



**Shasta County**

**Regional Transportation  
Planning Agency**

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**Daniel S. Little, Executive Director**

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### **PUBLIC MEETING NOTICE**

A special meeting of the Shasta County Regional Transportation Planning Agency (MPO) will be held on **THURSDAY, MARCH 15, 2012, AT 3:00 P.M.**, or as soon thereafter as is possible, at the **CITY OF REDDING COUNCIL CHAMBERS**, 777 Cypress Avenue, Redding, California.

### **AGENDA**

- ITEM #1            CALL TO ORDER/ROLL CALL
- ITEM #2            JOINT WORKSHOP BETWEEN THE REDDING AREA BUS AUTHORITY AND THE  
SHASTA COUNTY REGIONAL TRANSPORTATION PLANNING AGENCY  
REGARDING PUBLIC TRANSIT (Estimated time two hours)

### **RECESS**

### **REGULAR CALENDAR**

- ITEM #3            2012/13 TRANSIT NEEDS ASSESSMENT (TNA) AND UNMET TRANSIT NEEDS  
HEARING (Public Hearing)

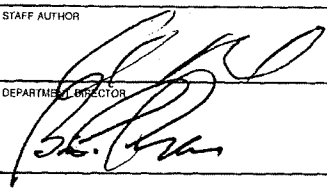
### **CONSENT CALENDAR**

ALL MATTERS LISTED UNDER CONSENT CALENDAR ARE CONSIDERED TO BE ROUTINE AND WILL BE ACTED UPON BY ONE MOTION. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS UNLESS GOOD CAUSE IS SHOWN PRIOR TO THE TIME THE AGENCY VOTES ON THE MOTION TO APPROVE.

- ITEM #4-1        PERSONAL SERVICES AGREEMENT – INTEGRATED TRAFFIC DATA COLLECTION  
AND MANAGEMENT PLAN
- ITEM #4-2        PERSONAL SERVICES AGREEMENT (PSA) WITH APEX TECHNOLOGY, INC. FOR  
INFORMATION TECHNOLOGY SERVICES FOR RTPA TRANSITION AND  
MONTHLY SUPPORT SERVICES

- ITEM #4-3      PERSONAL SERVICES AGREEMENT (PSA) WITH KOFF & ASSOCIATES FOR HUMAN RESOURCE AND RISK MANAGEMENT SERVICES
- ITEM #4-4      PERSONAL SERVICES AGREEMENT (PSA) WITH AIELLO, GOODRICH & TEUSCHER FOR PROFESSIONAL ACCOUNTING SERVICES
- ITEM #4-5      APPROVE LEASE AGREEMENT FOR NEW RTPA OFFICES
- ITEM #4-6      AUTHORIZE INDEPENDENT RTPA ASSETS AND OFFICE IMPROVEMENTS
- ITEM #5        ADJOURN

Parties with a disability as provided by the American Disabilities Act who require special accommodations or aides in order to participate in the public meeting should make the request to the RTPA at least 48 hours prior to the meeting.

|                     |                                                                                   |
|---------------------|-----------------------------------------------------------------------------------|
| ITEM NO.            | 2                                                                                 |
| MEETING DATE        | March 15, 2012                                                                    |
| APPROVED BY         |                                                                                   |
| STAFF AUTHOR        |  |
| DEPARTMENT DIRECTOR |                                                                                   |

REDDING AREA BUS AUTHORITY  
**REPORT TO BOARD OF DIRECTORS**

**DATE:** March 8, 2012  
R-010/R-010-750

**FROM:** Brian F. Crane, Director  
Public Works

**SUBJECT:** Joint Workshop with the Shasta  
County Regional Transportation  
Planning Agency

***Recommendation***

It is recommended that the Board of Directors (Board) of the Redding Area Bus Authority (RABA) conduct a joint workshop with the Shasta County Regional Transportation Planning Agency in preparation of the forthcoming update to RABA's Short Range Transit Plan (SRTP).

