

STAFF REPORT



MEETING DATE:	April 27, 2021
SUBJECT:	Approve FY 2021/22 Annual Transit Needs Assessment, Unmet Transit Needs Recommendations, and Transportation Development Act (TDA) Budget
AGENDA ITEM:	10
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner Jessica Carlson, Chief Fiscal Officer

SUMMARY:

The FY 2021/22 Transit Needs Assessment is now complete and documented in the final report (see Attachment B). The Social Services Transportation Advisory Council (SSTAC) has reviewed findings and provided their recommendation. In short, no new or expanded Transportation Development Act (TDA)-funded services are recommended given declining transit performance over several years, the lack of transit service requests received this cycle, and the on-going impacts of the pandemic. It is recommended, however, that all existing TDA- and grant-funded services be maintained. To improve public transportation effectiveness and efficiency, it is recommended that RABA's Short Range Transit Plan prepare strategies found in the 2040 Long-Range Transit Plan for implementation.

As the regional administrator for TDA funds, SRTA is responsible for determining the appropriate use of funds in accordance with statutorily-defined priorities. Funding is apportioned to each jurisdiction via the annual claims process. The Fiscal Year (FY) 2021/22 TDA budget, excluding state and federal transit grants, is \$10,924,005, of which \$2,682,073 is apportioned to the Redding Area Bus Authority (RABA), \$416,906 to Dignity Health Connected Living (DHCL) for Consolidated Transportation Service Agency (CTSA) services, and \$6,210,798 available for streets and roads.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Approve the FY 2021/22 Transit Needs Assessment and Unmet Transit Needs recommendations;
2. Authorize the Chair to sign Resolution 21-06, finding that all current TDA-funded services and all grant-funded services, including Sunday On-Demand service and the Whiskeytown Beach Bus, are reasonable to meet (Attachment A).
3. Approve the FY 2021/22 TDA Budget of Apportionments and Transit Obligations (Attachment D); and
4. Approve payment instructions to the Shasta County Auditor-Controller (Attachment E).

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. 2% of the remaining LTF balance for pedestrian and bicycle facilities;
3. 5% of the remaining LTF balance for transit services provided by the Consolidated Transportation Services Agency (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 A, Appendix B 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 by approving the final report and unmet transit needs recommendations. Second, a 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 2021/22 Transit Needs Assessment and Unmet Transit Needs Recommendations – The Draft FY 2021/22 Transit Needs Assessment and preliminary unmet transit needs findings were made available for public comment January 25 through March 5, 2021. A public hearing was held on February 23, 2021. In accordance with TDA law, the Social Services Transportation Advisory Council (SSTAC) has reviewed the findings and provided an independent recommendation (see Attachment C). In summary, the SSTAC and staff make the following recommendations:

- New or expanded services – No new TDA-funded services are recommended at this time in light of: 1) no requests for new transit service received during the FY 2021/22 Transit Needs Assessment; 2) transit performance trending downward for several years; and 3) the ongoing impacts of the COVID-19 pandemic on transit ridership and the cost of providing services.
- 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 and Whiskeytown Beach Bus services. The region should also utilize federal relief funds to help mitigate the impacts of the pandemic. Relief programs include the Coronavirus Aid, Relief, and Economic Security (CARES) Act; the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA); and the American Rescue Plan Act (ARPA). These grants, and others, are creating more money than ever for streets and roads despite raising transit costs. Substantial funding is potentially available, possibly more than \$6.5 million spread out over 4-5 years; however, recipients must actively pursue the funds, and meet certain qualifications.
- 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. 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; and expanding ShastaConnect On-Demand services where conventional fixed-route service is not sustainable. Additional detail is provided in Agenda Item #9 recommending approval of the 2040 Long-Range Transit Plan.

