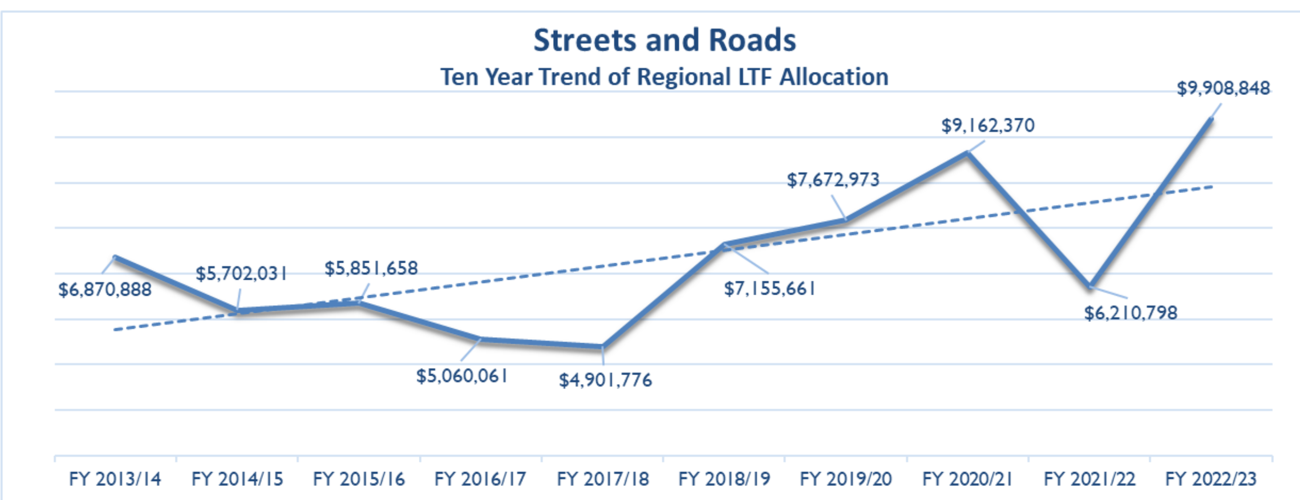
STAFF REPORT

MEETING DATE:	**April 28, 2022**
SUBJECT:	**Approve Fiscal Year 2022/23 Annual Transit Needs Assessment, Unmet Transit Needs Recommendations, and Transportation Development Act (TDA) Budget**
AGENDA ITEM:	**10**
STAFF CONTACT:	**Jennifer Pollom, Senior Transportation Planner**

SUMMARY:

The Fiscal Year (FY) 2022/23 Transit Needs Assessment is complete, and the Social Services Transportation Advisory Council (SSTAC) reviewed the findings and provided their recommendation (Attachment A). the final report is documented in Attachment B. In recent years, funding exclusively for public transportation has been greater than what is needed for current services in all parts of the Redding Area Bus Authority service area except the city of Redding. Despite this trend, no new or expanded Transportation Development Act (TDA) funded services are recommended given the: 1) drop in transit performance in the region for FY 2020/21; 2) downward performance over consecutive multiple years; and 3) slow COVID-19 pandemic recovery. SRTA will explore key strategies from the 2040 Long-Range Transit Plan to address the region's transit performance and efficient use of transit-specific funding. It is recommended that all existing TDA- and grant-funded services be maintained at current levels and that Redding Area Bus Authority's (RABA) Short Range Transit Plan employ strategies found in the 2040 Long-Range Transit Plan.

As regional administrator for TDA funds, SRTA determines the appropriate use of funds in accordance with statutorily defined priorities. Funding is apportioned to each jurisdiction via the annual claims process. The FY 2022/23 TDA budget excluding state and federal transit grants is $14,086,021, of which $1,986,887 is apportioned to RABA, $501,208 to Dignity Health Connected Living (DHCL) for Consolidated Transportation Service Agency (CTSA) services, and $9,908,848 is available for streets and roads.



STAFF RECOMMENDATION:

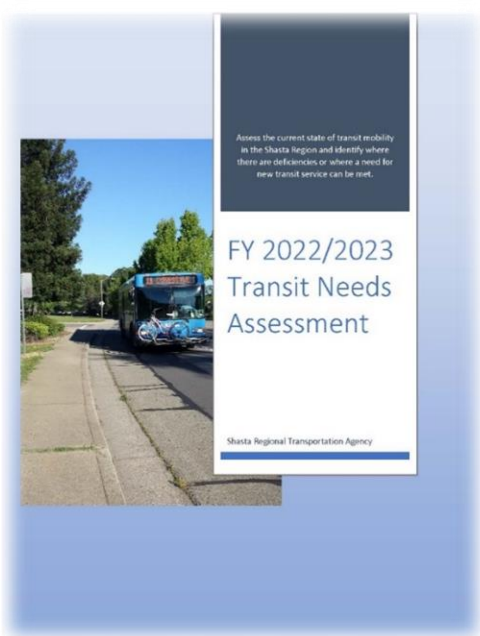
It is recommended that the board of directors:

1. Consider the Social Services Transportation Advisory Council's (SSTAC) FY 2022/23 Unmet Transit Needs recommendations (Attachment A);
2. Approve the FY 2022/23 Transit Needs Assessment and Unmet Transit Needs recommendations;
3. Authorize the Chair to sign Resolution 22-03, finding that all current TDA-funded services and all grant-funded services, including Sunday On-Demand Transit service and the Whiskeytown Beach Bus, are reasonable to meet (Attachment C);
4. Approve the FY 2022/23 TDA Budget of Apportionments and Transit Obligations (Attachment D);
5. Approve payment instructions to the Shasta County Auditor-Controller (Attachment E); and
6. Authorize the executive director to make minor administrative amendments to the TDA Budget and payment instructions as appropriate.

BACKGROUND:

TDA provides two major sources of funding for public transportation: State Transit Assistance (STA) and Local Transportation Funds (LTF). Funding may be utilized for the following statutorily defined priorities:

1. SRTA expenses to manage TDA and perform other regional transportation agency mandates;
2. Two percent of the remaining LTF balance for pedestrian and bicycle facilities;
3. Five percent of the remaining LTF balance for transit services provided by the CTSA (Dignity Health Connected Living);
4. Public transit services managed by the city of Redding and Shasta County for administration of RABA and Burney Express;
5. Other eligible transportation uses of LTF not required for public transportation, including improvements to local streets; and
6. Excess transit funds are held in an STA reserve and may be used for future transit needs or to create additional funds for support of non-motorized projects.



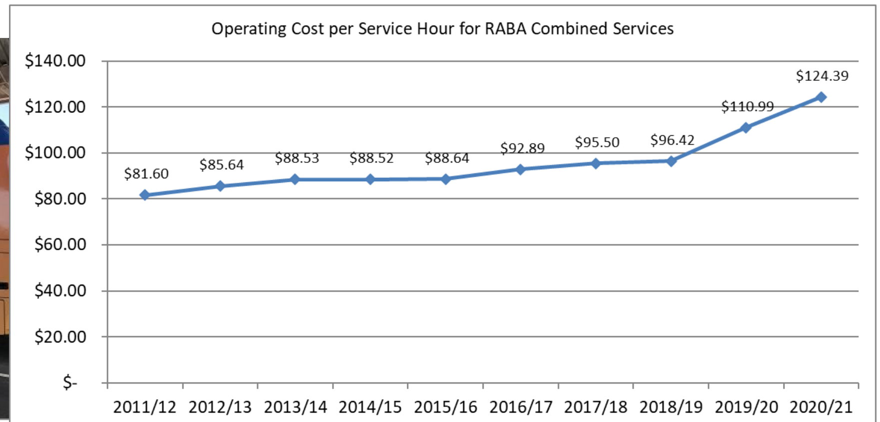
As the designated recipient and administrator of Local Transportation Funds (LTF) for the Shasta Region, SRTA is responsible for carrying out the annual transit needs assessment process and certifying that all reasonable-to-meet needs have been met before allocating remaining funds to other eligible uses, such as streets and roads. (See Attachment B, Appendix 1 for the region's adopted "reasonable to meet" definition).

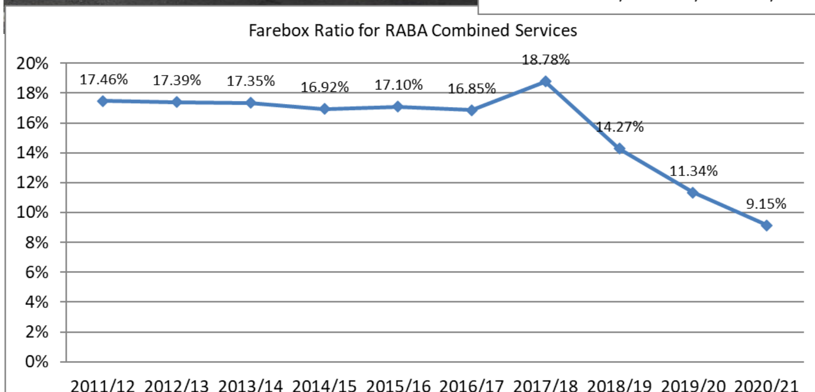
DISCUSSION:

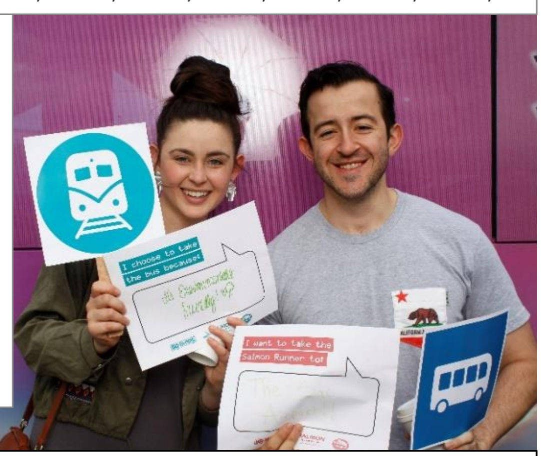
This agenda item serves two purposes. First, it brings the annual transit needs assessment to a close with approval of the final report and unmet transit needs recommendations. Second, the TDA budget for the upcoming fiscal year, consistent with the transit needs assessment and unmet transit needs findings, is presented for approval. A summary of both is provided below. Complete details are provided by attachment.

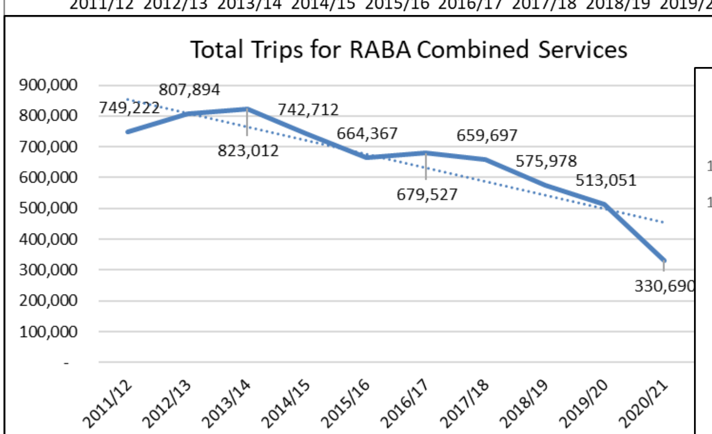
FY 2022/23 Transit Needs Assessment and Unmet Transit Needs Recommendations – The Draft FY 2022/23 Transit Needs Assessment and preliminary unmet transit needs findings were made available for public comment February 16 through March 20, 2022. A public hearing was held on February 24, 2022. No additional comments were provided after the public hearing (See Attachment B, Appendix 8 for public comments and responses). In accordance with TDA law, the Social Services Transportation Advisory Council (SSTAC) has reviewed the findings and provided an independent recommendation (Attachment A).

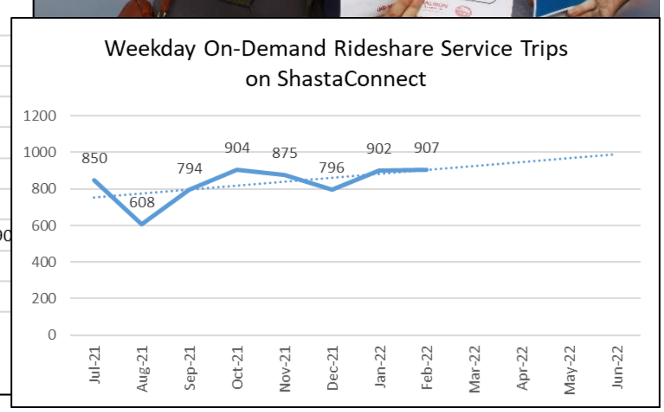
In recent years, funding exclusively for public transportation has been greater than what is needed for current services in all areas of the Shasta Region except the city of Redding. At the same time there is a consistent downward trend in RABA performance indicators – prior to and during the pandemic – with service costs per hour going up and the amount of operating costs covered by passengers (farebox ratio) contributions and ridership going down.











In summary, the SSTAC and staff make the following recommendations.

Analysis recommendations – In the coming year, SRTA will explore key strategies from the 2040 Long-Range Transit Plan and RABA's short-range transit plan (in development) to address the region's transit performance. SRTA will consider plans to:

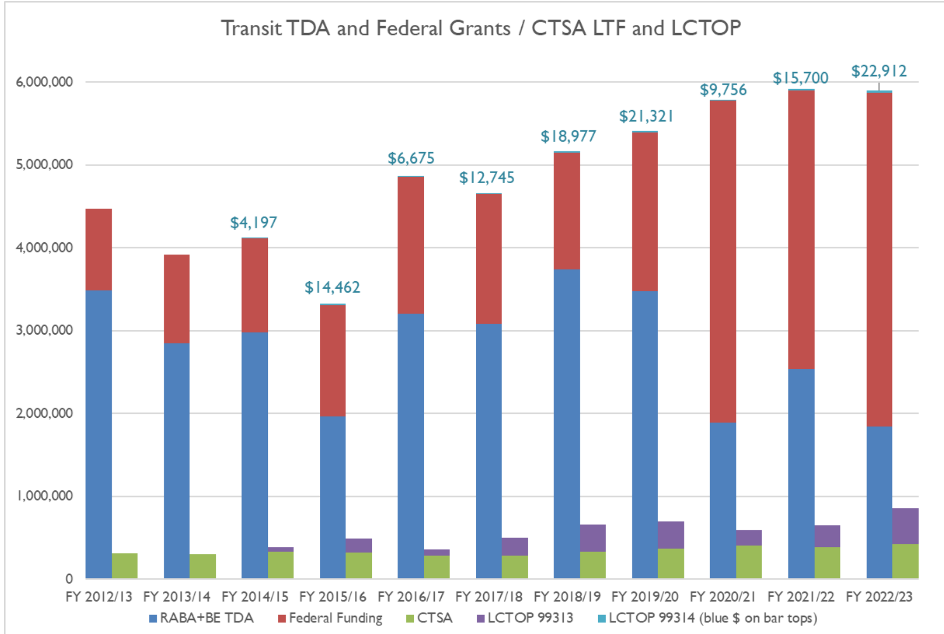
- Continue on-demand Sunday Service beyond the pilot project timeframe;
- Continue expanded CTSA, including consideration of adding services on Saturdays;
- Explore on-demand service as an alternative to fixed route Saturday service and/or low performing routes and times;
- Explore consolidating Burney Express with ShastaConnect on-demand intermountain service and Modoc Sage Stage;
- Find efficiencies and reduce overlap between RABA demand response service (complementary paratransit) and ShastaConnect;
- Implement low-income strategy from Long-Range Transit Plan (i.e., free fares); and
- Re-establish Airport Road/Knighton Road fixed route service to the Veteran's Administration (VA) Clinic and Home on Knighton Road.

New or expanded services – No new TDA-funded services are recommended at this time in light of: 1) a drop in transit performance in the region for FY 2020/21; 2) downward performance over consecutive multiple years; and 3) impacts from the COVID-19 pandemic on transit ridership and the cost of providing services. The ShastaConnect service area could be expanded to include other areas using grant funds. Over the year, ShastaConnect On-Demand Transit services could expand where conventional fixed-route service is not sustainable based on results from Analysis Recommendations listed above, using grant funds, CTSA reserve funds, or STA reserve funds.

Short-term recommendations – It is recommended that all current TDA-funded services be maintained, as well as all grant-funded services, including ShastaConnect On-Demand Transit services and Whiskeytown Beach Bus service. Results from Analysis Recommendations listed above will likely not be implemented in the next year but will be studied and included in the next transit needs assessment.

Long-term recommendations – As part of RABA's Short Range Transit Plan process, it is recommended that strategies from the 2040 Long-Range Transit Plan be prepared for implementation that the Board of Directors will consider for future implementation. Examples of transit improvement strategies include enhancing multi-modal access to transit; realigning fixed-route service to reflect changing travel patterns; establishing an income-based fare structure or free fares for all; and expanding ShastaConnect On-Demand Transit services where conventional fixed-route service is not sustainable.

Federal stimulus funds are helping offset RABA's reduced transit revenues and rising operating costs, however, DHCL is not similarly compensated for these impacts. DHCL's services are relatively low cost when compared with the fixed-route system. TDA reserves can fund the efficiencies and service improvements in the Analysis Recommendations bulleted list above.