***Background***

At the special meeting of the Board on January 23, 2012, the Board directed staff to prepare and issue a request for proposals to the consultant community to prepare a new Short Range Transit Plan for RABA. The SRTP is requirement of both federal and state agencies in order to be eligible for Transportation Development Act (TDA) and Federal Transit Administration (FTA) funding for operational and capital funding. The plan is coordinated with the Regional Transportation Plan, the Overall Work Program and the Coordinated Human Transportation Plan. Since the Shasta County Regional Transportation Planning Agency (RTPA) has overall responsibility for both federal and state transit funding and their performance requirements, it is appropriate that the RTPA weigh in on planning decisions made regarding the transit service.

Staff is seeking direction at the joint workshop from the two Boards in regards to the transit system appropriate for Shasta County given State and Federal regulatory constraints associated with the available funding and the past performance of RABA. RTPA staff will provide an overview of the State and Federal transit funding available to the RTPA and RABA along with related local agency allocations of transit revenue and expenditures, State and Federal requirements associated with running a transit system (fixed and demand response) and meeting fare box ratios. In addition, RABA staff will provide a summary of RABA performance including service area, headways, customers served, related system costs, past SRTP direction, and overall performance. Staff will be seeking Board input on viability of transit in Shasta County, response to funding constraints, community to be served by transit, system performance and related performance measures.

***Issue(s)***

What direction does the Board want to provide for preparing an update to the SRTP?

**Conclusion**

Staff recommends the Board provide the general direction necessary for the staff and selected to consultant to prepare a SRTP that provides the foundation for transit service in the next five to ten years.

**Attachment(s)**

1. Transit System Information
2. Transit Performance Data for FY 2010/11

**Additional Information Links**

1. Transit History Document: <http://www.scrtpa.org/Final%20History%20Document.pdf>
2. Transit Needs Assessment: <http://www.scrtpa.org/12-13%20TNA%20Draft.pdf>



# RABA Service Area

## Shasta County Urban Region

REDDING

SHASTA LAKE

ANDERSON

### Bus Route

- #1 (City of Shasta Lake)
- #2 (Placer Rd)
- #3 (Park Marina Dr)
- #4 (Churn Creek Rd)
- #5 (Hartnell Ave)
- #6 (Victor Ave)
- #7 (College View Dr)
- #9 (City of Anderson)
- #11 (Cypress Ave/Hilltop)
- #14 (Benton Dr)
- Airport Express
- Burney Express
- Bus Stop

- RABA Service Area
- Demand Response Area
- Redding City Limit
- Anderson/Shasta Lake City Limit



## FIXED ROUTE FARES

### Regular Fares

|                                          |        |
|------------------------------------------|--------|
| Base Fare (Ages 6-61)                    | \$1.50 |
| NEW Airport Road Corridor Commuter Route | \$1.50 |
| Zone Change                              | \$0.75 |
| Children (under 6)                       | Free   |
| Transfers                                | Free   |

### Special Fares

|                                 |        |
|---------------------------------|--------|
| Senior Base Fare (62 and older) | \$0.75 |
| Handicapped Base Fare           | \$0.75 |
| Medicare Card Holder            | \$0.75 |
| Zone Change                     | \$0.40 |

## MONTHLY PASS PRICES

|                       | Regular | Senior/<br>Disabled | Youth   |
|-----------------------|---------|---------------------|---------|
| Redding Local         | \$48.25 | \$24.00             | \$29.00 |
| Redding - Shasta Lake | \$82.00 | \$41.00             | \$29.00 |
| Redding - Anderson    | \$82.00 | \$41.00             | \$29.00 |

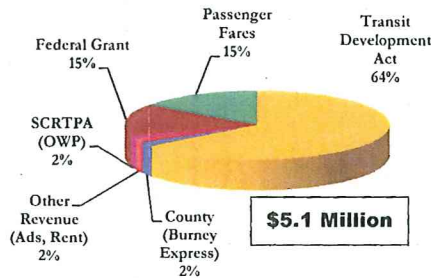
### Fixed Route Service

Passengers / Hour / Bus – 16.35  
Cost / Trip – \$5.05  
Cost / Hour / Bus – \$82.10

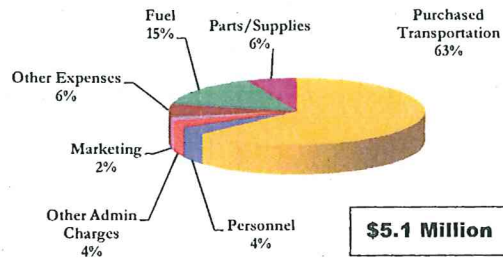
### Demand Response Service

Passengers / Hour / Van – 2.63  
Cost / Trip – \$28.29  
Cost / Hour / Van – \$74.45

