

February, 2013



SHASTA  
COUNTY

## 2013/14 UNMET TRANSIT NEEDS ASSESSMENT

Shasta Regional Transportation Agency  
1255 East Street, Suite 202  
Redding, CA 96001  
Phone: (530) 262-6190  
Staff Contacts: Jan Bulinski, Ellen Talbo  
Email: [srta@srta.ca.gov](mailto:srta@srta.ca.gov)  
Website: [www.srta.ca.gov](http://www.srta.ca.gov)

THIS PAGE INTENTIONALLY BLANK

**TABLE OF CONTENTS**

Table of Figures and Maps ..... 4

Executive Summary..... 5

Chapter 1: Introduction ..... 6

    What IS the Unmet Transit Needs Assessment?..... 6

Chapter 2: Assessment of Transit Needs ..... 7

    What is an unmet transit need as defined by TDA statutes? ..... 8

    Determining “reasonable to meet:” ..... 9

Chapter 3: Description of TDA-Funded Transit Providers..... 9

    Redding Area Bus Authority (RABA)..... 9

    Burney Express ..... 13

    Shasta Senior Nutrition Programs - Consolidated Transportation Services Agency (CTSA) ..... 13

    Lifeline Service ..... 14

Chapter 4: Transit Dependent and Transit Demand Analysis ..... 14

    Transit Demand..... 14

Chapter 5: Existing Transit Performance ..... 16

    Redding Area Bus Authority ..... 16

    Burney Express ..... 18

    Consolidated Transportation Services Agency..... 19

    Lifeline Service ..... 20

    Transit improvements and Changes ..... 21

Chapter 6: Transit Findings ..... 22

    Allocating and Apportioning Funds..... 22

    Non-TDA Funding Sources ..... 24

    Expansion of Service ..... 26

        RABA Fixed-Route and Demand-Response Service ..... 26

        Burney Express ..... 27

        Consolidated Transportation Services Agency ..... 27

        Lifeline Service..... 28

Appendix 1: Unmet Transit Needs Findings..... 29

Appendix 2: SRTA Resolution No. 00-21 – Definition of Unmet Transit Needs and Reasonable to Meet ... 30

Appendix 3: Table of Social Service Transportation Providers ..... 34

Appendix 4: 2012/13 TDA Claims ..... 38

Appendix 5: Table of Chronological History..... 39

Appendix 6: Glossary ..... 42

**TABLE OF FIGURES AND MAPS**

Figure 1: Table of Responsibility ..... 8

Figure 2: RABA Fares and Zones ..... **Error! Bookmark not defined.**

Figure 3: CTSA Area and Hours of Service..... 13

Figure 4: RTPA Temporary Farebox Ratio Goals ..... 16

Figure 5: RABA Performance Indicators..... 17

Figure 6: Trends in Ridership ..... 18

Figure 7: RABA Performance Indicators..... 18

Figure 8: Burney Express Farebox Trends with July 2012 Fare Increase ..... 19

Figure 9: CTSA Performance Indicators ..... 19

Figure 10: TDA Apportionment/Allocation Funding Priorities..... 22

Figure 11: FY 2011/12 TDA Claims Apportionment ..... 23

Figure 12: FY 2012/13 Estimate of Transit Obligations and Other Uses..... 24

Figure 13: Non-TDA Funding Sources ..... 25

Map 1: Public Transit Service Boundaries for Shasta County.....10

Map 2: Public Transit Service – City of Shasta Lake.....11

Map 3: Populations Served by Transit by Census Tract ..... 14

## EXECUTIVE SUMMARY

The Transportation Development Act (TDA) was enacted in 1971 to improve California's public transportation. The TDA provides funding for public transportation in urban and rural areas, and for local streets and roads after all transit needs have been met.

The Transit Needs Assessment annually evaluates the transit needs in Shasta County and determines if additional transit services are warranted and meet reasonable to meet criteria.

The majority of the county population lives within the Redding city limits. The Redding Area Bus Authority (RABA) is the primary public transportation provider in Shasta County. RABA provides both fixed-route and demand-response transit service to an area of approximately 100 square miles. RABA also operates the Burney Express commuter route, funded through the County of Shasta's portion of TDA.

Non-profit agencies and contractors provide some service to outlying areas beyond the RABA service area. Shasta Senior Nutrition Programs, Inc. (SSNP) is the designated Consolidated Transportation Services Agency (CTSA) and provides community transit service and senior transportation to areas outside of RABA's service area. The CTSA demonstrates compliance with the current performance criteria, as adjusted by the Consumer Price Index (CPI).

RABA has been currently operating under a temporary reduced farebox ratio since 2010 and was able to meet its farebox ratio goal for the 2011/12 fiscal year. Current transit service provided by RABA is therefore determined "reasonable to meet." The SRTA recommends no expansion of service at this time.

SRTA staff will continue to work closely with the transit operators to ensure that both RABA and CTSA can meet their transit obligations with the federal and state money allocated.

## CHAPTER 1: INTRODUCTION

*The purpose of this document is to assess the current state of transit mobility in Shasta County and identify where there are deficiencies or where a need for transit service can be met.*

The Shasta Regional Transportation Agency is the metropolitan planning organization and regional transportation planning agency for the Shasta County region. Its mission is to maximize state, federal and other revenues for cost-effective transportation investment strategies that connect communities, people, and goods. The SRTA works in collaboration with the following entities to develop policies and make decisions about regional issues related to economic growth and regional transportation:

- County of Shasta
- City of Shasta Lake
- City of Redding
- City of Anderson
- Redding Area Bus Authority (RABA)
- Shasta Senior Nutrition Programs
- Local Native American Tribes
- Caltrans
- Federal Transit Administration
- Federal Highway Administration

This report is conducted annually to evaluate the transit system in Shasta County and identify any deficiencies or areas where transit service is underprovided. The purpose of this document is to assess the current state of transit mobility and determine whether or not possible solutions to address identified deficiencies can be reasonably met with available funding.

### WHAT IS THE UNMET TRANSIT NEEDS ASSESSMENT?

In 1971, the Transportation Development Act (TDA) was enacted by California's Legislature to improve transit service and surface transportation in communities across the State. The TDA provides two funding sources:

1. **Local Transportation Fund (LTF)** which is derived from one-quarter of one-cent of the general sales tax collected statewide; and
2. **State Transit Assistance Fund (STA)** which is derived from statewide sales taxes on diesel fuel.

Under TDA, some counties have the option of using LTF funds for local streets and roadway projects if they can show that there are no unmet transit needs reasonable to meet. Bicycle and pedestrian project applicants can receive up to two percent of LTF funding. The annual Unmet Transit Needs Assessment is

used to help determine system performance and that the community's transit needs are being met. To identify the transit needs of Shasta County, Section 99401.5 of the TDA requires consideration of the following criteria:

1. *An annual assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, the handicapped, including individuals eligible for paratransit and other special transportation services; and persons of limited means, including, but not limited to, recipients under the CalWORKS program;*
2. *An analysis of the adequacy of existing public transportation services and specialized transportation services, including private and public provided services;*
3. *An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand; and*
4. *An analysis of the need to acquire or lease vans and related equipment for a farmworker vanpool program pursuant to subdivision (f) of Section 99400. This analysis is only required, however, upon receipt by the transportation planning agency of a request of an interested party identifying a potential need.*

## CHAPTER 2: ASSESSMENT OF TRANSIT NEEDS

TDA statutes require that the SRTA conduct an annual assessment of transit needs within each jurisdiction. The assessment consists of a two-part test that determines if there are unmet transit needs, and if these unmet transit needs are "reasonable to meet."

During the annual assessment, citizens and organization representatives may submit comments to the SRTA regarding new transit services. Comments on operations are referred to the appropriate agency as seen in Figure 1.

### What do unmet transit needs specifically include?

- Transit or specialized transportation needs identified by the Social Services Transportation Advisory Council and confirmed by the SRTA through testimony or reports, which are not yet identified or funded.
- Transit or specialized transportation needs identified in the transit system's Americans with Disabilities Act (ADA) Paratransit Plan or Short-Range Transit Plan, which are not yet implemented or funded.

### What is not an unmet transit need?

- Minor operational improvements or changes such as bus stops, schedules and minor route changes.
- Improvements funded or scheduled for implementation in the next fiscal year.
- Trips for any purpose outside of Shasta County.
- Primary and secondary school transportation.

**Figure 1: Table of Responsibility**

Area of Concern	Examples	Responsible Agency
<b>Expanded Service</b>	Adding a new bus route Longer hours Sunday service	SRTA during the Unmet Transit Needs written comment period and public hearing
<b>RABA/Burney Express Service Issues</b>	Altering existing routes Changing the location of bus stops Comments about customer service	RABA
<b>CTSA Service Issues</b>	Altering existing routes Comments about customer service	CTSA
<b>Other Services</b>	Services not required by the SRTA as part of the Unmet Transit Needs process (ex. Bike racks at bus stops)	The cities of Anderson, Redding and Shasta Lake, County of Shasta, and SRTA.

The unmet needs process includes the following steps, described in detail in Appendix 1:

- Consult with the Social Services Transportation Advisory Council (SSTAC);
- Assess the transit needs within the jurisdictions of Shasta County;
- Conduct a public hearing to consider specific unmet transit needs; and
- Adopt the unmet transit needs findings through the SRTA Board of Directors.

**WHAT IS AN UNMET TRANSIT NEED AS?**

An unmet transit need is defined by SRTA Board of Directors Resolution 00-21 consistent with TDA statutes and summarized below. Refer to Appendix 2 for the full resolution and definition. An “unmet transit need” under the TDA shall be found to exist only under the following conditions:

- A population group in the proposed transit service area that has been defined and located which has no reliable, affordable or accessible transportation for necessary trips. The size and location of the group must be such that a service to meet its needs is feasible within the definition of “reasonable to meet.”
- Necessary trips are defined as those trips which are required for the maintenance of life, education, access to social service programs, health, and physical and mental well-being, including trips that serve employment purposes.

**DETERMINING “REASONABLE TO MEET:”**

Public transportation is provided in those areas where services meet the “reasonable to meet” definition (Appendix 2). Farebox ratio is primarily analyzed to determine how much of the daily bus fare can cover the cost of operations. The TDA sets minimum farebox ratio requirements that must be met before adding additional services. However, consistent with Section 99268.12 of the TDA, the SRTA has established a schedule of reduced farebox ratio goals. If it is determined that there are unmet transit needs, a further determination must be made to establish if the needs are “reasonable to meet” as described in Appendix 2. If the SRTA Board of Directors finds that the proposed needs are reasonable, they should be addressed before utilizing TDA funds on local streets and roads.

**What is Farebox Ratio?**  
*Farebox Ratio (also known as Farebox Recovery Ratio) is the portion of the fares paid by passengers that supports the transit agencies’ operating cost. For example, if passengers pay 19 cents of every dollar spent to operate a service, the farebox ratio for that service is 19%.*  
*RABA has adopted a 17.9% farebox ratio for the 2012-13 fiscal year.*  
*(Report to RABA Board of Directors,*

**CHAPTER 3: DESCRIPTION OF TDA-FUNDED TRANSIT PROVIDERS**

This chapter describes the service area and services offered by TDA-funded transportation providers. Older-adults, youth, low-income households, persons with disabilities and persons of limited means are more likely to be transit dependent and/or require specialized transportation. Appendix 3 includes a table of other non-TDA funded transportation providers.

**REDDING AREA BUS AUTHORITY (RABA)**

RABA is the primary public transportation provider in Shasta County. RABA provides fixed-route and demand-response service to a population of nearly 116,000. The service area covers approximately 100 square miles with the following boundaries: the City of Shasta Lake to the north, Shasta College to the east, the City of Anderson to the south and Buenaventura Boulevard (in Redding) to the west, as shown in Map 1. In addition, RABA operates two express routes with limited hours and stops. RABA’s transit fleet consists of 16 coaches and 20 lift-equipped vans.