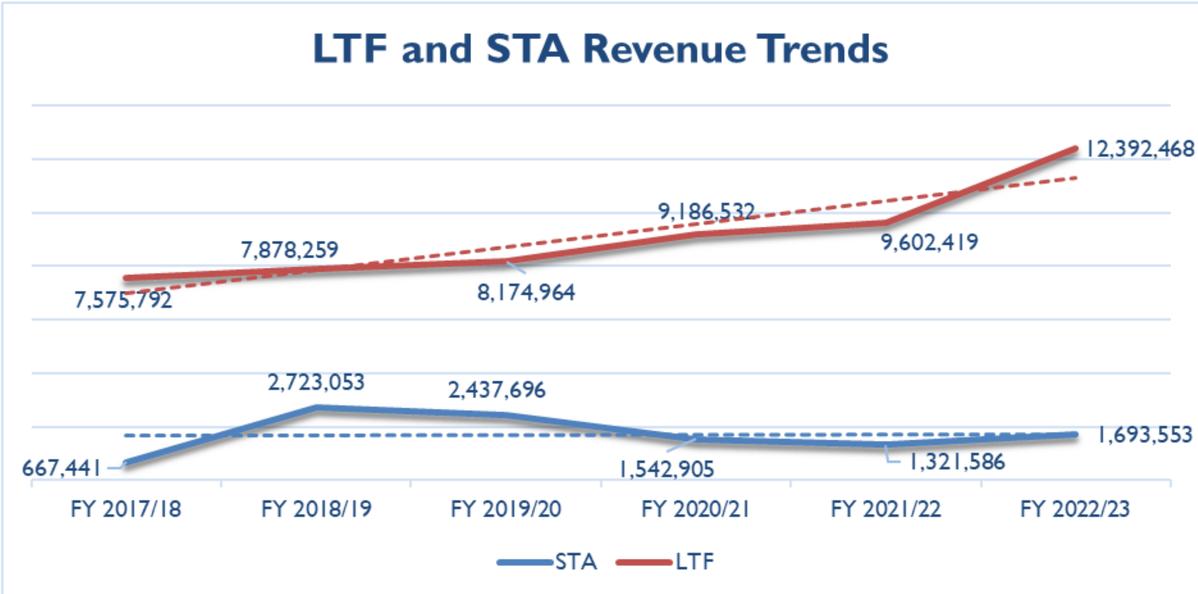
FY 2022/23 TDA Budget – The FY 2022/23 TDA budget (Attachment D) includes transit claims from each jurisdiction based on the '80/20' transit service hour and population distribution formula. The remaining balance is allocated to local streets and roads or other eligible uses. The table below provides recommended TDA funding apportionments for FY 2022/23. Note that this table includes TDA funds and excludes state and federal transit grants. The full TDA Budget of Apportionments and Transit Obligations report is detailed in Attachment D.

FY 2022/23 Distribution of TDA Funds

TDA Funding Claim	SRTA	Non-Motorized	Regional Reserves	CTSA (DHCL)	Anderson	Redding	Shasta Lake	County	Regional Total
SRTA Admin	$1,034,364								**$1,034,364**
5% CTSA				$501,208					**$501,208**
Non-Motorized		$386,542							**$386,542**
Public Transit (RABA)					$0	$984,536	$0	$208,441	**$1,192,977**
RABA Admin						$793,910			**$793,910**
STA Reserve			$268,173						**$268,173**
Local Streets & Roads					$593,415	$4,993,972	$612,204	$3,709,257	**$9,908,848**
TOTAL	**$1,034,364**	**$386,542**	**$268,173**	**$501,208**	**$593,415**	**$6,772,418**	**$612,204**	**$3,917,698**	**$14,086,021**

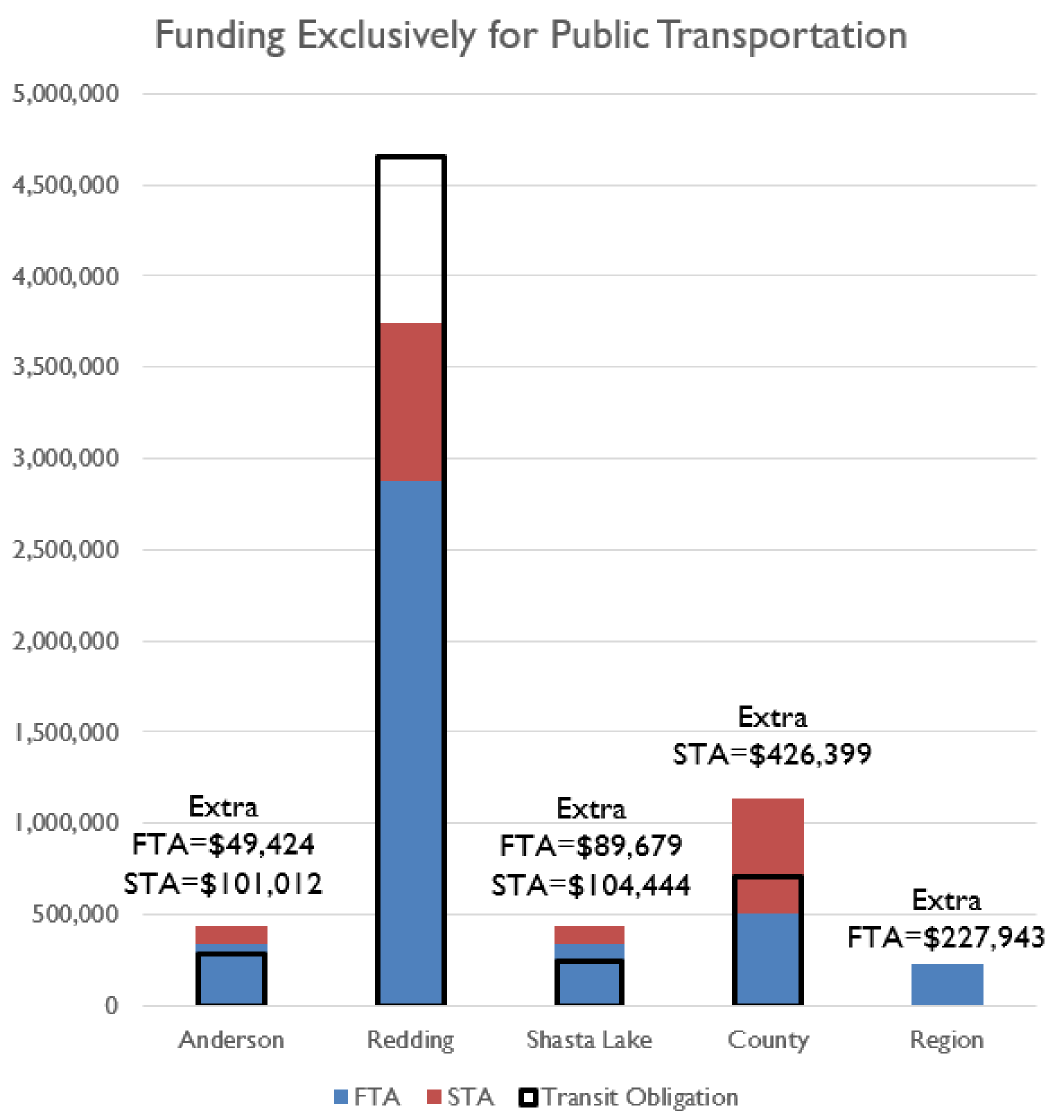
Key considerations and takeaways for the FY 2022/23 TDA budget include the following:

- Revenue projections rebound in the coming year. The FY 21/22 estimates were conservative in anticipation of the economic effects from the COVID-19 pandemic. LTF allocations are increasing 20%, and STA allocations increasing a significant 30% for FY 2022/23 (See chart on next page for historical trends of these two funding sources, including the true-ups).



- The Federal Transit Administration (FTA) Section 5311 Program no longer allows carryover funds. Each Standard Agreement contract has a performance period. If the contract is not amended, and the contract period ends, then the funds get unencumbered. Funds had previously been allowed to "carryover" for future FTA 5311 projects, but that will no longer be permitted. The funds will go back to the state and be deobligated from the agency, i.e., lost to the region. FTA 5311 funds have been deobligated from Shasta County in previous fiscal years, including FY 15/16, FY 16/17, and FY 17/18. SRTA will recommend full use of the FTA FY 2022/23 and FY 2023/24 apportionments at the June meeting for board consideration.
- This budget cycle includes the budget-to-actual true up of fiscal year 2020/21. The injection of COVID stimulus funding through the CARES Act resulted in an excess of FTA 5307 fund credits for the cities of Anderson and Shasta Lake. These true-up amounts were deducted from the respective jurisdictions' FY 2022/23 transit obligations to credit the unused federal allocation from the 2020/21 fiscal year. For 2022/23, both cities are projected to again have FTA 5307 credits and use no STA to cover their transit obligations.
- The true up for fiscal year 2020/21 also shows the previous distribution of LTF funds to RABA were more than their transit obligation needs after federal funding. City of Redding was credited back these funds as a reduction to their transit obligation in this budget cycle. In this case, and historically, the city of Redding has been the only jurisdiction with remaining transit obligation after STA funds are applied. Their LTF allocation first covers these remaining obligations, prior to being released for other uses.
- Total available TDA money for streets and roads ($9,908,848) increased 60% in FY 2022/23 over the 2021/22 budget ($6,210,798) as well as 60% over a ten-year average ($6,186,504) of streets and roads allocations.
- TDA Administration costs for SRTA have increased 29% to $1,034,364. SRTA continues to receive grant awards for planning projects that need matching local funds. OWP planning budgets have increased 46% from fiscal year 2021/22, and nearly doubled since FY 2020/21. In addition, SRTA has deferred payments to its reserve funds the last three fiscal years, including the TDA planning and building reserves, to soften the corresponding impact of the pandemic and emergency building improvements. Those payments are being reestablished in this budget cycle.

- In all jurisdictions except the city of Redding, there continues to be excess annual TDA funding that can only be used for public transportation services. These funds are accumulating in a STA reserve account. These funds will stay in the reserve to offset the impacts to the DHCL services and the Beach Bus, as well as any other anticipated transit needs.



Next steps – In accordance with TDA law, the FY 2022/23 TDA budget funds all reasonable-to-meet transit services, as identified through the FY 2022/23 Unmet Transit Needs Findings. It is recommended that the board of directors certify by resolution (Attachment C) that all existing transit services are reasonable to meet and direct the Shasta County Auditor-Controller to disburse funds in accordance with FY 2022/23 Payment Instructions (Attachment E).

ALTERNATIVES:

The board of directors may choose to fund other unmet transit needs and direct staff to include these services in the TDA budget.

OTHER AGENCY INVOLVEMENT:

The unmet transit needs process is developed in consultation with the SSTAC, county of Shasta, the cities of Anderson, Shasta Lake, and Redding, DHCL, and RABA. The SSTAC provides an independent recommendation (Attachment A). Documentation of the unmet transit needs process is approved by Caltrans. The Technical Advisory Committee (TAC) concurs with the staff recommendations.

FISCAL IMPACT:

By approval of the FY 2022/23 TDA Apportionments and Transit Obligations, the Shasta County Auditor-Controller is authorized to distribute $14,086,021 in TDA funds to SRTA, DHCL, RABA, the cities of Anderson, Redding, and Shasta Lake, and Shasta County, as provided by Attachment E. All expenditures are consistent with anticipated revenues.

Sean Tiedgen, AICP, Executive Director

Attachments:

A: Social Services Transportation Advisory Council Recommendation
B: FY 2022/23 Transit Needs Assessment Final Report:
https://www.srta.ca.gov/DocumentCenter/View/5896/2022--2023-Unmet-Transit-Needs-Assessment-PDF
C: Resolution 22-03, FY 2022/23 Unmet Transit Needs Findings
D: FY 2022/23 TDA Budget of Apportionments and Transit Obligations
E: FY 2022/23 Shasta County Auditor-Controller Payment Instructions

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Daniel S. Little, Executive Director

To: Shasta Regional Transportation Agency (SRTA) Board of Directors
Date: April 28, 2022
Subject: 2022/23 Unmet Transit Needs Recommendation

The Shasta Region's Social Services Transportation Advisory Council (SSTAC) meets at least twice per year to review transit needs in the Shasta Region. The SSTAC is responsible for preparing an unmet needs recommendation to the SRTA Board of Directors as part of the annual unmet transit needs process. The primary public transportation provider in the region is the Redding Area Bus Authority (RABA).

The SSTAC reviewed and concurred with the following SRTA staff recommendations:

1) Continue Sunday On-Demand Transit Service – Begun in October 2019, the SSTAC recommends continuation of the pilot project, which was on hiatus late March 2020 through October 2020 due to the COVID-19 Pandemic.
2) Provide Whiskeytown Summer Service – Work with RABA and the National Park Service to offer Summer 2022 service.
3) Defer Extended Service Hours, More Frequent Services, and Extended Service Areas – RABA services are not meeting the minimum farebox recovery ratio. Even with the effects of the pandemic considered, ridership and revenue have been decreasing over multiple cycles.

Respectfully submitted,

Patrick Geagan

Patrick Geagan (Chair)	-	Resident, Disabled Transit User
Hallie Fonseca (Vice Chair)	-	Local Social Service Provider for Seniors (Transportation)
Sharon Gatt	-	Transit User 60 Years of Age or Older
Vacant	-	Local Social Service Provider for Seniors (Non-Transp)
Sou Saechao	-	Local Social Service Provider for the Disabled (Transp)
Jackie Rose	-	Local Social Service Provider for the Disabled (Non-Transp)
Vacant	-	Social Service Provider for Persons of Limited Means
Rudy Saenz	-	Local CTSA Representative (Administrator)
Jami Brinson	-	Local CTSA Representative (Operator)
Steve Smith	-	Help, Inc., Additional Member
Susan Morris Wilson	-	Resident, Additional Member
Robert Hale	-	Resident, Additional Member
Anne Thomas	-	Shasta Living Streets, Additional Member
Christina Prosperi	-	Resident, Additional Member

Assess the current state of transit mobility in the Shasta Region and identify where there are deficiencies or where a need for new transit service can be met.

FY 2022/2023 Transit Needs Assessment

Shasta Regional Transportation Agency

Executive Summary

The COVID-19 pandemic continues to affect transit in the Shasta Region. The Transit Needs Assessment and Unmet Transit Needs findings show that the pandemic has negatively impacted both ridership and operating costs. While the pandemic continues, the focus in public transportation remains on public safety and maintaining essential services as opposed to addressing efficiencies and meeting farebox recovery goals. Legislation waived farebox requirements, and free fares were provided system wide for a short period of time. ShastaConnect on-demand service expanded from Sunday service in parts of Redding to include weekday service as well as service in the cities of Shasta Lake and Anderson. Reverse transit (i.e., the delivery of groceries to individuals' homes) continued to meet public needs and safety.

Prior to the pandemic, two unmet transit needs were determined to be reasonable to meet:

Sunday service - After repeated and consistent requests for Sunday service, SRTA developed a grant-funded Sunday service program to serve urban areas in Redding. Service commenced in October 2019 and performed very near expectations. Service was suspended in late March 2020 due to the pandemic and was reintroduced in November 2020 with expanded service to Anderson and Shasta Lake. It will continue through at least June 2022. Continuation of services are dependent on ridership and funding availability.

Whiskeytown 'Beach Bus' summer service - After debuting June through August 2017, the Whiskeytown Lake 'Beach Bus' was approved for funding by the SRTA Board of Directors for the 2018 season. It was not implemented because the National Park Service (NPS) intended to charge an entry fee per individual (as opposed to per vehicle), thereby rendering the service non-competitive. These issues were resolved, and the service operated in the summer of 2021. SRTA and NPS want the service to run again this summer and are working on a plan for operating the 'Beach Bus' between Memorial Day holiday and Labor Day holiday of 2022.

SRTA works closely with transit operators to ensure that both RABA and CTSA can meet their transit obligations with the federal and state money allocated. RABA's ratio of fare revenue to operating cost for the combined performance of RABA fixed route and demand response service for FY 2020/21 is 9.15%. This is below the region's goal of 18% and the absolute minimum TDA requirement of 15%, though farebox minimum has been waived under state law during the COVID-19 pandemic. For CTSA services, SRTA established an aspirational TDA subsidy-per-trip goal of $11.43 and a contract maximum of $21.71 per trip, including a cost-of-living adjustment for the current year. Note: lower subsidy = better performance. For FY 2020/21, the TDA subsidy per trip was $18.70, or 16.63% less than last year. Lastly, Burney Express rural service has a minimum 10% farebox recovery ratio. In FY 2020/21, the performance of Burney Express fell by just over 3% to 4.7%.

These performance trends are indicative of the pandemic and not necessarily of transit demand within the region.

In the coming year, SRTA will explore key strategies from the 2040 Long-Range Transit Plan and RABA's short range transit plan (in development) to address the region's transit performance. SRTA will consider plans to:

- Continue on-demand Sunday Service beyond the pilot project timeframe;
- Continue expanded Coordinated Transit Services Agency (CTSA), including consideration of adding services on Saturdays;
- Explore on-demand service as an alternative to fixed route Saturday service and/or low performing routes and times;
- Explore consolidating Burney Express with ShastaConnect on-demand intermountain service and Modoc Sage Stage;
- Find efficiencies and reduce overlap between RABA demand response service (complimentary paratransit) and ShastaConnect;
- Implement low-income strategy from Long-Range Transit Plan (i.e., free fares); and
- Re-establish Airport Road/Knighton Road fixed route service to the Veteran's Administration (VA) Clinic and Home on Knighton Road.

Funding exclusively for public transportation in recent years has been greater than what is needed for current services in all areas save the city of Redding. Newly developed planning strategies and increased funding may present more options for addressing unmet transit needs in coming transit needs assessment cycles that occur annually.

Contents

Section 1 Introduction

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

- US Department of Transportation
    - Federal Transit Administration
    - Federal Highway Administration
- California Department of Transportation
- County of Shasta
- City of Anderson
- City of Redding
- City of Shasta Lake
- Redding Area Bus Authority (RABA)
- Dignity Health Connected Living
- Pit River Tribe
- Redding Rancheria

This report is conducted annually to evaluate the transit system in the Shasta Region and identify any deficiencies or areas where transit service is under-provided. The purpose of this document is to assess the current state of transit mobility and determine whether possible solutions to address identified deficiencies can be reasonably met with available funding.

1.1 Overview of Funding for Transit Needs

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:

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

Under TDA, SRTA may use LTF funds for non-transit purposes, such as streets and roads, if it can be demonstrated that there are no unmet transit needs in the region that are reasonable to meet.

TDA is the primary source of funds for public transit. Financial assistance is also available to transit operators through other state and federal sources. Table 1 presents an overview of competitive grant programs and formula funding, offered by the Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans), providing capital and operating assistance to transit operators. The Caltrans Division of Mass Transportation administers FTA grant programs. Some eligible FTA grant projects must be derived from a locally developed, coordinated transportation plan, such as SRTA's 2017 Coordinated Transportation Plan.