## Operating Revenues 2010/11



## Operational Expenses 2010/11



### Fixed Route Service

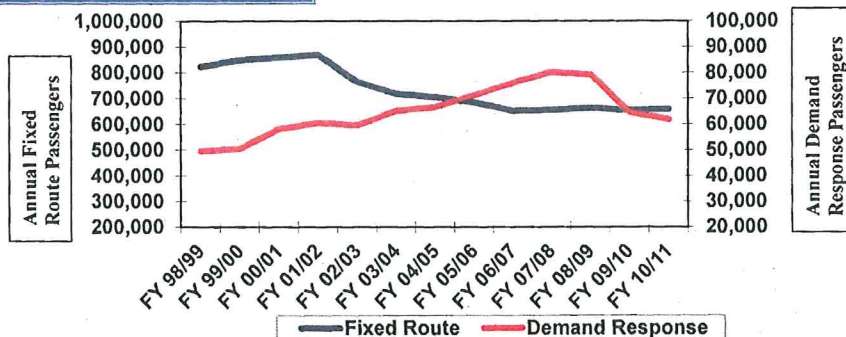
- ✓ 680,000 Trips Annually
- ✓ 12 Daily Routes (As of Oct 2011)
- ✓ Operates: 6:30–7:30 Weekdays; 9:30–7:30 Saturdays
- ✓ Frequency: Hourly

- Anderson – Two Hours
- School Commuter: 2 x /day
- Airport Express: 6 x /day

- ✓ Average Daily Ridership: 2,600
- ✓ Fleet: 16 Buses – 12 Buses in Daily Service

### Demand Response Service

- ✓ 62,000 Trips Annually
- ✓ Fleet: 20 Vans – 16 Vans in Daily Service
- ✓ Operates: 6:30–7:30 Weekdays; 9:30–7:30 Saturdays



## FY 2010-2011 Fixed Route Performance

### Fixed Route Ridership

| Fare Type              | FY 2010-11     | Percent of Total | FY 2009-10     | Percent of Total | Change from Previous Year |
|------------------------|----------------|------------------|----------------|------------------|---------------------------|
| Regular                | 141,538        | 21.48%           | 147,886        | 22.59%           | -4.29%                    |
| Senior/Disabled        | 87,716         | 13.31%           | 92,616         | 14.15%           | -5.29%                    |
| Regular Zone Change    | 20,459         | 3.10%            | 19,880         | 3.04%            | 2.91%                     |
| S/D Zone Change        | 9,788          | 1.49%            | 11,055         | 1.69%            | -11.46%                   |
| Discount Fare          | 12,628         | 1.92%            | 12,403         | 1.89%            | 1.81%                     |
| Regular Monthly Pass   | 42,848         | 6.50%            | 50,325         | 7.69%            | -14.86%                   |
| S/D Monthly Pass       | 163,002        | 24.74%           | 166,550        | 25.44%           | -2.13%                    |
| Youth Pass             | 8,594          | 1.30%            | 4,128          | 0.63%            | 108.19%                   |
| Free                   | 33,590         | 5.10%            | 36,730         | 5.61%            | -8.55%                    |
| Shasta College         | 34,475         | 5.23%            |                |                  |                           |
| Juror                  | 45             | 0.01%            | 85             | 0.01%            | -47.06%                   |
| Library                | 213            | 0.03%            | 391            | 0.06%            | -45.52%                   |
| Transfers              | 99,822         | 15.15%           | 106,833        | 16.32%           | -6.56%                    |
| Unclassified Rider     | 4,188          | 0.64%            | 5,802          | 0.89%            | -27.82%                   |
| <b>Total Ridership</b> | <b>658,906</b> |                  | <b>654,684</b> |                  | <b>0.64%</b>              |
| Average Daily          | 2,282          |                  | 2,249          |                  | 1.47%                     |
| Average Saturday       | 1,411          |                  | 1,505          |                  | -6.25%                    |