**Figure 2 : RABA Fares and Zones**

Base Fare (6-61)	\$1.50
Zone Change	\$.075
Children (Under 6)	Free
Senior (62+)	\$0.75
Disabled Base Fare	\$0.75
Medicare Card Holder	\$0.75
Zone Change (Senior/Disabled/Medicare)	\$0.40
Transfers	Free

As shown in Map 2, much of the population served by RABA routes are generally located in central Redding near commercial retail destinations and in the downtown area where large employers like the Shasta Regional Medical Center and other social services are located.

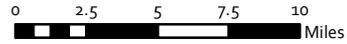
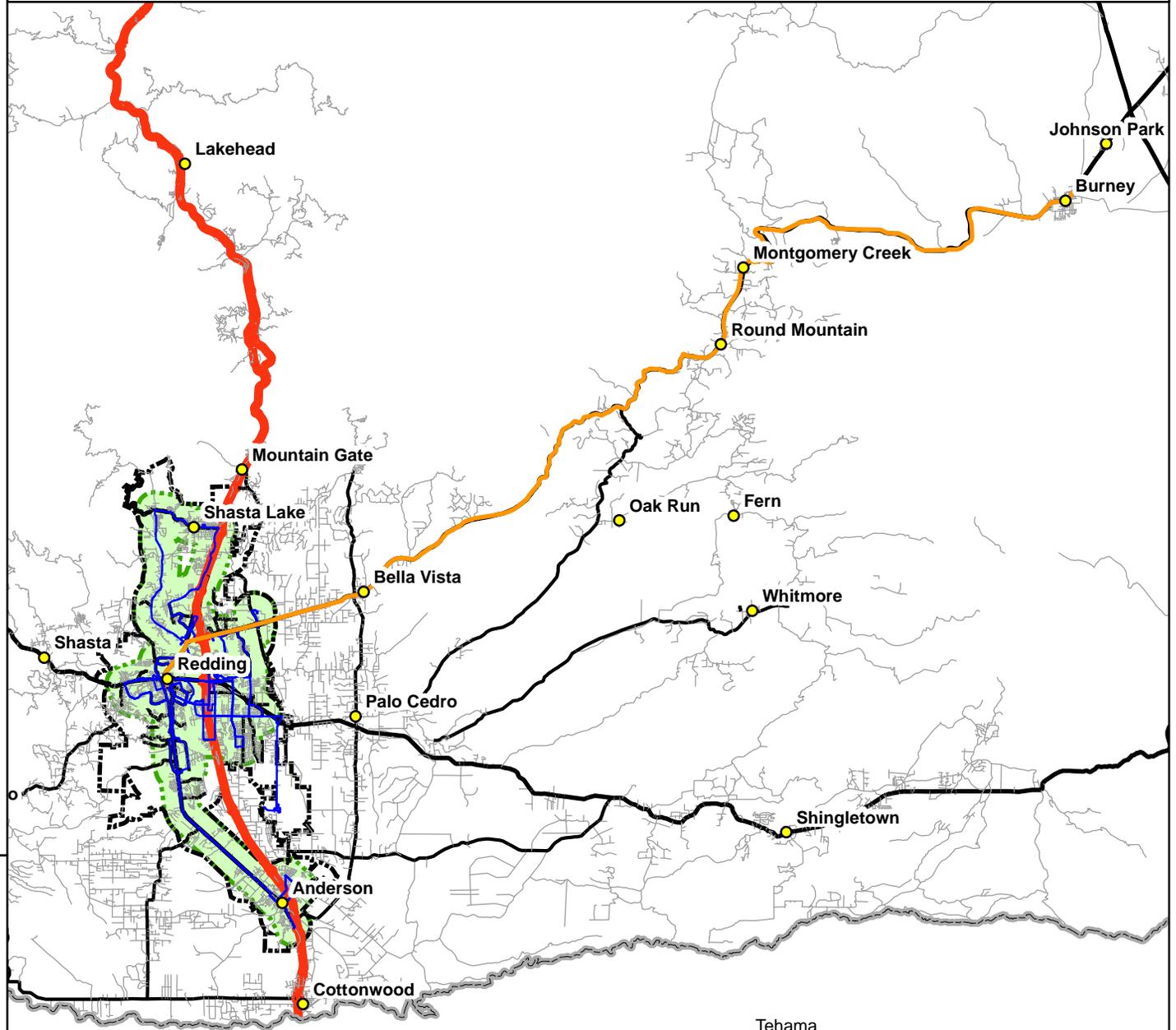
RABA provides service six days a week to the cities of Anderson, Redding, Shasta Lake and surrounding areas in the unincorporated county just outside of those cities. Hours of operation are Monday through Friday (M-F) from 6:30 a.m. to 7:30 p.m., and Saturday from 9:30 a.m. to 7:30 p.m. Routes operate on 60-minute headways. RABA's service area has three fare zones as seen in Figure 2. If one passes through or to another zone, an additional fee of one-half of the base fare is charged.



# Map 1: Public Transit Service Boundaries for Shasta County

## Legend

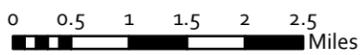
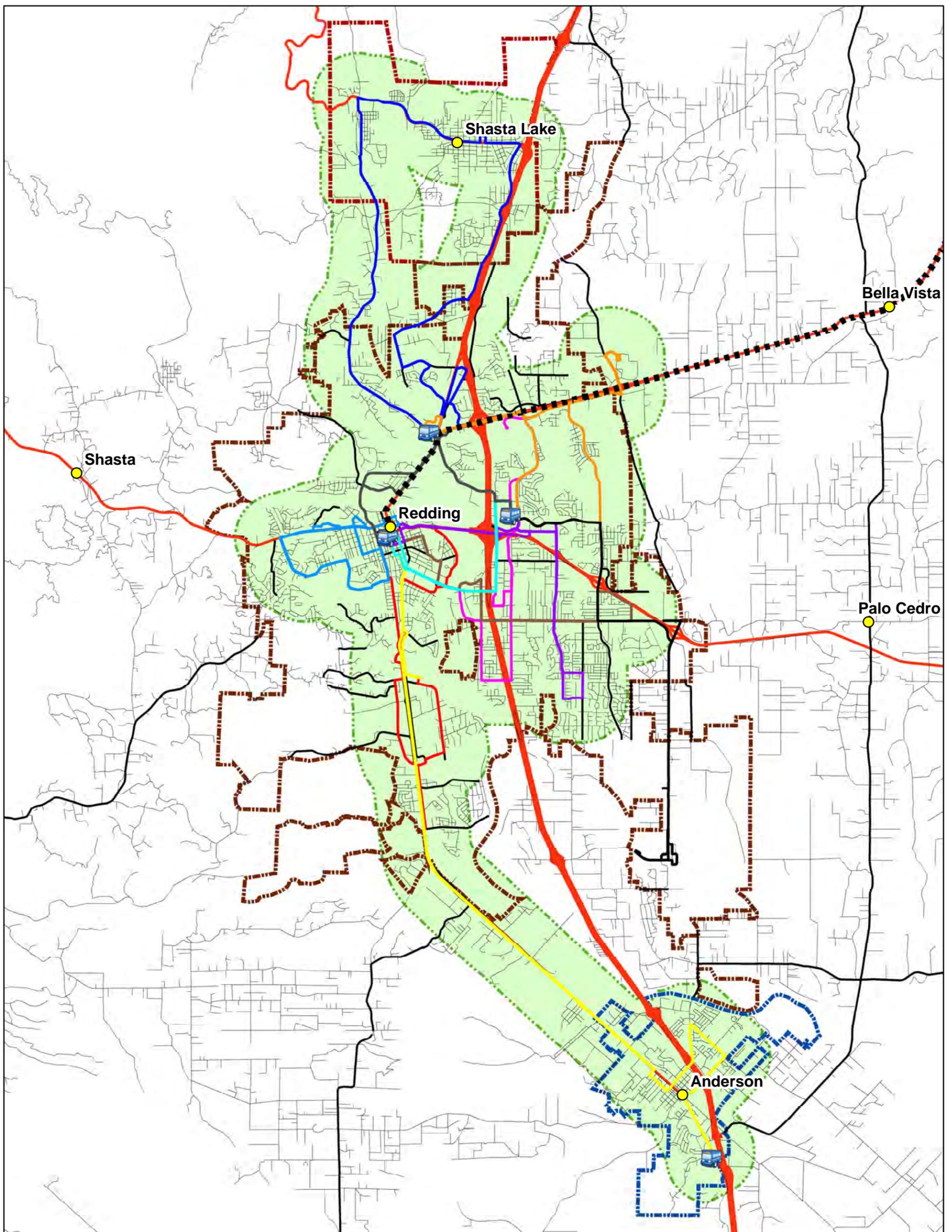
-  County Boundaries
-  Major Towns
-  Burney Express
-  RABA Fixed Routes
-  Interstate 5
-  Highways
-  Collector Streets
-  Local Streets
-  RABA Service Area Boundary
-  Demand Response Boundary



### NOTES:

1. Lifeline service areas are approximate.
2. CTSA provides service for those outside of the RABA service area.
3. RABA routes are current as of Dec. 31, 2012.

Data Sources: RABA, Shasta County, SRTA



**Map 2: Public Transit Service - South-Central Urban Region**

NOTES:  
 1. Lifeline service areas are approximate.  
 2. CTSA provides service for those outside of the RABA service area.  
 3. RABA routes are current as of Dec. 31, 2012

Data Sources: RABA, Shasta County, SRTA



**Legend**

- |                          |                  |                          |          |
|--------------------------|------------------|--------------------------|----------|
| Demand Response Boundary | Major Towns      | <b>RABA Fixed Routes</b> | Route #3 |
| Transfer Stations        | <b>Road Type</b> | Airport Express          | Route #4 |
| Burney Express           | Interstate 5     | Route #1                 | Route #5 |
| Anderson                 | Highways         | Route #11                | Route #6 |
| City of Shasta Lake      | Collector Roads  | Route #14                | Route #7 |
| Redding                  | Local Roads      | Route #2                 | Route #9 |

RABA's demand-response service provides curb-to-curb transportation to persons with disabilities who are unable to use a regular fixed-route service. In order to comply with regulations of the Americans with Disabilities Act, the service area is generally within three-quarters of a mile of the fixed-route. Passengers require certification to use the service.

### BURNEY EXPRESS

The county of Shasta contracts with RABA to provide express service to the outlying community of Burney as seen in Map 1. This service is generally for commuters and has limited stops. Burney Express operates M-F with two round-trips each day and makes four stops between Redding and Burney. Shasta College serves as the transfer point between this route and RABA Route 7. There is no fixed-route service within the town of Burney. The county of Shasta provides two ADA-compliant medium-size buses, operated by RABA, for this service.

### SHASTA SENIOR NUTRITION PROGRAMS - CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA)

Paratransit service is provided through the Shasta Senior Nutrition Programs (SSNP) to elderly or disabled residents that live outside the RABA service area. The SSNP is classified as a Consolidated Transportation Service Agency (CSTA) and it is eligible to receive TDA funding through the Unmet Transit Needs process.

The CTSA provides specialized services to both persons aged 60 and older, and mobility-impaired persons aged 18 years or older. Figure 3 provides a description of the CTSA service area and hours of service. This service operates within the urban fringe area and outside of RABA's service area but provides connections inside the RABA service area. The service uses seven small lift-equipped buses. The cost to use this service is \$1.50 per trip. Additional transportation service is provided throughout Shasta County by SSNP with non-TDA funds and grants.

**Figure 3: CTSA Area and Hours of Service**

Route Number (non fixed route)	Area of Service	Hours of Service
2	Anderson (daily) and Happy Valley/Cottonwood (M-T-W only)	7:30 a.m.-4:00 p.m. (M-F)
5	Redding	7:30 a.m.-4:00 p.m. (M-F)
7	Shasta Lake	7:00 a.m.-3:30 p.m. (M-F)
44 Express	Palo Cedro, Millville, Shingletown	Shingletown (T,Th)Palo Cedro and Millville (M,W,F)
88 (Lifeline)	Unincorporated Areas	7:30 a.m.-4:00 p.m. (M-F)

## LIFELINE SERVICE

In 1996, the County of Shasta established Lifeline Service. Lifeline provides transportation services to medical appointments for older-adults and persons with disabilities living outside of RABA's service area in Anderson, Cottonwood, Happy Valley, Shasta Lake and some areas of Redding (Map 1). SSNP operates one life-equipped bus for this service. The hours of service average about 40 hours per week. There is a suggested donation of \$1.50 to use this service.