Table 1 Non-TDA State Funding Sources

Federal Transit Administration – Formula Funds		
Program	Acronym	Purpose
Metropolitan Planning Program	5303	Supports urban areas in planning activities to develop and improve public transportation systems.
Small Urbanized Area Formula Program	5307	Supports public transit capital and operating in urbanized areas with populations under 200,000.
Rural and Small Transit Formula Program	5311	Supports public transit capital and operating in non-urban areas.
Bus and Bus Facilities Program	5339	Provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.
Federal Transit Administration – Competitive Grant Programs		
Intercity Bus Program	5311(f)	Designed to address intercity travel needs of residents in non-urbanized areas of the state by funding services that provide access to the intercity bus and transportation networks in CA.
Statewide or Urban Transit Planning Grant Studies	5304	Addresses transit planning issues of statewide or regional significance. 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	5310	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.
Low or No Emission Vehicle Program	5339(c)	Provides funding to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission buses.
Mobility on Demand (MOD) Sandbox Demonstration Program	5312	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.
Accelerating Innovative Mobility	AIM	Includes $11 million in challenge grants to help transit agencies experiment with new ways of doing business, such as exploring new service models that provide more efficient and frequent service.
Note: Local match requirements are specific to the grant program.		

California Department of Transportation – Formula Funds		
Low Carbon Transit Operations Program	LCTOP	Provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities.
State of Good Repair Program	SGR	The Road Repair and Accountability Act of 2017 (Senate Bill 1) established the SGR program to help fund transit infrastructure repair and service improvements. SGR funds are directed annually to the State Transit Assistance (STA) Account for eligible transit maintenance, rehabilitation, and capital projects.
California Department of Transportation – Competitive Grant Programs		
Transit and Intercity Rail Program	TIRCP	Funds capital improvements and operational investments that reduce greenhouse gas emissions, expand rail service to increase ridership, integrate different rail and bus systems, and improve rail safety. Eligible projects include rail and bus capital projects, and operational improvements that result in increased ridership and reduced greenhouse gas emissions.
Affordable Housing Sustainable Communities Program	AHSC	Funds sustainable transportation infrastructure, services, and programs that complement affordable housing projects and that reduce greenhouse gas emissions.
California Air Resources Board - Competitive Grant Programs		
Sustainable Transportation Equity Project	STEP	Funding helps disadvantaged and low-income communities identify residents' transportation needs and prepare these communities to implement clean transportation and supporting projects. One to three implementation grants for clean transportation and supporting projects are also funded.
Other Competitive Grant Programs		
Clean Mobility Options Voucher Program	CMO	Provides voucher-based funding for zero-emission carsharing, carpooling/vanpooling, bikesharing/scooter-sharing, innovative transit services, and ride-on-demand services in California's historically underserved communities.

COVID-19 Emergency Relief Funds		
Federal Transit Administration (FTA)	CARES Act	Additional funds available to eligible applicants, administered through existing, established federal programs.
	CRRSAA	
	ARPA	

1.2 What is the Unmet Transit Needs Process?

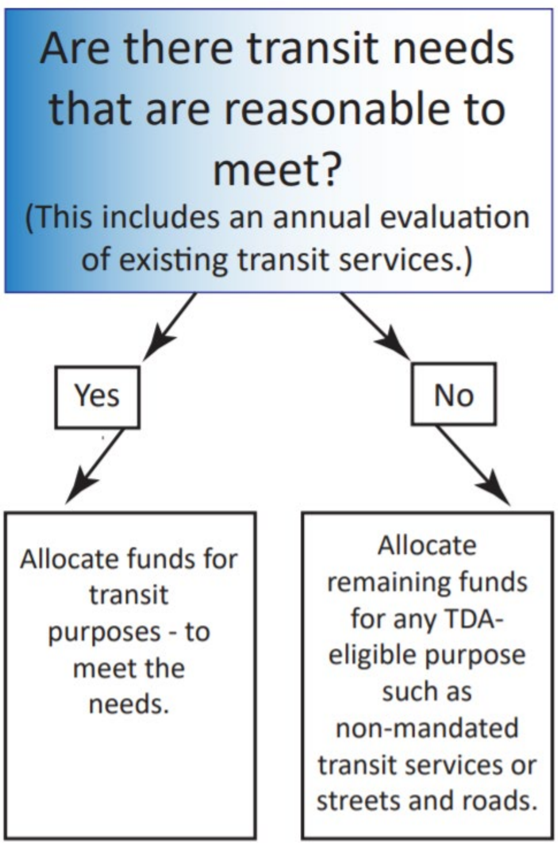

Figure 1 Decision Tree for Funding Unmet Transit Needs

Each year, in accordance with TDA, SRTA is required to identify any unmet transit needs in the Shasta Region. Should any unmet transit needs be identified, a further determination must be made to establish whether those needs are “reasonable to meet.” TDA funds must be allocated first to unmet transit needs, which are found to be reasonable to meet, before any remaining funds can be allocated to local jurisdictions for non-transit purposes, such as streets and roads. Figures 1 and 2 outline the decision tree that is at the core of the unmet transit needs process and provide examples.

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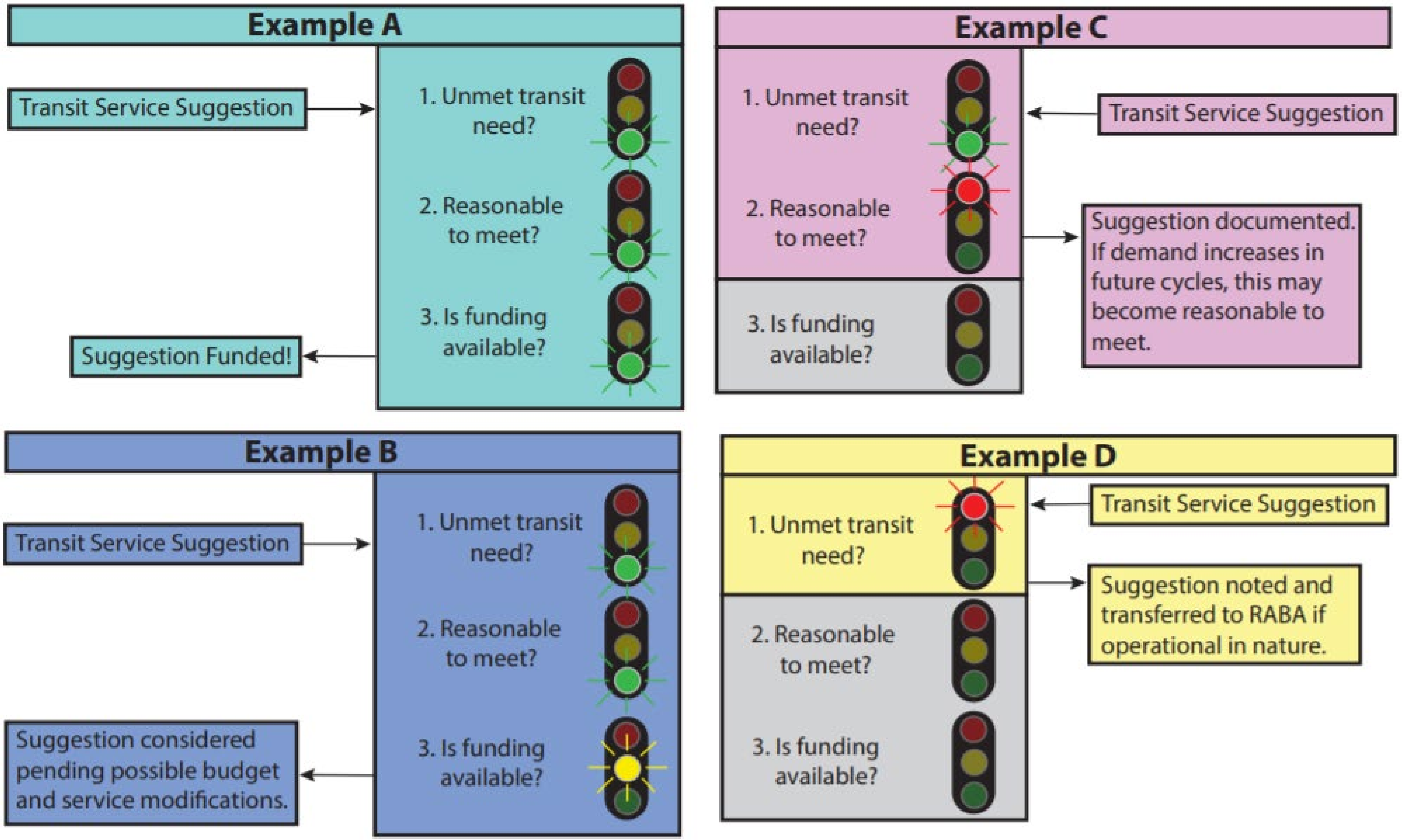

Figure 2 Decision Framework for Transit Service Suggestions

1.2.2 What is an Unmet Transit Need?

An unmet transit need is defined by SRTA Board of Directors Resolution 16-14, 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:

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."
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.

What do unmet transit needs specifically include?

- Transit or specialized transportation needs identified by the Social Services Transportation Advisory Council and confirmed by 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 for purposes of LTF funding?

- Minor operational improvements or changes such as bus stops, schedules and minor route changes (Referred to RABA).
- Trips for any purpose outside of the Shasta Region.
- Primary and secondary school transportation.

1.2.3 What is "Reasonable to Meet"?

The meaning of "reasonable to meet" is defined by SRTA Board of Directors Resolution 16-14, consistent with TDA statutes, and summarized below. Refer to Appendix 2 for the full resolution and definition. An identified unmet transit need shall be found "reasonable to meet" only under the following conditions:

1. The proposed transit service can be operated with a minimum farebox recovery of 20% in urbanized areas and 10% in non-urbanized areas. Exceptions may apply where anticipated

farebox revenue (see farebox ratio description) from proposed services don't meet minimum requirements[1]. These exceptions include:

> *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 agency's operating cost. For example, if passengers pay 20 cents of every dollar spent to operate a service, the farebox ratio for that service is 20%.*

a. Transit services that are funded entirely with grants.
b. Transit services that are funded entirely by a local agency, at the agency's discretion.
c. Urban transit services that represent a critical or essential service, as determined by the SRTA Board of Directors, providing such services do not result in farebox penalties for the transit system as a whole.
d. Pilot projects and new services for up to two years.
e. When a transit service primarily serves urban areas but also includes non-urban areas, a pro-rated farebox recovery standard based on the ratio of urban and non-urban in-service transit vehicle miles may be used.

2. The proposed expenditure of TDA funds required to support the transit service, in a city or county, does not exceed the authorized amounts available to that jurisdiction.
3. The proposed expenditure shall not be used to support or establish a service in direct competition with an existing private service, or to provide 24-hour service.
4. Inter-agency cost sharing shall be equitable.
5. Transit services shall be coordinated with transit services currently provided, either publicly or privately.

[1] Farebox ratio is analyzed to determine the extent to which bus fares can cover the cost of operations. The TDA sets minimum farebox ratio requirements of 20% in urban areas and 10% in rural areas that must be met before continuing existing services or adding additional services. In coordination with RABA, SRTA developed a Caltrans-approved methodology to determine farebox ratio minimums for transit services encompassing both urban and rural areas. Applying this methodology, RABA's weighted farebox recovery ratio is approximately 18%. In addition, recent changes to TDA statutes allow for the inclusion of revenue from sources other than state and federal grants in the calculation of the farebox recovery ratio.

1.3 What is the Transit Needs Assessment?

The annual 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 the Shasta Region, Section 99401.5 of the TDA statutes 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 disabled, 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.

SRTA annually assesses 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," according to the definition provided in Appendix 2.

During the annual assessment, citizens and organization representatives may submit comments to SRTA regarding new transit services. Comments on operations are referred to the appropriate agency. Table 2 describes comment responsibilities.

Table 2 Concerns and Responsible Agencies

	Area of Concern	Examples	Responsible Agency
Unmet Transit Needs	Expanded Service	Adding a new bus route	SRTA and RABA
		Longer hours	
		Sunday service	
		Shorter headways (time between buses)	
Not Unmet Transit Needs	RABA/Burney Express Operational Issues	Altering existing routes	RABA
		Changing the location of bus stops	
		Comments about customer service	
	CTSA Operational Issues	Altering existing routes	CTSA
		Comments about customer service	
	Other Services	Services not required by SRTA as part of the Unmet Transit Needs process	The cities of Anderson, Redding, and Shasta Lake, and county of Shasta may provide other services.
	Intercity Services	Service trips outside Shasta County	SRTA may consider such services with other funding sources outside of the TDA process.

Section 2 Description of TDA-Funded Transit Providers

This chapter describes the service area and services offered by TDA-funded transportation providers. Seniors, young adults, residents below the poverty line, persons with disabilities, and persons with limited automobile access are more likely to be transit dependent and/or require specialized transportation. For the last 30-plus years, there have been at least three TDA-funded transportation service providers in the region, as detailed below. Appendix 3 includes a table of other non-TDA funded transportation providers.

2.1 Redding Area Bus Authority (RABA)

RABA is the primary public transportation provider in the Shasta Region. RABA provides fixed-route and demand-response service to a population of nearly 116,960. The service area covers 100 square miles, encompassing the cities of Anderson, Redding, and Shasta Lake, as well as unincorporated fringe areas. In addition, RABA operates express routes (School Express, Crosstown Express and Burney Express (see separate description and analysis in Burney Express specific sections)) with limited hours and stops. RABA's transit fleet consists of 18 fixed-route coaches and 18 demand response vans. All vehicles are equipped with mobility device (e.g., wheelchair) lifts. Table 3 lists RABA's hours of operation. A more detailed view of RABA's hours of operation is available on the RABA website.

Table 3 RABA Hours of Operation

Weekday Hours of Operation		
Route	From	To
1	5:35 AM	7:30 PM
6	6:50 AM	7:17 PM
7	7:20 AM	7:15 PM
9 (Does Not Run Hourly)	6:20 AM	7:17 PM
All Other Routes	6:20 AM	7:20 PM
Crosstown Express (weekdays during peak hours)	8:20 AM	6:47 PM
School Express (2 runs per weekday during school year)	7:30 AM	3:50 PM
Saturday hours of operation begin three hours later in the morning. All service ends 7:30 PM.		

As shown in Figure 3, much of the population served by RABA routes are generally located in central Redding near commercial retail destinations and in the downtown Redding area where large employers like the Shasta Regional Medical Center and other social services are located.

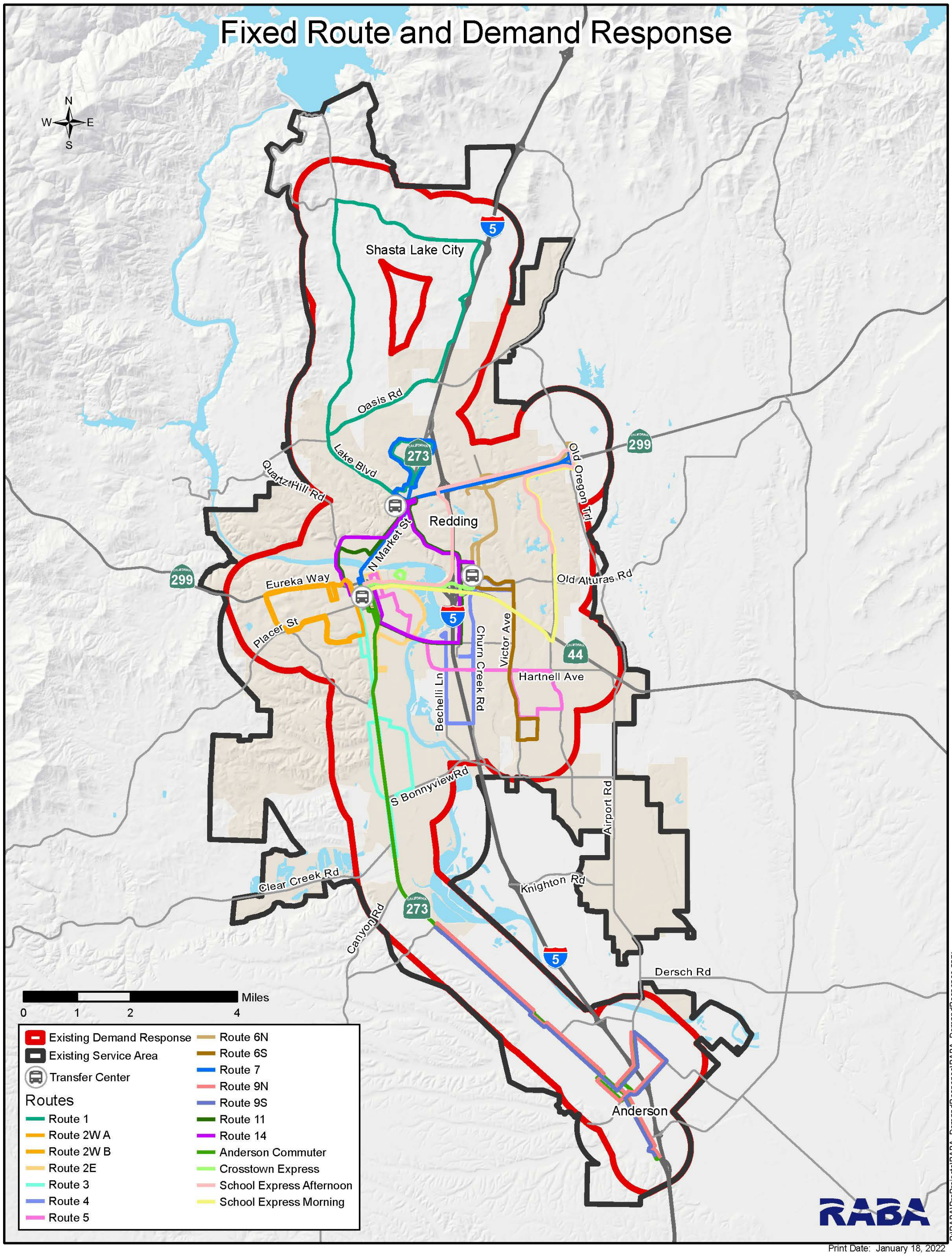

Figure 3 RABA Fixed-Route and Demand Response

2.2 Burney Express

The county of Shasta administers funding and manages Burney Express as its own transit agency. The county contracts with RABA to provide express service to the outlying community of Burney as seen in Figure 4. This service has limited stops. Burney Express operates Monday through Friday with three roundtrips each day and makes four stops between Redding and Burney as seen in Figure 5. Shasta College serves as the transfer point between this route and RABA Routes 6 and 7. There is no fixed-route service within the town of Burney. The county of Shasta provides three ADA-compliant medium-size buses for this service. A new Shasta Connect weekday service (see next section of report) for rides between the intermountain communities of Burney, Cassel, Fall River, and McArthur launched on January 24, 2022.