### Service Effectiveness

|                        | FY 2010-11   | FY 2009-10   | Percent Change |
|------------------------|--------------|--------------|----------------|
| Passengers             | 658,906      | 654,684      | 0.64%          |
| Revenue Hours          | 40,309       | 40,084       | 0.56%          |
| <b>Passengers/Hour</b> | <b>16.35</b> | <b>16.33</b> | <b>0.08%</b>   |
| Revenue Miles          | 608,285      | 556,479      | 9.31%          |
| <b>Passengers/Mile</b> | <b>1.08</b>  | <b>1.18</b>  | <b>-7.93%</b>  |

### Service Efficiency

|                   | FY 2010-11      | FY 2009-10      | Percent Change |
|-------------------|-----------------|-----------------|----------------|
| Operating Expense | \$ 3,309,235    | \$ 3,200,463    | 3.40%          |
| Revenue Hours     | 40,309          | 40,084          | 0.56%          |
| <b>Cost/Hour</b>  | <b>\$ 82.10</b> | <b>\$ 79.84</b> | <b>2.82%</b>   |
| Revenue Miles     | 608,285         | 556,479         | 9.31%          |
| <b>Cost/Mile</b>  | <b>\$ 5.44</b>  | <b>\$ 5.75</b>  | <b>-5.41%</b>  |

### Cost Effectiveness

|                            | FY 2010-11     | FY 2009-10     | Percent Change |
|----------------------------|----------------|----------------|----------------|
| Passenger Miles            | 4,082,322      | 3,612,069      | 13.02%         |
| Operating Expense          | \$ 3,309,235   | \$ 3,200,463   | 3.40%          |
| Revenue Miles              | 608,285        | 556,479        | 9.31%          |
| <b>Cost/Passenger Mile</b> | <b>\$ 0.81</b> | <b>\$ 0.89</b> | <b>-8.51%</b>  |
| <b>Cost/Passenger Trip</b> | <b>\$ 5.05</b> | <b>\$ 4.89</b> | <b>3.40%</b>   |

# RABA FY 2010-11 Performance by Route

| Route  | FY 10-11  |       | Percent of Total | Passenger per Hour |       | Revenue | Operating Costs |         | Fare Box Ratio |  | FY 09-10 Ridership |  | Percent Change |
|--------|-----------|-------|------------------|--------------------|-------|---------|-----------------|---------|----------------|--|--------------------|--|----------------|
|        | Ridership |       |                  | per Mile           | Hour  |         |                 |         |                |  | Ridership          |  |                |
| 1      | 70,439    | 10.7% | 0.91             |                    | 17.67 | 61,185  | \$              | 343,082 | 17.8%          |  | 73,255             |  | -3.8%          |
| 2      | 39,608    | 6.0%  | 0.8              |                    | 10.5  | 31,352  | \$              | 317,714 | 9.9%           |  | 40,295             |  | -1.7%          |
| 3      | 80,026    | 12.2% | 1.56             |                    | 20.56 | 69,997  | \$              | 317,714 | 22.0%          |  | 78,919             |  | 1.4%           |
| 4      | 44,538    | 6.8%  | 1.09             |                    | 11.02 | 40,457  | \$              | 317,714 | 12.7%          |  | 42,294             |  | 5.3%           |
| 5      | 56,750    | 8.6%  | 1.01             |                    | 13.02 | 53,067  | \$              | 317,714 | 16.7%          |  | 49,978             |  | 13.5%          |
| 6      | 57,801    | 8.8%  | 1.06             |                    | 15.46 | 50,988  | \$              | 317,714 | 16.0%          |  | 59,352             |  | -2.6%          |
| 7      | 49,591    | 7.5%  | 0.84             |                    | 12.47 | 36,061  | \$              | 317,714 | 11.4%          |  | 47,879             |  | 3.6%           |
| 9      | 46,790    | 7.1%  | 0.65             |                    | 11.66 | 47,110  | \$              | 317,714 | 14.8%          |  | 44,732             |  | 4.6%           |
| 11     | 86,428    | 13.2% | 2.52             |                    | 22.45 | 72,311  | \$              | 317,714 | 22.8%          |  | 86,158             |  | 0.3%           |
| 14     | 116,327   | 17.7% | 2.35             |                    | 31.19 | 97,148  | \$              | 317,714 | 30.6%          |  | 121,370            |  | -4.2%          |
| 72(7B) | 8,547     | 1.3%  | 0.32             |                    | 4.54  | 4,951   | \$              | 106,726 | 4.6%           |  | 6,129              |  | 39.5%          |

