STAFF REPORT

MEETING DATE:	**June 25, 2025**
SUBJECT:	**Approve Fiscal Year 2025/26 Annual Transit Needs Assessment, Transportation Development Act Budget, and Unmet Transit Needs Findings in Resolution 25-09**
AGENDA ITEM:	**11**
STAFF CONTACT:	**Jennifer Pollom, AICP, Senior Transportation Planner** **Jessica Carlson, Chief Fiscal Officer**

SUMMARY:

The Fiscal Year (FY) 2025/26 Transit Needs Assessment is complete. The Social Services Transportation Advisory Council (SSTAC) reviewed the findings and provided their recommendation (Attachment A). The final report is available on SRTA's website (see hyperlink in Attachment B).

As regional administrator for Transit Development Act (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 2025/26 TDA budget – excluding state and federal transit grants – is estimated at $12,364,810 of which $1,551,164 is apportioned to RABA for public transit, $432,617 for CTSA services, and $8,584,558 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 2025/26 Unmet Transit Needs recommendations (Attachment A);
2. Approve the FY 2025/26 Transit Needs Assessment and Unmet Transit Needs recommendations;
3. Authorize the Chair to sign Resolution 25-09, finding that no new unmet transit needs are considered reasonable to meet in FY 2025/26, to allow several transit service changes implemented in FY 2024/25 to get established and then evaluated. (Attachment C);
4. Approve the FY 2025/26 TDA Budget of Apportionments and Transit Obligations (Attachment D);
5. Approve payment instructions to the Shasta County Auditor-Controller (Attachment E);
6. Approve amendments to SRTA's TDA policies regarding the STA spillover policies in the Non-Motorized Program (section 3.25.10) and Estimating STA Revenue (Section 4.60.020(B)(5)) (Attachment F) sections; and
7. 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;
4. Public transit services administered by RABA; and

5. Other eligible transportation uses of LTF not required for public transportation, including improvements to local streets.

As the designated recipient and administrator of 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 2 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 2025/26 Transit Needs Assessment and Unmet Transit Needs Recommendations – At the April 30, 2025, SRTA Board of Directors meeting, a public transit funding workshop was held along with a presentation on the Unmet Transit Needs process. Draft material from the FY 2025/26 Transit Needs Assessment and preliminary unmet transit needs findings were presented. At the same meeting a public hearing was conducted to receive public comments on unmet transit needs (see Attachment B, that there were no public comments). In accordance with TDA law, the Social Services Transportation Advisory Council (SSTAC) reviewed the findings at their April 16, 2025, meeting and provided an independent recommendation (Attachment A).

Staff and SSTAC Unmet Transit Needs Recommendations and Findings – In summary, staff recommends that the SRTA Board of Directors find that no new unmet transit needs are considered reasonable to meet in FY 2025/26, to allow several transit service changes implemented in FY 2024/25 to get established and then evaluated (Attachment C). The SSTAC concurs with the staff recommendation.

FY 2025/26 TDA Budget – The FY 2025/26 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 2025/26. 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: Recommended FY 2025/26 Regional TDA Apportionments