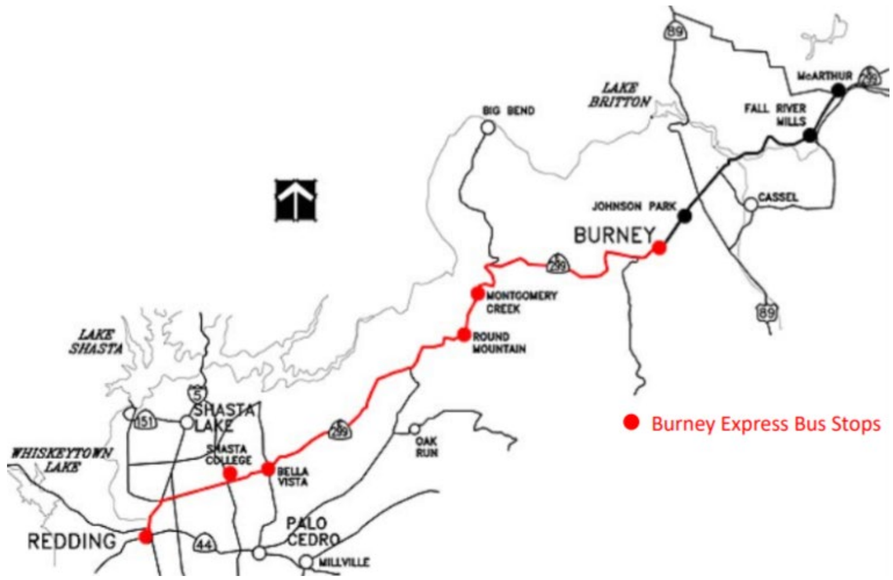

Figure 4 Burney Express

BURNEY EXPRESS (BE)* | NO WEEKEND SERVICE

WEST

	Burney (@ Burney Sporting Goods)	Montgomery Creek (@ Montgomery Creek Library)	Round Mountain (@ Round Mtn Store / Café)	Bella Vista (@ My-T Fine Foods)	Shasta College	Redding (@ Downtown Transit Center)
Mon-Fri	5:50 AM	6:15 AM	6:25 AM	6:55 AM	7:05 AM	7:15 AM
Mon-Fri	11:50 AM	12:15 PM	12:25 PM	12:55 PM	1:05 PM	1:15 PM
Mon-Fri	3:50 PM	4:15 PM	4:25 PM	4:55 PM	5:05 PM	5:15 PM

EAST

	Redding (@ Downtown Transit Center)	Shasta College	Bella Vista (@ My-T Fine Foods)	Round Mountain (@ Round Mtn Store / Café)	Montgomery Creek (@ Montgomery Creek Library)	Burney (@ Burney Sporting Goods)
Mon-Fri	10:25 AM	10:35 AM	10:45 AM	11:15 AM	11:25 AM	11:50 AM
Mon-Fri	2:25 PM	2:35 PM	2:45 PM	3:15 PM	3:25 PM	3:50 PM
Mon-Fri	5:35 PM	5:45 PM	5:55 PM	6:25 PM	6:35 PM	7:00 PM

* Fares: Burney to Round Mountain/Montgomery Creek is $2.00; Burney to Bella Vista/Shasta College is $3.50; Burney to Redding is $5.00
Redding to Burney is $5.00; Redding to Round Mountain/Montgomery Creek is $3.50; Redding to Shasta College/Bella Vista is $2.00

Figure 5 Burney Express Hours of Operation

2.3 ShastaConnect

SRTA contracts with Dignity Health Connected Living (DHCL) to operate specialized public transit services, including: 1) Consolidated Transportation Services Agency (CTSA) services; 2) general public rural transit for those 18 years of age and older outside of the RABA service area; and 3) Sunday on-demand transit in the cities of Redding, Anderson, and Shasta Lake. A new weekday service for rides between the intermountain communities of Burney, Cassel, Fall River, and McArthur launched on January 24, 2022. These services are operated by DHCL under the ShastaConnect brand, which utilized a fleet of 9-passenger vans (3 total) and 12-passenger buses ((6 total, including back-up vehicles). All vehicles are ADA-accessible with a lift and 2-3 wheelchair spots for riders.

At least one end of a CTSA trip must be outside the RABA service, unless approved by RABA. In 2020, DHCL, SRTA, and RABA signed a ridership eligibility agreement to clarify how riders are assigned to the appropriate service to avoid overlapping services. The cost to use CTSA service is $3.00; however, during the COVID-19 pandemic, DHCL has waived fares and began providing reverse trips (i.e., grocery delivery), both of which SRTA reimburses DHCL for the waived fare using LCTOP funds. There is no fare for Sunday on-demand service during its two-year new service period as fares are paid for with LCTOP funding.

Table 4 DHCL Service Areas and Hours

Rural Transportation and CTSA Service	
Area of Service	Hours of Service
Anderson and Happy Valley/Cottonwood	7:30am - 3:30pm (Mon - Fri)
Redding	7:30am - 4:00pm (Mon - Fri)
Shasta Lake	7:30am - 4:00pm (Mon - Fri)
Bella Vista, Palo Cedro, and Millville	7:30am - 4:00pm (Mon - Fri)
Old Shasta	7:30am - 4:00pm (Mon - Fri)
Unincorporated Areas	7:30am - 3:30pm (Mon - Fri)
Lakehead	7:30am - 3:30pm (Mon - Fri)
Sunday On-Demand Service	
Area of Service	Hours of Service
Redding	6:30am - 7:30pm (Sunday only)
Shasta Lake	6:30am - 7:30pm (Sunday only)
Anderson	6:30am - 7:30pm (Sunday only)

Section 3 Transit Demand Analysis

The Transit Needs Assessment identifies the transit demand for the Region's entire population, and per Transportation Development Act guidelines, for transit dependent segments of the population. Section 3.1 focuses on transit demand for the transit-dependent population, while Section 3.2 focuses on transit demand for the general population. Section 3.3 wraps up the analysis by interpreting the results.

3.1 Transit-Dependent Population

Section 99401.5 of the TDA requires transportation planning agencies to conduct an annual assessment of the size and location of identifiable groups likely to be transit dependent and transit disadvantaged, as part of the annual transit needs assessment. These groups include, but are not limited to seniors, people with disabilities, young adults, and low-income residents. This assessment includes the size and location of likely to be transit dependent demographics (Table 5) in the Shasta Region's urban area. All the demographic data comes from American Community Survey estimates for the years 2010-2014. This information will be updated to be consistent with SRTA's Long-Range Transit Plan and RABA's Short Range Transit Plan, once adopted.

Table 5 Transit-Dependent Population Descriptions

Transit Dependent Group	Description
Young Adults	Age 15 to 24 (RABA's Short Range Transit Plan (SRTP))
Seniors	Age 65 and over (RABA's SRTP)
Very Low Income	Income below the poverty line (RABA's SRTP)
Disabled	Non-institutionalized, civilian members of the population who may be unable to operate vehicles or utilize certain modes of public transportation due to physical or mental disabilities
Limited Automobile Access	People who have no vehicles available for their use. See Appendix 5 for methodology

To gain a comprehensive overview of the transit demand for these disparate groups, these population segments have been consolidated into a single demographic group: the transit-dependent population. Figure 6, on the next page, depicts transit demand for the transit-dependent population per square mile by census block group in the Shasta Region. The methodology used to develop the map can be found in Appendix 5. As indicated in the map on the following page, the areas with the strongest transit dependent demand include the central parts of Redding, Shasta Lake, Anderson, and Cottonwood.

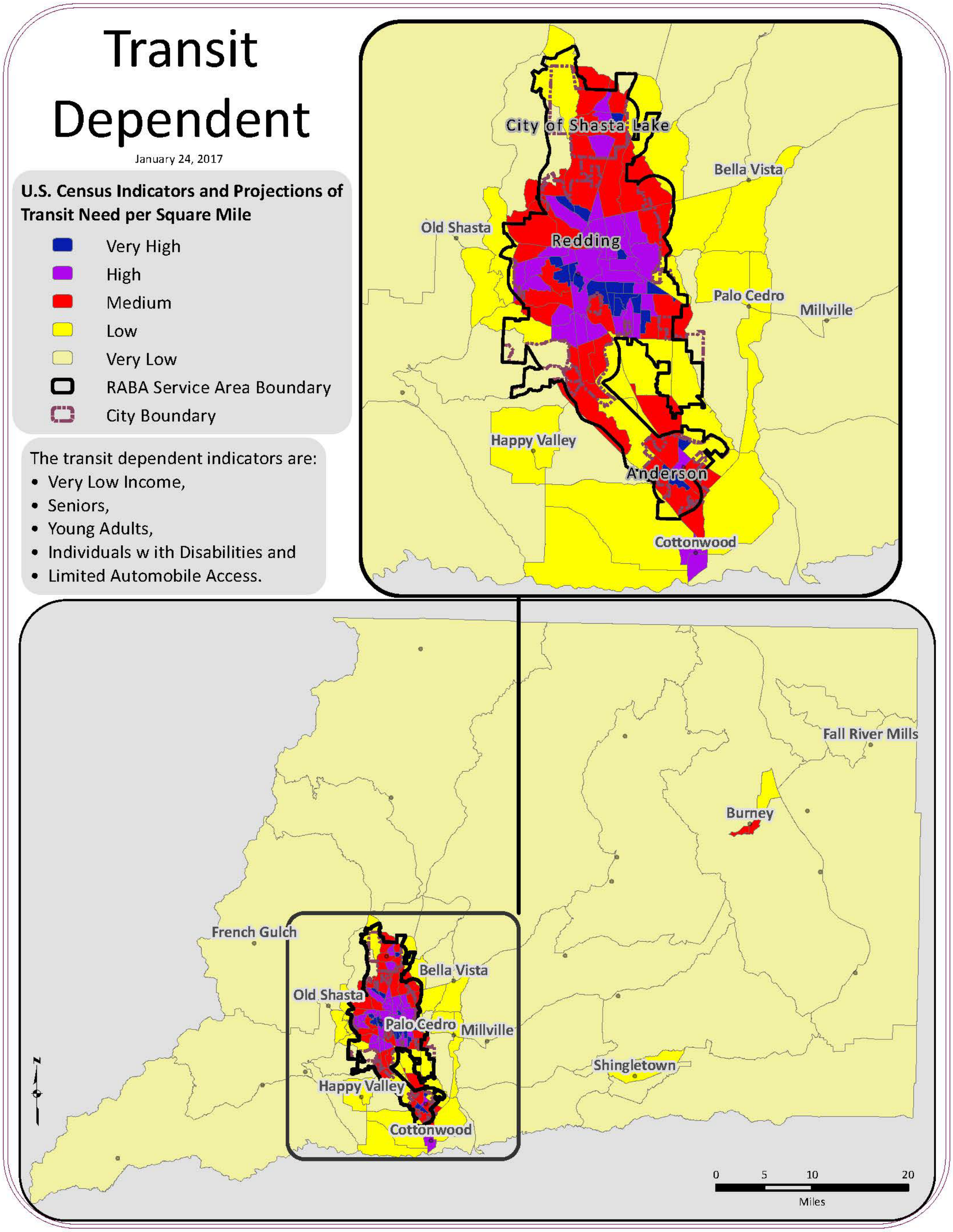

Figure 6 Transit Dependent Population

3.2 General Population

This section provides a comprehensive look at transit demand in the Shasta Region. Building on the five demographics included in the transit demand analysis for the transit dependent population, the corresponding analysis for total transit need factors in an additional demographic: residents who elect to use transit one to three times per week. Figure 7 depicts total transit need for the general population per square mile by census block group in the Shasta Region. The methodology used to develop the map can be found in Appendix 5. As in the map for the transit dependent population, the map depicting transit need for the general population highlights those areas with the strongest transit need to be the central parts of Redding, Shasta Lake, Anderson, and Cottonwood.

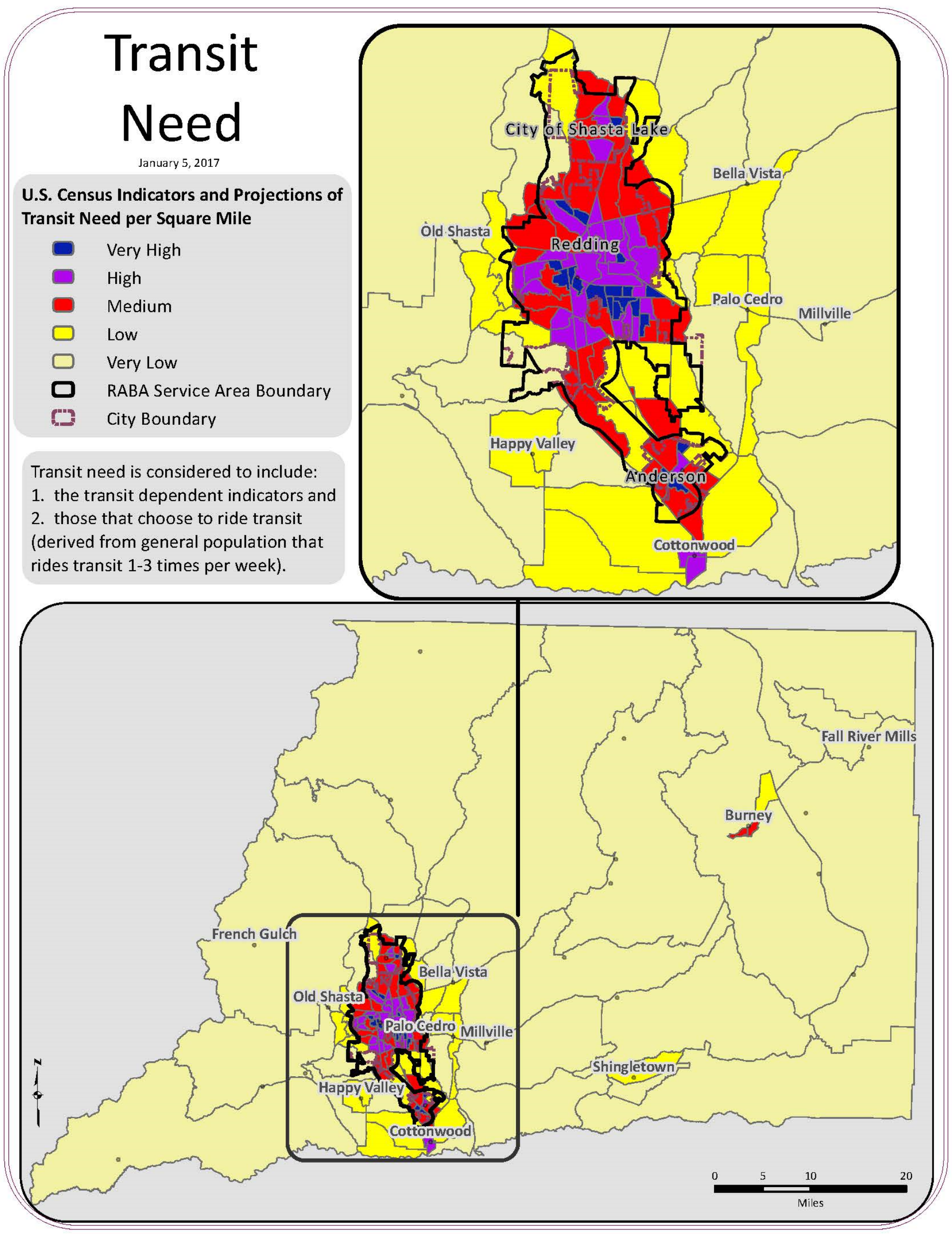

Figure 7 Transit Need for the General Population

3.3 Interpretation of Results

The maps depicting transit demand for the transit-dependent population and the total need for the general population are strikingly similar. All identified transit-dependent groups have some level of transit service by at least one of the region's transit providers. Higher concentrations of the transit-dependent population in the South County Urban Region lend credibility to requests for expanded transit services.

Given the fact that so few people ride transit who are not transit-dependent, it appears the region's transit system, in its current state, appeals mostly to those individuals who have no transportation alternatives. The repetition of popular transit service requests made annually by the public highlights real unmet transit needs.

For the choice rider, the current service delivery model is arguably not appealing due to indirect routes, infrequent service intervals, frequent required transfers between routes, and travel times that are not competitive with other mobility options.

After repeated and consistent requests from the public for Sunday service, SRTA and Dignity Health Connected Living (DHCL) partnered to develop a grant-funded Sunday service program to serve urban areas in Redding, known as ShastaConnect. Service commenced in October 2019 and performed very near expectations. Service was suspended in late March 2020 due to the pandemic and was reintroduced in November 2020 with expanded service to Anderson and Shasta Lake. It will continue through at least June 2022. Continuation of services are dependent on ridership and funding availability.

Section 4 Existing Transit Performance

This chapter examines the performance of the Shasta Region's transit providers. Under the Transportation Development Act (TDA), transit providers are generally required to meet a farebox ratio of one fifth of their operating cost (20%) in urban areas and one tenth (10%) in non-urban areas to claim TDA funding assistance. The farebox ratio can be set at not less than 15% in urban areas with a population of less than 500,000, such as the Shasta Region. In coordination with RABA, SRTA developed a Caltrans-approved methodology to determine farebox ratio minimums for transit services encompassing both urban and rural areas. Applying this methodology, RABA's weighted farebox recovery ratio is approximately 18%. In addition, recent changes to TDA statutes allow for the inclusion of revenue from sources other than state and federal grants in the calculation of the farebox recovery ratio.

Farebox ratio is the fare revenue received divided by the cost of operating the service. For example, if passengers pay 20 cents of every dollar spent to operate a service, the farebox ratio for that service is 20%. Operating costs do not include capital costs such as bus purchases. Depreciation is also excluded from expenses. Revenue from sources other than state and federal grants, such as advertising revenue, is included per recent changes to TDA statutes. The farebox ratio standards are included in the SRTA "reasonable to meet" definition and assist SRTA in determining the efficiency of the transit service.

