Fiscal Year 2026/27 Transit Needs Assessment

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.

Pending approval by the SRTA Board of Directors on June 24, 2026.

Shasta Regional Transportation Agency (SRTA)
Planning Today, for Tomorrow's Transportation

Executive Summary

This is the Fiscal Year (FY) 2026/27 Transit Needs Assessment and is named as such because it determines any changes in transit service for the Region's next transit operating year from **July 1, 2026, to June 30, 2027**. The report adds the last completed and audited year of operations 2024/25 (July 1, 2024, to June 30, 2025) to on-going performance analysis.

SRTA works closely with transit operators and social services providers to ensure that the Region can meet our community's transportation needs with the federal and state money allocated. For 2024/25 the transit operators were:

- Redding Area Bus Authority (RABA) and
- Dignity Health Connected Living (DHCL).

Social services providers represented on the Social Services Transportation Advisory Council (SSTAC), including the transit operators as well as:

- Disability Action Center,
- Shingletown Medical Center,
- United Way of Northern California, and
- Consolidated Transportation Services Agency.

Many changes began during 2024/25 (July 1, 2024, to June 30, 2025) to the region's transit systems, with consolidation, efficiency, and rider growth being the primary goals. SRTA and RABA staff coordinated on regional transit consolidation based on recommendations in SRTA's 2024 Shasta Coordinated Transportation Plan[1]; SRTA's 2040 Long-Range Transit Plan[2]; and RABA's 2024 Short Range Transit Plan[3]. Staff have worked on the transit consolidation efforts systematically and brought items before the SRTA Board of Directors and the RABA Board of Directors for consideration and approval. Consolidation of regional transit services should improve costs and provide better service to riders over time.

Regional transit consolidation changes in 2025/26 included:

- RABA Response (formerly Demand Response complementary paratransit service) is now operated by Dignity Health Connected Living (DHCL);
- RABA is the designated CTSA, administering the ShastaConnect Rural Demand Response and operated by DHCL;
- RABA Lifeline Transit Pass Program began July 1, 2025, to enhance transportation access for low-income residents of Shasta County; and
- RABA has several free ride programs (students, veterans, RABA employees) and discounted ride programs (Seniors [65+ years], persons with disabilities, and persons presenting a Medicare card).

[1] https://www.srta.ca.gov/DocumentCenter/View/3492/2024-Shasta-Coordinated-Transportation-Plan?bidId=
[2] https://www.srta.ca.gov/DocumentCenter/View/5386/2040-Long-Range-Transit-Plan-Final-Report
[3] https://cms3.revize.com/revize/reddingbusauthority/Document%20Center/About%20Raba/RABA%20SRTP%20Final%20-%20w%20Appendices%20Compressed.pdf

Regional transit consolidation changes from 2024/25 included:

- RABA's service area now covers all of Shasta County, allowing RABA to directly operate Route 299X and removing Shasta County Public Works as a transit operator.
- Fares were coordinated for greater consistency between RABA and ShastaConnect services.
- RABA became the sole applicant for Low Carbon Transit Operations Program (LCTOP) and State of Good Repair (SGR) funds while working with DHCL on CTSA-related service needs.
- RABA included ShastaConnect services in their contract with Via, so SRTA no longer maintains a contract with the software company for on-demand ride-sharing. Additionally, there is now one mobile app for riders in the region to request transit rides.
- Sunday transit services transitioned from ShastaConnect to RABA on September 1, 2024.
- A memorandum of understanding for transit coordination between RABA and DHCL, including shared use of vehicles, was completed.
- SRTA transferred ownership of all SGR-funded vehicles to RABA.
- SRTA amended the CTSA contract for ShastaConnect services to facilitate a future contract transfer to RABA.
- SRTA transferred four ShastaConnect SGR projects, totaling $356,827.48 with accrued interest, to make RABA the implementing agency.
- SRTA transferred all remaining SGR funds for RABA projects to RABA as the implementing agency.
- SRTA designated RABA as the CTSA for the region as part of the 2025/26 Transit Needs Assessment (ending June 30, 2025), with DHCL continuing CTSA operations under the existing contract.
- SRTA worked with Caltrans, Shasta County Public Works, and RABA to transfer Federal Transit Administration (FTA) rural transit grants (5311 and 5311(f)) to RABA.
- Simplified the State Transit Assistance (STA) allocation process under SRTA's Transportation Development Act (TDA) policies and procedures, providing a streamlined process for allocating estimated transit-only eligible funding to RABA for administration of transit operations upfront as part of the annual TDA budgeting process.
- DHCL's Senate Bill (SB) 125 Transit Program projects were transferred to RABA.