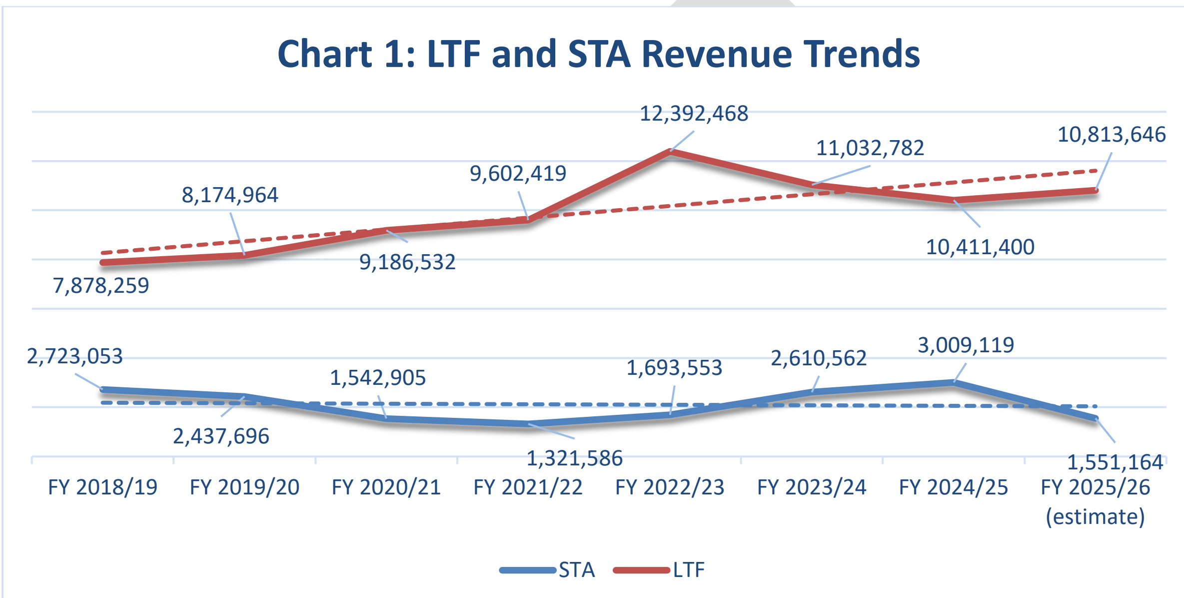
TDA Funding Claim	RABA	SRTA	Non-Motorized	Regional Reserves	Anderson	Redding	Shasta Lake	County	Regional Total
SRTA Admin		$1,713,466							**$1,713,466**
5% CTSA	$432,617								**$432,617**
Non-Motorized			$83,005						**$83,005**
Public Transit (RABA)	$1,551,164								**$1,551,164**
RABA Admin (excluded)	*$1,094,940*								***$1,094,940***

STA Reserve				$0					**$0**
Local Streets & Roads					$487,905	$4,734,228	$451,207	$2,911,218	**$8,584,558**
TOTAL	**$1,983,781**	**$1,713,466**	**$83,005**	**$0**	**$487,905**	**$4,734,228**	**$451,207**	**$2,911,218**	**$12,364,810**

*Excluded from the total but included in RABA's TDA ask. Listed here as a separate line item, to separate from the operations allocation.

Key considerations and takeaways for the FY 2025/26 TDA budget include the following:

- This budget cycle includes the budget-to-actual true up of fiscal year 2023/24. These true-up amounts adjust the respective jurisdictions' FY 2025/26 transit obligations to reconcile any unused federal and TDA allocations from the 2023/24 fiscal year.
- Chart 1 below illustrates revenue for both LTF and STA over the last eight years. LTF funds currently continue to have an upward trend and STA revenue trends relatively even.



- In addition to regularly formulated and competitive Federal Transit Administration (FTA) Section 5311 (FTA 5311) funding, Shasta County was obligated three one-time grants for the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSSA) and the American Rescue Plan Act (ARPA) for transit-only projects in rural areas of the region. The remaining funds are: $988,612 in CRRSSA; and $465,534 and $187,383 for FTA 5311 and FTA 5311(f) ARPA funds, respectively. These funds will be redistributed to RABA in FY 2025/26 as part of a memorandum of understanding between Shasta County and RABA, for operating rural transit services. These funds significantly offset the applicable TDA transit obligation for rural transit services in FY 2025/26.
- For the FY 2025/26 budget cycle, the cities and county have no remaining transit obligation after STA funds and other state and federal transit-only funds are apportioned. After deducting LTF funds for regional activities based on TDA's prioritized categories, the entire remaining LTF allocation has been budgeted for other eligible transportation uses, such as streets and roads. The amounts for each jurisdiction increased from estimates provided at the April 2025 board meeting by 16 percent, or $1,243,754, as a result of the FY 2023/24 true-up.
- Total available TDA money for streets and roads ($8,584,558) increased more than eight percent in FY 2025/26 over the FY 2024/25 budget ($7,916,084) and is 16.8 percent higher over the ten-year average for streets and roads allocations ($7,350,056). This is largely due to RABA budgeting other federal and

state transit-only funds for FY 2025/26 operations that offset TDA LTF amounts that would have normally been requested to cover transit needs.