The COVID-19 pandemic continues to affect transit in the Shasta Region. The Transit Needs Assessment and Unmet Transit Needs findings show that the pandemic has negatively impacted both ridership and operating costs. While the pandemic continues, the focus in public transportation remains on public safety and maintaining essential services as opposed to addressing efficiencies and meeting farebox recovery goals. Legislation waived farebox requirements and free fares were provided system wide for a short period of time.

SRTA works closely with transit operators to ensure that both RABA and CTSA can meet their transit obligations with the federal and state money allocated. Performance trends are indicative of the pandemic and not necessarily of transit demand within the region. Once the pandemic subsides, transit performance will be reevaluated, and transit improvement strategies identified in the 2040 Long-Range Transit Plan Final Report and in the soon to be completed short-range transit plan. These strategies, combined with the recent trend of increased annual funding exclusively for public transportation (amounts that are greater than what is needed for the services currently being provided within all areas except the city of Redding), will provide additional options and financial means for meeting unmet transit needs in the coming cycles.

4.1 RABA

Following is a list of the performance measures that SRTA evaluates as part of the Unmet Transit Needs process.

1 Operating Cost per Passenger: Improve service efficiency for the last 12 quarters as a whole based on available data.
2 Operating Cost per Service Hour: Improve service efficiency for the last 12 quarters as a whole based on available data. Evaluation will include administrative costs, maintenance costs and maintenance program effectiveness. Both fixed and variable are to be considered.

3 Passengers per Service Hour: Improve passenger productivity for the last 12 as quarters as a whole based on available data.
4 Passengers per Service Mile: Improve passenger productivity for the last 12 quarters as a whole based on available data.
5 Service Hours per Employee: Improve labor productivity for the last 12 quarters as a whole based on available data. Both fixed and variable costs are to be considered.
6 Fare Box Recovery: Meet or exceed the minimum SRTA targets for fare box recovery ratio listed in their final TDA claim for the last four quarters of available data.
7 Customer Satisfaction: Reliability, vehicle cleanliness, route directness, travel speed, missed trips, vandalism and safety. (SRTA and RABA are working on establishing criteria for this performance measure.)

In coordination with RABA, SRTA developed a Caltrans-approved methodology to determine farebox ratio minimums for transit services encompassing both urban and non-urban areas. Applying the proposed methodology, RABA's weighted farebox recovery ratio standard is approximately 18%.

Under TDA, penalties may begin to occur below 15% farebox recovery; however minimum farebox recovery ratios and penalties have been waived under state law during the COVID-19 pandemic.

Table 6 compares the combined performance of RABA's Fixed-Route and Demand Response services, including a comparison to last year and the five-year average. A comprehensive overview of RABA performance, broken down by Fixed-Route and Demand Response service, is provided in Appendix 6. As part of the ongoing effort to improve transit performance, goals were determined in consultation with RABA and have been added to Table 6.

Table 6 RABA Performance Overview

Performance Measures	2018/19	2019/20	2020/21	Five-Year Average	% Change 2019/20 to 2020/21	Goal vs. Actual Performance
Operating Cost/ Passenger Trip	$8.55	$10.35	$16.31	$10.05	57.62%	Goal: ≤2.5% Over by 52.12%
Operating Cost/ Service Hour	$96.42	$110.99	$124.39	$104.04	12.07%	Goal: ≤2.5% Over by: 9.57%
Passengers/ Service Hour	11.28	10.72	7.63	10.93	-28.90%	Goal: 17 Under by: 9.37
Passengers/ Service Mile	0.71	0.69	0.49	0.69	-28.82%	Goal: 1 Under by: 0.51
Service Hours/ Employee *	955.22	959.66	856.09	952.74	-10.79%	N/A
Farebox Recovery	14.27%	11.34%	9.15%	14.08%	-2.19%	Goal: 18% Under by: 8.85%

*Performance measure for the contracted service operator.

The measures listed in Table 6 allow RABA and SRTA to track transit performance trends and discuss strategies for addressing them annually. Table 7 provides a review of FY 2019/20 performance trends, as presented and discussed last year, and efforts to address these.

Table 7 FY 2019/20 Performance Trends Review

<table>
<tr><th>RABA-Reported Sources of 2019/20 Performance Trends</th><th>RABA’s Approach Over the Last 12 Months to Address FY 2019/20 Performance Trends</th></tr>
<tr><td>Negotiated annual labor/wage escalations increase service operator costs.</td><td rowspan="3">RABA acquired Federal funds to conduct both a fare study and a short-range transit plan.

RABA System changes require extensive study and public outreach prior to implementation.

As State LCTOP funds provide short-term operational and capital assistance for new or expanded services, utilizing these funds to test RABA System changes prior to implementation should be pursued.</td></tr>
<tr><td>The transfer of Adult Day Health Care (ADHC) trips from RABA Demand Response Service to CTSA/ DHCL Service. In the Fall of 2020, RABA ADHC trips began decreasing.

In December 2020, RABA ADHC trips decreased 100%. This trend persisted for the remainder of the FY. Combined, RABA Demand Response trips decreased 23%.</td></tr>
<tr><td>COVID-19 impacts. Commencing with the Governor’s COVID-19 Stay at-Home Order late March 2020 (to June 30, 2020), RABA Fixed Route trips decreased approximately 33%. Additionally, RABA Demand Response Service was and continues to be significantly affected by the closure of group homes/facilities.</td></tr>
</table>

Both Fixed Route and Demand Response service performance decreased in FY 2020/21. A reduction in overall passenger trips of 36.57% combined with built-in contract cost escalators with the operator and the COVID-19 pandemic resulted in a 19.28% decrease in Farebox Recovery Ratio. This in turn contributed to increases in operating cost per passenger trip and service hour for Fixed Route and Demand Response services by over 57.6% and 12%, respectively. Table 8 provides an overview of FY 2020/21 performance trends.

Table 8 FY 2020/21 Performance Trends Overview

RABA-Reported Sources of 2020/21 Performance Trends	RABA's Approach for the Next 12-Months to Address FY 2020/21 Trends	Opportunities and Lessons Learned from Last Year's Approach
COVID-19 impacts. To stop the spread of COVID-19 and its variants, the public is traveling and gathering less, resulting in behavioral changes in transit ridership. (School closures alone resulted in significant ridership reductions, with the elimination of Shasta College ridership and a reduction in Youth Pass ridership. Also, day programs for seniors and/or persons with disabilities.) For FY21, the RABA transit system had a 37% reduction in passengers, a 33% reduction in fare revenues, and a reduced farebox recovery ratio (9.15%).	RABA will continue to provide transportation during the COVID-19 pandemic. *AB 90 provided temporary regulatory relief for transit operators for TDA farebox recovery ratio thresholds for FY20 and FY21.* *AB 149 provided additional regulatory relief by extending the provisions of AB 90 through FY23. RABA will monitor both the RABA farebox recovery ratio and TDA legislative changes.* *RABA will evaluate potential fare and service modifications for the RABA transit system in the upcoming RABA Short-Range Transit Plan.*	RABA acquired Federal funds for both transit operations and transit planning studies, which will support immediate and future needs.
Offset operating expenses. As RABA Demand Response Service is demand based, fewer rides (a 53% reduction in passengers) resulted in both reduced service hours and reduced operating costs (e.g., variable costs—driver wages, fuel, tires, and vehicle parts). These operating reductions were offset by operating increases in Purchased Transportation (i.e., contract negotiated increases in fixed costs), as well as Other Operating Expenses (e.g., security, software, utilities, technology, and communication).	RABA will continue to plan for operating costs, where known. *Contracted service operator cost increases are anticipated to increase by approximately 5% every year until the end of FY25.* *Inflationary trends in the region compare favorably to national indices.*	

Although FY 2020/21 performance is overshadowed by the COVID-19 pandemic, performance has been trending down for multiple years. Figures 9 and 10 provide a historical perspective on two key performance metrics:

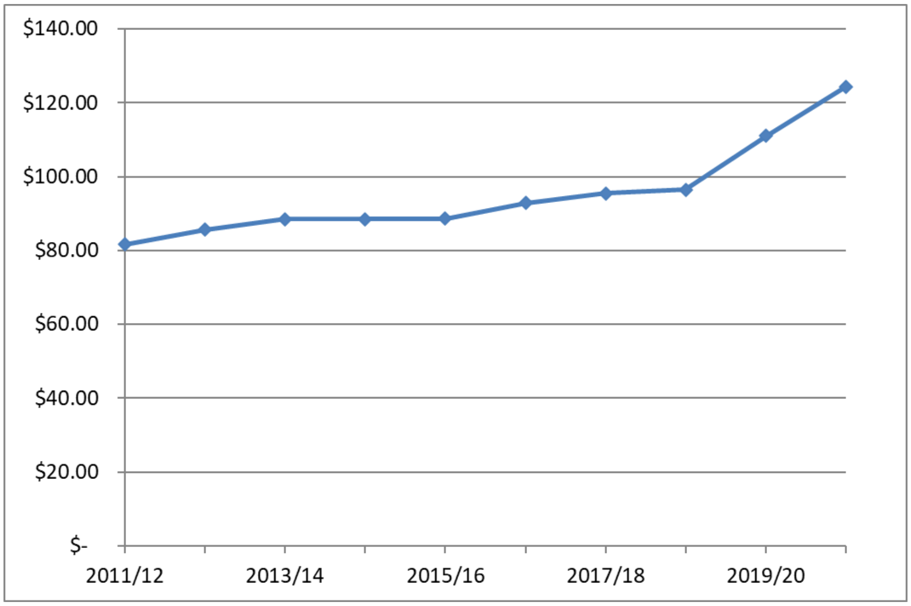

Figure 8 FY 2011/12 through 2020/21 Operating Cost Per Service Hour (Combined Fixed-Route and Demand Response)

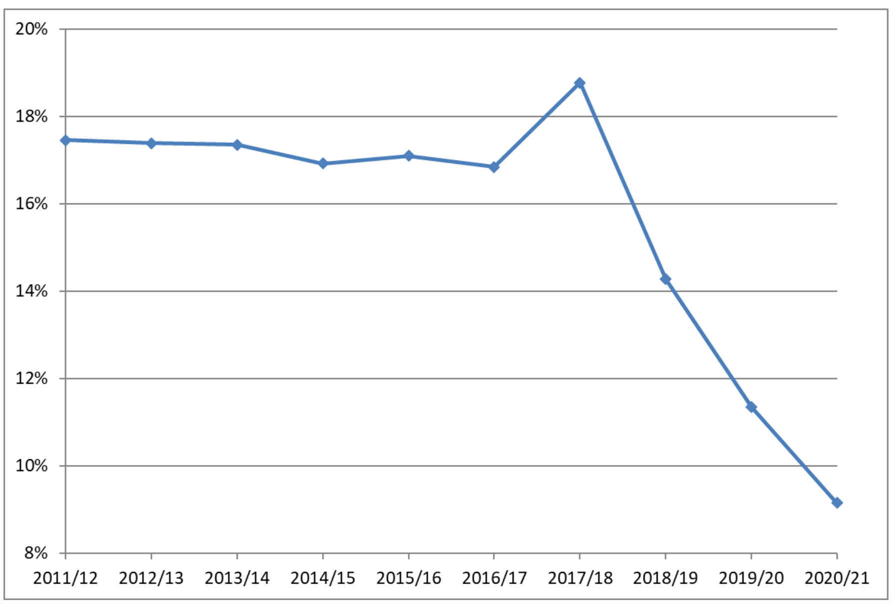

Figure 9 FY 2011/12 through 2020/21 Farebox Recovery Ratio (Combined Fixed-Route and Demand Response)

To address these trends, new programs are being tested. SRTA began an on-demand Sunday service pilot project in October of 2019. In November 2020, this service was expanded to include the cities of Anderson and Shasta Lake. This service may be considered more broadly to better serve both transit dependent and choice riders in areas where conventional fixed route service is not performing well. Another avenue may be increased efficiency by reducing operational and administrative overlap with Burney Express, CTSA, and the Modoc Sage Stage.

Transit services in the region will need to adapt over time to changing conditions to remain relevant. In the near term, however, RABA provides an essential mobility function for transit dependent populations with few alternatives and cannot be discontinued without something in its place.

SRTA's Long-Range Transit Plan explored a variety of transit service delivery strategies (see Figure 10) that should be considered in the RABA short-range transit plan and in subsequent Transit Needs Assessments after the pandemic responses are lifted and ridership begins to return.

Strategy	Strategy	Applicability to Scenarios			Phase
		Scenario 1	Scenario 2	Scenario 3	
Multi-Modal Accessibility	Improve bicycle and pedestrian accessibility and mobility	High	High	High	Near-Term
	First- and last-mile connectivity enhancements	High	High	High	Near-Term
Fixed-Route Service and Infrastructure	Realign current transit network for future conditions	Med	High	High	Mid- to Long-Term
	Implement transit enhancements coordinated with active transportation improvements	Low	High	High	Mid- to Long-Term
	Improved localized customer amenities at bus stops	Low	Med	High	Mid-Term
Policy Improvements	Pilot project identification, planning, execution, and evaluation	High	High	High	Near-Term
	Low-income fare strategy	High	High	High	Near-Term
	Establish service design and performance guidelines to redefine filling unmet needs	High	High	High	Near-Term
	Local partnerships for funding pilots and ongoing services	Med	High	High	Near-Term
	Consider reorganizing transit governance to be comprehensive of all modes and jurisdictions in Shasta County	Low	Med	High	Long-Term
Alternative Mobility	Expand on-demand transit to supplant transit in areas with low transit service and low ridership	Low	Med	High	Mid-Term
	Human service transportation coordination	High	High	High	Mid-Term
	Rural transit mobility	High	High	High	Near-Term
	Mobility Integration	High	High	High	Near-Term
	Mobility as a Service (MaaS) options	Low	Med	High	Long-Term

Figure 10 Summary of Long-Range Transit Plan Strategies

RABA notes that farebox recovery noncompliance is so prevalent amongst small transit operators in California that a final draft framework for TDA Reform was adopted January 2, 2020, to modernize the 50-year-old TDA. It includes modifications to the farebox calculation and the removal of penalties for farebox recovery noncompliance. The TDA Reform task force is hopeful for legislative approval. In the meantime, for FY 2022/23, minimum farebox recovery requirements have been waived due to the COVID-19 pandemic and RABA is working on a fare study and short-range transit plan to evaluate potential modifications.

4.2 Burney Express

The number of Burney Express trips decreased by almost to 50% to 2,759 boardings, and the farebox recovery ratio fell by almost 50% to 4.7%. A detailed comparison of Burney Express' performance over the last five years is provided in Table 9.

Table 9 Burney Express Performance Overview

Performance Indicator	2016/17	2017/18	2018/19	2019/20	2020/21	2019/20 vs 2020/21	Percent Change from 19/20 to 20/21
Total Trips	6,266	6,038	4,981	5,224	2,759	(2,465)	-47.19%
Vehicle Service Miles	87,780	86,526	86,246	87,552	87,522	(30)	-0.03%
Vehicle Hours	2,313	2,340	2,270	2,320	2,304	(16)	-0.69%
Total Expenses (minus exclusions)	$237,118	$246,775	$245,469	$274,790	$316,784	41,994	15.28%
Farebox Revenue (minus exclusions)	$26,021	$25,722	$21,425	$21,192	$14,887	(6,305)	-29.75%
Farebox Ratio	10.97%	10.42%	8.73%	7.71%	4.70%	-3.01%	-39.06%
TDA Subsidy Per Trip	$33.69	$36.61	$44.98	$48.54	$109.42	$60.88	125.41%
Riders per Hour	2.71	2.58	2.19	2.25	1.20	(1.05)	-46.82%
Riders per Month	522	503	415	435	230	(205.42)	-47.19%

Burney Express farebox recovery ratio has, for the third year, fallen below the minimum 10% farebox ratio set by TDA for transit in non-urbanized areas. SRTA continues to work with RABA and the county of Shasta to investigate possible service changes and alternatives, including the reduction of operational and administrative overlap with Burney Express, CTSA, and Modoc Sage Stage services; however, performance during FY 2020/21 was greatly impacted by the COVID-19 pandemic and restrictions on the number of passengers per vehicle. As with other services, it is anticipated that ridership will largely rebound after the pandemic subsides. Until then, the state has waived farebox recovery minimums.

4.3 ShastaConnect

In July 2017, SRTA renewed its contract with Dignity Health Connected Living (DHCL) to provide Sunday On-Demand services as well as general public service to individuals at least 18 years old outside of the RABA service area. These services are branded under the ShastaConnect moniker. The contract includes performance goals to improve efficiency for the delivery of Consolidated Transportation Services Agency

(CTSA) services. As noted in Table 10 the sole performance mandate for CTSA transit services is "Subsidy per Trip." The performance measures in Table 10 provide a snapshot of CTSA's performance for FY 2016/17 through 2020/21. The CTSA fare is $3.00 for each one-way trip.

Due to COVID, total CTSA ridership for FY 2020/21 is down 46% compared to FY 2019/20. However, to meet rider needs due to the impact of COVID, DHCL started offering 'reverse transit' trips to riders. Reverse transit trips allow eligible riders to call in and pay for groceries or prescriptions to have DHCL deliver them to their residence. DHCL charges SRTA a $5.00 fee for each trip, which is then paid for through the region's LCTOP-funded Free/Reduced-Fare Program. When including these reverse transit trips, total passenger trips in FY 2020/21 is down 11% from over FY 2019/20.

Table 10 CTSA Performance Overview

Performance Measures	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	Aspirational Goals	Goal vs. Actual Performance
Fare Contribution Ratio	7.95%	6.80%	6.51%	7.01%	1.45%	10%	N/A
Passengers per Hr.	2.14	1.90	1.68	2.04	2.4	2.74	N/A
Cost per Service Hour	$48.88	$49.28	$61.13	58.62	61.34	$42.58	N/A
TDA subsidy per Trip	$18.20	$17.28	$23.90	$22.43	$18.70	$11.43	Goal: $21.71** Under by: $3.01
Passenger per Service Mile	0.16	0.13	0.11	0.15	0.13	0.20	N/A
Denied Trips	0	0	0	0	2	0	N/A
Complaints	0	0	0	0	1	0	N/A
Missed Trips	0	0	0.25	0	16	0	N/A
Match of CTSA Budget*	%	21%	26.20%	25.1%	38%	25%	NA

*DHCL provides matching funds through in-kind services, as well as separate senior transportation grant funding.
**Includes annual escalation in future years tied to cost-of-living index.