CTSA and other services provided under contract with DHCL continue to be impacted by the pandemic. For example, ShastaConnect On-Demand service is operating with a limit of two riders at a time. Although federal stimulus funds are helping offset RABA's reduced transit revenues and rising operating costs, DHCL is not similarly compensated for impacts of the pandemic. These additional services are a relatively good bargain when compared with other conventional transit services, like those RABA provides (Figure 1). Reserve funds that have been building in the TDA budget will be considered to address these transit needs not included in federal relief bills. Furthermore, the non-motorized program might be seeing more favorable consideration from federal funding sources and may need an increase in matching fund sources, which could be derived from regional reserves.

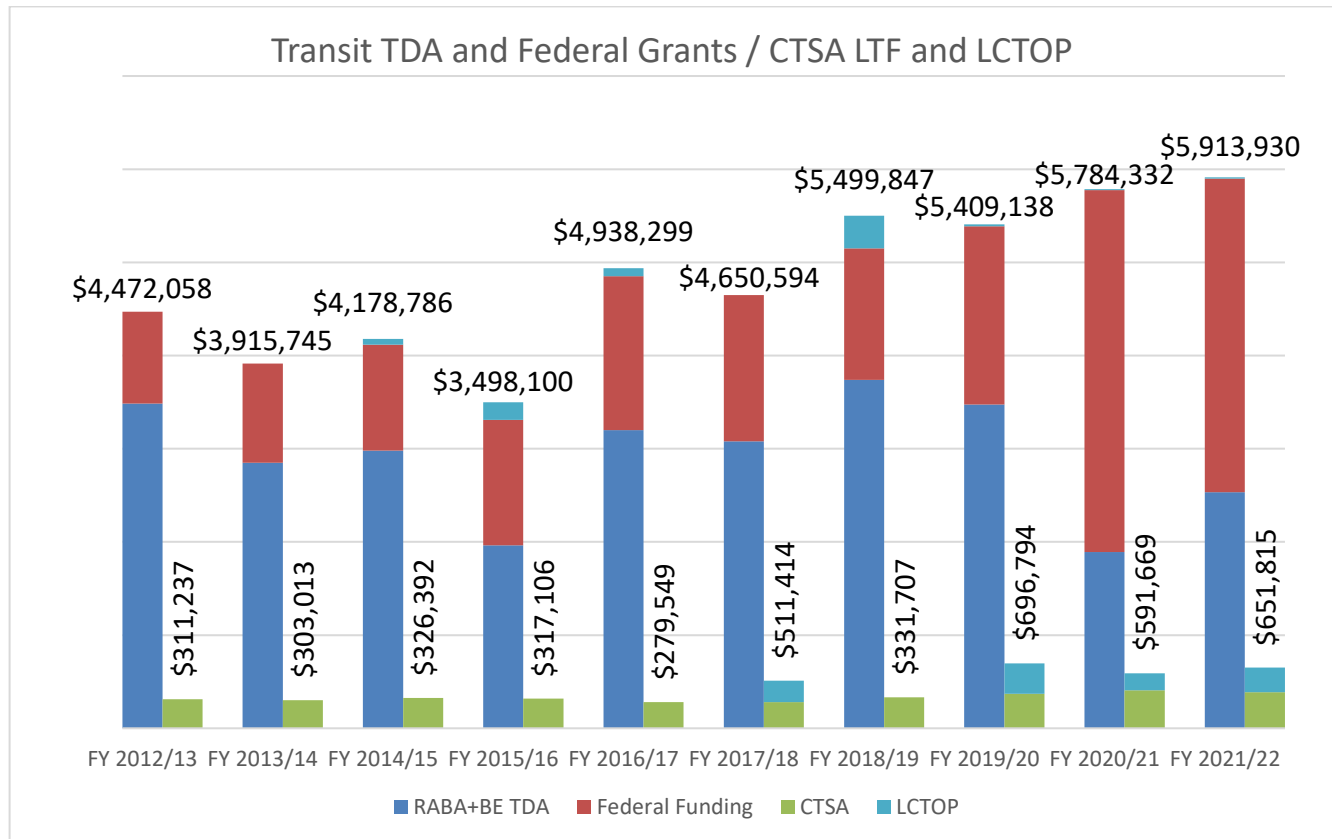


Figure 1

A previously identified unmet transit need is access to Whiskeytown National Recreation Area (Whiskeytown NRA). Service to Whiskeytown NRA, known as the 'Beach Bus', is planned for Memorial Day to Labor Day (May 27 to September 4, 2021). Travel on the bus and entry to Whiskeytown NRA will be provided at no cost to riders by utilizing \$35,000 from the reserves. See Attachment F for an informational flyer describing the service.