On-going efforts to consolidate regional transit include:

- One State of Good Repair (SGR) project "Regional Zero-Emission Infrastructure Project" remains with SRTA (~$183,000);
- Working with Caltrans, California State Transportation Agency (CalSTA), California Transportation Commission (CTC) and RABA to transfer Transit and Intercity Rail Capital Program (TIRCP) 2018 project award (~$8.6M) to RABA for implementation; and
- Potential to review and update of regional TDA policies to reflect increased changes to the regional transit system with a greater mix of fixed route and on-demand services supported by new technologies and the potential need to review appropriate allocation of jurisdictional responsibility of services.

All current Transportation Development Act (TDA) -funded and grant-funded services are reasonable to meet. No new unmet transit needs are considered reasonable to meet in FY 2026/27, to allow transit service changes implemented in FY 2024/25 and FY 2025/26 to get established and then evaluated.

Contents

Section 1 Introduction

Shasta Regional Transportation Agency (SRTA) is 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 (FTA)
  - Federal Highway Administration (FHWA)
- CA Department of Transportation (Caltrans)
- County of Shasta
- City of Anderson
- City of Redding
- City of Shasta Lake
- Redding Area Bus Authority (RABA)
- Dignity Health Connected Living (DHCL)
- Pit River Tribe
- Redding Rancheria

This assessment is conducted annually to evaluate the transit system in the Shasta Region, identify any deficiencies or areas where transit service is under-provided, and determine whether possible solutions to address identified deficiencies can be reasonably met.

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 (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. Caltrans administers some FTA grant programs because the Shasta Region has a population less than 200,000. Some eligible FTA grant projects must be derived from a locally developed, coordinated transportation plan, such as SRTA's 2024 Coordinated Transportation Plan (Adopted on April 25, 2024).

Table 1 Non-TDA Funding Sources (illustrative list)

Federal Transit Administration – Formula Funds		
Program	**Title 49 USC Section**	**Purpose**
Small Urbanized Area Formula Program	5307	Supports public transit capital and operating in urbanized areas with populations under 200,000.
Rural Area Formula Program	5311	Supports public transit capital, planning, and operating in rural areas with populations of less than 50,000.
Bus and Bus Facilities Program	5339(a)	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.
Enhanced Mobility of Seniors & Individuals with Disabilities	5310	Provides capital, mobility management, and operating funds for meeting the transportation needs of seniors and individuals 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 of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
Note: Local match requirements are specific to the grant program.		

Table 2 Non-TDA Funding Sources (illustrative list) ***continued from previous page***

California Department of Transportation – Formula Funds		
Program	**Acronym**	**Program**
Zero-Emission Transit Capital Program	ZETCP (formula from SB 125)	Provides capital assistance for zero-emission transit equipment, transit facility and network improvement projects such as those that support replacing aging vehicle fleets with Zero-Emission Vehicles (ZEVs), and associated fueling or charging infrastructure or facility modifications
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 (some formula in SB 125)	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.

1.2 What is the Unmet Transit Needs Process?

Each year, in accordance with TDA and Appendix 1, 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.