## CHAPTER 4: TRANSIT DEMAND ANALYSIS

Chapter 4 describes the demographic environment that facilitates the need for transit service in Shasta County.

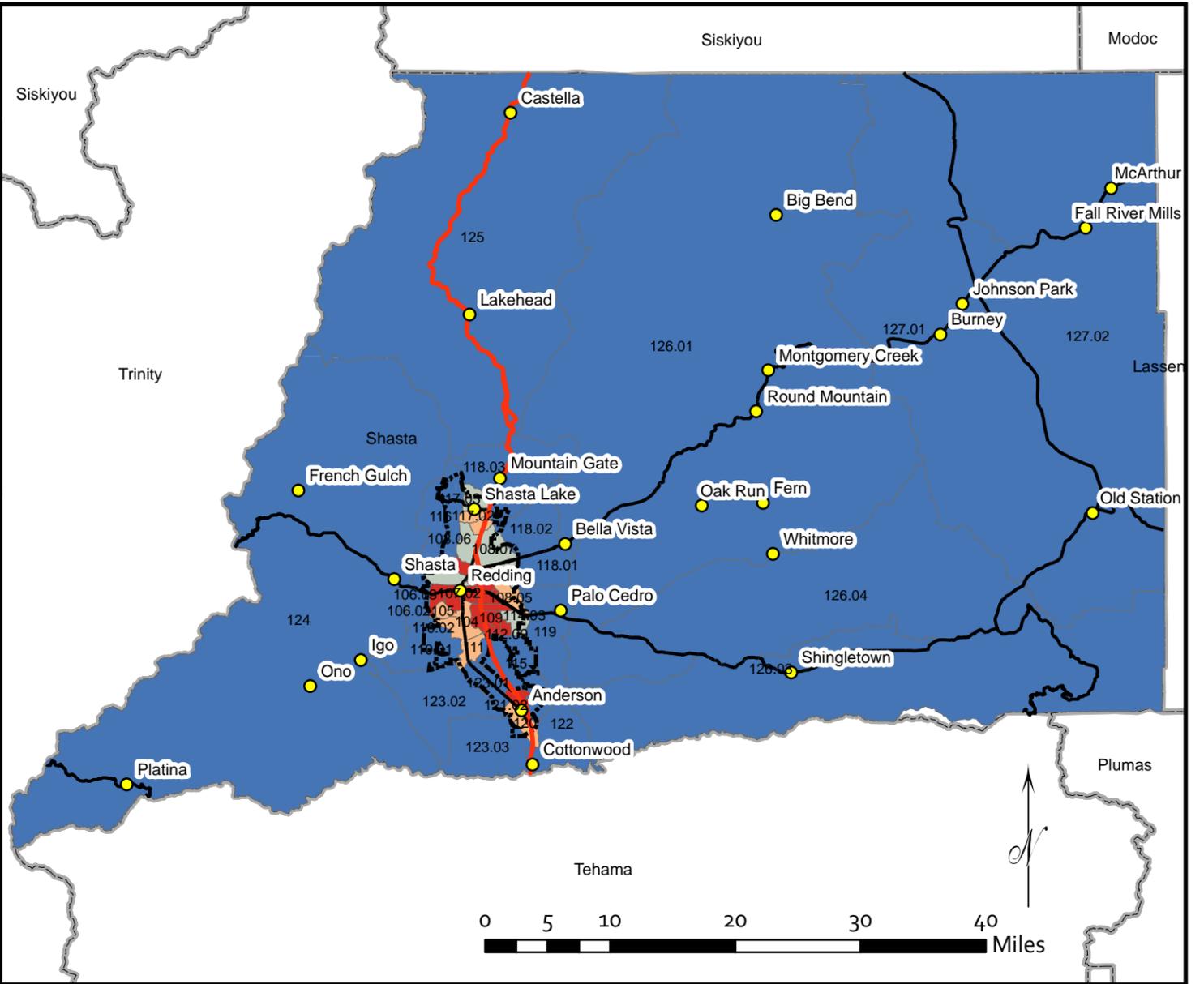
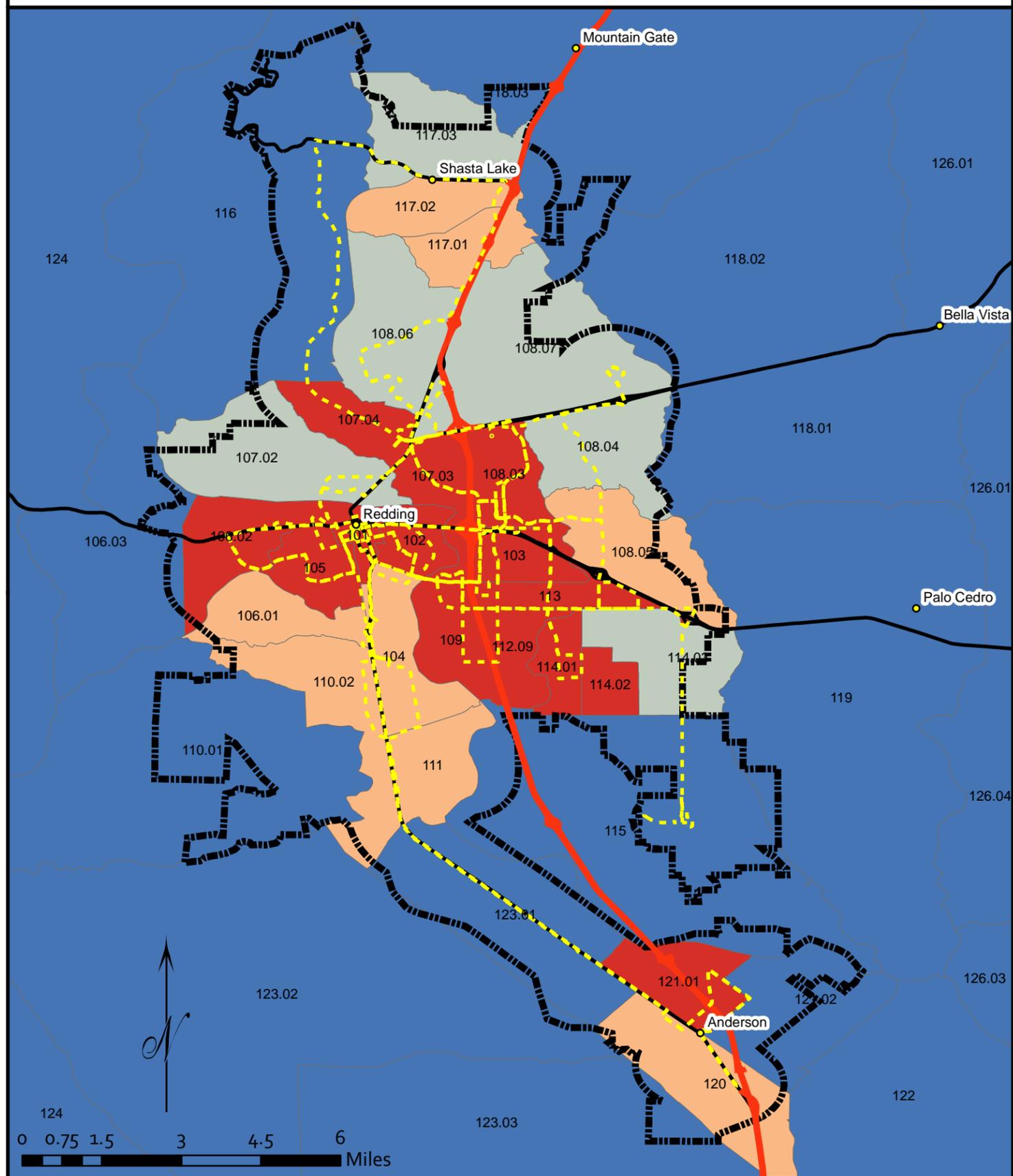
## TRANSIT DEMAND

Shasta County is home to nearly 180,000 residents. In general, much of the Shasta County's population resides within Redding city limits where the county's major employment centers are also located.

County census tracts were analyzed to identify which populations are served by transit. In general, much of the population served by fixed-route public transit is located within the City of Redding. The main providers of public transportation serve 35 of the county's 48 census tracts as seen in Map 3. The census tracts that are not served by public transportation are located in the most rural areas of the county (Shingletown/Millville, Igo/Ono and Lakehead). Some areas outside of the RABA service area are served by the CTSA (Shasta Senior Nutrition Programs) and the Burney Express.

In general, transit demand in the county of Shasta can be attributed to two general travel patterns. First, the transportation demand of the roadway network in the county of Shasta is largely automobile driven, and the size and scale of major employment centers doesn't facilitate heavily congested commute patterns that would enable a transit-commuting population. Second, of the population that is served by public transit, seniors and disabled persons qualifying for reduced fare, or persons without access to a personal automobile make up a large ridership component that is served by RABA. The number of riders qualifying for the reduced fare can have an affect on the annual farebox ratio. Over forty percent of RABA ridership qualifies for reduced fare.

# Map 3: Populations Served by Transit by Census Tract



## Legend

- County Boundary
- Major Towns
- RABA Routes
- RABA Service Area Boundary
- Interstate 5
- Highways

## 2010 Census Tracts Population Per Square Mile

- 0 - 500
- 500 - 1,000
- 1,000 - 2,000
- 2,000+

Sources: US Census Bureau - 2010 Census, RABA



## CHAPTER 5: EXISTING TRANSIT PERFORMANCE

This chapter examines the trends in ridership and farebox ratio performance for Shasta County’s transit providers.

Under the TDA, transit providers are generally required to meet a minimum farebox ratio of one fifth of their operating cost (20%) in urban areas and one tenth (10%) in rural areas in order to claim TDA funding assistance. The farebox ratio can be set at not less than 15% in areas with a population of less than 500,000. Farebox ratio is the fare revenue received divided by the cost of operating the service. For example, if passengers pay 19 cents of every dollar spent to operate a service, the farebox ratio for that service is 19%. Operating costs do not include capital costs such as bus purchases. The farebox ratio standards are included in the SRTA “reasonable to meet” definition and assist the SRTA in determining the efficiency of the transit service.

### REDDING AREA BUS AUTHORITY

Since 2010, RABA has been working to meet and surpass its farebox ratio goals. The SRTA adopted a 17.3% farebox ratio goal for the 2011-2012 fiscal year and RABA met this goal achieving a 17.4% farebox ratio at the end of 2012. Modification of the Airport Road Corridor Route and bus pass agreements with a nearby business contributed to achieving the farebox ratio for 2012.

The SRTA Board of Directors has approved a temporary farebox ratio reduction that corresponds to RABA’s 7-year financial plan. Consistent with the financial plan, SRTA established farebox ratio goals for 2008 through 2015, as seen in Figure 4. RABA will work to meet the 17.9% farebox requirement through 2013 in order to complete the last year of the three-year penalty cycle. Earlier in 2012, RABA modified the Airport Road Corridor route and extended service to the Shasta Builders Training Facility. In addition, RABA completed an agreement with a nearby business to provide monthly bus passes for students. These service additions resulted in enough farebox ratio growth to surpass the 17.3% goal for the 2011/12 fiscal year as seen in Figure 5.

