miller	6/22-02
8	Quinn Miller	6/22/02
9	Quinn Miller	6-22-02
10	Cheryl A Walker	6-22-02
11	Richard D. Reid	6-22-02
12	Timothy G. Brown	6-22-02
13	Hank Davis	6-22-02
14	Ken C.	6-22-02
15	Bob G.	6-22-02
16	Wally G.	6-22-02
17	DARRELL R. RYAN	6-23-02
18	Jenny Lyle	6-23-02
19	Wally G.	6-23-02
20	Wally G.	6-23-02
21	Wally G.	6-23-02
22	Wally G.	6-23-02
23	Wally G.	6-23-02
24	Wally G.	6-23-02
25	Beverly Hearne	
26	Robert O'Leary	
27	Robert O'Leary	6-23-02
28	Stephanie Jones	6-23-02
29	Gina P.	6-23-02
30	Michelle D.	6-23-02
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PLEASE SIGN THIS PETITION TO
KEEP THE R.A.B.A BUS OUT IN
FRONT OF THE RANCHO MARKET.
THANK YOU!

	NAME	DATE
1	Tracy Rickett	6/24/02
2	Brenda R. Smith	6/24/02
3	Tami McCarty	6/23/02
4	Sabrina McCarty	6/23/02
5	Jack "	" " "
6	Cody "	" " "
7	Mike Bennett	" "
8	Dickie Bennett	6-23-02
9	Jim Bennett	6-23-02
10	Stacy Bennett	6-23-02
11	Pat Bennett	6-23-02
12	Scott Finner	6-23-02
13	Sara Resille	6-23-02
14	Shirley Bennett	6/23/02
15	John Bennett	6/23/02
16	Paul Keel	6/23/02
17	Robert Keel	6-23-02
18	John Keel	6-24-02
19	John Bennett	6-24-02
20	Robert Keel	6-24-02
21	Jennifer E. Brady	7-1-02
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This is a petition to keep
the RABA Bus on Airport Road.

DATE	NAME
6-21-02	Theresa Flores
6-21-02	Jeddie Crowley
6-22-02	Amanda Hammon
6-22-02	Susan L. Egner
6-22-02	Dale E. Noble
6-22-02	Dean W. Nabb
6-22-02	Art Owens
6/22/02	Clara Vanderzanden
6/22/02	Ken Vanderzanden
6/22/02	James C. Reulke
6/22/02	John P. Reulke

8-27-02

To whom it may concern,

Regarding the bus service to Burney,
McArthur, etc... and your intention to discontinue
service.

I would hope you wouldn't stop the
service so soon. Any business takes a while to
really get started.

I do have a suggestion. Possibly you could
try running the service three days a week, i.e. ...
Mon. WED. & Fri.

Then again, passenger count may increase
this winter due to college students.

Possibly you could invite someone from
public office, like the sheriff, or mayor to
ride free. This might show others that
this bus service is a good thing.

My name is Carl
from Sam's Pizza,
Johnson Park/Burney

Carl

SEP 03 2002

CLPT. OFF. FILED 001/3

335-4714