The TDA subsidy per trip came down by $4.36 and is $3.01 under the contract goal. As the service matures and the pandemic subsides, it is anticipated that performance will trend toward the aspirational goal of $11.43 TDA subsidy per trip. To serve individuals with transportation needs outside of RABA's service area and within the service area where there is currently no RABA service, SRTA recommends continued support for CTSA services with TDA funds.

Efforts to improve performance include funding for new vehicle purchases and hybrid kits, or electric buses with charging stations. In November 2020, ShastaConnect services went digital, with an improved software system to manage operations and that allows riders to request rides by smartphone. Further improvements in transaction software and fare recovery may also enhance CTSA performance in future years. Additionally, SRTA will continue to work with DHCL and RABA to better coordinate service delivery between the two systems. SRTA will continue to look for increased efficiencies by eliminating or minimizing operational and administrative overlap. DHCL, SRTA, and RABA signed a service eligibility agreement in December 2020, which went into effect January 2021, to address any redundancies between services.

SRTA's partnership with Dignity Health Connected Living (DHCL) for on-demand Sunday service performed very near expectations prior to COVID. This service began October 2019 but was suspended in April 2020. In November 2020, Sunday transit operations resumed, with expanded service to the cities of Anderson and Shasta Lake. While ridership is low due to COVID guidelines (i.e., social distancing and passenger limitations on vehicles) and temporary scale-back of marketing due to the pandemic, DHCL is now more suited to respond to needs as the region's COVID tiers change. The Sunday service pilot is planned to operate at least through June 2022. Future service beyond the pilot areas dependent on ridership and potential funding.

Section 5 Community Outreach

Consistent with SRTA's Public Participation Plan, multiple outreach methods are used for the public engagement efforts of the annual Unmet Transit Needs Process. Activities for the FY 2020/21 cycle were virtual due to the COVID-19 pandemic. They included:

- An online survey in both English and Spanish;
- Advertising on transit vehicles directing riders to the survey;
- Use of a QR Code for the first time to link to the survey;
- Social media posts;
- Utilization of Social Services Transportation Advisory Council (SSTAC) members for information sharing among the community; and
- A public hearing.

In recent prior Transit Needs Assessments, SRTA went above and beyond TDA requirements to reach out to a greater number and diversity of individuals. In addition, recent efforts, although successful at increasing the volume of comments received, did not appreciably change the nature of the public input or SRTA's findings. Nor did they differ from findings for the RABA-administered Short Range Transit Plan.

Appendix 8 is a summary of public comments received for the current Unmet Transit Needs process. This year there was an appreciable increase in comments from Shingletown. Reviewing the comments made it clear that there was a concerted effort to use the Transit Needs Assessment survey to address a non-transit related concern in the Shingletown community: secondary access in and out of the Shasta Forest Village subdivision. That survey responses were shared with public works and planning colleagues at Shasta County. In the past, a Shingletown van pool service operated from 1996 to 2002 when it was terminated. Shingletown service could be requested from DHCL as the Coordinated Transportation Services Agency.

Year-to-year top-ranked requests include: 1) more frequent service; 2) expanded hours of RABA operation; 3) Sunday service; 4) better bus route connections; and 5) Whiskeytown Beach Bus service.

All these requests represent Unmet Transit Needs. To address these needs, SRTA expanded ShastaConnect to include general public service on additional days and areas, and the SRTA Board of Directors authorized use of TDA funds to operate the summer service to Whiskeytown Lake. Section 6 of this report provides more detail regarding potential improvements as well as alternative, more cost-effective service delivery strategies.

5.1 Unmet Transit Needs Survey

An online (English and Spanish) was posted online on January 1, 2022. As of February 3, 2022, twenty-two total survey responses were completed, with seven qualifying as transit service requests from Shingletown and twelve non-qualifying. Qualifying transit service requests are documented in Appendix 8 of this report.

5.2 Official Public Comment Period

This document will be published on February 16, 2022, and a 30-day public comment period advertised via local newspapers on SRTA's website. The SRTA Board of Directors will hold a public hearing on February 24, 2022. Public comments will be received through March 20, 2022, for this cycle, and incorporated into this final report. Comments received for this year's unmet transit needs are documented and responded to in Appendix 8. In addition, the public is invited to comment when the TDA budget is considered for approval by the SRTA Board of Directors at the April 28, 2022, meeting. The public may continue to submit comments year-round for consideration in future cycles.

5.3 Comments on Findings

After public comments have been reviewed and the Social Services Transportation Advisory Council (SSTAC) has been consulted for their recommendation, SRTA will produce a Summary Report on Unmet Transit Needs findings. The SSTAC recommendation will be included in Appendix 9 of this document. Both the SSTAC and SRTA staff recommendation will be considered and approved concurrent with the TDA budget at the April 2022 SRTA Board of Directors meeting. Once this report has been finalized with any additional public comments and approved by the SRTA Board of Directors, Sections 6.1 (short term recommendations) and 6.2 (long term recommendations) in this Transit Needs Assessment will become the official FY 2022/23 Unmet Transit Needs Findings.

Section 6 Analysis of Potential Service Improvements

This section fulfills the TDA statute requiring SRTA to conduct an analysis of the potential alternative public transportation and specialized transportation services in meeting identified transit demand. Potential transit services must meet the SRTA Board of Directors definition of an "Unmet Transit Need" and must be determined "Reasonable to Meet." The recommendations made in this section are based on public input and analysis of transit performance. The public and the SSTAC are provided an opportunity to comment on recommendations prior to approval by the SRTA Board of Directors.

Potential transit needs identified by the public and SRTA staff present a broad range of new transit service opportunities. To compare potential unmet transit needs more easily, they have been grouped into needs that could be categorized as Short-Term and Long-Term.

Before reviewing the recommendations, it is important to note the consistency in the unmet needs identified by the public. For a complete summary of comments received and responses to those comments, see Appendix 8. The following transit needs consistently rank among the top unmet transit needs identified by the Shasta Transit Priorities Survey, RABA Short Range Transit Plan, and SRTA's Chronological History of Unmet Transit Needs Comments since FY 2002/03:

- Sunday Service
- Expanded Hours of Operation
- More Frequent Buses (Shorter Headways)
- New Service

It is not possible to fund all these unmet transit needs system-wide in a single Unmet Transit Needs Cycle. However, SRTA can focus on service improvements, narrower in scope, which could ultimately lead to more comprehensive improvements. Additionally, if the on-demand Sunday transit service model is successful, SRTA may look to this service delivery model in the future to satisfy other unmet needs.

6.1 Short Term

This section presents recommendations for this year's unmet transit needs process or before the next Short Range Transit Plan.

No new TDA-funded services are recommended at this time in light of: 1) a drop in transit performance in the region for FY 2020/21; 2) downward performance over consecutive multiple years; and 3) impacts from the COVID-19 pandemic on transit ridership and the cost of providing services. Requests will continue to be tracked and alternative transit service delivery strategies considered. Despite downward performance trends, it is important to note that — in all jurisdictions except the city of Redding — there remains excess annual TDA funding that can only be used for public transportation that is building in a SRTA reserve account.

<u>Analysis Recommendations</u> – In the coming year, SRTA will explore key strategies from the 2040 Long-Range Transit Plan and RABA's short range transit plan (in development) to address the region's transit performance. SRTA will consider plans to:

- Continue on-demand Sunday Service beyond the pilot project timeframe;
- Continue expanded CTSA, including consideration of adding services on Saturdays;

- Explore on-demand service as an alternative to fixed route Saturday service and/or low performing routes and times;
- Explore consolidating Burney Express with ShastaConnect on-demand intermountain service and Modoc Sage Stage;
- Find efficiencies and reduce overlap between RABA demand response service (complimentary paratransit) and ShastaConnect;
- Implement low-income strategy from Long-Range Transit Plan (i.e., free fares); and
- Re-establish Airport Road/Knighton Road fixed route service to the Veteran's Administration (VA) Clinic and Home on Knighton Road.

Table 11 Initial Short-Term Recommendations

Identified Need	Unmet Need?	Reasonable to Meet?	Recommendation/Comments
Current FY 2022/23 Unmet Transit Needs Cycle			
Shingletown Service	Yes	No	Shingletown service could be requested from DHCL as the Coordinated Transportation Services Agency. See below about requests for extended service area. RABA services are not meeting the minimum farebox recovery ratio. A Shingletown van pool service operated from 1996 to 2002 when it was terminated due to low ridership. ShastaConnect service area could be expanded to include Shingletown.
Recurring Requests from Previous Cycles			
Sunday Service	Yes	Yes. Grant-funded two-year on-demand Sunday service project began October 2019.	SRTA started a grant-funded on-demand transit service on Sundays in partnership with Dignity Health Connected Living (DHCL). The service, under the ShastaConnect brand, started October 13, 2019, and will operate at least through October 2022 (two-year period was extended due to temporary, pandemic-related hiatus in service). Future operations are dependent on ridership and funding.
• Extended service area: In November 2020, using LCTOP funding, the ShastaConnect Sunday On-Demand service was expanded to include the cities of Anderson and Shasta Lake.			

Whiskey-town Summer Service	Yes	Yes. Service restarted in 2021.	The ‘Beach Bus’ service will return in summer of 2022 and operate between the Memorial Day and Labor Day holidays. SRTA and the National Park Service are working on the transit operating plan. After debuting June through August 2017, the Whiskeytown Lake 'Beach Bus' was approved for funding by the SRTA Board of Directors for the 2018 season but not implemented because the National Park Service (NPS) intended to charge an entry fee per individual (as opposed to per vehicle), thereby rendering the service noncompetitive. These issues were resolved, and the ‘Beach Bus’ service returned for summer 2021, when pandemic conditions allowed.
Extended Service Hours	Yes	Not at this time using traditional fixed route service delivery model*	RABA services are not meeting the minimum farebox recovery ratio. Even with the effects of the pandemic considered, ridership and revenue have been decreasing over multiple cycles while operating costs are increasing by about 7% annually. Without significant increases in ridership, major changes to the service delivery paradigm, and/or changes in TDA legislation, RABA will face reduced eligibility for funding.
More Frequent Service			
Extended Service Area			

*The ShastaConnect on-demand service delivery model might be able to meet some of these needs and will be explored further over the coming year.

- Extended service hours: Regional public transportation expanded from six to seven days a week with the introduction of the ShastaConnect Sunday On-Demand Transit service.
- Extended service area:
  - In November 2020, using LCTOP funding, the ShastaConnect Sunday On-Demand service was expanded to include the cities of Anderson and Shasta Lake.
  - A new ShastaConnect weekday service for riders between the intermountain communities of Burney, Cassel, Fall River, and McArthur launched on January 24, 2022.
  - Ridership eligibility for weekday ShastaConnect service was expanded in December 2020 from serving only seniors (60 years of age or older) and adults (18+ years of age) with disabilities, to anyone over 18 years of age and minors when accompanied with an adult.
  - Extending on-demand transit to Shingletown will be explored over the next year.

With these LCTOP-funded services, ShastaConnect was the only transportation service in the region to improve in performance over the last fiscal year. As the service matures and the pandemic subsides, this transit service delivery strategy could fill gaps in service areas, days and/or hours.

In summary, in the short-term it is recommended that all current TDA-funded services be maintained, as well as all grant-funded services, including ShastaConnect On-Demand Transit services and Whiskeytown Beach Bus service. Results from Analysis Recommendations listed above will likely not be implemented in the next year but will be studied and included in the next transit needs assessment.

6.2 Long-Term

This section presents recommendations to be planned and considered beyond the current unmet needs cycle.

6.2.1 RABA

Table 12 Long-Term Recommendations

Identified Need	Unmet Need?	Reasonable to Meet?	Recommendations/Comments
More Frequent Service	Yes	Not at this time.	RABA services are not meeting the minimum farebox recovery ratio. Even with the effects of the pandemic considered, ridership and revenue have been decreasing over multiple cycles while operating costs are increasing by about 7% annually. Without significant increases in ridership, major changes to the service delivery paradigm, and/or changes in TDA legislation, RABA will face reduced eligibility for funding. SRTA's ShastaConnect is testing a new on-demand service delivery model. In November 2020, using LCTOP funding, service was expanded from Sunday-only service in parts of Redding to now include Monday through Friday service in all requested areas, save Shingletown and Platina. Ridership eligibility was also expanded. With these LCTOP-funded services, ShastaConnect was the only transportation service in the region to
Extended Service Hours	Yes		

Extended Service Areas: • Shingletown • Cottonwood • Knighton Road • Airport Road • Mountain Gate • Palo Cedro • Platina • Lakehead	Yes		improve in performance over last fiscal year. As the service matures and the pandemic subsides, this transit service delivery strategy may continue to be considered when filling gaps in service areas, days and/or hours. If portions of conventional fixed route service become ineligible for TDA funding due to low rider demand or high cost per service hour, on-demand service may still be a viable option.

In summary, in the long-term it is recommended that as part of RABA's Short Range Transit Plan process, strategies from the 2040 Long-Range Transit Plan be prepared for implementation that the Board of Directors will consider for future implementation. Examples of transit improvement strategies include enhancing multi-modal access to transit; realigning fixed-route service to reflect changing travel patterns; establishing an income-based fare structure or free fares for all; and expanding ShastaConnect On-Demand Transit services where conventional fixed-route service is not sustainable.

Appendix 1 - Unmet Transit Needs Process

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 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 – SRTA Resolution No. 16-14

RESOLUTION NO. 16-14

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 Regional Transportation Agency (SRTA) staff, having consulted with claimant jurisdiction representatives and the Social Services Transportation Advisory Council 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 minimum farebox recovery of 20% in urbanized areas and 10% in non-urbanized areas. Where anticipated farebox revenue from proposed services do not meet these minimum requirements, the following exceptions may apply as determined by the SRTA Board of Directors:

a) Transit services that are funded entirely with grants.
b) Transit services that are funded entirely by a local agency at that agency's discretion.
c) Urban transit services that represent a critical or essential service, as determined by the SRTA Board of Directors, providing such services do not result in farebox penalties for the transit system as a whole.
d) Pilot projects and new services for up to two years.
e) When a transit service primarily serves urban areas but also includes non-urban areas, a pro-rated farebox recovery standard based on the ratio of urban and non-urban in-service transit vehicle miles may be used.

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 farebox recovery minimums may be determined on an individual 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 SRTA Board of Directors that the resulting inter-agency cost sharing is equitable. In determining if the required funding equity has been achieved the SRTA Board of Directors 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 SRTA'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 the SRTA Board of Directors;

BE IT FURTHER RESOLVED that Resolution 00-21 of the Shasta Regional Transportation Agency dated December 12, 2000, is hereby rescinded and superseded.

PASSED AND ADOPTED this 13th day of December, 2016, by the Shasta Regional Transportation Agency.

Leonard Moty, Chair
Shasta Regional Transportation 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.

ASSISTED LIVING/CARE HOMES	
Beverly Healthcare and Rehabilitation	Provides a wheelchair accessible van for use by residents and staff (Redding area only). Also contracts with Care-A-Van. Contact: 530-241-6756.
Compass Shining Care	Supported living services for people with disabilities and senior services. Provides mileage reimbursement. Contact: 530-232-5543.
Holiday Retirement Corp (Hilltop Estates)	One bus for resident transportation only. Contact: 530-338-0190.
Krista Transitional Housing	Auto and van for persons enrolled in program. Contact: 530-246-1259.
Oakdale Heights Assisted Living	One bus for use by residents of the facility. Contact: 530-241-6047.
River Oaks Retirement	One non ADA-compliant bus for residents.
Sierra Oaks	One ADA-complaint bus for residents. Contact: 530-241-5100.
Welcome Home Assisted Living	Van for residents of facility only.
Willow Springs Alzheimer Care Center	Transports residents only. Contact: 530-953-2714.
FAITH-BASED ORGANIZATIONS	
Fountain Ministries	Sunday bus service to members.
Palo Cedro Community Church	Auto service to members as needed.
Good News Rescue Mission	Provides the Journey Home Program, an initiative aimed at reuniting the transient population with the family and/or employment opportunities. Contact: 530-242-5920 ext. 132.
NON-PROFIT TRANSPORTATION PROVIDERS	

Dignity Health Connected Living (DHCL)	DHCL operates the largest fleet of social service agency vehicles in Shasta County. DHCL is the designated Consolidated Transportation Services Agency (CTSA) and eligible for Transportation Development Act (TDA) funds. DHCL is a private, non-profit agency, which has been in operation since 1979. Nine vehicles are operated through a central radio dispatch system. Service is provided 8:00 a.m. - 4:00 p.m. (M-F). Passengers are transported from non-urban areas of Shasta County to urban areas where medical and social needs can be met. Use of DHCL'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. Federal and state funding for DHCL 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 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, as granted.
Shasta County Opportunity Center (OC)	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.
Far Northern Regional Center (FRNC)	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. Contact: 530-222-4791.
Golden Umbrella, Inc. (GU)	A private, non-profit agency, has served Redding area senior citizens since 1968. GU operates one van. Dignity Health Connected Living (DHCL) 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. Contact: 530-223-6034.

Northern Valley Catholic Social Service	Provides low-cost or free mental health, housing, vocational and support services to individuals with families in five Northern California counties. Contact: 530-241-0552.
Stillwater Learning Program	Provides rehabilitation services to disabled adults. 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. Contact: 530-241-5470.
Veterans Administration	Provides a 12-passenger van from Redding with stops in Anderson, Cottonwood, Red Bluff, Corning, Orland, Willow, and Williams 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. A shuttle leaves Burney for Redding on the first and third Wednesdays of the month. 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.
Shascade Community Services, Inc.	Shascade is a private, non-profit agency, which serves only persons with developmental disabilities enrolled in the FNRC 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). Contact: 530-243-1651.
PRIVATE TRANSPORTATION	
Merit Medi-Trans, Inc.	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. Contact: 530-221-4321.
ABC Cab	Available to Shasta County residents 24/7. Six taxis provide service to customers. Contact: 530-246-0577.
First Transit	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. Provides contracted service to FNRC.
Road Runner Taxi	Service around Redding and to airport, Shingletown, and Sacramento. Contact: 530-241-7433.
Yellow Cab Taxi	24-hour service around Redding. Contact: 530-222-1234.