**Figure 4: RTPA Temporary Farebox Ratio Goals**

<b>Fiscal Year</b>	<b>Required Farebox Ratio</b>	<b>Actual Farebox Ratio</b>	<b>Difference</b>
2008/09	15.5%	16.53%	+ 1.03%
2009/10	16.2%	15.18%	- 1.02%
2010/11	16.7%	15.06%	- 1.64%
2011/12	17.3%	17.46%	+0.16%
2012/13	17.9%		
2013/14	18.6%		
2014/15	19.0%		

Figure 5: RABA Performance Indicators

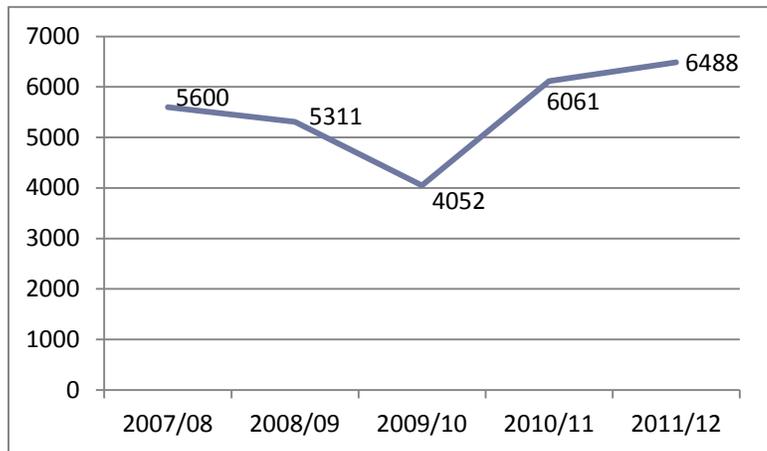
Redding Area Bus Authority				
Performance Indicator	2010/2011	2011/2012	Change from Prior Year	Percent Change
<b>Fixed-Route</b>				
Total Trips	665,246	755,396	90,150	13.55%
Vehicle Service Miles	618,136	636,698	18,562	3.00%
Vehicle Hours	41,857	42,435	578	1.38%
Total Expenses (minus exclusions)	\$ 3,309,233	\$ 3,344,999	\$ 35,766	1.08%
Farebox Revenue (minus exclusions)	\$ 564,627	\$ 670,276	\$ 105,649	18.71%
Farebox Ratio	17.06%	20.04%	2.98%	17.44%
TDA Subsidy Per Trip	\$ 4.13	\$ 3.54	\$ (0.58)	-14.18%
<b>Demand-Response</b>				
Total Trips	64,716	56,951	(7,765)	-12.00%
Vehicle Service Miles	341,637	324,974	(16,663)	-4.88%
Vehicle Hours	25,067	19,239	(5,828)	-23.25%
Total Expenses	\$ 1,749,909	\$ 1,562,029	\$ (187,880)	-10.74%
Farebox Revenue	\$ 197,260	\$ 186,362	\$ (10,898)	-5.52%
Farebox Ratio	11.27%	11.93%	0.66%	5.84%
TDA Subsidy Per Trip	\$ 23.99	\$ 24.16	\$ 0.16	0.68%
<b>Combined</b>				
Total Trips	729,962	812,347	82,385	11.29%
Vehicle Service Miles	959,773	961,672	1,899	0.20%
Vehicle Hours	66,924	61,674	(5,250)	-7.84%
Total Expenses	\$ 5,059,142	\$ 4,907,028	\$ (152,114)	-3.01%
Farebox Revenue	\$ 761,887	\$ 856,638	\$ 94,751	12.44%
Farebox Ratio	15.06%	17.46%	2.40%	15.92%
TDA Subsidy Per Trip	\$ 5.89	\$ 4.99	\$ (0.901)	-15.30%

Source: RABA Comprehensive Annual Financial Report, 2011-2012; State Controller's Report, 2012

## BURNEY EXPRESS

Under the TDA, transit agencies serving non-urbanized areas are required to meet a 10% farebox ratio within the non-urbanized service area. Although the Burney Express utilizes RABA buses, the service is funded by the County of Shasta. Ridership has varied on the Burney Express but grown since the 2009/10 fiscal year as seen in Figure 6.

Figure 6: Trends in Ridership



In July 2011, Shasta County implemented a \$0.75 fare increase, followed by a second \$0.75 increase that began on July

1, 2012. Within the fiscal year, the Burney Express route experienced slight decreases in ridership and farebox revenue as seen in Figure 7. However, ridership and farebox revenue trends after July 2012 fluctuated through nearly the end of 2012 as seen in Figure 8. This seems to indicate that the fare increases did not dramatically affect the farebox ratio from the prior year, although they seem to have a varied impact on ridership patterns. Overall, despite these fare increases the Burney Express continues to exceed the 10% farebox ratio.

Figure 7: RABA Performance Indicators

Burney Express				
Performance Indicator	2010/2011	2011/2012	Change from Prior Year	Percent Change
Total Trips	6,116	6,061	(55)	-0.90%
Vehicle Hours	1,548	1,542	(6)	-0.39%
Total Expenses	\$ 124,676	\$ 142,864	\$ 18,188	14.59%
Farebox Revenue	\$ 24,842	\$ 27,050	\$ 2,208	8.89%
Farebox Ratio	19.93%	18.93%	-0.99%	-4.97%
TDA Subsidy Per Trip	\$ 16.32	\$ 19.11	\$ 2.78	17.06%
Riders Per Hour	4.06	4.46	0.40	9.88%
Riders Per Month	510	505	\$ (5)	-0.90%

Source: RABA Comprehensive Annual Financial Report, 2011-2012

Figure 8: Burney Express Farebox Trends with July 2012 Fare Increase

2011/12 Farebox Analysis						
Burney Express						
Month	Ridership	Hours	Revenue	Expenses	Total Expenses	Farebox Ratio
Jul-11	437	120.0	1,950.64	9,580.80	11,531.44	20.36%
Aug-11	437	138.0	2,368.64	11,017.92	13,386.56	21.50%
Sep-11	548	126.0	2,344.23	10,059.84	12,404.07	23.30%
Oct-11	564	126.0	1,993.09	10,059.84	12,052.93	19.81%
Nov-11	560	126.0	2,214.82	10,059.84	12,274.66	22.02%
Dec-11	544	132.0	2,221.82	10,538.88	12,760.70	21.08%
Jan-12	572	132.0	2,331.40	10,538.88	12,870.28	22.12%
Feb-12	523	126.0	1,892.06	10,059.84	11,951.90	18.81%
Mar-12	542	132.0	1,725.02	10,538.88	12,263.90	16.37%
Apr-12	445	126.0	1,617.52	10,059.84	11,677.36	16.08%
May-12	475	132.0	1,601.68	10,538.88	12,140.56	15.20%
Jun-12	414	126.0	1,504.19	10,059.84	11,564.03	14.95%
Jul-12	363	126.0	1,452.77	10,344.60	11,797.37	14.04%
Aug-12	476	138.0	1,946.03	11,392.80	13,338.83	17.08%
Sep-12	454	114.0	1,586.72	9,359.40	10,946.12	16.95%
Oct-12	540	138.0	2,058.34	11,329.80	13,388.14	18.17%
Nov-12	580	126.0	1,983.30	10,344.60	12,327.90	19.17%
Total	6,061	1,542	23,765.11	123,113.28	146,878.39	19.30%

Source: RABA invoices to the County of Shasta, June 2011-November 2012

#### CONSOLIDATED TRANSPORTATION SERVICES AGENCY

CTSA services are not subject to farebox ratio requirements, but must meet certain performance criteria. SRTA has established TDA performance criteria based on consistency with the consumer price index (CPI). Figure 9 provides operational and performance statistics for FY 2011/12.

Figure 9: CTSA Performance Indicators

#### SHASTA SENIOR NUTRITION - CTSA SERVICES

2011 to 2012 COMPARISON				
Revenue	2010/11	2011/12	Change from Prior Year	Percent Change
Passenger Fares	\$ 21,032	\$ 15,724	\$ (5,308)	-25.24%
STA Funds	\$ 300,000	\$ 288,936	\$ (11,064)	-3.69%
<b>Total Revenue</b>	\$ 321,032	\$ 304,660	\$ (16,372)	-5.10%
<b>Operating Expenses</b>				
Overhead/Personnel			\$ -	
Rent	\$ 2,169	\$ 2,087	\$ (82)	-3.78%
Fuel/Lubricants	\$ 47,105	\$ 43,775	\$ (3,330)	-7.07%
Repairs/Maint/Tires/Supplies	\$ 27,812	\$ 24,774	\$ (3,038)	-10.92%
Utilities	\$ 3,877	\$ 3,546	\$ (331)	-8.54%
Purchased Transportation/Labor	\$ 207,994	\$ 180,029	\$ (27,965)	-13.45%
Misc Expense	\$ 26,942	\$ 22,437	\$ (4,505)	-16.72%
<b>Total Expenses</b>	\$ 315,899	\$ 276,648	\$ (39,251)	-12.43%
<b>Shasta Senior Nutrition Programs</b>				
Operating and Performance Statistics	2010/11	2011/12	Change from Prior Year	Percent Change
Total Passenger Trips	15,622	11,324	(4,298)	-27.51%
Vehicle Hours	7,414	5,876	(1,538)	-20.74%
Total Expenses	\$ 315,899	\$ 276,648	\$ (39,251)	-12.43%
Passenger Revenue	\$ 21,032	\$ 15,724	\$ (5,308)	-25.24%
Cost Per Passenger	\$ 20.2214	\$ 24.4302	\$ 4.21	20.81%
Cost Per Hour	\$ 42.61	\$ 47.08	\$ 4.47	10.49%
Passenger Per Hour	2.11	1.93	-0.18	-8.54%
Average Passenger Fares	0.74	0.72	-0.02	-3.04%
Subsidy Per Trip	\$ 19.48	\$ 23.71	\$ 4.23	21.72%

Performance Criteria	Rate	Adjusted CPI
Passenger Trip	\$ 15.00	\$ 24.78
Cost Per Hour	\$ 35.00	\$ 48.70

Source: Shasta Senior Nutrition Programs (2013), SRTA (2013)

LIFELINE SERVICE

The County of Shasta funds this service voluntarily with TDA funds. Lifeline service is not subject to farebox ratio requirements. The service must meet performance requirements of no less than an average of 300 passenger trips per month, and no less than 140 service hours per month. The Lifeline fare is \$1.50 and the service has provided up to approximately 4300 trips per year since 2010.

## TRANSIT IMPROVEMENTS AND CHANGES

RABA implemented some transit improvements during 2012 to address identified service deficiencies. The Airport Road Corridor Route was implemented in 2011 to provide a transit connection between the IASCO Flight Training facility at the Redding Airport (an operation of IASCO Global Corporation) and the City of Redding. To alleviate capacity issues with morning routes, the route was modified in October 2012 to include two additional daily runs and an extension of the run to serve the Shasta Builders Exchange Facility which had not previously existed. In addition, the route modification also enabled service to the nearby California Heritage Youth Build Academy. An annual agreement between RABA and the academy provided bus passes to academy students and offset the cost of the service route modification. In addition, Route 7B was eliminated and replaced with the School express route, which operates on two 30 minute runs to serve schools along Shasta View Drive and Shasta College. The change in route service in this area saved 4 hours of service. RABA and the County of Shasta are also exploring options to serve transit dependent populations beyond Burney east and into the Fall River Mills area. A partnership with Siskyou County's Sage Stage Express to provide transit service in this area is also being considered.

In late 2012, RABA began the process of updating its Short Range Transit Plan (SRTP). The update is intended to evaluate the quality and level of service since the previous plan approved in 2005. It will also identify deficiencies and make recommendations for service improvements. The 2014-15 Unmet Transit Needs Assessment will consider how recommendations from the SRTP address any identified unmet transit needs.

