

STAFF REPORT



MEETING DATE:	April 25, 2024
SUBJECT:	Conduct Transit Funding Workshop, Hold Fiscal Year 2024/25 Unmet Transit Needs Public Hearing and Review Draft Transit Needs Assessment
AGENDA ITEM:	10
STAFF CONTACT:	Jennifer Pollom, Senior Transportation Planner

SUMMARY:

Transit funding in the Shasta Regional comes from federal and state sources. A presentation regarding transit funding will be provided along with the annual transit needs assessment. A public hearing is required to receive comments on unmet transit needs in the region.

STAFF RECOMMENDATIONS:

It is recommended that the SRTA Board of Directors:

1. Conduct a public transit funding workshop and receive a presentation on the Unmet Transit Needs Process;
2. Hold a public hearing to receive public comments on unmet transit needs;
3. Provide any further direction to staff regarding preliminary FY 2024/25 Unmet Transit Needs recommendations, (presented at the board meeting); and
4. Direct staff to prepare responses to any additional comments received by May 1, 2024.

DISCUSSION:

Background – Each year SRTA assesses and makes determinations regarding unmet transit needs in the Shasta Region. The draft Transit Needs Assessment will be presented to the board. A public hearing is required. The final report and unmet transit needs recommendations will be presented at the June 20, 2024, meeting, alongside the Fiscal Year (FY) 2024/25 Transportation Development Act (TDA) budget, for consideration by the board of directors.

Over the last decade, staff at Caltrans and the CA State Transportation Agency (CalSTA) and local transit agencies statewide have been working with the California Association for Coordinated Transportation (CalACT) and California Transit Association (CTA) on changes to the Transportation Development Act (TDA). One significant change in 2021 was the inclusion of non-State grants in the farebox ratio calculation. This change resulted in Redding Area Bus Authority (RABA) meeting:

- The region's goal of 18 percent in both 2021/22 and in 2022/23; and
- The absolute minimum TDA requirement of 15 percent farebox recovery.

Continuing from last year, SRTA will explore key strategies from the 2040 Long-Range Transit Plan (weblink in Attachment A) and RABA's Short Range Transit Plan (weblink in Attachment B) to address the region's transit performance.

As the agency is responsible for overseeing the apportionments of Local Transportation Funds (LTF), SRTA is required to administer the annual unmet transit needs process. The purpose of this process is to identify

potential unmet transit needs and certify that all reasonable-to-meet transit needs have been met. This certification must be performed prior to allocating any remaining LTF dollars *“not directly related to public transportation services, specialized transportations services, or facilities provided for the exclusive use of pedestrians and bicycles”* (PUC § 99401.5) to local streets and roads or other eligible uses. Key elements of the transit needs assessment include:

- An assessment of likely transit-dependent populations (i.e., location, distribution, and relative need) and the adequacy of existing transit services in meeting their transit needs;
- Public outreach to determine if there are any unmet transit needs; and
- A preliminary assessment to determine the identified needs are consistent with SRTA’s adopted reasonable-to-meet definition.

The draft FY 2024/25 Transit Needs Assessment will be presented to the board and is in accordance with TDA statutes.

Next Steps – Unmet transit needs findings, including the results of any additional technical analyses and recommendations for items to further study, documentation of public input, and recommendations from the Social Services Transportation Advisory Council (SSTAC), will be presented alongside the proposed FY 2024/25 TDA budget at the June 20, 2024, meeting of the SRTA Board of Directors.

ALTERNATIVES:

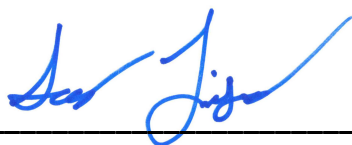
The board of directors may suggest modifications and other ideas for consideration to the draft FY 2024/25 Transit Needs Assessment report, including preliminary unmet transit needs findings and recommendations.

OTHER AGENCY INVOLVEMENT:

The unmet transit needs process is developed in consultation with the county of Shasta, the cities of Anderson, Redding, and Shasta Lake, RABA, DHCL, and the SSTAC. Documentation of the unmet transit needs process is approved by Caltrans.

FISCAL IMPACT:

Unmet transit needs govern the use of LTF for public transportation and subsequent surplus allocations for other eligible non-transit uses (e.g., local streets and roads). The TDA budget, as well as the FY 2024/25 Unmet Transit Needs Recommendation will be provided to the board of directors in June for consideration.



Sean Tiedgen, AICP, Executive Director

Attachments:

- 2040 Long-Range Transit Plan can be found at
(weblink: www.srta.ca.gov/341/2040-Long-Range-Transit-Plan)
- RABA Short-Range Transit Plan can be found at (weblink:
https://rabaride.com/resources/resources/planning_for_the_future.php)