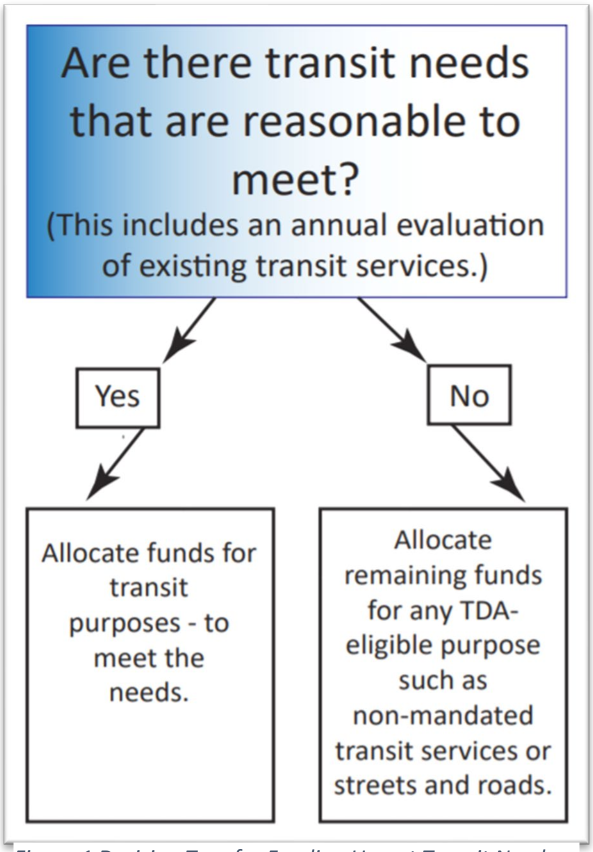


Figure 1 Decision Tree for Funding Unmet Transit Needs

1.2.1 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.