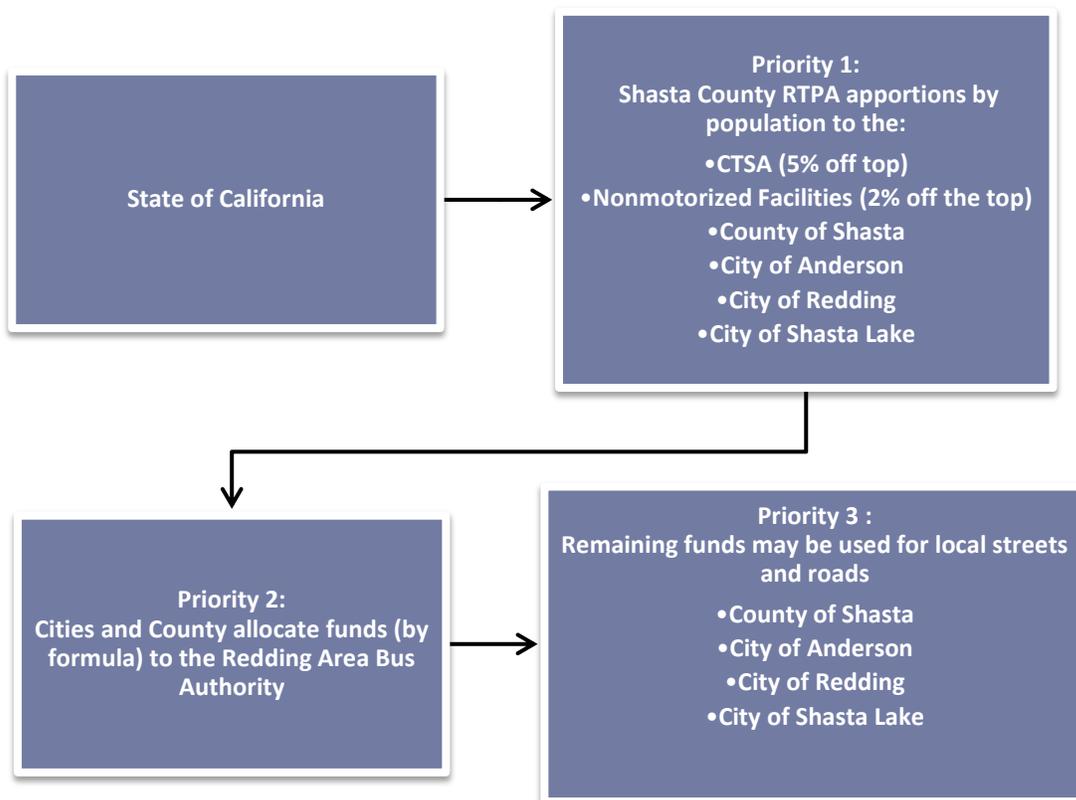
In the past, service between Redding and Shingletown had been attempted but was canceled due to lack of ridership. However, in 2013 the SSNP identified a need to provide service between these areas as well as servicing new areas that previously had no transit access. By the end of 2013, SSNP will implement the 44 Express. This route will operate a 19 passenger vehicle that will provide service between Redding and Shingletown, with intermediate service to Palo Cedro & Millville twice a week on a staggered schedule for adults with disabilities or aged 62 and older. The fare on this route will cost \$3.00 one way between Redding and Shingletown, and \$2.00 one way between Redding and Palo Cedro or Millville.

## CHAPTER 6: TRANSIT FINDINGS

### ALLOCATING AND APPORTIONING FUNDS

Chapter 6 discusses how SRTA determines the amount of TDA funds available to each transit provider during the annual unmet transit needs process and the unmet transit needs findings. TDA uses two terms used in determining the amount of funds available to each claimant: 1) apportionment - the proportion of the total annual revenue allowed in an area to the total population of the county, and 2) allocation - determining how much monies from the apportionment should be used for transit and local streets & roads. Figure 10 shows the allocation of Shasta County's TDA funds.

**Figure 10: TDA Apportionment/Allocation Funding Priorities**



**Apportioning Revenue:** TDA revenue is apportioned to each claimant based on population estimates from the 2012 California Department of Finance E-1 population estimate. An estimate of the population served in the urban area is included for federal funding allocations as shown in Figure 11.

The SRTA must determine that all transit needs that are “reasonable to meet” are provided before TDA funds can be used for non-transit purposes (Appendix 2). Local jurisdictions may decide to voluntarily fund those needs that are determined not to be “reasonable to meet” from the jurisdictions TDA funds

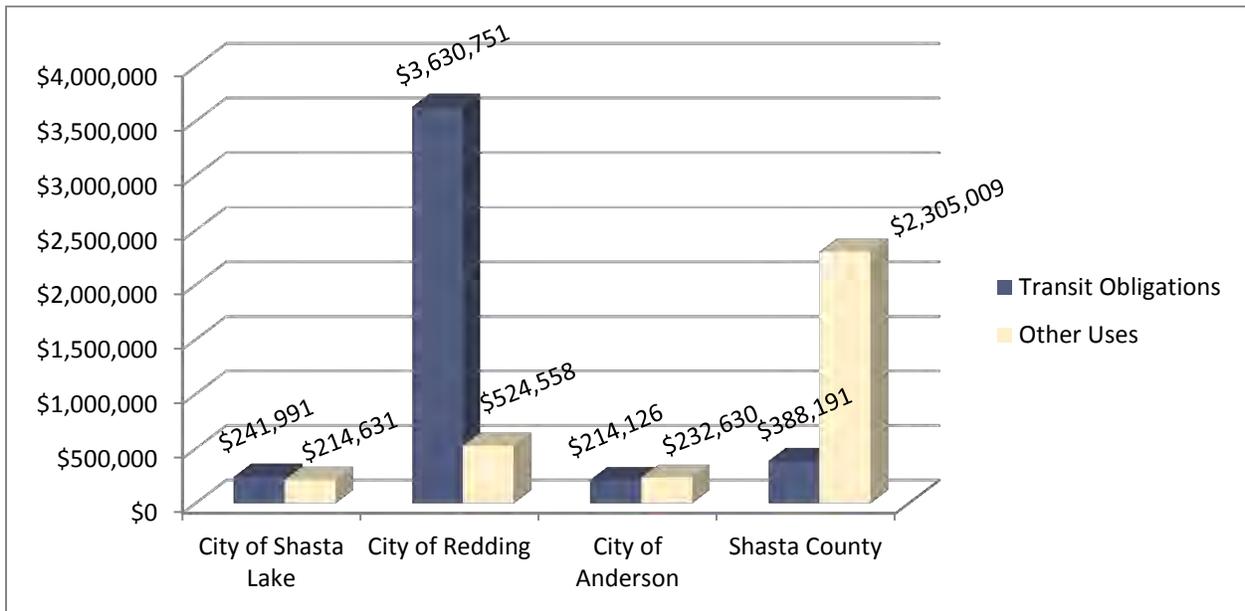
or other revenue sources. Figure 12 shows the estimate of revenue available to claimants for transit obligations and other uses in FY 2012/13. Appendix 4 includes a detailed schedule of TDA allocations.

**Figure 11: FY 2011/12 TDA Claims Apportionment**

<b>2013-14 TDA CLAIMS</b>						
<b>2012 Population Estimate Calculations</b>						
<b>Population Estimates Per January 1, 2012 E-1 Report</b>						
<p>The RTPA population estimate for the cities, unincorporated area and the RABA service area within Shasta County is based on the 2012 California Department of Finance E-1 population estimate. An estimate of the population served in the urban area is included for FTA 5307 funding allocation based on 2010 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 report is used to adjust the 2010 U.S. Census estimate.</p>						
<p>These figures are used for TDA apportionment and represent the total population of Shasta County</p>						
<b>CHANGE IN POPULATION</b>						
	1/1/2011	1/1/2012	Change	Percent of Total	% Change	
Anderson	9,982	10,195	213	5.62%	2.13%	
Redding	90,050	90,200	150	50.73%	0.17%	
Shasta Lake	10,102	10,077	(25)	5.69%	-0.25%	
Unincorporated	67,382	67,351	(31)	37.96%	-0.05%	
<b>Total County</b>	<b>177,516</b>	<b>177,823</b>	<b>307</b>	<b>100.00%</b>	<b>0.020</b>	
<b>RABA Service Area</b>						
<p>These figures represent the claimant populations within the urban fixed-route area of Shasta County used for the 80/20 service hour and population split</p>						
Anderson	9,982	10,195		8.65%		
Redding	90,050	90,200		78.04%		
Shasta Lake	10,102	10,077		8.76%		
Unincorporated	5,251	5,251		4.55%		
<b>Total County</b>	<b>115,385</b>	<b>115,723</b>		<b>100.00%</b>		
<b>Urban Population</b>						
<p>These figures represent the urbanized population of Shasta County</p>						
Anderson	9,982	10,195		9.06%		
Redding	90,050	90,200		81.76%		
Shasta Lake	10,102	10,077		9.17%		
<b>Total Population</b>	<b>110,134</b>	<b>110,472</b>		<b>100.00%</b>		

Source: California Department of Finance E-1 (2011)

**Figure 12: FY 2012/13 Estimate of Transit Obligations and Other Uses**



Source: 2012/13 TDA Budget & Transit Requirements; the County of Shasta, SRTA (December 2012)

#### NON-TDA FUNDING SOURCES

TDA is the primary source for transit funds. Transit financial assistance is also available to transit operators through other state and federal sources. The Federal Transit Administration (FTA) provides capital and operating assistance to transit operators throughout the United States as seen in Figure 13. The California Department of Transportation (Caltrans) Division of Mass Transportation administers FTA grant programs. Projects must be derived from a locally developed, coordinated public transit-human services transportation plan. Shasta County’s plan was adopted in 2007.

Figure 13: Non-TDA Funding Sources

<b>Federal Transit Administration – Formula Funds</b>		
<b>Formula Programs</b>	<b>Section</b>	<b>Purpose</b>
Metropolitan Planning Program	<b>5303</b>	Supports urban areas in planning, developing and improving public transportation systems.
Small Urbanized Area Formula Program	<b>5307</b>	Supports public transit in urbanized areas with populations under 200,000.
Rural and Small Transit Formula Program	<b>5311</b>	Supports public transit capital and operating in rural areas.
<b>Federal Transit Administration – Competitive Grant Programs</b>		
<b>Grant Programs</b>	<b>Section</b>	<b>Purpose</b>
Statewide or Urban Transit Planning Grant Studies	<b>5304</b>	The objective of the Statewide or Urban Transit Planning Studies Grant Program is to address transit planning issues of statewide or regional significance. The proposed planning studies are intended to improve transit services and to facilitate congestion relief by offering an alternative to the single occupant vehicle.
Elderly and Disabled Specialized Transit Program	<b>5310</b>	Provides capital grants for meeting the transportation needs of elderly persons and persons with disabilities in areas where public mass transportation services are otherwise unavailable. Allows for the purchase of Americans with Disabilities Act (ADA) accessible vehicles, communication equipment, mobility management activities, and computer hardware and software for eligible applicants.
<i>Note: Local match requirements are specific to the grant program.</i>		

## EXPANSION OF SERVICE

Expansion of service can include increasing the level of service or expanding service to a new area. Over the past several years, unmet transit needs requests have been typically for Sunday service, and extending service hours, as well as service to areas with low population density.

Ridership data indicates that weekend ridership is approximately 60-65% of what it is during the weekday. Therefore, adding more service on Sundays that wouldn't meet the weekday farebox ratio would reduce RABA's overall farebox and potentially affect the ability to meet the annual farebox ratio goal. SRTA staff has found that providing weekend service on Sunday as not "reasonable to meet" at this time because the ridership need is not large enough to sustain the required fare box ratio. However, the SRTA will coordinate with RABA to work toward implementation of recommended service improvements identified through the Short Range Transit Plan. Appendix 5 represents a chronological history from 2000 to present, detailing primary unmet transit need requests and SRTA responses and actions.

As described in Chapter 3, the majority of the transit dependent population lives within the urban area. SSNP and Burney Express provide service to outlying areas. Transit in the remaining areas is not "reasonable to meet" as a result of the limited population size that is too geographically dispersed to provide efficient transit service.

### RABA Fixed-Route and Demand-Response Service

As detailed in Chapter 5, the SRTA Board of Directors approved a temporary farebox ratio reduction that corresponds to RABA's seven-year financial plan, based on RABA's expectations to meet farebox requirements in the future.

Implementation of service modifications in 2012 enabled RABA to surpass its farebox ratio goal.



**Expansion Criteria:** RABA's fixed-routes serve all census tracts with larger populations. Due to the current situation where RABA is operating under a temporary fare box ratio reduction, the SRTA should only consider expansion of fixed-route service where there is a positive effect on fare box ratio.

Until revenues from the State stabilize and the existing system can sustain the 19% fare box ratio, the SRTA anticipates no new transit service expansion in the near future. The SRTA may consider new types of services within the RABA service area on a case-by-case basis, depending on the method of funding and any required performance standards.