## RABA FY 2010-11 Demand Response Performance

### Service Effectiveness

|                        | FY 10-11      | FY 09-10      | Percent Change |
|------------------------|---------------|---------------|----------------|
| Passengers             | 61,848        | 64,716        | -4.43%         |
| Revenue Hours          | 23,505        | 25,067        | -6.23%         |
| <b>Passengers/Hour</b> | <b>2.63</b>   | <b>2.58</b>   | <b>1.92%</b>   |
| Revenue Miles          | 324,953       | 341,637       | -4.88%         |
| <b>Passengers/Mile</b> | <b>0.1903</b> | <b>0.1894</b> | <b>0.48%</b>   |

### Service Efficiency

|                      | FY 10-11     | FY 09-10        | Percent Change |
|----------------------|--------------|-----------------|----------------|
| Operating Expense \$ | 1,749,909    | \$ 1,732,308    | 1.02%          |
| Revenue Hours        | 23,505       | 25,067          | -6.23%         |
| <b>Cost/Hour \$</b>  | <b>74.45</b> | <b>\$ 69.11</b> | <b>7.73%</b>   |
| Revenue Miles        | 324,953      | 341,637         | -4.88%         |
| <b>Cost/Mile \$</b>  | <b>5.39</b>  | <b>\$ 5.07</b>  | <b>6.20%</b>   |

### Cost Effectiveness

|                               | FY 10-11     | FY 09-10        | Percent Change |
|-------------------------------|--------------|-----------------|----------------|
| Passenger Miles               | 330,980      | 322,765         | 2.55%          |
| Operating Expense \$          | 1,749,909    | \$ 1,732,308    | 1.02%          |
| Revenue Miles                 | 324,953      | 341,637         | -4.88%         |
| <b>Cost/Passenger Mile \$</b> | <b>5.29</b>  | <b>\$ 5.37</b>  | <b>-1.49%</b>  |
| <b>Cost/Passenger Trip \$</b> | <b>28.29</b> | <b>\$ 26.77</b> | <b>5.70%</b>   |

## RABA FY 2010-11 Burney Express Performance

### Service Effectiveness

|                        | FY 10-11    | FY 09-10    | Percent Change |
|------------------------|-------------|-------------|----------------|
| Passengers             | 6340        | 4,052       | 56.47%         |
| Revenue Hours          | 1548        | 1,536       | 0.78%          |
| <b>Passengers/Hour</b> | <b>4.10</b> | <b>2.64</b> | <b>55.25%</b>  |
| Revenue Miles          | 58140       | 58,368      | -0.39%         |
| <b>Passengers/Mile</b> | <b>0.11</b> | <b>0.07</b> | <b>57.08%</b>  |

### Service Efficiency

|                      | FY 10-11     | FY 09-10        | Percent Change |
|----------------------|--------------|-----------------|----------------|
| Operating Expense \$ | 143,863      | \$ 126,863      | 13.40%         |
| Revenue Hours        | 1548         | 1,536           | 0.78%          |
| <b>Cost/Hour \$</b>  | <b>92.93</b> | <b>\$ 82.59</b> | <b>12.52%</b>  |
| Revenue Miles        | 58140        | 58,368          | -0.39%         |
| <b>Cost/Mile \$</b>  | <b>2.47</b>  | <b>\$ 2.17</b>  | <b>13.84%</b>  |

### Cost Effectiveness

|                               | FY 10-11     | FY 09-10        | Percent Change |
|-------------------------------|--------------|-----------------|----------------|
| Passengers                    | 6340         | 4,052           | 56.47%         |
| Operating Expense \$          | 143,863      | \$ 126,863      | 13.40%         |
| <b>Cost/Passenger Trip \$</b> | <b>22.69</b> | <b>\$ 31.31</b> | <b>-27.52%</b> |