FY 2021/22 TDA Budget – The FY 2021/22 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. Table 1 provides recommended TDA funding apportionments for FY 2021/22. 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.

Table 1: FY 2021/22 Distribution of TDA Funds

TDA Funding Claim	SRTA	Non-Motorized	Regional Reserves	CTSA (DHCL)	Anderson	Redding	Shasta Lake	County	Regional Total
SRTA Admin	\$798,571								\$798,571
5% CTSA				\$416,906					\$416,906
2% Non-Motorized		\$176,786							\$176,786
Public Transit (RABA)					\$45,439	\$1,893,443	\$31,029		\$1,969,911
RABA Admin						\$712,162			\$712,162
STA Reserve			\$638,871						\$638,871
Local Streets & Roads					\$427,656	\$2,479,807	\$464,273	\$2,839,062	\$6,210,798
TOTAL	\$798,571	\$176,786	\$638,871	\$416,906	\$473,096	\$5,085,411	\$495,302	\$2,839,062	\$10,924,005

Key considerations and takeaways for the FY 2021/22 TDA budget include the following:

- Revenue projections consider the effects of the COVID-19 pandemic for the coming year. LTF allocations only increasing 4%, and STA allocations decreasing 15% for FY 2021/22 (See Figure 2 below for historical trends of these two funding sources, including the true-ups).
- Starting this FY 2020/21 application cycle and onwards, the Federal Transit Administration (FTA) Section 5311 Program will not be allowing 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” into other open FTA 5311 projects, but that will no longer be permitted. The funds will go back to the State and be deobligated from the agency. FTA 5311 funds have been deobligated from Shasta County in previous fiscal years 15/16, 16/17, and 17/18 (See Figure 3 below).
- Total available TDA money for streets and roads increased 19% in FY 2020/21. The true-up from FY 2018/19 resulted in a large spike because of an overpayment to RABA (see Figure 4 below for historical trends of Streets and Roads allocations). The difference from FY 2019/20 to FY 2021/22 is a 20% decrease.
- TDA Administration costs for SRTA have increased 19% to \$798,571, primarily to repay the TDA Loan fund for emergency building improvements. To soften the corresponding impact, SRTA is deferring payments to its management reserve funds, including the TDA planning and building reserves.
- Recalculations in the non-motorized fund true-up for FY 18/19 have resulted in an additional payment to Redding and Shasta Lake cities of \$267,808 and \$1,085, respectively.
- In all jurisdictions except the city of Redding, there continues to be excess annual TDA funding that can only be used for public transportation. These funds are accumulating in a STA reserve account.

These funds will stay in the reserve to offset the aforementioned impacts to the DHCL services, as well as any other anticipated transit needs, serve as match for ATP grant awards, or other non-motorized needs.