**Staff Finding:** For FY 2012/13, RABA’s combined services met the interim fare box ratio goal approved by the SRTA. Incremental fare box improvements indicate improving conditions for RABA and positions them to begin exploring more methods to continue fare box improvement or improve service quality. Examining service methods such as circulator or feeder routing as an alternative to the existing hub and spoke service operations could allow for improvements in travel time and route connectivity without expansion or creation of new routes. RABA’s recent acquisition of automatic vehicle location (AVL) technology in 2012 will further enable implementation of alternative service methods. The forthcoming update of RABA’s Short Range Transit Plan will better inform RABA and SRTA of the ridership conditions and deficiencies that will necessitate any improvements.

At this time, the transit service that RABA provides currently meets all unmet transit needs in Shasta County determined “reasonable to meet.”

---

#### Burney Express

The Burney Express service is currently serves unmet transit needs determined “reasonable to meet” by the SRTA. Burney Express provides service to a community of 3,200 people. The town of Burney has community sewer and water service, which support urban-type densities. Many residents utilize Redding for services and some residents commute to Redding for employment and education.

**Expansion Criteria:** This service is currently “reasonable to meet.” Express service from other outlying communities to Redding should only be considered where similar demographic conditions occur (i.e., total population, population densities and demand for Redding services) as those found in the Burney area.

**Staff Finding:** The County o Shasta funds Burney Express through the County’s portion of TDA funds. This service continues to exceed the 10% minimum fare box ratio requirement established by the SRTA. This system exceeds all criteria associated with the unmet transit need and “reasonable to meet” standards.

---

#### Consolidated Transportation Services Agency

The CTSA provides community transit services and is not subject to unmet transit needs and “reasonable to meet” standards.



**Expansion Criteria:** The SRTA can consider expansion of CTSA services providing the service meets the performance criteria for a community transit service operating cost and remains within LTF funds allocated (five-percent). Examples of services are providing expanded hours of operation or service to new areas.

**Finding:** For 2012/13 the SRTA has determined that the CTSA demonstrates compliance with the current performance criteria, as adjusted by the consumer price index.

---

## Lifeline Service

Lifeline Service is funded voluntarily by the County of Shasta and is not subject to unmet transit needs and the “reasonable to meet” standards. The existing agreement established by the County for this service sets minimum service standards regarding service hours, hours of operation, operating costs and a minimum number of trips to be provided annually.

**Expansion Criteria:** Expansion of these services is at the discretion of the County.

**Staff Finding:** Lifeline currently meets all of its requirements.

## APPENDIX 1: UNMET TRANSIT NEEDS FINDINGS

Public Utilities Code Section 99401.5. Prior to making any allocation not directly related to public transportation services, specialized transportation services or facilities provided for the exclusive use of pedestrians and bicycles, the transportation planning agency shall annually do all of the following:

- A. Consult with the Social Services Transportation Advisory Council established pursuant to Section 99238.
- B. Identify the transit needs of the jurisdiction which have been considered as part of the transportation planning process, including the following:
  1. An annual assessment of the size and location of identifiable groups likely to be transit-dependent or transit-disadvantaged, including, but not limited to, the elderly, persons of limited means, and individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code (the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12191, et seq.)).
  2. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately- and publicly-provided services necessary to implement the 1995 Shasta County Transit Services Evaluation Plan prepared pursuant to Section 12143 (c) (7) of Title 42 of the United States Code, in meeting the transit demand identified pursuant to paragraph (1).
  3. An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.
- C. Identify the unmet transit needs of the jurisdiction and those needs that are “reasonable to meet.” The transportation planning agency shall hold at least one public hearing pursuant to Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction and that might be “reasonable to meet” by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. The definition adopted by the transportation planning agency for the terms “unmet transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not “reasonable to meet.” An agency’s determination of needs that are “reasonable to meet” shall not be made by comparing unmet transit needs with the need for other uses.
- D. Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b) and (c). The finding shall be that (1) there are no unmet transit needs, (2) there are no unmet needs that are “reasonable to meet,” or (3) there are unmet transit needs, including needs that are “reasonable to meet.” The resolution shall include development pursuant to subdivisions (a), (b) and (c) which provides the basis for the finding.
- E. If the transportation planning agency adopts a finding that there are unmet transit needs, including needs that are “reasonable to meet,” then the unmet transit needs shall be funded before any allocation is made for other uses within the jurisdiction.

**APPENDIX 2: SRТА RESOLUTION NO. 00-21 – DEFINITION OF UNMET TRANSIT NEEDS AND REASONABLE TO MEET**

The SRТА’s “reasonable to meet” definition shown on the next page was adopted by Resolution 00-21 on December 12, 2000.

RESOLUTION NO. 00-21

DEFINITION OF UNMET TRANSIT NEEDS  
AND REASONABLE TO MEET

WHEREAS, the Transportation Development Act (TDA) requires each transportation planning agency to find, prior to any allocation of Local Transportation Fund (LTF) monies for streets and roads, (1) that there are no unmet transit needs, or (2) that there are no unmet transit needs which can reasonably be met, or (3) if there are unmet transit needs, including some such needs that are reasonable to meet, that those needs determined reasonable to meet have been funded (California Public Utilities Code (PUC) Section 99401.5); and

WHEREAS, the TDA further permits the agency to define the terms "unmet transit needs" and "reasonable to meet" as it determines appropriate, consistent with PUC Section 99401.5(c); and

WHEREAS, Shasta County Regional Transportation Planning Agency staff, having consulted with claimant jurisdiction representatives and the Citizens Transportation Advisory Committee and have concluded that minor technical changes consistent with the TDA and prior RTPA practice are appropriate, and have therefore recommended the following revised definitions:

Unmet Transit Needs. An "unmet transit need" under the Transportation Development Act shall be found to exist only under the following conditions:

1. A population group in the proposed transit service area has been defined and located which has no reliable, affordable, or accessible transportation for necessary trips. The size and location of the group must be such that a service to meet their needs is feasible within the definition of "reasonable to meet" as set forth below.
2. Necessary trips are defined as those trips which are required for the maintenance of life, education, access to social service programs, health, and physical and mental well-being, including trips which serve employment purposes.
3. Unmet transit needs specifically include:
  - (a) Transit or specialized transportation needs identified in the transit system's Americans with Disabilities Act Paratransit Plan or short-range Transit Plan which are not yet implemented or funded.
  - (b) Transit or specialized transportation needs identified by the Social Services Transportation Advisory Council and confirmed by the RTPA through testimony or reports which are not yet implemented or funded.

4. Unmet transit needs specifically exclude:
  - (a) Minor operational improvements or changes, involving issues such as bus stops, schedules and minor route changes.
  - (b) Improvements funded or scheduled for implementation in the following fiscal year.
  - (c) Trips for any purpose outside of Shasta County, in accordance with PUC Section 99220(b).
  - (d) Primary and secondary school transportation.

Reasonable to Meet. An identified unmet transit need shall be found "reasonable to meet" only under the following conditions:

1. It has been demonstrated to the satisfaction of the Agency that transit service adequate to meet the unmet need can be operated with a subsidy not to exceed 80% of operating cost in urbanized areas and 90% in nonurbanized areas. It must also have been demonstrated that the unsubsidized portion of operating costs can be recovered by fare revenues as defined in the State Controller's Uniform System of Accounts and Records. The "Cost Allocation Method" as shown in Exhibit (A) is the method to be used for determining fare box ratio.

- (a) Transit service subsidy maximums may be determined on an individual route or service area, or an individual proposed route or service area, basis.

2. The proposed expenditure of Transportation Development Act funds required to support the transit service does not exceed the authorized allocation of the claimant, consistent with Public Utilities Code Sections 99230-99231.2 and TDA Regulations Sections 6649 and 6655.

The fact that an identified need cannot fully be met based on available resources, however, shall not be the sole reason for finding that a transit need is not Reasonable to Meet.

3. The proposed expenditure shall not be used to support or establish a service in direct competition with an existing private service, nor to provide 24-hour service.
4. Where transit service is to be jointly funded by two or more of the local claimant jurisdictions, it shall be demonstrated to the satisfaction of the Commission that the resulting inter-agency cost sharing is equitable. In determining if the required funding equity has been achieved the Commission may consider, but is not limited to

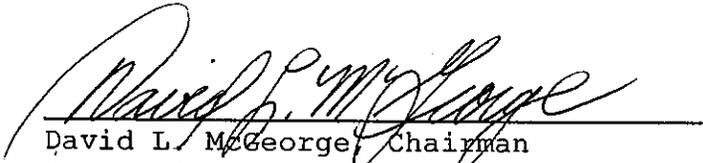
considering whether or not the proposed cost sharing formula is acceptable to the affected claimants.

5. Transit services designed or intended to address an unmet transit need shall in all cases make coordinated efforts with transit services currently provided, either publicly or privately.

NOW, THEREFORE, BE IT RESOLVED that the definitions set forth above shall govern the RTPA's determinations of unmet transit needs that are reasonable to meet pursuant to applicable TDA statutes and regulations, and the resulting allocation of TDA funds by this Commission;

BE IT FURTHER RESOLVED that Resolution 10-97 of the Shasta County Regional Transportation Planning Agency dated December 16, 1997, is hereby rescinded and superseded.

PASSED AND ADOPTED this 12th day of December, 2000, by the Shasta County Regional Transportation Planning Agency.



David L. McGeorge, Chairman  
Shasta County Regional  
Transportation Planning Agency

### APPENDIX 3: TABLE OF SOCIAL SERVICE TRANSPORTATION PROVIDERS

The following agencies and organizations provide human transportation in Shasta County. This list was compiled from information gathered in a program profile survey and is not totally inclusive of all transportation providers in the region. The list is scheduled for updating during the Shasta County Coordinated Human Transportation Plan update.

<b>ASSISTED LIVING/CARE HOMES/CLINICS/REHABILITATION CENTERS</b>	
<b>Beverly Healthcare and Rehabilitation</b>	Provides a wheelchair accessible van for use by residents and staff (Redding area only).
<b>Compass Care Services</b>	Supported living services for people with disabilities and senior services. Provides mileage reimbursement.
<b>Far Northern Regional Center (FRNC)</b>	FNRC is a private, non-profit agency, which provides a variety of services including transportation service to approximately 5,400 persons with developmental disabilities. Nine northern California counties are served by FNRC. Funding comes from the State of California Department of Developmental Services. FRNC does not own vehicles. Transportation within Shasta County is contracted through First Transit, Shascade Community Services and a variety of other transportation providers.
<b>Golden Umbrella, Inc. (GU)</b>	A private, non-profit agency, has served Redding area senior citizens since 1968. GU operates one van. SSNP and RABA provide the majority of transportation to this agency. GU's service is available 8:00 a.m. to 4:00 p.m. (M-F). The service area is the greater Redding area. Eligibility for adult day health care is age 55+ or a disabled adult over 18.
<b>Holiday Retirement Corp (Hilltop Estates)</b>	One bus for resident transportation only.
<b>Krista Transitional Housing</b>	Auto and van for persons enrolled in program.
<b>Northern Valley Catholic Social Service</b>	Provides low-cost or free mental health, housing, vocational and support services to individuals with families in six Northern California counties. The Redding headquarters has four vehicles—two vans, one 15 passenger van and one ADA-compliant 12 passenger bus.
<b>Oakdale Heights Assisted Living</b>	One bus for use by residents of the facility.
<b>River Oaks Retirement</b>	One non ADA-compliant bus for residents.
<b>Sierra Oaks</b>	One ADA-complaint bus for residents.
<b>Stillwater Learning Program</b>	Provides rehabilitation services to disabled individuals. The service area covers Anderson, Redding and Shasta Lake. Transportation revenue comes from the Shasta County Health Department. Stillwater owns and operates one 14-passenger bus, three 11-passenger vans and one six-passenger van.
<b>Veterans Administration</b>	Provides a 12-passenger van from Redding with stops in Tehama and Butte counties to access facilities in both Sacramento and Martinez. The van travels to Sacramento (M-F), leaving Redding at 6:00 a.m. On Monday and Wednesday a van leaves Redding at 5:30 a.m. bound for Martinez. Reservations are required and may be made by calling 530-226-7575.