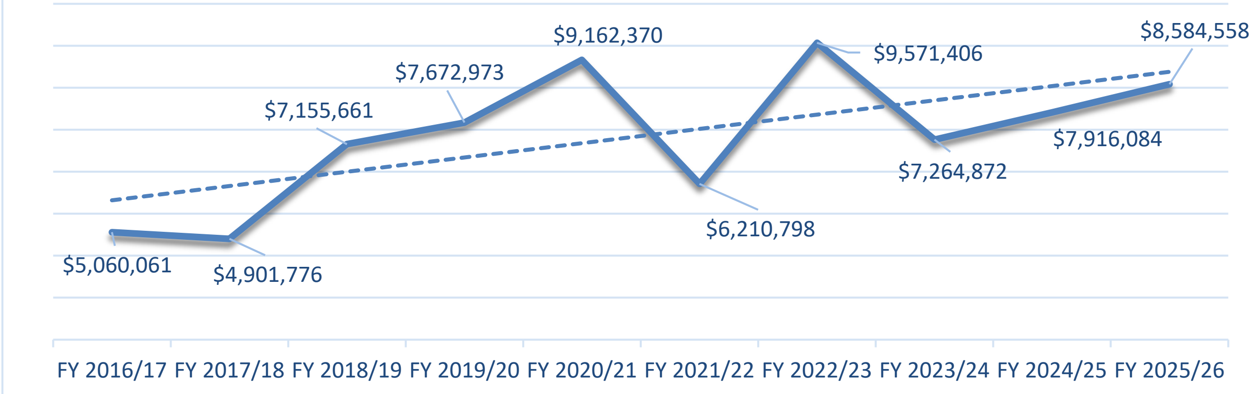


Chart 2: Streets and Roads
Ten Year Trend of Regional LTF Allocation

- Planning, Programming, and Monitoring (PPM) funds and TDA funds are SRTA's only sources of cash flow for covering administrative expenses. For FY 2025/26, the TDA administration budget totals $1,713,466, consistent with the board-approved FY 2025/26 Overall Work Program (OWP). SRTA continues to receive grant funding for planning projects, which must be matched with local funds. In addition, SRTA contributes to its reserve accounts, including the TDA planning and building reserves, and these payments are included in this budget cycle.

- SRTA's April 2025 estimate for the 2% "off-the-top" Non-Motorized program for FY 2025/26 was estimated at $157,697. However, the FY 2023/24 true-up showed that the program was overpaid by $74,692 due to Shasta County utilizing more of its STA allocation than originally estimated, reducing the spillover available for the fund. For FY 2025/26, the 2% "off-the-top" Non-Motorized allocation is being reduced by the overpaid amount from FY 2023/24 to a total of $83,005, to reallocate funds to FY 2025/26 transit services.

<u>Proposed SRTA TDA Policy Edits</u> – The FY 2025/26 budget incorporates proposed changes to eliminate STA spillover policies from the 'Non-Motorized Program' and 'Estimating STA Revenue' (Attachment F) sections of SRTA's TDA policies. Changes were discussed over several meetings between city, county, RABA, and SRTA staff resulting in a consensus to recommend the SRTA Board of Directors discontinue the STA spillover of surplus regional STA funds into a reserve account.

This action streamlines the process for budgeting STA transit-only dollars upfront to ensure all estimated funds are allocated annually for transit purposes. It also removes the need for an agency to swap a portion of LTF dollars. However, the change also impacts the regional Non-Motorized program by reducing the potential funds that could be set-aside and utilized regionally as funding and grant match for competitive active transportation projects to just the regional TDA 2% "off-the-top" apportionment.

In eliminating the STA reserve through the recommended policy revisions, the FY 2025/26 TDA budget includes an estimate of $760,616 in current STA reserve balance credited to the region. Staff intends to reconcile any interest accrued as of June 30, 2025, and pay RABA the full balance of the reserve in a one-time payment on or before December 31, 2025. This lump sum payment towards RABA operations will offset their Senate Bill (SB) 125 transit planning, capital, and operating needs in FY 2025/26 to further extend these funds to be budgeted in future fiscal years.