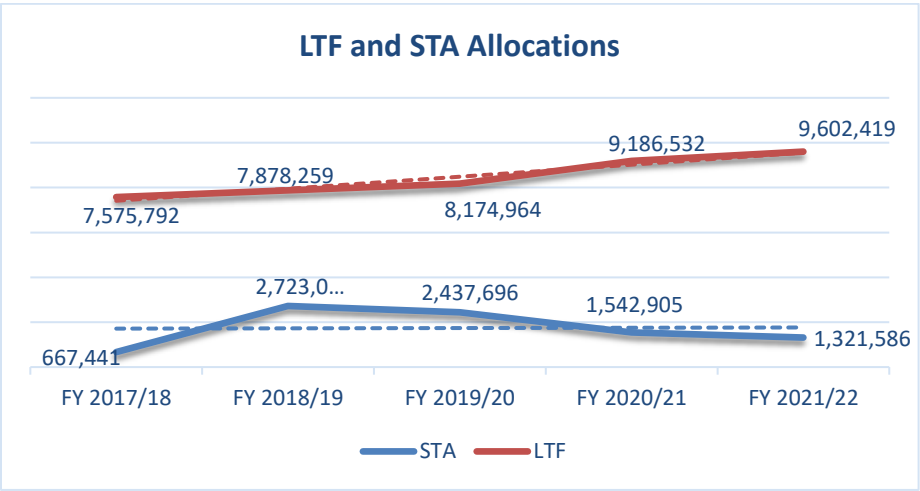


Figure 2

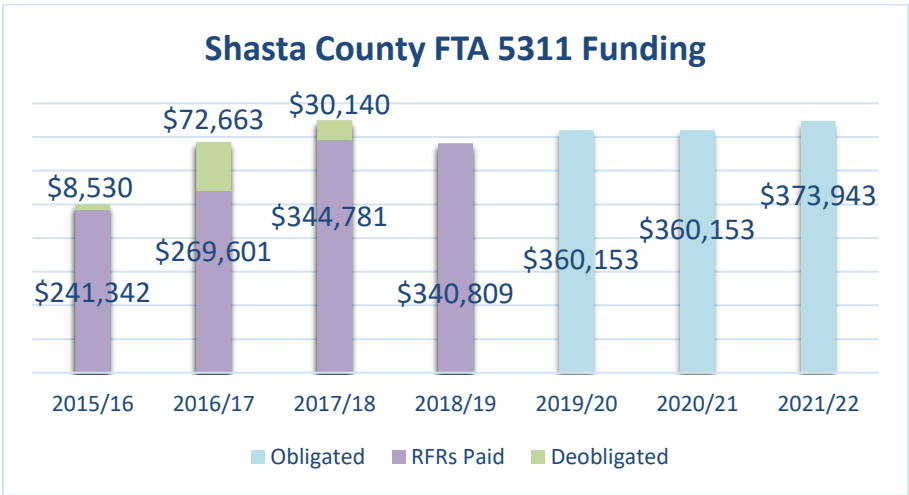


Figure 3

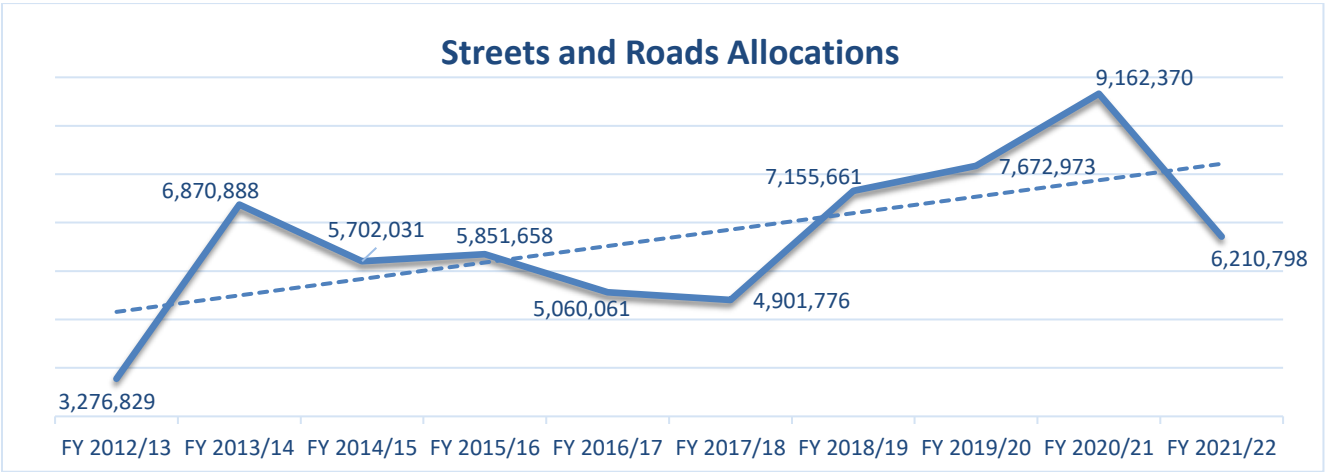


Figure 4

Next steps – In accordance with TDA law, the FY 2021/22 TDA budget funds all reasonable to meet transit services, as identified through the FY 2021/22 Unmet Transit Needs Findings. It is recommended that the board of directors certify by resolution (Attachment A) that all existing transit services are reasonable to meet and direct the Shasta County Auditor-Controller to disburse funds in accordance with FY 2021/22 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 C). Documentation of the unmet transit needs process is approved by Caltrans.

FISCAL IMPACT:

By approval of the FY 2021/22 TDA Apportionments and Transit Obligations the Shasta County Auditor-Controller is authorized to distribute \$10,924,005 in TDA funds to SRTA, Dignity Health Connected Living, RABA, the cities of Anderson, Redding, and Shasta Lake, and Shasta County, as provided by Attachment E. All expenditures are consistent with anticipated revenues.



Daniel S. Little, AICP, Executive Director

Attachments:

A: Resolution 21-06, FY 2021/22 Unmet Transit Needs Findings

B: FY 2021/22 Transit Needs Assessment Final Report:

<https://www.srta.ca.gov/DocumentCenter/View/5306/FY-202122-Unmet-Transit-Needs-30-Day-Public-Review-Draft-PDF>

C: Social Services Transportation Advisory Council Recommendation

D: FY 2021/22 TDA Budget of Apportionments and Transit Obligations

E: FY 2021/22 Shasta County Auditor-Controller Payment Instructions

F: Whiskeytown Beach Bus Flyer

RESOLUTION



RESOLUTION NUMBER:	21-06
SUBJECT:	Fiscal Year (FY) 2021/22 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, 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 FY 2021/22 Transit Needs Assessment for the Shasta region, which included the following actions:

1. Identification of transit needs, as documented in the FY 2021/22 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 January 25, 2021, and March 5, 2021; a public hearing held on February 23, 2021; 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 2021/22 unmet transit needs findings:

1. No new TDA-funded services are recommended at this time given: 1) no requests for new transit service received during the FY 2021/22 Transit Needs Assessment; 2) transit performance operating below TDA-minimum fare box recovery ratio and trending downward; 3) and the ongoing impacts of the COVID-19 pandemic on transit ridership and the cost of providing service.
2. All current TDA-funded services are essential and should be maintained, as well as all grant-funded services, including ShastaConnect On-Demand and Whiskeytown Beach Bus services.
3. Strategies for addressing reoccurring unmet transit needs requests (i.e., requests for more frequent service, extended service hours, and extended service areas), as identified in the 2040 Long-Range Transit Plan, should be evaluated in detail to consider for future implementation.

PASSED AND ADOPTED this 27th day of April 2021, by the Shasta Regional Transportation Agency.

Greg Watkins, Chair
Shasta Regional Transportation Agency



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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 27, 2021
Subject: 2021/22 Unmet Transit Needs Recommendation

The Shasta Region's Social Services Transportation Advisory Council (SSTAC) meets at least biannually 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 2020 service, as long as pandemic conditions allow.
- 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. 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.

Respectfully submitted,

Patrick Geagan

Patrick Geagan (Chair)	- Citizen, Disabled Transit User
Hallie Fonseca (Vice Chair)	- Local Social Service Provider for Seniors (Transportation)
Sharon Gatt	- Transit User 60 Years of Age or Older
Theresa McCausland	- Local Social Service Provider for Seniors (Non-Transp)
Sou Saechao	- Local Social Service Provider for the Disabled (Transp)
Del Lockwood	- Local Social Service Provider for the Disabled (Non-Transp)
Vacant	- Social Service Provider for Persons of Limited Means
Shannon Krikorian	- Local CTSA Representative (Administrator)
Jami Brinson	- Local CTSA Representative (Operator)
Steve Smith	- Help, Inc., Additional Member
Susan Morris Wilson	- Citizen, Additional Member
Robert Hale	- Citizen, Additional Member
Holly Leaf	- Shasta County Opportunity Center, Additional Member
Anne Thomas	- Shasta Living Streets, Additional Member
Christina Prospero	- Citizen, Additional Member