	Persons must be a veteran or escorting a veteran to use this service.
<b>Welcome Home Assisted Living</b>	Van for residents of facility only.
<b>Willow Springs Alzheimer Care Center</b>	Transports residents only.
<b>COMMUNITY CHURCHES:</b> Neighborhood and community churches provide transportation to their members on an as-needed basis.	
<b>Fountain Ministries</b>	Sunday bus service to members.
<b>Palo Cedro Community Church</b>	Auto service to members as needed.
<b>NON-PROFIT TRANSPORTATION PROVIDERS</b>	
<b>Shasta County Opportunity Center (OC)</b>	The OC is a program within Shasta County Health and Human Services Agency that provides vocational services to individuals with disabilities since 1963. OC transports individuals to and/or from the work site, or between work sites when public transit or other forms of transit are not readily available. The center has a fleet of 18 vehicles including wheelchair lift vans. Approximately 250 clients are served per day with up to 9,000 miles a month being logged transporting people to and from work. Transportation capital is funded in part with FTA Section 5310 funds.
<b>Shascade Community Services, Inc.</b>	Shascade is a private, non-profit agency, which serves primarily persons with developmental disabilities who reside in Shasta County. The agency has been in operation since 1960. Transportation resources include 16 vehicles, including 10 wheelchair accessible vehicles. Nine vehicles were obtained through the FTA Section 5310 grant program. Vehicles are used to transport individuals to work, program sites and community outings. Shascade's service area encompasses the south central region of the county from Mountain Gate to Cottonwood, and from Bella Vista and Palo Cedro to West Redding. Normal hours of operation are from 7:00 a.m. to 4:00 p.m. (M-F).
<b>Shasta Senior Nutrition Programs, Inc. (SSNP)</b>	<p>SSNP operates the largest fleet of social service agency vehicles in Shasta County. SSNP is the designated Consolidated Transportation Services Agency (CTSA) and eligible for Transportation Development Act (TDA) funds. SSNP is a private, non-profit agency, which has been in operation since 1979. Nine vehicles are operated through a central radio dispatch system. SSNP provides 2,039 one-way passenger trips per month.</p> <p>Service is provided 8:00 a.m. - 4:00 p.m. (M-F) and occasionally on weekends for special events. Passengers are transported from rural areas of Shasta County to urban areas where medical and social needs can be met. Use of SSNP's radio base station, and a remote station in the Burney Dining Center, is offered to all social service transit providers at a nominal fee.</p> <p>Federal and state funding for SSNP operations is obtained through contract with the Area Agency on Aging, Planning and Service Area II under provisions of the Older Americans Act. The contract calls for provision of services to individuals' age 60 or older on a donation basis. Five zones are funded using TDA funds. These zones are outside of RABA'S demand-response service</p>

	<p>area and are for elderly and mobility- impaired individuals 18-years of age and older. Transportation capital is funded in part with FTA Section 5310 funds.</p> <p>The agency operates vehicles an average of 21 days per month. With a normal five-day per week operating schedule, SSNP vehicles cover 11,200 miles per month, about 30% on fixed-routes, with the other 70% responding to dial-a-ride requests. In addition to nutrition trips, transportation is provided for shopping and medical purposes. Social service and general senior activities account for the remaining trips.</p>
<b>PRIVATE TRANSPORTATION</b>	
<b>R&amp;M Medi-Trans, Inc.</b>	Provides non-emergency medical transportation within a 250-mile radius of Shasta County to Medi-Cal and private pay clients needing transportation. The R&M fleet contains eleven ADA-compliant vans. All drivers are EMT certified.
<b>ABC Cab</b>	Available to Shasta County residents 24/7. Six taxis provide service to customers.
<b>First Transit</b>	Provides paratransit programs that range from curb-to-curb to door-to-door; group services to individual dial-a-ride; ADA; general public and special services to target populations. No local information is available.
<b>PUBLIC TRANSIT</b>	
<b>Burney Express Service</b>	Express service is provided between Burney and Redding with stops at Round Mountain, Montgomery Creek, Bella Vista and Shasta College M-F. This service is timed to connect with RABA'S fixed-route service. Two ADA-accessible 18-passenger vehicles provide this service, with an average of 500 passenger trips per month. A portion of this service is funded with FTA 5311 funds.
<b>ADDED Sage Stage (Connecting Service)</b>	Provides service from Alturas to Redding, Monday and Friday only.
<b>Redding Area Bus Authority Fixed-Route (RABA)</b>	RABA fixed-route system operates M-F 6:30 a.m. - 7:30 p.m. and Saturday 9:30 a.m. - 7:30 p.m. This service logs 62,877 miles per month, providing approximately 27,161 passenger trips. This service is funded through FTA 5307 and TDA funds.
<b>Redding Area Bus Authority Demand Response</b>	RABA also provides paratransit service to mobility-impaired through its contract with Veolia for lift-equipped demand-response service. This service is for mobility-impaired of all ages in the RABA service area. Service operates at the same time (or concurrently) as the fixed-route system: M-F 6:30 a.m. to 7:30 p.m. and Saturday 9:30 a.m. to 7:30 p.m. Demand-response vehicles travel approximately 31,809 miles per month, providing 5,939 passenger trips. This service is funded through FTA 5307 and TDA funds.
<b>ADDED Trinity Transit (Connecting Service)</b>	Provides service from Weaverville to Redding with two round-trips daily, M-F.
<b>SCHOOL TRANSPORTATION</b>	
<b>Head Start Child Development, Inc.</b>	Provides a mix of school bus and on-call transportation for low-income (federal poverty guidelines) families with children.

<b>(Shasta Head Start)</b>	
<b>Shasta College</b>	Shasta Community College operates eleven buses and three vans, which transport students from Tehama County, Trinity County and remote portions of Shasta County. An unrecorded number of these students have disabilities, which would make it impossible for them to drive. Shasta College provides a fixed-route service from Monday-Friday, 6:00 a.m. to 6:00 p.m., during the school year. Students pay \$60.00 per semester for this service.
<b>Shasta County Superintendent of Schools</b>	Provides transportation to students with special transportation needs There are 77 high school buses in the county fleet, 91 elementary school buses, and 31 other transportation vehicles. Shasta County Office of Education, thru Far Northern Regional Center, has 40 buses and 8 other vehicles used for students with disabilities.
<b>TRIBAL TRANSPORTATION</b>	
<b>Pit River Health Services</b>	Pit River Health Services provides transportation to access Pit River health services within their ancestral tribal territory. This territory covers Shasta, Lassen, Modoc and Siskiyou counties.
<b>Redding Rancheria</b>	Operates four programs that serve the local Native American Health Community with transportation services. These programs are: Native American Health Clinic, Head Start, Child Care and Senior Nutrition ( <i>not affiliated with Shasta Senior Nutrition Programs</i> ). The health clinic provides a demand-response service to transport clients to the Clinic for medical and dental care.  Head Start provides a fixed-route round-trip service to pre-school age children. Child Care provides a fixed-route service that provides round-trip transportation to pre-school and elementary school age children.
<b>ADDED Susanville Indian Rancheria Public Transportation Program (Connecting Service)</b>	Provides round-trip service Monday, Tuesday and Thursday from Susanville to Red Bluff via Redding.

This page left intentionally blank.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
1	<b>ATTACHMENT A - SHASTA COUNTY RTPA - 2012/13 TDA BUDGET &amp; TRANSIT REQUIREMENTS</b>																
2	Annual TDA claims are prepared based on estimated revenue and expenses for the future year. These estimates are revised, or "trued-up" once audited revenues and expenses are available. Excess funds may be distributed to claimants for other eligible uses.																
3	Section 1: Estimated State and Federal Revenue (Apportioned based on percent of countywide population)			PUC Section	Countywide Population	12/13 True-Up	Section 1: Estimated Revenue by Jurisdiction					Apportioned "off-the-top"					
4							Anderson	Redding	Shasta Lake	County		RTPA	CTSA				
5	Countywide Population as of 1/1/11				177,924		10,005	90,250	10,125	67,544							
6	Percent of Population by Jurisdiction				100.00%		5.62%	50.72%	5.70%	37.96%							
7	<b>Transportation Development Act (TDA) Revenue</b>			6,200,000	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	
8	Local Transportation Fund (LTF) Estimate			99231	5,827,738		327,519	2,955,829	332,181	2,212,209							
9	Local Transportation Fund (LTF) for SRTA Administration			99231	65,539								65,539				
10	State Transit Assistance (STA) Estimate			6731	996,950		56,029	505,653	56,826	378,442							
11	Local Transportation Fund (LTF) to fund CTSA			99231	306,723										306,723		
12	2010/11 True-Up			99231	171,965		(4,741)	80,627	(1,235)	92,800					4,514		
13	<b>Total Estimated State Revenue</b>				<b>7,368,915</b>		<b>378,806</b>	<b>3,542,109</b>	<b>387,772</b>	<b>2,683,452</b>		<b>65,539</b>	<b>311,237</b>				
14			Urban Pop.			<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	
15	<b>Federal Transit Administration Formula Funds</b>				110,380		10,005	90,250	10,125								
16	Population in RABA Service Area				100.00%		9.06%	81.76%	9.18%								
17	FTA 5307 Operating Apportionment (Cities only)				750,000		67,950	613,200	68,850								
18	FTA 5311 Operating Apportionment (County only)				238,273					238,273							
19	<b>Total Estimated Federal Revenue</b>				<b>988,273</b>		<b>67,950</b>	<b>613,200</b>	<b>68,850</b>	<b>238,273</b>		<b>0</b>	<b>0</b>				
20																	
21	<b>TOTAL ESTIMATED STATE AND FEDERAL REVENUE</b>				<b>8,357,188</b>		<b>446,756</b>	<b>4,155,309</b>	<b>456,622</b>	<b>2,921,724</b>		<b>65,539</b>	<b>311,237</b>				
22																	
23	Section 2: Estimated Transit Funding Requirements			Population in RABA Service Area	12/13 True-Up	Section 2: Estimated Transit Funding Requirements by Jurisdiction											
24	<b>80/20 Weighted Average Formula</b>						Anderson	Redding	Shasta Lake	County		RTPA	CTSA				
25	Population in RABA Service Area				115,634		10,005	90,250	10,125	5,251							
26	Percent of RABA Service Area Population by Jurisdiction				100.00%		8.65%	78.05%	8.76%	4.54%							
27	RABA Service Hours by Jurisdiction				135.00		4.04	117.18	5.28	8.50							
28	Percent of Service Hours/Population in each Jurisdiction				100.00%		2.99%	86.80%	3.91%	6.30%							
29	Equals Weighted Average Share				100.00%		4.12%	85.05%	4.88%	5.95%							
30																	
31	<b>Transit Funding Requirements</b>																
32	<b>Redding Area Bus Authority</b>				<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	
33	TDA Funds Required																
34	RABA (PUC Article 4) TDA Required for Operating			99260a	3,011,245		124,063	2,561,064	146,949	179,169							
35	RABA Administration			99260a	524,727		21,619	446,280	25,607	31,221							
36	TDA Capital Match (from RABA budget)			99260a	12,000		494	10,206	586	714							
37	FTA 5307 Operating (Cities only)				750,000		67,950	613,200	68,850								
38	<b>Total Required by RABA</b>				<b>4,297,972</b>		<b>214,126</b>	<b>3,630,751</b>	<b>241,991</b>	<b>211,104</b>							
39	<b>Other Transit Obligations</b>																
40	<b>County Transit</b>																
41	Burney Express Budget			99400c	129,086					129,086							
42	Lifeline Transit Service			99400c	45,000					45,000							
43	Rural Transit Administration Budget			99400d	3,000					3,000							
44	<b>CTSA (5% LTF) Plus True-Up</b>				311,237										311,237		
45	<b>RTPA Admin</b>			99400d	65,539							65,539					
46	<b>TOTAL ESTIMATED TRANSIT FUNDING REQUIREMENT</b>				<b>4,851,835</b>		<b>214,126</b>	<b>3,630,751</b>	<b>241,991</b>	<b>388,191</b>		<b>65,539</b>	<b>311,237</b>				
47																	
48	Section 3: Estimate of Funds Available for Other Uses				12/13 True-Up	Section 3: Revenue Less Transit Requirements = Available for Other Uses by Jurisdiction											
49			<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	
50	Total Estimated Revenue				8,357,188		446,756	4,155,309	456,622	2,921,724		65,539	311,237				
51	Less Estimated Transit Requirements			99400c	(4,851,835)		(214,126)	(3,630,751)	(241,991)	(388,191)		(65,539)	(311,237)				
52	County STA Reserved for Future Transit Requirements				(228,524)					(228,524)							
53	<b>EQUALS NET AVAILABLE FOR OTHER USES</b>			99400a	<b>3,276,829</b>		<b>232,630</b>	<b>524,558</b>	<b>214,631</b>	<b>2,305,009</b>		<b>0</b>	<b>0</b>				
54																	
55																	
56	<b>Section 4: Capital Purchase Requirements</b>																
57	FTA 5307 funds are available to RABA for capital expenses. Funds may be banked for up to 3 years. RABA may carry over funds if expenditures are delayed in a fiscal year. FTA capital revenue is not a factor in TDA calculations although a 20% TDA match is required.																
58	<b>Other Revenue Funds</b>			Urban Pop.	City of Anderson	City of Redding	City of Shasta Lake	County of Shasta									
59	Other revenues are for revenue recognition only in the TDA claims process. These funds flow directly through the claimant agency.				110,380	10,005	9.06%	90,250	81.76%	10,125	9.18%	100%					
60			<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	
61	FTA 5307 RABA Capital (PUC Article 4 99260(a)) - (Cities only)				750,000		67,950	613,200	68,850	0							
62	Prop1B Revenue				-		0	0	0	0							
63	<b>TOTAL NON-TDA FUNDS REQUESTED</b>				<b>750,000</b>		<b>67,950</b>	<b>613,200</b>	<b>68,850</b>	<b>0</b>							
64																	
65	<b>Claimant Certification:</b> It is understood that this TDA budget is based on estimated revenue and transit requirements. This budget may be revised to match actual revenue and expenses once the RTPA and RABA's audited financial statements are available. Monies claimed may only be used for the purpose for which the claim is approved, and in accordance with the terms of the allocation instructions. The claimant certifies that, to the best of his/her knowledge, the financial information contained herein is reasonable and accurate.																
66																	
67																	