# RABA FY 2010-11 Fleet Performance

## Fixed Route

| Quantity | Year | Type              | Miles  | MPG  | Fuel/Oil Cost | Parts Cost    | Labor Cost   | Total Cost    | Cost/Mile |
|----------|------|-------------------|--------|------|---------------|---------------|--------------|---------------|-----------|
| 9        | 1999 | Gillig 35' Diesel | 381880 | 3.66 | \$ 350,566.63 | \$ 88,088.59  | \$ 54,432.75 | \$ 493,087.97 | \$ 1.29   |
| 3        | 2003 | Gillig 35' Diesel | 118950 | 3.96 | \$ 100,923.90 | \$ 28,264.00  | \$ 12,432.00 | \$ 141,619.90 | \$ 1.19   |
| 1        | 2009 | Gillig 40' Diesel | 38730  | 3.90 | \$ 33,366.27  | \$ 1,574.00   | \$ 2,760.00  | \$ 37,700.27  | \$ 0.97   |
| 3        | 2010 | Gillig 40' Diesel | 96130  | 3.90 | \$ 82,816.92  | \$ 3,996.00   | \$ 9,943.00  | \$ 96,755.92  | \$ 1.01   |
|          |      |                   | 635690 | 3.86 | \$ 567,673.71 | \$ 121,922.59 | \$ 79,567.75 | \$ 769,164.05 | \$ 1.12   |

## Demand Response

| Quantity | Year | Type             | Miles  | MPG | Fuel/Oil Cost | Parts Cost   | Labor Cost   | Total Cost    | Cost/Mile |
|----------|------|------------------|--------|-----|---------------|--------------|--------------|---------------|-----------|
| 3        | 2001 | El Dorado Diesel | 76970  | 9.0 | \$ 28,734.51  | \$ 2,681.40  | \$ 7,201.00  | \$ 38,616.91  | \$ 0.50   |
| 1        | 2003 | El Dorado Diesel | 20040  | 6.4 | \$ 10,520.65  | \$ 4,449.00  | \$ 2,162.00  | \$ 17,131.65  | \$ 0.85   |
| 4        | 2006 | Chevy Gas        | 77350  | 9.0 | \$ 28,876.37  | \$ 1,160.14  | \$ 8,729.00  | \$ 38,765.51  | \$ 0.50   |
| 4        | 2009 | Chevy Gas        | 98420  | 9.1 | \$ 36,338.48  | \$ 6,356.00  | \$ 4,812.00  | \$ 47,506.48  | \$ 0.48   |
| 8        | 2010 | Chevy Gas        | 133120 | 9.1 | \$ 49,150.36  | \$ 3,528.00  | \$ 6,915.00  | \$ 59,593.36  | \$ 0.45   |
|          |      |                  | 405900 | 8.5 | \$ 153,620.35 | \$ 18,174.54 | \$ 29,819.00 | \$ 201,613.89 | \$ 0.56   |

## Burney Express

| Quantity | Year | Type      | Miles | MPG  | Fuel/Oil Cost | Parts Cost | Labor Cost  | Total Cost   | Cost/Mile |
|----------|------|-----------|-------|------|---------------|------------|-------------|--------------|-----------|
| 2        | 2010 | Chevy Gas | 83520 | 11.0 | \$ 25,510.71  | \$ 887.00  | \$ 4,228.00 | \$ 30,625.71 | \$ 0.37   |