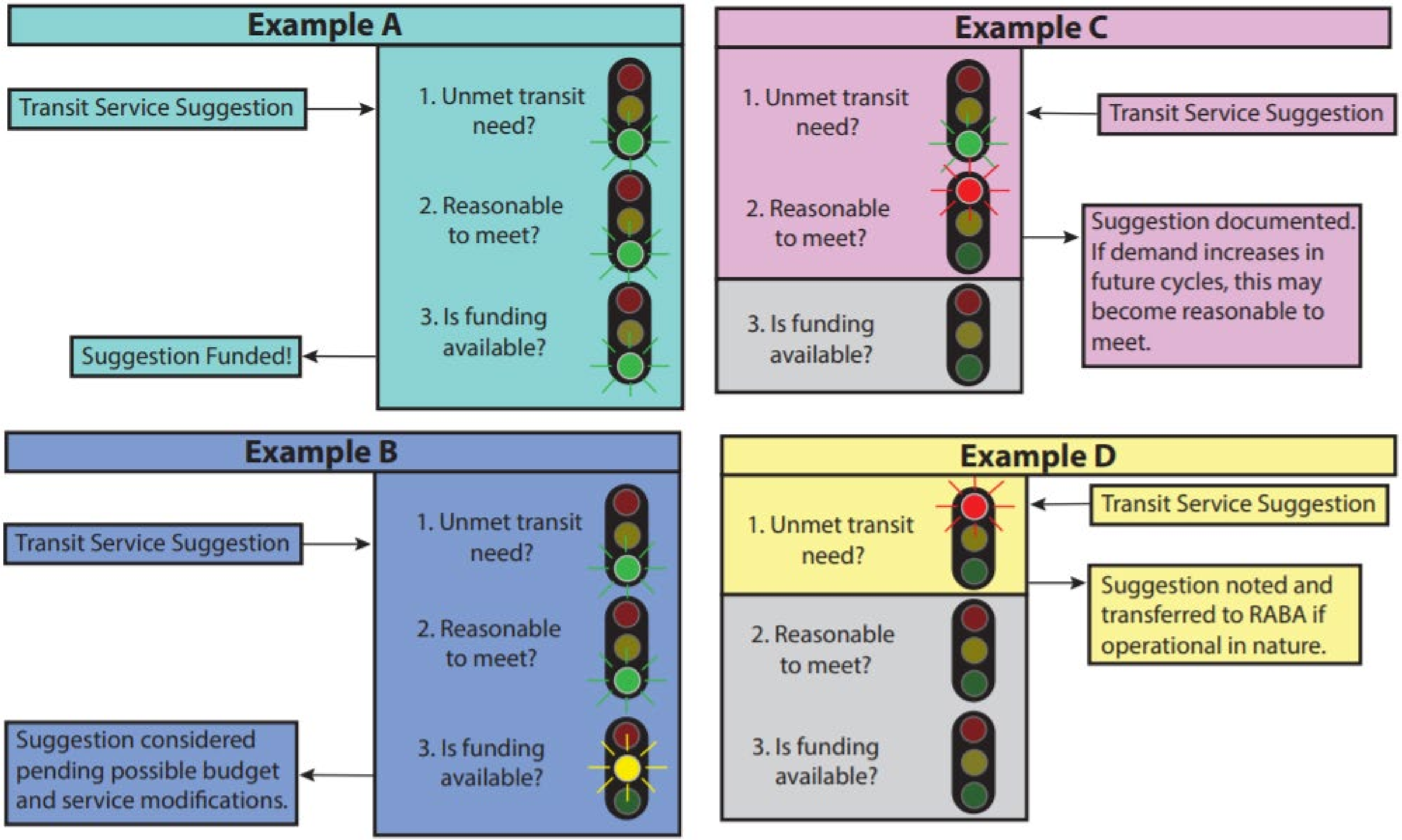


Figure 2 Decision Framework for Transit Service Suggestions

1.2.2 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:

> *What is Farebox Ratio?*
>
> *Farebox Ratio (also known as Farebox Recovery Ratio) is the portion of the fares paid by passengers and non-State grants that supports the transit agency's operating cost. For example, if passengers and non-State grants pay 20 cents of every dollar spent to operate a service, the farebox ratio for that service is 20%.*

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[4]. These exceptions include:
    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.

[4] Farebox ratio is analyzed to determine the extent to which bus fares and non-State grants 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.

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 3 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	
		Shorter headways (time between buses)	
Not Unmet Transit Needs	RABA Operational Issues	Altering existing routes	RABA
		Changing the location of bus stops	
		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	RABA and/or 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 in operating year 2024/25 (July 1, 2024, to June 30, 2025). 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.

2.1 Redding Area Bus Authority (RABA)

RABA is the primary public transportation provider in the Shasta Region. RABA provides fixed-route service and complementary paratransit service (also called “Demand Response”). The service area covers 3,775 square miles, encompassing the cities of Anderson, Redding, and Shasta Lake, as well as unincorporated fringe areas of Shasta County. In addition, RABA operates Route 299X. RABA’s transit fleet consists of 16 fixed-route low-floor buses and 20 vans. All vehicles are equipped with mobility device (i.e., wheelchair) lifts. A more detailed view of RABA’s services and hours of operation is available on the RABA website at www.rabaride.com.

Bus - RABA provides fixed route bus service in Redding, Shasta Lake, Anderson, and surrounding unincorporated areas of Shasta County (Monday–Saturday), 44X - Shingletown Express Flex (Monday–Friday), and 299X - Burney Express (Monday–Friday).

Demand Response (Paratransit) - RABA provides demand response service, which is our complementary ADA paratransit service, for persons with disabilities who are functionally unable to use fixed route bus service, Monday–Saturday.

Route 19 (Beach Bus) - RABA provides bus service to Whiskeytown National Recreation Area for summer fun, generally between Memorial Day and Labor Day, excluding holidays.

Redding Bikeshare - RABA riders can get free bike rides in Downtown Redding. The customer service representative at the Downtown Passenger Terminal can provide a code to unlock bicycles for unlimited 60 minute rides within a 24-hour period in partnership with Shasta Living Streets.