Amtrak	Intercity rail service. Contact: 1-800-872-7245.
Greyhound Bus Lines	Intercity bus service. Contact: 530-241-2070.
PUBLIC TRANSIT	
Burney Express	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. Contact: 530-241-2877.
Sage Stage (Connecting Service)	Provides service from Alturas to Redding, Monday - Friday. Contact: 530-233-6410.
Redding Area Bus Authority (RABA) Fixed-Route	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 about 53,000 miles per month, providing approximately 55,000 monthly passenger trips. This service is funded through FTA 5307 and TDA funds. Contact: 530-241-2877.
Redding Area Bus Authority (RABA) Demand Response	RABA also provides paratransit service to mobility-impaired through its contract with TransDev 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 25,000 miles per month, providing approximately 4,400 passenger trips monthly. This service is funded through FTA 5307 and TDA funds.
Trinity Transit (Connecting Service)	Provides service from Weaverville to Redding with two round-trips per day on Monday, Wednesday, and Friday. Contact: 530-623-5738.
SCHOOL TRANSPORTATION	
Head Start Child Development, Inc. (Shasta Head Start)	Provides a mix of school bus and on-call transportation for low-income (federal poverty guidelines) families with children.
Shasta College	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.
Shasta County Superintendent of Schools	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, through Far Northern Regional Center, has 40 buses and 8 other vehicles used for students with disabilities.
TRIBAL TRANSPORTATION	
Pit River Health Services	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. Contact: 530-335-5090 ext. 151.
Redding Rancheria	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 (not affiliated with Shasta Senior Nutrition Programs). The health clinic provides a demand-response service to transport clients to the Clinic for medical and dental care. Contact: 530-224-2700. Head Start provides a fixed-route round-trip service to preschool age children. Child Care provides a fixed-route service that provides round-trip transportation to preschool and elementary school age children.
Susanville Indian Rancheria Public Transportation Program (Connecting Service)	Provides round-trip service Monday - Saturday from Susanville to Red Bluff via Redding. Contact: 530-257-1128.
Greenville Rancheria	Service for established tribal patients within Tehama County, with service to Shasta County based on need. Contact: 530-528-8600.

Appendix 4 - History of Unmet Needs Requests

Hearing Year/Primary Request	SRTA Response or Action
FY 2002/03	
Service to Palo Cedro and Lakehead Sunday service and longer hours	1. These areas are low density and not "reasonable to meet." Consolidated Transportation Services Agency (CTSA) served Lakehead daily for a six-month period; service was cancelled after it was minimally used. 2. The 2000/01 farebox ratio was 18.8% falling below the required 19% farebox ratio.
FY 2003/04	
Service to Shasta College Service to outlying areas Longer hours Sunday service	1, 2: RABA implemented a pilot service to Shasta College through regular operations. 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. 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 the CTSA.
FY 2004/05	
Service to Happy Valley and Mountain Gate Longer hours Sunday service	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. 2, 3. See discussions in 2003/2004.
FY 2005/06	
Service to Stillwater and Shingletown Reduce one-hour headways Longer Hours Sunday Service	1. These areas are low density and not "reasonable to meet." SRTA staff met with Shasta Senior Nutrition Program (SSNP) to discuss the feasibility of providing senior transportation to Shingletown. SSNP and community medical center will continue these discussions. 2, 3, 4: 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.

FY 2006/07	
Service to Cottonwood Service to Old Alturas Rd/Boyle Rd Additional stops on Burney Express Support of Anderson Express	1, 2: These services are outside of the RABA service area. Referred to CTSA: SSNP. 3: Shasta County approved two additional stops for Burney Express at Pit River Casino and Diddy Wells Fire Station. 4: A combination of the Anderson-only service and Anderson Express is on a six-month trial operation.
FY 2007/08	
Longer hours Service to Shingletown Stop at Round Mountain on Burney Express Increase service to Anderson Stop at Shasta County Public Health	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. This is a low density population area. Previously the county operated a vanpool service which failed due to lack of riders. In the process of establishing. As a member of the JPA, Anderson requested the Anderson-only trial service return to the prior service hours. A bus stop location has been established.
FY 2008/09	
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.
FY 2009/10	
Service to Burney Falls Service to Cottonwood Service to Redding Airport	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. 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. The Social Services Transportation Advisory Council (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 2009/10 was 15.2%. Exploring service to the airport is not likely until the economy recovers.

FY 2010/11	
Weekend service for Burney Express Service during Intermountain Fair (Burney Express) Accept Shasta College bus passes (Burney Express) Service to Shingletown Service to Cottonwood Service to Old Shasta Service to Millville New stops Extended hours of service	Saturday service is projected at half of the weekday service. Weekend service is not feasible at this time. Specialty services can be provided if privately chartered. The college program has since been discontinued. Transit service has been attempted in this area and has failed to meet performance requirements. 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. Trinity Transit serves Old Shasta while enroute to Redding. Millville is one of the least populated census tracts. Such low population density cannot support minimum farebox thresholds. The request was forwarded to RABA and SSNP for review. 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.
FY 2011/12	
Service to Redding Airport Modification of the Airport Road Corridor Route Accept California Heritage YouthBuild Academy Bus Passes	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. Morning service was meeting capacity. Adjustment to the route enabled service to the Shasta Builders Exchange Facility and California Heritage YouthBuild Academy. This service is current and ongoing as of December 2012.
FY 2012/13	
Extension of Service to Burney Falls Service to Mountain Gate Daily Service	The County and SRTA need to perform an analysis to determine if modifications can be made to this route without hindering service for existing riders. The County and RABA are also looking at opportunities to improve the coordination of transit services. Currently this area is outside of RABA's fixed route transit service area and fixed route bus service is not planned for this area. However, demand-response service through SSNP is available for eligible individuals. RABA is currently analyzing where routes can be adjusted to maximize ridership and service. Additional information about transit service in the region will be addressed in the Short-Range Transit Plan.
FY 2013/14	
Service to Shingletown	SSNP began the Shingletown Express in April 2013 with grant funding.

WE-CARE-A-LOT Connections Cottonwood Service Airport Road Additional Service Additional Burney Express Service Seasonal Service to Whiskeytown Lake Sunday Service More Frequent Service Extended Service Hours	Explore transit options to serve the WE-CARE-A-LOT Foundation in order to meet the mobility needs of clients with developmental disabilities and employees. RABA Demand Response and CTSA services will cover the current needs. Fund transit alternatives to serve the community of Cottonwood, where an identifiable population of transportation disadvantaged is located. "Cottonwood Express" service to be introduced following on-going RABA analysis. Work with RABA and the city of Redding to fund additional transit service along Airport Road to include the new Redding Electric Utility facility, needed for customer access. An additional afternoon roundtrip bus run departing Redding (2:35 PM) and Burney (4:00 PM) will be introduced August 17, 2015. Burney Express ridership increased by 28% in the first six months of operating the additional run. It is recommended that SRTA meet with the National Park Service to investigate the feasibility of funding improved transit connections between Redding and Whiskeytown with grants designated for improved park access. 6, 7, 8: It is recommended that SRTA and RABA meet to explore ways of meeting these needs in the next Short Range Transit Plan. It is unlikely that changes could be made system-wide initially, but pilot programs but could be introduced in high-use transit areas.
FY 2015/16	
Express transit service from Downtown to Shasta Mall Service to Turtle Bay Seasonal Service to Whiskeytown Lake Sunday Service More Frequent Service Extended Service Hours	1, 2: "Crosstown Express" service, including a stop at Turtle Bay/Civic Center, to be introduced following on-going RABA analysis. 3. An eight-week pilot program was introduced summer 2016 to test whether the service could meet the 10% farebox threshold for rural areas. If successful, the service could continue in successive years. 4, 5, 6: Develop service alternatives and analysis for consideration in future unmet transit needs cycles. For Sunday service, SRTA is studying its introduction or people with mobility issues using the Consolidated Transportation Services Agency, as soon as July 1, 2017, as part of a comprehensive transit analysis and development of a Coordinated Transit Plan.

FY 2016/17	
Sunday Service Crosstown Express (September 2016) Cottonwood Express (April 2016) Whiskeytown "Beach Bus" (Summer 2016)	PENDING PILOT PROJECT: The SRTA Board of Directors approved funding in December 2016 to design an on-demand Sunday transit service demonstration project. SRTA is working with the city of Shasta Lake on designing a pilot project for an on-demand service. CONTINUE WITH MODIFICATIONS: RABA service adjustments are underway to address low ridership numbers of this pilot project. DISCONTINUE: Service fell well below the minimum "reasonable to meet" criteria and fixed route services is scheduled to be discontinued on June 30, 2017. A new dial-a-ride service by SSNP is under development and could start as soon as July to meet this route's limited demand. CONTINUE: Service for Summer 2017 beginning May 25 with funding from grants.

FY 2017/18	
Sunday service (Carryover Request) More frequent service (Carryover); Extended service hours (Carryover) Crosstown Express (Pilot Project) Whiskeytown "Beach Bus" (Pilot Project)	1, 2: SRTA is working on the development of a demonstration project for Sunday transit service that serves the region. In October and November of 2017, 299 participants filled out ridership surveys. Service alternatives are being developed and evaluated based on survey responses. SRTA anticipates recommending a service solution concept at the June 2018 board of directors meeting, a business plan in October, 2018, and starting service in July, 2019. 2, 3: These more generalized needs and potential service delivery options will be addressed in the next short-range transit plan anticipated in 2019. It is unlikely that changes could be made system-wide initially; however, pilot programs could be introduced in high-use transit areas. SRTA is also exploring the possibility of smart phone-enabled 'on-demand' transit service to provide more targeted and rider-responsive service enhancements. 4. Introduced in September 2016, this service was slow to grow ridership with an average of 290 trips per month in the first four months. However, RABA made service adjustments which have increased the average number of trips to 834 per month in the final four months of 2017. This service was funded primarily by a Low Carbon Transit Operations Program grant for free rides through June 30, 2018, and a ridership fare agreement with the Bethel School of Supernatural Ministry. It is recommended that this service continue as a TDA-funded pilot project. 5. The Beach Bus was funded in part by a grant obtained by the Friends of Whiskeytown from Dignity Health. Seasonal service began two years ago, during which time 627 passenger trips were provided during the 2016 season and 1,092 passenger trips were provided during the 2017 Season. The Friends of Whiskeytown has indicated that it will not be pursuing another grant from Dignity Health. Without supplemental grant funds, the farebox recovery ratio for last season would have been

	6.54% - which is below the 10% minimum standard for non-urban routes. However, the SRTA BOD elected to offer the service using TDA funding due to its low operating cost. Subsequent to that decision, the NPS indicated that they would charge each RABA bus passenger an entrance fee. SRTA, RABA and NPS were working on alternatives when the July 2018 Carr Fire began, severely damaging Whiskeytown NRA. Therefore, the service was not implemented summer 2018.
FY 2018/19	
Sunday Service Whiskeytown Summer Service Extended Service Hours More Frequent Service Extended Service Areas	1. SRTA developed an on-demand, Sunday transit service in association with Dignity Health Connected Living (DHCL); it began service October 13, 2019. Funding for the two-year pilot service is through the Low Carbon Transit Operations Program. 2. The SRTA Board of Directors approved service continuation, acknowledging that summer 2019 service might be unlikely due to Whiskeytown park personnel still working on fire recovery efforts. Although the service did not run, NPS staff did reach agreement with SRTA and RABA on how to address future park bus entries. 3, 4, 5: SRTA staff calculated that the RABA farebox ratio was at risk to fall below the state-mandated 15% within the next two years. Therefore, no expansion of RABA services using TDA funds was recommended.
FY 2019/20	
1. Sunday Service 2. Whiskeytown Summer Service 3. Extended Service Hours 4. More Frequent Service 5. Extended Service Areas	1. SRTA developed an on-demand, Sunday transit service in association with Dignity Health Connected Living (DHCL); it began service October 13, 2019. Funding for the two-year transit service is through the Low Carbon Transit Operations Program. 2. The SRTA Board of Directors approved service continuation. Park entry issues were resolved with NPS, and this specialty service is set to return for summer 2021, as long as pandemic conditions allow. 3, 4, 5: RABA services are not meeting the minimum farebox recovery ratio. Even with the effects of the pandemic considered, ridership and revenue have been decreasing over multiple cycles while operating costs are increasing by about 4-5% annually. Therefore, no expansion of RABA services using TDA funds was recommended.

Table 13 Chronological History of Unmet Needs Requests

Chronological History of Unmet Needs Requests							
	2002-2005	2005-2008	2008-2011	2011-2014	2014 - 2019	2020 - 2022	# of Times Requested
Service to Palo Cedro	1				2		3
Service to Lakehead	1				1	4	6
Sunday service	3	1	1	2	3	1	11
Longer Hours	3	2	2		3		10
Service to Shasta College	1				1		2
Service to outlying areas	1				1		2
Service to Happy Valley	1				1		2
Service to Mountain Gate	1			2	1		4
Service to Stillwater		1					1
Service to Shingletown		2	1		2	8	13
Reduce one-hour headways		1			2	1	4
Service to Cottonwood		1	2		2		5
Service Old Alturas Rd/Boyle Rd		1					1
Support of Anderson Express		1					1
Increase service to Anderson		1			1		2
Service to Burney Falls			1	1			2
Service to Redding Airport			1	1		1	3
Weekend service for Burney Express			1				1
Service during Intermountain Fair (Burney Express)			1				1
Service to Old Shasta			1		1		2
Service to Millville			1				1
Additional Redding to Burney run					2		2

Service along Placer to Outer Redding					1		1
Service to Turtle Bay					1		1
Service to Old Oregon Trail/SR44					2	1	3
Enhanced active transportation connections to transit						2	2
Service to Riverland Drive						1	1

Appendix 5 - Identifying Transit Demand

SRTA identified transit demand using GIS. Two ways of calculating transit demand relationships were discussed: percentage and density. Characteristic counts can be used to derive measures that express either of these relationships. Percentages express the relation of a single observation to all observations using values that range between 1 and 100. Densities express the relationship of an observation to the size of a unit area.

The use of either relationship was considered in the analysis to identify U.S. Census Block Groups (BG, minimum mapping unit) with high transit demand. SRTA staff decided the analysis would use density since a BG with a high percentage of transit demand, but low density is not as cost effective as servicing a BG with high transit demand and a high density transit demand.

MAGNITUDE RANGE METHOD OF TRANSIT DEMAND PER SQUARE MILE

SRTA utilizes a 'range method' to determine the presence and magnitude of transit dependency within the region. Using Census Block Group data, various demographics commonly associated with limited mobility are combined with population density and displayed as a heat map - i.e., high levels of transit dependency is shown as red, moderate levels shown as yellow, and low levels shown as green.

METHODOLOGY

The data for defining transit demand was derived from the American Community Survey (ACS) five-year estimates for the years 2010 through 2014, using statistics from the SRTP and mode share split from the Travel Demand Model (TDM). Factor counts were summed to develop the transit demand magnitude. The first five factors were summed to develop the transit dependent magnitude; all six were summed to develop the transit need. The factors are described below:

Limited Automobile Access – Occupied housing units with no vehicle available, multiplied by 2.48 (the average household size from SRTA's Travel Demand Model).

Very Low Income – Individuals that live at 100% or less of the federal poverty level.

Seniors – Individuals aged 65 or older.

Young Adults – Individuals aged 15 to 24.

Individuals with Disabilities – Individuals 18 and older with a disability.

Voluntary Transit Riders – Total individuals multiplied by 1.3% (Downtown Redding mode share from SRTA's Travel Demand Model) multiplied by 34% (percentage of choice/voluntary transit ridership [1-3 Days/Week] from RABA's Short Range Transit Plan).