# REDDING AREA BUS AUTHORITY FYE 2010 Performance Measures Comparison for Transit Modal Information

| Agency             | Statistics | -- Fixed RouteBus --      |              |                                  |                                       | -- Demand Response --     |              |                                  |                                       |
|--------------------|------------|---------------------------|--------------|----------------------------------|---------------------------------------|---------------------------|--------------|----------------------------------|---------------------------------------|
|                    |            | Service Efficiency        |              | Cost Effectiveness               |                                       | Service Efficiency        |              | Cost Effectiveness               |                                       |
|                    |            | Operating Expense/Vehicle | Revenue Hour | Operating Expense/Passenger Mile | Unlinked Passenger Trips/Revenue Mile | Operating Expense/Vehicle | Revenue Hour | Operating Expense/Passenger Mile | Unlinked Passenger Trips/Revenue Mile |
| Redding (RABA)     | 117,478    | \$5.02                    | \$72.72      | \$0.88                           | \$4.73                                | \$4.97                    | \$68.19      | \$5.29                           | \$26.44                               |
| Population         | 100        |                           |              |                                  | 1.06                                  |                           |              |                                  | 0.19                                  |
| Square Miles       | 1,175      |                           |              |                                  |                                       |                           |              |                                  | 2.58                                  |
| Density            |            |                           |              |                                  |                                       |                           |              |                                  |                                       |
| Butte (BCAG)       | 150,000    | \$4.35                    | \$68.50      | \$0.68                           | \$3.71                                | \$6.60                    | \$58.82      | \$4.15                           | \$21.45                               |
| Population         | 160        |                           |              |                                  | 1.17                                  |                           |              |                                  | 0.26                                  |
| Square Miles       | 938        |                           |              |                                  |                                       |                           |              |                                  | 2.74                                  |
| Density            |            |                           |              |                                  |                                       |                           |              |                                  |                                       |
| Modesto (MAX)      | 203,000    | \$5.80                    | \$74.50      | \$0.96                           | \$3.31                                | \$3.45                    | \$45.54      | \$2.30                           | \$15.97                               |
| Population         | 41         |                           |              |                                  | 1.75                                  |                           |              |                                  | 0.22                                  |
| Square Miles       | 4,951      |                           |              |                                  |                                       |                           |              |                                  | 2.85                                  |
| Density            |            |                           |              |                                  |                                       |                           |              |                                  |                                       |
| Fairfield (FST)    | 119,122    | \$4.80                    | \$91.74      | \$0.98                           | \$8.63                                | \$6.56                    | \$99.97      | \$7.14                           | \$58.36                               |
| Population         | 41         |                           |              |                                  | 0.56                                  |                           |              |                                  | 0.11                                  |
| Square Miles       | 2,905      |                           |              |                                  |                                       |                           |              |                                  | 1.71                                  |
| Density            |            |                           |              |                                  |                                       |                           |              |                                  |                                       |
| Napa (NCTPA)       | 138,000    | \$5.64                    | \$69.22      | \$2.41                           | \$8.40                                | \$7.27                    | \$77.28      | \$3.51                           | \$33.26                               |
| Population         | 45         |                           |              |                                  | 0.67                                  |                           |              |                                  | 0.22                                  |
| Square Miles       | 3,067      |                           |              |                                  |                                       |                           |              |                                  | 2.32                                  |
| Density            |            |                           |              |                                  |                                       |                           |              |                                  |                                       |
| Merced (The Bus)   | 120,000    | \$4.76                    | \$82.95      | \$3.88                           | \$7.86                                | \$6.01                    | \$92.18      | \$2.30                           | \$19.06                               |
| Population         | 30         |                           |              |                                  | 0.61                                  |                           |              |                                  | 0.32                                  |
| Square Miles       | 4,000      |                           |              |                                  |                                       |                           |              |                                  | 4.84                                  |
| Density            |            |                           |              |                                  |                                       |                           |              |                                  |                                       |
| Santa Maria (SMAT) | 120,097    | \$4.51                    | \$68.10      | \$0.48                           | \$3.16                                | \$3.78                    | \$51.86      | \$4.30                           | \$21.16                               |
| Population         | 34         |                           |              |                                  | 1.43                                  |                           |              |                                  | 0.18                                  |
| Square Miles       | 3,532      |                           |              |                                  |                                       |                           |              |                                  | 2.45                                  |
| Density            |            |                           |              |                                  |                                       |                           |              |                                  |                                       |
| Visalia (VCC)      | 123,670    | \$5.13                    | \$70.23      | \$1.21                           | \$4.89                                | \$5.95                    | \$83.09      | \$3.56                           | \$26.40                               |
| Population         | 36         |                           |              |                                  | 1.05                                  |                           |              |                                  | 0.23                                  |
| Square Miles       | 3,435      |                           |              |                                  |                                       |                           |              |                                  | 3.15                                  |
| Density            |            |                           |              |                                  |                                       |                           |              |                                  |                                       |
| Average            |            | \$5.00                    | \$74.75      | \$1.44                           | \$5.59                                | \$5.57                    | \$72.12      | \$4.07                           | \$27.76                               |
|                    |            |                           |              |                                  | 1.04                                  |                           |              |                                  | 0.22                                  |
|                    |            |                           |              |                                  |                                       |                           |              |                                  | 2.83                                  |

- Better Than Average  
- Below Average