## APPENDIX 5: TABLE OF CHRONOLOGICAL HISTORY

Hearing Year/ Primary Requests	RTPA Response or Action
<b>2002/2003</b>	
<ol style="list-style-type: none"> <li>1. Service to Palo Cedro and Lakehead</li> <li>2. Sunday service and longer hours</li> </ol>	<ol style="list-style-type: none"> <li>1. These areas are low density and not “reasonable to meet.”</li> <li>2. The 2000/01 farebox ratio was 18.8% falling below the required 19% farebox ratio.</li> </ol>
<b>2003/2004</b>	
<ol style="list-style-type: none"> <li>1. Service to Shasta College</li> <li>2. Service to outlying areas</li> <li>3. Longer hours</li> <li>4. Sunday service</li> </ol>	<p>1, 2. RABA implemented a pilot service to Shasta College thru regular operations.</p> <p>2: Due to lack of ridership and farebox ratio recovery trial services implemented in 2001/02 were terminated. Farebox ratios were Fall River Mills—3.7%, Cottonwood—3% and Airport Road Corridor—1.5%. RABA did meet the farebox ratio requirement of 16.5% in 2001/02.</p> <p>3, 4: An extended hour analysis was performed by the SRTA using an elasticity of demand theory. The analysis yielded a 14.7% farebox ratio, which does not meet the “reasonable to meet” definition. To obtain data for the analysis, SRTA staff performed an on-board survey of riders for both RABA demand-response and CTSA.</p>
<b>2004/2005</b>	
<ol style="list-style-type: none"> <li>1. Service to Happy Valley and Mountain Gate</li> <li>2. Longer hours</li> <li>3. Sunday service</li> </ol>	<ol style="list-style-type: none"> <li>1. Service can be provided to outlying areas where the CTSA operator has service, providing that persons are over 60 years of age or mobility-impaired.</li> <li>2, 3. See discussions in 2003/2004.</li> </ol>
<b>2005/2006</b>	
<ol style="list-style-type: none"> <li>1. Service to Stillwater and Shingletown</li> </ol>	<p>These areas are low density and not “reasonable to meet.” SRTA staff met with SSNP to discuss the feasibility of providing senior transportation to Shingletown. SSNP and community medical center will continue these discussions.</p>
<ol style="list-style-type: none"> <li>1. Reduce one-hour headways</li> <li>2. Longer Hours</li> <li>3. Sunday Service</li> </ol>	<p>RABA is currently operating below the required 19% farebox ratio. RABA developed a 10-year financial plan that is projected to achieve the required farebox ratio of 19% in 2006/07.</p>
<p><b>RTPA Additional Actions:</b> The SRTA board approved a temporary one-year farebox ratio reduction to 15% for 2005/2006. SRTA board approved funding from the 2005/2006 Overall Work Program to update the 2001 RABA Short- and Long-Range Transit Plan.</p>	
<b>2006/2007</b>	
<ol style="list-style-type: none"> <li>1. Service to Cottonwood</li> <li>2. Service Old Alturas Road/Boyle Road</li> </ol>	<p>These services are outside of the RABA service area. Referred to CTSA.</p>
<ol style="list-style-type: none"> <li>3. Additional stops on Burney Express</li> </ol>	<p>Shasta County approved two additional stops for Burney Express at Pit River Casino and Diddy Wells.</p>
<ol style="list-style-type: none"> <li>4. Support of Anderson Express</li> </ol>	<p>A combination of the Anderson-Only service and Anderson Express is on a six-month trial operation.</p>
<b>2007/2008</b>	
<ol style="list-style-type: none"> <li>1. Longer hours</li> </ol>	<p>RABA is currently operating below the required 19% farebox ratio. RABA developed a 7-year financial plan that is projected to achieve the required farebox ratio of 19% in 2014/15.</p>

2. Service to Shingletown	This is a low density population area. Previously the county operated a vanpool service which failed due to lack of riders.
3. Stop at Round Mountain	In the process of establishing.
4. Increase service to Anderson	As a member of the JPA, Anderson requested the Anderson-only trial service return to the prior service hours.
5. Stop at Shasta County Public Health	A bus stop location has been established.
<b>2008/2009</b>	
1. Sunday service and longer hours	Under temporary farebox reduction. 15.5% required – actual 17.8% farebox return.  The City of Redding is at a point where TDA revenue may no longer be able to sustain the current level of transit provided in Redding. Much will depend on the economy and the state budget.
<b>2009/2010</b>	
1. Service to Burney Falls	The area of Burney is served by an express commuter service with limited stops. Burney Falls is approx. 20-minutes from Burney. Adding this stop will add 45-minutes to the service and affect the existing headways.
2. Service to Cottonwood	This is a low density population area. In 2001/02 a trial service was implemented. Due to lack of ridership and farebox ratio recovery (3%) the service was terminated.
3. Service to Redding Airport	The SSTAC recommends exploring the feasibility of an express or pilot service on this corridor. RABA is operating under a temporary farebox ratio reduction of 16.2% - actual farebox return FY 09/10 was 15.2%. Exploring service to the airport is not likely until the economy recovers.
<b>2010/2011</b>	
1. Weekend service for Burney Express	Saturday service is projected at half of the week day service. Weekend service is not feasible at this time.
2. Service during Intermountain Fair (Burney Express)	Specialty services can be provided if privately chartered.
3. Accept Shasta College bus passes (Burney Express)	The college program has since been discontinued.
4. Service to Shingletown	Transit service has been attempted in this area and has failed to meet performance requirements.
5. Service to Cottonwood	Service to Cottonwood was attempted in the past and failed to meet the required farebox ratio. Express routes to Cottonwood will be considered in RABA's next transit plan update.
6. Service to Old Shasta	Trinity Transit serves Old Shasta while en-route to Redding.
7. Service to Millville	Millville is one of the least populated census tracts. Such low population density cannot support farebox requirements.
8. New stops	The request was forwarded to RABA and SSNP for review.
9. Extended hours of service	Extended hours are not economically feasible at this time. RABA's transit plan update will include a review of frequency of service on popular routes.
<b>2011/2012</b>	
1. Service to Redding Airport	The Airport Road Corridor Route was established. Transit service between the IASCO Flight Training Center at the Redding Airport and the Canby Transfer Center was established.

2. Modification of the Airport Road Corridor Route	Morning service was meeting capacity. Adjustment to the route enabled service to the Shasta Builders Exchange Facility and California Heritage YouthBuild Academy.
3. Accept California Heritage YouthBuild Academy bus passes	This service is current and ongoing as of December 2012.

## APPENDIX 6: GLOSSARY

Source: Caltrans Division of Mass Transportation, updated 04/20/07

### **Allocation**

A dollar or personnel-year amount distributed for a specific purpose according to a plan. Allocation and Allotment are often used interchangeably.

### **Americans with Disabilities Act of 1990 (ADA)**

The legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities.

### **Annual Passenger Trips**

The number of passengers who board operational revenue vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Trips should be counted regardless of whether an individual fare is collected for each leg of travel. It includes passenger trips on volunteer vehicles.

### **Annual Vehicle Hours**

The total amount of time in hours for the reporting period that all vehicles travel from the time they pull out to go into revenue service to the time they pull in from revenue service. This includes the hours of personal vehicles used in service.

### **Annual Vehicle Miles**

The total number of miles for the reporting period that all vehicles travel from the time they pull out to go into revenue service to the time they pull in from revenue service. This includes the miles of personal vehicles used in service.

### **Apportionment**

A statutorily prescribed division or assignment of funds based upon prescribed formulas in the law.

### **Automatic Vehicle Location (AVL)**

Position determination via an automatic technology or combination of technologies, such as Global Positioning System (triangulation of satellite signals), Signposts (beacons at known locations transmit signals picked up by vehicle), Ground-Based Radio (triangulation of radio tower signals), or Dead-Reckoning (vehicle's odometer and compass used to measure new position from previous known position), and typically includes real-time reporting of that location to a dispatcher.

### **Average Ridership**

The total number of passenger-trips divided by the total number of service days.

### **Demand Response (DR)**

A transit mode comprised of passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations.

**Expenditure**

Allocates the cost of goods delivered or services rendered, whether paid or unpaid

**Fare Box**

A device that accepts coins, bills, tickets, and tokens given by passengers as payment for rides

**Fare Box Revenue**

Includes cash, tickets, tokens, and pass receipts but excludes charter revenue.

**Fare Box Revenue Ratio (Fare Box Ratio)**

Measure of the proportion of operating expenses covered by passenger fares.

**Fiscal Year**

A twelve month period to which the annual budget applies, and at the end of which a governmental unit determines its financial position and the results of its operations. Federal Fiscal Year (as of 1977) = October 1 – September 30; California State Fiscal Year = July 1 – June 30.

**Fixed Route Service**

Transit service using rubber tired passenger vehicles operating on fixed routes and schedules, regardless of whether a passenger actively requests a vehicle.

**Fuel and Lubricants (504.01)**

The costs of gasoline, diesel fuel, propane, lubricating oil, transmission fluid, grease, etc., for use in vehicles.

**Needs Assessment**

A technique of predicting the potential demand for service.

**Operating Cost**

Recurring costs in transportation systems that include ages, salaries, taxed, insurance, and supplies, but not capital depreciation or interest payments.

**Operating Expense**

Monies paid in salaries and wages, settlements of claims, maintenance of equipment and buildings, and rentals of equipment and facilities.

**Operating Revenue**

Income received from passenger fares or from the charter or contracting of services.

**Paratransit**

Types of passenger transportation which are more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling (VP), and jitney (JT) services. Most often refers to wheelchair-accessible, demand response (DR) service.

**Passenger Miles Traveled (PMT)**

The cumulative sum of the distances ridden by each passenger.

**Transit Dependent**

Someone who must use public transportation for his/her travel.

**Urbanized Area (UZA)**

An area defined by the U. S. Census Bureau that includes one or more incorporated cities, villages, towns (central place), and the adjacent densely settled surrounding territory (urban fringe) that together has a minimum of 50,000 persons.

**Vehicle Revenue Miles (VRM)**

The miles that vehicles are scheduled to or actually travel while in revenue service.