Vanpool - RABA Vanpool offer a comfortable, reasonably priced transportation alternative for groups of 4 to 14 people who share similar commute patterns in partnership with Enterprise Mobility.

Runabout - RABA Runabout is an on-demand rideshare service, offering convenient and affordable trips within several zones in Shasta County. Runabout uses small vehicles to get riders where they need to be. With the RABA & ShastaConnect app, a rider can set their pick-up and drop-off points, book rides, pay, and track their trip—all from a mobile device.

Sunday Transit - RABA Runabout provides door-to-door transportation on Sundays when RABA buses and Demand Response don't run in Redding, Anderson, Shasta Lake, and surrounding unincorporated areas of Shasta County. This is an on-demand service.

AMTRAK Thruway Bus to Red Bluff and Chico (Route 3) - RABA operates Amtrak Thruway Route 3 bus service between Redding, Red Bluff and Chico for intercity connections further south.

RABA Runner - For eligible rides, this program pays half of fare (up to $5.00) for up to six rideshare trips on Uber each month that start and end within the Redding Urbanized Area.

Requests for charter or shuttle service - RABA offers shuttle services for qualifying agencies.

Student Field Trips - This program provides free fares for student field trips.

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.

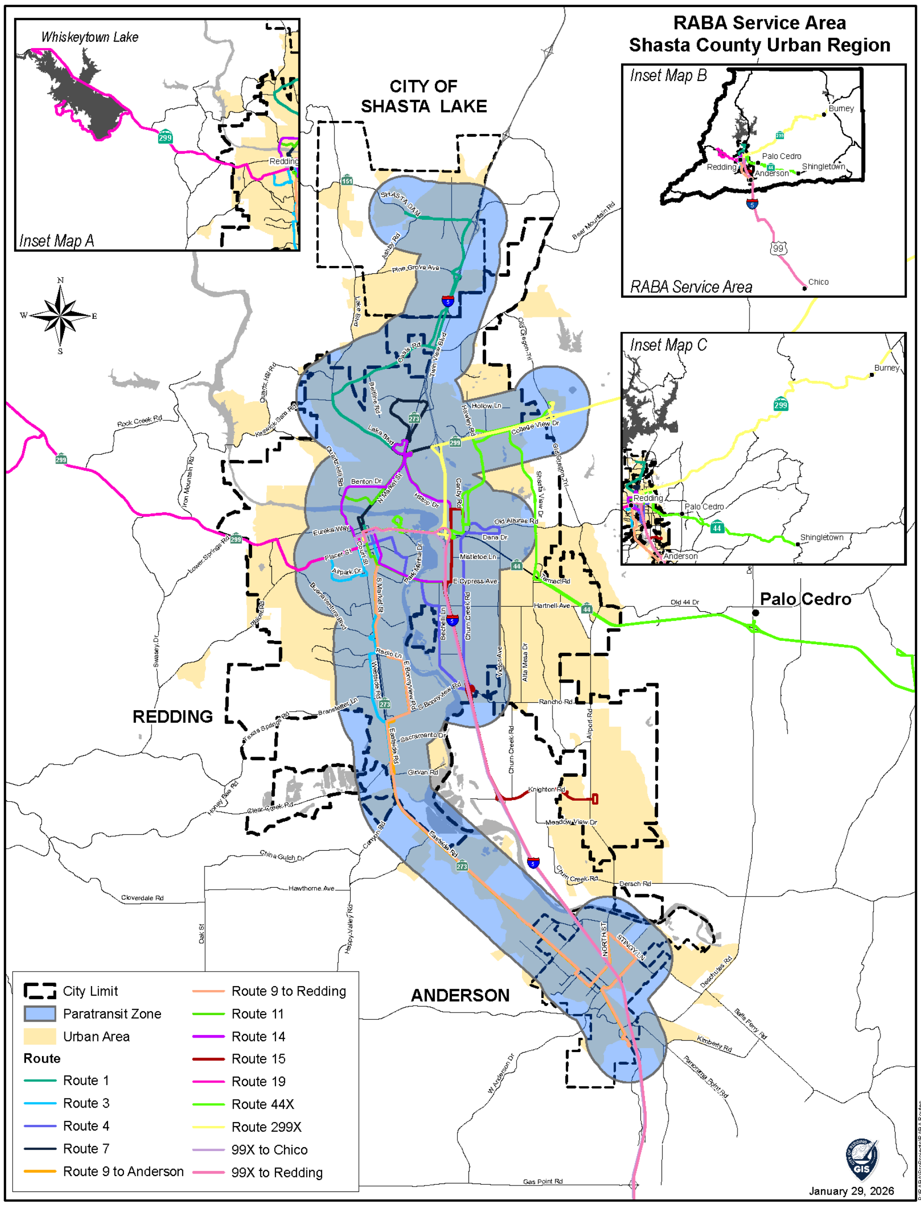