Appendix 6 - RABA Performance Over the Last Five Years

Table 14 RABA Performance Over Last Five Years

Redding Area Bus Authority							
Performance Indicator	**2016/17**	**2017/18**	**2018/19**	**2019/20**	**2020/21**	**2019/20 vs 2020/21**	**Percent Change from 19/20 to 20/21**
Fixed Route							
Total Trips	679,527	659,697	575,978	513,051	330,690	(182,361)	-35.54%
Veh Service Miles	648,171	637,806	609,569	589,000	585,446	(3,554)	-0.60%
Vehicle Hours	41,685	41,257	39,664	38,912	38,656	(256)	-0.66%
Total Expenses (minus exclusions)	$ 3,858,305	$ 3,924,510	$ 3,975,607	$ 4,280,134	$ 4,670,777	$ 390,643	9.13%
Farebox Revenue (minus exclusions)	$ 714,238	$ 841,311	$ 586,852	$ 527,933	$ 437,203	$ (90,730)	-17.19%
Farebox Ratio	18.51%	21.44%	14.76%	12.33%	9.36%	-2.97%	-24.11%
TDA Subsidy Per Trip	$ 4.63	$ 4.67	$ 5.88	$ 7.31	$ 12.80	$ 5.49	75.05%
Operating Cost/Passenger Trip	$ 5.68	$ 5.95	$ 6.90	$ 8.34	$ 14.12	$ 5.78	69.31%
Operating Cost/Service Hour	$ 92.56	$ 95.12	$ 100.23	$ 110.00	$ 120.83	$ 10.83	9.85%
Passengers/Service Hour	16.30	15.99	14.52	13.18	8.55	(4.63)	-35.12%
Passengers/Service Mile	1.05	1.03	0.94	0.87	0.56	(0.31)	-35.15%
Service Hours/Employee	1,263.18	1,178.77	1,133.26	1,111.77	1,044.76	(67.01)	-6.03%
Demand Response							
Total Trips	54,395	52,821	49,169	32,439	15,314	(17,125)	-52.79%
Veh Service Miles	300,213	294,282	268,782	199,892	117,559	(82,333)	-41.19%
Vehicle Hours	16,405	16,232	15,739	11,950	6,717	(5,233)	-43.79%
Total Expenses (minus exclusions)	$ 1,537,815	$ 1,565,900	$ 1,366,420	$ 1,364,935	$ 972,953	(391,982)	-28.72%
Farebox Revenue (minus exclusions)	$ 194,823	$ 189,683	$ 175,590	$ 112,113	$ 79,309	(32,804)	-29.26%
Farebox Ratio	12.67%	12.11%	12.85%	8.21%	8.15%	-0.06%	-0.76%
TDA Subsidy Per Trip	$ 24.69	$ 26.05	$ 24.22	$ 38.62	$ 58.35	$ 19.73	51.10%
Operating Cost/Passenger Trip	$ 28.27	$ 29.65	$ 27.79	$ 42.08	$ 63.53	$ 21.46	50.99%
Operating Cost/Service Hour	$ 93.74	$ 96.47	$ 86.82	$ 114.22	$ 144.85	$ 30.63	26.82%
Passengers/Service Hour	3.32	3.25	3.12	2.71	2.28	-0.43	-16.01%
Passengers/Service Mile	0.18	0.18	0.18	0.16	0.13	-0.03	-19.73%
Service Hours/Employee	656.20	705.74	684.30	519.57	671.70	152.13	29.28%
Combined (Fixed Route and Demand Response)							
Total Trips	733,922	712,518	625,147	545,490	346,004	(199,486)	-36.57%
Veh Service Miles	948,384	932,088	878,351	788,892	703,005	(85,887)	-10.89%
Vehicle Hours	58,090	57,489	55,403	50,862	45,373	(5,489)	-10.79%
Total Expenses (minus exclusions)	$ 5,396,120	$ 5,490,410	$ 5,342,027	$ 5,645,069	$ 5,643,730	(1,339)	-0.02%
Farebox Revenue (minus exclusions)	$ 909,061	$ 1,030,994	$ 762,442	$ 640,046	$ 516,512	(123,534)	-19.30%
Farebox Ratio	16.85%	18.78%	14.27%	11.34%	9.15%	-2.19%	-19.28%
TDA Subsidy Per Trip	$ 6.11	$ 6.26	$ 7.33	$ 9.18	$ 14.82	$ 5.64	61.50%
Operating Cost/Passenger Trip	$ 7.35	$ 7.71	$ 8.55	$ 10.35	$ 16.31	$ 5.96	57.62%
Operating Cost/Service Hour	$ 92.89	$ 95.50	$ 96.42	$ 110.99	$ 124.39	$ 13.40	12.07%
Passengers/Service Hour	12.63	12.39	11.28	10.72	7.63	-3.10	-28.90%
Passengers/Service Mile	0.77	0.76	0.71	0.69	0.49	-0.20	-28.82%
Service Hours/Employee	1,001.55	991.19	955.22	959.66	856.09	(103.57)	-10.79%
Burney Express							
Total Trips	6,266	6,038	4,981	5,224	2,759	(2,465)	-47.19%
Veh Service Miles	87,780	86,526	86,246	87,552	87,522	(30)	-0.03%
Vehicle Hours	2,313	2,340	2,270	2,320	2,304	(16)	-0.69%
Total Expenses (minus exclusions)	$ 237,118	$ 246,775	$ 245,469	$ 274,790	$ 316,784	41,994	15.28%
Farebox Revenue (minus exclusions)	$ 26,021	$ 25,722	$ 21,425	$ 21,192	$ 14,887	(6,305)	-29.75%
Farebox Ratio	10.97%	10.42%	8.73%	7.71%	4.70%	-3.01%	-39.06%
TDA Subsidy Per Trip	$ 33.69	$ 36.61	$ 44.98	$ 48.54	$ 109.42	$ 60.88	125.41%
Riders per Hour	2.71	2.58	2.19	2.25	1.20	(1.05)	-46.82%
Riders per Month	522	503	415	435	230	(205.42)	-47.19%

Appendix 7 – Glossary

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.

Passenger Trip
A passenger trip is a one-way trip counted separately each time a passenger boards the bus. Passenger trips are different from the number of riders. One rider typically accounts for two or more passenger trips each day.

Transportation Development Act (TDA)
The Mills-Alquist-Deddeh Transportation Development Act of 1971 provides two major sources of funding for public transportation: 1) Local Transportation Fund (LTF); and 2) State Transit Assistance (STA).

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

Social Services Transportation Advisory Council (SSTAC)
A group of representatives of under-served transit users, appointed by SRTA, to provide recommendations to SRTA on "unmet transit needs that are reasonable to meet" and other transit coordination issues.

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.

V**ehicle Revenue Miles (VRM)**
The miles that vehicles are scheduled to or actually travel while in revenue service.

Appendix 8 - Public Comments and Responses

Comments and responses below. Black type-face comments and responses are related to the SRTA Unmet Transit Needs Process.

#	Date Received	First Name	Last Name	Medium	Extended Hours of Operation	Increase Bus Frequency	Sunday Service	Interregional Connection	Extend/Reroute Service To…	RABA Operational/Admin	New Service	SRTA Unmet Needs Responses	RABA Operational / Admin Responses
22	1/31/2022			Online survey						More stops	X	N/A	In service area
21	1/26/2022			Online survey								Non-qualifying	
20	1/22/2022			Online survey							X, Shingletown	CTSA/Shasta Connect	
19	1/22/2022			Online survey								Non-qualifying	
18	1/22/2022			Online survey								Non-qualifying	
17	1/21/2022			Online survey								Non-qualifying	
16	1/21/2022			Online survey								Non-qualifying	
15	1/21/2022			Online survey						Late Buses		N/A	On-time review
14	1/21/2022			Online survey					X, Door to door			CTSA Service Referral	
13	1/21/2022			Online survey								Non-qualifying	
12	1/21/2022			Online survey								Non-qualifying	
11	1/21/2022			Online survey		X	X				X, Lassen	Beach Bus continues ShastaConnect expansion review	
10	1/21/2022			Online survey								Non-qualifying	
9	1/20/2022			Online survey								Non-qualifying	
8	1/20/2022			Online survey							X, Shingletown	CTSA/Shasta Connect	
7	1/20/2022			Online survey							X, Shingletown	CTSA/Shasta Connect	
6	1/20/2022			Online survey								Non-qualifying	
5	1/20/2022			Online survey							X, Shingletown	CTSA/Shasta Connect	
4	1/20/2022			Online survey								Non-qualifying	
3	1/20/2022			Online survey							X, Shingletown	CTSA/Shasta Connect	
2	1/20/2022			Online survey								Non-qualifying	
1	1/20/2022			Online survey							X, Shingletown	CTSA/Shasta Connect	

Appendix 9 - SSTAC Recommendation

1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • Fax: (530)262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, Executive Director

To: Shasta Regional Transportation Agency (SRTA) Board of Directors
Date: April 28, 2022
Subject: 2022/23 Unmet Transit Needs Recommendation

The Shasta Region's Social Services Transportation Advisory Council (SSTAC) meets at least twice per year to review transit needs in the Shasta Region. The SSTAC is responsible for preparing an unmet needs recommendation to the SRTA Board of Directors as part of the annual unmet transit needs process. The primary public transportation provider in the region is the Redding Area Bus Authority (RABA).

The SSTAC reviewed and concurred with the following SRTA staff recommendations:

1) Continue Sunday On-Demand Transit Service – Begun in October 2019, the SSTAC recommends continuation of the pilot project, which was on hiatus late March 2020 through October 2020 due to the COVID-19 Pandemic.
2) Provide Whiskeytown Summer Service – Work with RABA and the National Park Service to offer Summer 2022 service.
3) Defer Extended Service Hours, More Frequent Services, and Extended Service Areas – RABA services are not meeting the minimum farebox recovery ratio. Even with the effects of the pandemic considered, ridership and revenue have been decreasing over multiple cycles.

Respectfully submitted,

Patrick Geagan

Patrick Geagan (Chair)	-	Resident, Disabled Transit User
Hallie Fonseca (Vice Chair)	-	Local Social Service Provider for Seniors (Transportation)
Sharon Gatt	-	Transit User 60 Years of Age or Older
Vacant	-	Local Social Service Provider for Seniors (Non-Transp)
Sou Saechao	-	Local Social Service Provider for the Disabled (Transp)
Jackie Rose	-	Local Social Service Provider for the Disabled (Non-Transp)
Vacant	-	Social Service Provider for Persons of Limited Means
Rudy Saenz	-	Local CTSA Representative (Administrator)
Jami Brinson	-	Local CTSA Representative (Operator)
Steve Smith	-	Help, Inc., Additional Member
Susan Morris Wilson	-	Resident, Additional Member
Robert Hale	-	Resident, Additional Member
Anne Thomas	-	Shasta Living Streets, Additional Member
Christina Prosperi	-	Resident, Additional Member

RESOLUTION

RESOLUTION NUMBER:	**22-03**
SUBJECT:	**Fiscal Year 2022/23 Unmet Transit Needs Findings**

WHEREAS, the Transportation Development Act (TDA) was enacted by the California Legislature to improve public transportation services and encourage regional coordination of services; and

WHEREAS, TDA established two funding sources for public transportation – the Local Transportation Fund (LTF) and the State Transit Assistance (STA) – to support public transportation services that comply with regional transportation plans; and

WHEREAS, providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance; and

WHEREAS, prior to making any LTF allocations to claimants for non-transit purposes, Shasta Regional Transportation Agency (SRTA) is required to fund identified unmet transit needs that are consistent with a "reasonable to meet" definition adopted by the SRTA Board of Directors; and

WHEREAS, the SRTA Board of Directors, on December 13, 2016, by Resolution Number 16-14, adopted a definition for "reasonable to meet"; and

WHEREAS, pursuant to Section 99401.5 of the California Public Utilities Code (PUC), SRTA administered the Fiscal Year (FY) 2022/23 Transit Needs Assessment for the Shasta region, which included the following actions:

1. Identification of transit needs, as documented in the FY 2022/23 Unmet Transit Needs report, through the following process:
    a. An assessment of the size and location of identifiable groups which are likely to be transit dependent or transit disadvantaged, including but not limited to the elderly, the disabled and persons of limited means.
    b. An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately- and publicly-provided services, in meeting the identified transit need.
    c. An analysis of potential alternative public transportation and specialized transportation services and service improvements that would meet the transit need.
2. Publication of draft unmet transit needs findings for a minimum 30-day public comment period between February 16, 2022, and March 20, 2022; a public hearing held on February 24, 2022; and all public comments received analyzed and responded to.
3. Consultations with and recommendation received from the Social Services Transportation Advisory Council (SSTAC) and other interested organizations and individuals.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Shasta Regional Transportation Agency makes the following FY 2022/23 unmet transit needs findings:

1. In the coming year, SRTA will explore key strategies from the 2040 Long-Range Transit Plan and RABA's short-range transit plan (in development) to address the region's transit performance. SRTA will consider plans to:
   - Continue on-demand Sunday Service beyond the pilot project timeframe;
   - Continue expanded CTSA, including consideration of adding services on Saturdays;
   - Explore on-demand service as an alternative to fixed route Saturday service and/or low performing routes and times;
   - Explore consolidating Burney Express with ShastaConnect on-demand intermountain service and Modoc Sage Stage;
   - Find efficiencies and reduce overlap between RABA demand response service (complementary paratransit) and ShastaConnect;
   - Implement low-income strategy from Long-Range Transit Plan (i.e., free fares); and
   - Re-establish Airport Road/Knighton Road fixed route service to the Veteran's Administration (VA) Clinic and Home on Knighton Road.
2. No new TDA-funded services are recommended at this time in light of: 1) a drop in transit performance in the region for FY 2020/21; 2) downward performance over consecutive multiple years; and 3) impacts from the COVID-19 pandemic on transit ridership and the cost of providing services. The ShastaConnect service area could be expanded to include other areas using grant funds. Over the year, ShastaConnect On-Demand Transit services could expand where conventional fixed-route service is not sustainable based on results from Analysis Recommendations listed above, using grant funds, CTSA reserve funds, or STA reserve funds.
3. All current TDA-funded services be maintained, as well as all grant-funded services, including ShastaConnect On-Demand Transit services and Whiskeytown Beach Bus service. Results from Analysis Recommendations listed above will likely not be implemented in the next year but will be studied and included in the next transit needs assessment.
4. As part of RABA's Short Range Transit Plan process, it is recommended that strategies from the 2040 Long-Range Transit Plan be prepared for implementation that the Board of Directors will consider for future implementation. Examples of transit improvement strategies include enhancing multi-modal access to transit; realigning fixed-route service to reflect changing travel patterns; establishing an income-based fare structure or free fares for all; and expanding ShastaConnect On-Demand Transit services where conventional fixed-route service is not sustainable.

PASSED AND ADOPTED this 28th day of April 2022, by the Shasta Regional Transportation Agency.

____

Baron Browning, Chair
Shasta Regional Transportation Agency

Attachment D

SHASTA REGIONAL TRANSPORTATION PLANNING AGENCY - 2022/23 TDA APPORTIONMENTS AND TRANSIT OBLIGATIONS									
		Anderson	Redding	Shasta Lake	County	SRTA	STA Reserve	CTSA	Non-motorized
Local Transportation Fund (LTF)	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
LTF Allocation FY 2022/23	9,452,322								
LTF 6/30/21 True-ups	2,814,581	122,188	1,690,040	142,958	859,395			80,310	45,255
LTF for Off the Top Distributions	(1,623,621)					1,034,364		420,898	168,359
LTF from Cities in Exchange for County Spillover (50%)	(172,927)		(172,927)						172,927
Total LTF Available for Jurisdictions	**10,470,354**	**593,415**	**5,555,478**	**612,204**	**3,709,257**				
State Transit Assistance (STA)	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
STA Allocation FY 2021/22 (Population Formula)	1,654,935	99,614	853,683	99,195	602,442				
STA Revenue Basis (Section 99314)	87,568	5,271	45,171	5,249	31,877				
STA True Up through 6/30/21	(48,950)	(3,873)	(27,770)	0	521		(17,828)		
STA Spillover to STA Reserve and to Redding		(101,012)	345,855	(104,444)	(426,399)		286,000		
Total STA Available	**1,693,553**	**0**	**1,216,940**	**0**	**208,441**		**268,173**		
Federal Transit Administration Formula Funds	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
FTA 5307 Operating Allocation (Cities only)	3,000,000	283,938	2,433,318	282,744					
American Rescue Plan	545,770	51,655	442,677	51,438					
FTA 5311 - Operating Apportionment	258,183				258,183				
FTA 5311(f) - Operating Apportionment	242,694				242,694				
Total FTA Available	**4,046,647**	**335,593**	**2,875,995**	**334,182**	**500,877**				
Total Revenue Available	**18,132,668**	**929,008**	**9,648,413**	**946,385**	**4,418,575**	**1,034,364**	**268,173**	**501,208**	**386,542**
		Anderson	Redding	Shasta Lake	County	SRTA	STA Reserve	CTSA	Non-Motorized
Transit Funding Requirements	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
Redding Area Bus Authority-Operating	4,837,828								
Redding Area Bus Authority-Administration	793,910								
Required FY 2021/22 RABA Funding Requirement (1313.2)	5,631,738	286,169	4,654,442	244,503	446,624				
From Cities for Non-Motorized									
Other Transit Obligations:									
County TDA Administration	20,000				20,000				
Burney Express for Operating	242,694				242,694				
Beach Bus	35,000						35,000		
Total Transit Obligations Filed Under Article 4 and 8	**5,929,432**	**286,169**	**4,654,442**	**244,503**	**709,318**		**35,000**		
		Anderson	Redding	Shasta Lake	County	SRTA	STA Reserve	CTSA	Non-Motorized
Total for SRTA & STA Reserve, 5% CTSA, 2% Bike & Ped, Non-motorized	**2,190,286**					1,034,364	268,173	501,208	386,542
Total STA to Transit Operations	**1,425,381**	-	1,216,940	-	208,441				
Total LTF to Transit Operations	**561,507**	-	561,507	-	-				
Total Available for Other Uses (i.e., Streets & Roads)	**9,908,848**	593,415	4,993,972	612,204	3,709,257				
Total Distributions	**14,086,021**	**593,415**	**6,772,418**	**612,204**	**3,917,698**	**1,034,364**	**268,173**	**501,208**	**386,542**

Attachment E
Shasta Regional Transportation Agency
2022/23 TDA Payment Instructions

LTF	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
City of Anderson - RABA JPA-Article 4													
City of Redding - RABA JPA-Article 4	62,390	62,390	62,390	62,390	62,390	62,390	62,390	62,390	62,390				561,507
City of Shasta Lake - RABA JPA-Article 4													
County of Shasta - RABA JPA - Article 4													
SRTA for CTSA	55,690	55,690	55,690	55,690	55,690	55,690	55,690	55,690	55,690				501,208
SRTA Administration	114,929	114,929	114,929	114,929	114,929	114,929	114,929	114,929	114,929				1,034,364
SRTA- Non-motorized	96,635	96,635	96,635	96,635									386,542
Anderson- Article 8	46,451	46,451	46,451	46,451	46,451	46,451	46,451	46,451	46,451	58,451	58,451	58,451	593,415
Redding- Article 8	388,164	388,164	388,164	388,164	388,164	388,164	388,164	388,164	388,164	500,164	500,164	500,164	4,993,972
Shasta Lake- Article 8	46,017	46,017	46,017	46,017	46,017	46,017	46,017	46,017	46,017	66,017	66,017	66,017	612,204
County of Shasta- Article 8	269,105	269,105	269,105	269,105	269,105	269,105	269,105	269,105	269,105	429,105	429,105	429,105	3,709,257
Total LTF Distribution	1,079,381	1,079,381	1,079,381	1,079,381	982,746	982,746	982,746	982,746	982,746	1,053,737	1,053,737	1,053,737	12,392,468

STA	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
City of Anderson - RABA JPA - TO RABA			0			0			0			0	0
City of Redding - RABA JPA - TO RABA			304,235			304,235			304,235			304,235	1,216,940
City of Shasta Lake - RABA JPA - TO RABA			0			0			0			0	0
County of Shasta - RABA JPA - TO RABA			52,110			52,110			52,110			52,110	208,441
SRTA Regional Transit Reserve			67,043			67,043			67,043			67,043	268,173
Total STA Distribution	0	0	423,388	0	0	423,388	0	0	423,388	0	0	423,388	1,693,553