STAFF REPORT

MEETING DATE:	**April 30, 2025**
SUBJECT:	**Conduct Transit Funding Workshop, Hold Fiscal Year 2025/26 Unmet Transit Needs Public Hearing, Designate the Redding Area Bus Authority as the Consolidated Transportation Servies Agency, and Review Draft Transit Needs Assessment**
AGENDA ITEM:	**15**
STAFF CONTACT:	**Jennifer Pollom, Senior Transportation Planner**

SUMMARY:
Transit funding in the Shasta Region 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. Designate the Redding Area Bus Authority (RABA) as the Consolidated Transportation Services Agency (CTSA) and direct staff to work with RABA to assign SRTA's Agreement for the Provision of Specialized Public Transportation Services with Dignity Health Connected Living (DHCL) to RABA starting July 1, 2025, pending RABA's acceptance of being designated the CTSA;
4. Provide any further direction to staff regarding preliminary FY 2025/26 Unmet Transit Needs recommendations, (presented at the board meeting); and
5. Direct staff to prepare responses to any additional comments received by May 1, 2025.

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 25, 2025, meeting, alongside the Fiscal Year (FY) 2025/26 Transportation Development Act (TDA) budget, for consideration by the board of directors.

Over the last decade, staff at Caltrans and the California 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 TDA. One significant change in 2021 was the inclusion of non-State grants in the farebox ratio calculation. This change resulted in RABA meeting:
- The region's farebox goal of 18 percent in 2021/22, 2022/23, and 2023/24; 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), RABA's Short Range Transit Plan (weblink in Attachment B), and the Shasta Coordinated Transportation Plan (weblink in Attachment C) 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 whether the identified needs are consistent with SRTA's adopted reasonable-to-meet definition.

The draft FY 2025/26 Transit Needs Assessment will be presented to the board and is in accordance with TDA statutes. The SRTA Board of Directors will hear potential unmet transit needs during the public hearing. 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 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.

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 2025/26 TDA budget at the June 25, 2025, meeting of the SRTA Board of Directors. To proceed with the TDA budget development before the June meeting, the board of directors must decide on RABA's request to be designated the CTSA for the region. Staff recommends RABA's designation and assigning the Agreement for the Provision of Specialized Public Transportation Services with DHCL to RABA starting July 1, 2025, or as soon thereafter as possible.

ALTERNATIVES:

The board of directors may suggest modifications and other ideas for consideration to the draft FY 2025/26 Transit Needs Assessment, 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. */// The Technical Advisory Committee (TAC) met on*

April 9, 2025, to review and discuss unmet transit needs and the draft Transit Needs Assessment and to vote on the matter./// ///The RABA board of directors, at their September 23, 2024, meeting, authorized their transit manager to begin negotiations with SRTA to transfer ShastaConnect and the CTSA designation to RABA by Fiscal Year 2025/26 and to return to a future meeting with the negotiation results for consideration.///

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 2025/26 Unmet Transit Needs Recommendation will be provided to the board of directors in June for consideration.

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Sean Tiedgen, AICP, Executive Director

Attachments:

A. 2040 Long-Range Transit Plan can be found at (weblink: www.srta.ca.gov/341/2040-Long-Range-Transit-Plan)

B. RABA Short-Range Transit Plan can be found at (weblink: https://rabaride.com/resources/resources/planning_for_the_future.php)

C. Shasta Coordinated Transportation Plan can be found at (weblink: https://www.srta.ca.gov/276/Shasta-Coordinated-Transportation-Plan)