Next steps – In accordance with TDA law, the FY 2025/26 TDA budget funds all reasonable-to-meet transit services, as identified through the FY 2025/26 Unmet Transit Needs findings. It is recommended that the board of directors certify by resolution (Attachment C) that the agency finds that no new unmet transit needs are considered reasonable to meet in FY 2025/26, to allow several transit service changes implemented in 2024/25 to get established and then evaluated (Attachment C) and direct the Shasta County Auditor-Controller to disburse funds in accordance with SRTA's FY 2025/26 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. The board of directors could choose to keep the STA spillover policy. Staff would have to revise the TDA budget and payment instructions to reestablish the policy. This would be an administrative amendment driven by formula and therefore could be executed by the executive director if the board so delegates.

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) met on June 11, 2025, to review and discuss the FY 2025/26 Transit Needs Assessment, the Unmet Transit Needs findings, and the FY 2025/26 TDA budget.///*

FISCAL & POLICY COMMITTEE REVIEW:
/// The Fiscal & Policy Committee met on June 16, 2025, to review and discuss the FY 2025/26 TDA budget and to vote on the matter.///

FISCAL IMPACT:
By approval of the FY 2025/26 TDA Apportionments and Transit Obligations, the Shasta County Auditor-Controller is authorized to distribute $12,364,810 in TDA funds to SRTA; RABA; the cities of Anderson, Redding, and Shasta Lake; and Shasta County, as provided by Attachment E. All expenditures are consistent with anticipated revenues.

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Sean Tiedgen, AICP, Executive Director

Attachments:
A: Social Services Transportation Advisory Council Recommendation
B: FY 2025/26 Transit Needs Assessment Final Report (May be viewed online at: https://srta.ca.gov/146/Unmet-Transit-Needs-Process)
C: Resolution 25-09, FY 2025/26 Unmet Transit Needs Findings
D: FY 2025/26 TDA Budget of Apportionments and Transit Obligations
E: FY 2025/26 Shasta County Auditor-Controller Payment Instructions
F: Revised Sections 3.25.10 and 4.60.020(B)(5) with Proposed Amendments to the Non-Motorized Program and Estimating STA Revenue

May 21, 2025

Greg Watkins, Chair
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001

Dear Chair Watkins:

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. SSTAC met more often this fiscal year because of the development of the Shasta Coordinated Transportation Plan with meeting dates on:

- September 12, 2024
- January 15, 2025
- April 16, 2025

At the April 16, 2025, meeting, the SSTAC reviewed and discussed the 2025/26 unmet transit needs. The SSTAC approved a recommendation to the SRTA Board of Directors.

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

- Staff does not recommend adding any new transit needs in fiscal year 2025/26 to allow several transit service changes implemented this year to have time to get established and then evaluated. Recent services changes by the Redding Area Bus Authority (RABA) have included: RABA Runabout On Demand Microtransit replacing Routes 2, 5 and 6; Route 44X to Shingletown; and Runabout evening service Mondays through Saturdays.

Sincerely,

Wendy Longwell

Wendy Longwell, Chari, SSTAC

SSTAC Voting Membership

Wendy Longwell	Social Service Provider for the Disabled (Non-Transportation) – **Chair**
Patrick Geagan	Transit User with Disabilities – **Vice-Chair**
Hallie Fonseca	Social Service Provider for the Disabled (Transportation)
Sheila Black	Transit User 60 years of Age or Older
Denise Highfill	Social Service Provider for Seniors (Non-Transportation)
Alef Chavarria	Social Service Provider for Seniors (Transportation)

Kary Carbone	Social Services Provider for Persons of Limited Means
Staci Wadley	Consolidated Transportation Services Agency (Administrator)
Joe Ayer	Consolidated Transportation Services Agency (Operator)
Christina Prosperi	Additional Member
Tamy Quigley	Additional Member
John Andoh	Additional Member
Kelly Babcock	Additional Member
Kristen Schreder	Additional Member
Vacant	Additional Member
Vacant	Additional Member
Vacant	Additional Member
Vacant	Additional Member

RESOLUTION 25-09

A RESOLUTION OF THE SHASTA REGIONAL TRANSPORTATION AGENCY MAKING FISCAL YEAR 2025/26 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) 2025/26 Transit Needs Assessment for the Shasta region, which included the following actions:

a. Consultations with and recommendation received from the Social Services Transportation Advisory Council (SSTAC).
b. Identification of transit needs, as documented in the FY 2025/26 Unmet Transit Needs report, through the following process:
    1. 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.
    2. 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.
    3. An analysis of potential alternative public transportation and specialized transportation services and service improvements that would meet the transit need.
c. Advertising on March 31, 2025, for an Unmet Transit Needs public hearing on April 30, 2025, at the SRTA Board of Directors meeting.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Shasta Regional Transportation Agency makes the following FY 2025/26 unmet transit needs findings:

1. No new unmet transit needs are considered reasonable to meet in FY 2025/26, to allow several transit service changes implemented in FY 2024/25 to get established and then evaluated.