Figure 3 RABA Fixed-Route and Paratransit

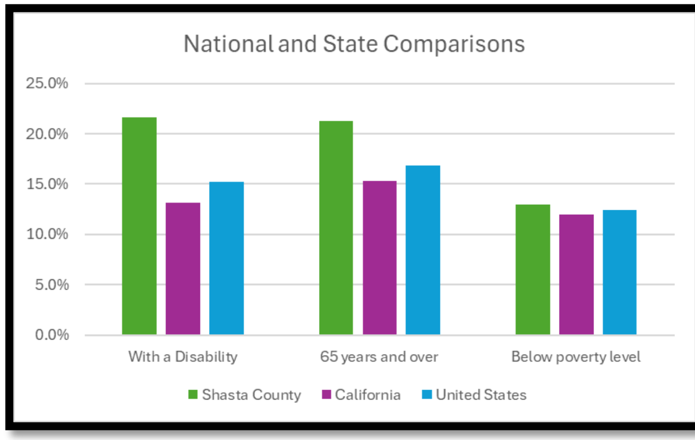
2.2 ShastaConnect

SRTA contracted with Dignity Health Connected Living (DHCL) to operate public transit services, including: 1) Consolidated Transportation Services Agency (CTSA) services; 2) Transit service outside of the RABA service area for individuals over 18 years old and minors accompanied with an adult; and 3) weekday service for rides between the intermountain communities of Burney, Cassel, Fall River Mills, and McArthur. These services are operated by DHCL under the ShastaConnect brand, which utilizes a mixed fleet of six passenger vans and cutaways/buses (five additional vehicles are available as backups for breakdowns and service coverage). All vehicles are ADA-accessible with a lift or ramp and 1-3 wheelchair spots for riders.

Section 3 Transit Demand Analysis

The Transit Needs Assessment identifies the transit demand for the Region's entire population, and per TDA guidelines, for transit dependent segments of the population. Section 3.1 focuses on transit demand for the entire population, while Section 3.2 focuses on transit dependent segments of the population (i.e., the elderly, individual with a disability, including 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. 12101 et seq.), and persons of limited means, including, but not limited to, recipients under the CalWORKs program.