	A	B	C	D	E	F	G	H	I	J
1	Attachment D									
2	SHASTA REGIONAL TRANSPORTATION PLANNING AGENCY - 2021/22 TDA APPORTIONMENTS AND TRANSIT OBLIGATIONS									
3										
5			Anderson	Redding	Shasta Lake	County	SRTA	Reserves	CTSA	Non-motorized
6	Local Transportation Fund (LTF)	Totals	Budget	Budget	Budget	Budget	Budget		Budget	Budget
7	LTF Allocation FY 2021/22	8,542,326								
8	LTF Non-Motorized Fund True Up 06/30/19	268,893		267,808	1,085					
9	LTF 6/30/20 True-ups	739,570	(3,972)	500,469	32,126	210,947			29,719	21,911
13	LTF for Off the Top Distributions	(1,340,634)					798,571		387,188	154,875
16	Total LTF Available for Jurisdictions	8,210,155	427,656	4,479,164	464,273	2,839,062				
17										
18	State Transit Assistance (STA)	Totals	Budget	Budget	Budget	Budget	Budget		Budget	Budget
19	STA Allocation FY 2021/22 (Population Formula)	1,294,713	77,598	667,140	77,496	472,480				
20	STA Revenue Basis (Section 99314)	65,472	3,924	33,736	3,919	23,893				
21	STA True Up through 6/30/20	(3,599)	11,237	(94,629)	(7,881)	87,674				
22	STA Spillover to STA Reserve		(47,319)	0	(42,505)	(584,047)		673,871		
24	Total STA Available	1,356,586	45,439	606,247	31,029	0		673,871		
25										
26	Federal Transit Administration Formula Funds	Totals	Budget	Budget	Budget	Budget	Budget		Budget	Budget
27	FTA 5307 Operating Allocation (Cities only)	1,000,000	94,374	811,375	94,251					
28	FTA 5307 - CARES Act Operating Allocation (Cities only)	1,500,000	141,561	1,217,063	141,376					
29	FTA 5311 Operating Apportionment (County only)	392,640				392,640				
32	FTA 5311 - CARES Act Operating Apportionment: Phase 2 (County only)	277,969				277,969				
33	Total FTA Available	2,892,640	235,936	2,028,438	235,626	670,609				
34										
35	Total Revenue Available	14,129,614	709,032	7,113,849	730,928	3,509,671	798,571	673,871	416,906	176,786
36										
38			Anderson	Redding	Shasta Lake	County	SRTA	Reserves	CTSA	Non-Motorized
39	Transit Funding Requirements	Totals	Budget	Budget	Budget	Budget	Budget		Budget	Budget
40	Redding Area Bus Authority-Operating	4,883,765								
41	Redding Area Bus Authority-Administration	712,162								
42	Required FY 2021/22 RABA Funding Requirement (1313.2)	5,595,927	281,375	4,634,042	266,655	413,854				
45	Other Transit Obligations:									
46	County TDA Administration	20,000				20,000				
47	Burney Express for Operating	236,755				236,755				
48	Beach Bus	35,000						35,000		
49	Total Transit Obligations Filed Under Article 4 and 8	5,887,682	281,375	4,634,042	266,655	670,609		35,000		
50										
51			Anderson	Redding	Shasta Lake	County	SRTA	Reserves	CTSA	Non-Motorized
52	Total for SRTA & STA Reserve, 5% CTSA, 2% Bike & Ped, Non-motorized	2,031,134					798,571	638,871	416,906	176,786
53	Total STA to Transit Operations	682,716	45,439	606,247	31,029	-				
54	Total LTF to Transit Operations	1,999,357	-	1,999,357	-	-				
55	Total Available for Other Uses (i.e., Streets & Roads)	6,210,798	427,656	2,479,807	464,273	2,839,062				
56										
57	Total Distributions	10,924,005	473,096	5,085,411	495,302	2,839,062	798,571	638,871	416,906	176,786