PASSED AND ADOPTED this 25th day of June 2025, by the Board of Directors of the Shasta Regional Transportation Agency.

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Greg Watkins, Chair
Shasta Regional Transportation Agency

ATTEST:

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Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency

Attachment D

SHASTA REGIONAL TRANSPORTATION PLANNING AGENCY - 2025/26 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 2025/26	9,598,326								
LTF FY 2023/24 True-ups	1,243,753	41,145	923,956	38,421	240,231			46,259	(74,692)
LTF for Off the Top Distributions	(2,257,521)					1,713,466		386,358	157,697
Total LTF Available for Jurisdictions	**8,584,558**	**487,905**	**4,734,228**	**451,207**	**2,911,218**				
State Transit Assistance (STA)	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
STA Allocation FY 2025/26 (Population Formula)	1,821,443	110,853	945,427	102,423	662,741				
STA Revenue Basis (Section 99314)	94,805	5,770	49,209	5,331	34,495				
FY 2023/24 STA True Up	(365,084)	(109,464)	(99,693)	(101,506)	44,102		(98,523)		
Eliminate STA Reserve Balance	760,616	46,291	394,801	276,754			98,523		
Total STA Available	**2,311,780**	**1,162**	**843,804**	**708**	**705,490**				
Federal Transit Administration Formula Funds	**Totals**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**	**Budget**
FTA 5307 - Operating Allocation	2,453,268	149,305	1,273,378	137,951	892,633				
FTA 5311 - Operating Apportionment	530,000	32,256	275,098	29,803	192,843				
FTA 5311 - ARPA one-time allocation	493,294	30,022	256,046	27,739	179,487				
FTA 5311 - CRRSAA one-time allocation	453,445	27,597	235,362	25,498	164,988				
FTA 5311(f) - Operating Apportionment	288,900	17,582	149,955	16,245	105,118				
FTA 5311(f) - ARPA one-time allocation	37,375	2,275	19,400	2,102	13,599				
Total FTA Available	**4,256,282**	**259,037**	**2,209,239**	**239,338**	**1,548,669**				
Total Revenue Available	**16,621,092**	**748,104**	**7,787,270**	**691,252**	**5,165,377**	**1,713,466**	**0**	**432,617**	**83,005**
(SRTA Policy)									
		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	5,473,122								
Redding Area Bus Authority-Administration	1,094,940								
Required FY 2025/26 RABA Funding Requirement (1313.2)	6,568,062	422,918	4,203,166	490,043	1,451,936				
No Other Transit Obligations									
Total Transit Obligations Filed Under Article 4 and 8	**6,568,062**	**422,918**	**4,203,166**	**490,043**	**1,451,936**				
		Anderson	Redding	Shasta Lake	County	SRTA Admin	STA Reserve	CTSA	Non-Motorized
Total for SRTA, STA Reserve, 5% CTSA, 2% Bike & Ped, & Non-motorized	**1,796,471**					1,713,466			83,005
Total STA to Transit Operations	**1,551,164**								
Total LTF to Transit Operations	**432,617**							432,617	
Total Available for Other Uses (i.e., Streets & Roads)	**8,584,558**	487,905	4,734,228	451,207	2,911,218				
Total Distributions	**12,364,810**	**487,905**	**4,734,228**	**451,207**	**2,911,218**	**1,713,466**	**0**	**432,617**	**83,005**

Attachment E
Shasta Regional Transportation Agency
2025/26 TDA Payment Instructions