Attachment E
Shasta Regional Transportation Agency
2021/22 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	222,151	222,151	222,151	222,151	222,151	222,151	222,151	222,151	222,151				1,999,357
City of Shasta Lake - RABA JPA-Article 4													
County of Shasta - RABA JPA - Article 4													
SRTA for CTSA	46,323	46,323	46,323	46,323	46,323	46,323	46,323	46,323	46,323				416,906
SRTA Administration	88,730	88,730	88,730	88,730	88,730	88,730	88,730	88,730	88,730				798,571
SRTA- Non-motorized	44,197	44,197	44,197	44,197									176,786
Anderson- Article 8	18,000	18,000	18,000	18,000	30,000	30,000	30,000	30,000	30,000	68,552	68,552	68,552	427,656
Redding- Article 8	452,141	184,333	184,333	184,333	184,333	184,333	184,333	184,333	184,333	184,334	184,334	184,334	2,479,807
Shasta Lake- Article 8	19,085	18,000	18,000	18,000	30,000	30,000	30,000	30,000	30,000	80,396	80,396	80,396	464,273
County of Shasta- Article 8	175,000	175,000	175,000	175,000	200,000	200,000	200,000	200,000	200,000	379,687	379,687	379,687	2,839,062
Total LTF Distribution	1,065,626	796,733	796,733	796,733	801,537	801,537	801,537	801,537	801,537	712,969	712,969	712,969	9,602,419

STA	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
City of Anderson - RABA JPA - TO RABA			11,360			11,360			11,360			11,360	45,439
City of Redding - RABA JPA - TO RABA			151,562			151,562			151,562			151,562	606,247
City of Shasta Lake - RABA JPA - TO RABA			7,757			7,757			7,757			7,757	31,029
County of Shasta - RABA JPA - TO RABA													
SRTA Regional Transit Reserve			159,718			159,718			159,718			159,718	638,871
Total STA Distribution			330,397			330,397			330,397			330,397	1,321,586

Cool off with the **BEACH BUS!**

This summer, you can ride the Beach Bus for **FREE** between **Downtown Redding and Brandy Creek Beach** at beautiful **Whiskeytown National Recreation Area**.

MAY 27 - SEPTEMBER 4, 2021

Thursdays, Fridays, and Saturdays only, excluding holidays

STOP	TIME			
Downtown Transit Center (1530 Yuba St.)	9:20 a.m.	11:20 a.m.	4:20 p.m.	6:20 p.m.
Buenaventura Blvd. at Eureka Way/SR 299	9:27 a.m.	11:27 a.m.	4:27 p.m.	6:27 p.m.
Shasta State Historic Park (SR 299 at 2 nd St.)	9:32 a.m.	11:32 a.m.	4:32 p.m.	6:32 p.m.
Whiskeytown National Recreation Area (S. Shore Dr. at Brandy Creek Beach)	9:45 a.m.	11:45 a.m.	4:45 p.m.	6:45 p.m.
Shasta State Historic Park (SR 299 at Buell Alley)	9:58 a.m.	11:58 a.m.	4:58 p.m.	6:58 p.m.
Buenaventura Blvd. at Eureka Way/SR 299	10:03 a.m.	12:03 p.m.	5:03 p.m.	7:03 p.m.
Downtown Transit Center (1530 Yuba St.)	10:10 a.m.	12:10 p.m.	5:10 p.m.	7:10 p.m.

Note: **Bold** indicates a timed stop. All other times are estimates. Please arrive earlier than the listed time.

Brought to you by the Shasta Regional Transportation Agency (SRTA).
Bus service operated by the Redding Area Bus Authority (RABA).
Free fares provided by the Low Carbon Transportation Operations Program.