LTF	July	August	Sept	October	November	December	January	February	March	April	May	June	Totals
Article 4 - Transit Operator													
Redding Area Bus Authority (RABA)	0	0	0	0	0	0	0	0	0	0	0	0	0
Article 4.5 - CTSA													
Redding Area Bus Authority (RABA)	36,051	36,051	36,051	36,051	36,051	36,051	36,051	36,051	36,051	36,051	36,051	36,051	432,617
"Off -the-Top" Regional TDA Priorities													
SRTA - TDA Administration	142,789	142,789	142,789	142,789	142,789	142,789	142,789	142,789	142,789	142,789	142,789	142,789	1,713,466
SRTA - Non-Motorized	6,917	6,917	6,917	6,917	6,917	6,917	6,917	6,917	6,917	6,917	6,917	6,917	83,005
Article 8 - Other Eligible Uses													
Anderson	40,659	40,659	40,659	40,659	40,659	40,659	40,659	40,659	40,659	40,659	40,659	40,659	487,905
Redding	394,519	394,519	394,519	394,519	394,519	394,519	394,519	394,519	394,519	394,519	394,519	394,519	4,734,228
Shasta Lake	37,601	37,601	37,601	37,601	37,601	37,601	37,601	37,601	37,601	37,601	37,601	37,601	451,207
County of Shasta	242,602	242,602	242,602	242,602	242,602	242,602	242,602	242,602	242,602	242,602	242,602	242,602	2,911,218
Total LTF Distribution	658,536	658,536	658,536	658,536	658,536	658,536	658,536	658,536	658,536	658,536	658,536	658,536	10,813,646

STA			Q1			Q2			Q3			Q4	Totals
STA to RABA			387,791			387,791			387,791			387,791	1,551,164
City of Anderson	1,162												
City of Redding	843,804												
City of Shasta Lake	708												
County of Shasta	705,490												
Total STA Distribution													1,551,164

Attachment F

Chapter 3.25 – Non-Motorized Program

3.25.10 – Program Overview and Intent

~~A.~~ The following Regional Non-Motorized Program policies guide SRTA's use of Transportation Development Act (TDA) funding of infrastructure and programs that support walking and bicycling. Regional Non-Motorized Program funding is derived from ~~two sources within TD~~a~~A:~~

~~B. A~~ 2% 'off-the-top' allocation of remaining regional Local Transportation Funds (LTF) after allowable 'off-the-top' allocations are made for TDA administration and regional planning and programming activities in accordance with the TDA prescribed allocation priority order.~~; and~~

~~C.~~A. ~~State Transportation Fund (STA) spillover (i.e., excess STA funds not needed for county transit).~~

4.60.020 – Methods *(note – text is pulled from section 4.60.020(B)(5))*

5. Estimating STA Revenue –
   a. The annual STA estimate is provided by the State Controller's Office. STA funds may only be used to fund public transportation.
   b. SRTA will apportion population-based estimated STA funds annually as follows (Board Policy):
      i. Step 1: SRTA will apportion regional STA funds for informational purposes only based on each eligible jurisdiction's population. ~~The county of Shasta shall be apportioned STA funds in an amount sufficient to cover all SRTA approved STA-eligible transit activities, provided all federal grant funds available in the same year are also expended.~~
      ii. Step 2: All STA funds will be provide directly to the Redding Area Bus Authority (RABA) for the approved fiscal year in accordance with the TDA payment instructions approved by the SRTA Board of Directors.~~In no case shall the county of Shasta percentage of STA funds apportioned exceed the percentage of the unincorporated area population in relation to the total county population.~~
   c. It is the intent of SRTA to apportion the full amount of estimated STA funds annually as payments are made by the California State Controller Office. In a fiscal year where the State Controller Office allocations differ from the estimates, the difference will be included in a true-up after those figures are audited.

~~c.~~d. In the event a jurisdiction elects to leave the joint-powers agreement for the operation of the Redding Area Bus Authority, SRTA would reevaluate the need for any changes to the allocation of all TDA funds, consistent with TDA policies at that time.

   ~~i. Step 3: For surplus county funds, referred to as "STA spillover," the Board of Directors may:~~

      ~~a. Reapportion all or some of the funds to the cities for STA eligible activities in proportion to their population among the cities; or~~

      ~~b. Hold the funds in an STA spillover reserve for budgeting in subsequent years.~~

      ~~c. For STA spillover funds reapportioned under Option 1, the claimant willingly relinquishes LTF and reimburses the agency for up to the same amount of LTF funds in order to fund SRTA's Non-motorized Program (Chapter 3.25).~~