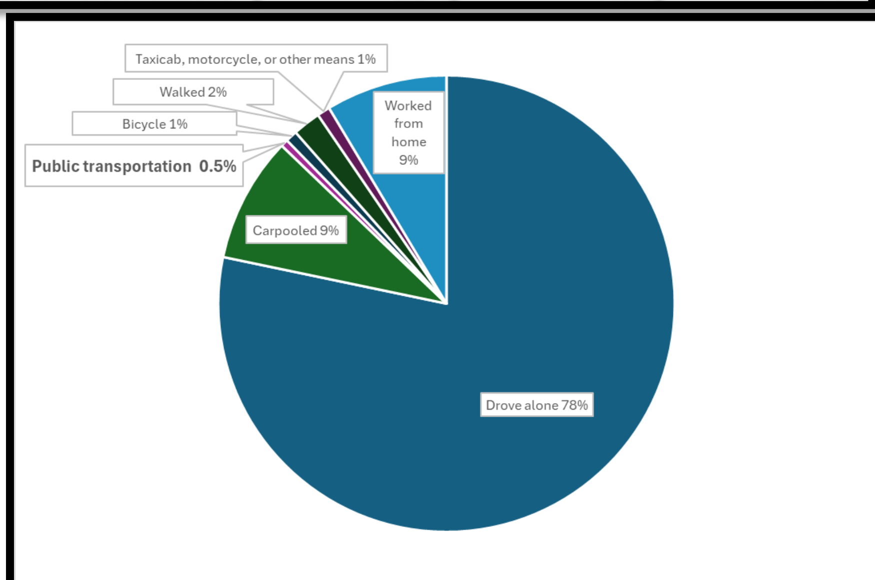
3.1 Transit Demand for the Region



The chart to the right shows indicators of higher transit demand: disabilities, elderly, and poverty for the Shasta Region as a whole. The data is based on the 2023 American Community Survey (ACS) 5-year estimates, and shows that the region has higher poverty, more individuals with disabilities and more elderly when compared with both the nation and the state. Contrary to the transit demand indicators, the ACS data also shows that workers and households in the Shasta Region have better access to vehicles with lower percentages for both workers with no vehicle available and occupied households with no vehicle available when compared to both the nation and the state.

Vehicle Availability	**Shasta County**	California	United States
Workers with No vehicle available	**2.1%**	3.4%	4.3%
Occupied housing units with No vehicle available	**6.2%**	7.0%	8.3%

The way that workers in the region get to work also indicates less transit demand, with 78.3 percent of the population driving alone to work, compared to 67.1 percent of workers in the state and 70.2 percent of workers in the nation. Less than 1 percent of workers in the Shasta Region took public transportation to work.



3.2 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. From the ACS data, the Shasta Region higher percentages of individuals with disabilities, elderly, and those living in poverty when compared with both the nation and the state.

	With a Disability	65 years and over	Below poverty level
Shasta County	**21.6%**	**21.2%**	**13.0%**

The following table details the percentage of potentially transit-dependent persons living in the Shasta Region by community using data from the ACS 2023 Five-Year Estimates. There is obviously overlap between the different transit dependent groups; for instance, someone may be a senior adult, disabled, and live in poverty. However, the ACS data still reveals important overarching trends regarding where those with the greatest need for mobility services live in the Shasta Region.

Location	Pop Below Poverty Level	Civ Pop 65+	HHs w/Disability
Anderson City, CA	20.39%	15.73%	41.31%
Bella Vista CDP, CA	5.62%	23.98%	47.17%
Big Bend CDP, CA	32.48%	24.24%	60.00%
Burney CDP, CA	12.91%	29.24%	34.79%
Cassel CDP, CA	38.81%	53.23%	39.56%
Castella CDP, CA	13.94%	34.49%	25.00%
Centerville CDP, CA	7.30%	22.86%	29.12%
Cottonwood CDP, CA	8.35%	16.05%	31.87%
Fall River Mills CDP, CA	2.00%	12.80%	14.48%
French Gulch CDP, CA	7.69%	34.39%	31.76%
Happy Valley CDP, CA	4.30%	23.87%	30.96%
Hat Creek CDP, CA	0.00%	87.50%	100.00%
Igo CDP, CA	0.00%	14.68%	56.00%
Johnson Park CDP, CA	28.70%	22.00%	68.63%
Jones Valley CDP, CA	5.86%	15.92%	33.91%
Keswick CDP, CA	54.97%	37.43%	11.48%
Lakehead CDP, CA	22.37%	44.17%	63.06%
McArthur CDP, CA	40.51%	11.54%	41.67%
Millville CDP, CA	4.43%	27.66%	17.97%
Montgomery Creek CDP, CA	15.04%	45.58%	31.58%
Mountain Gate CDP, CA	52.03%	22.94%	46.34%
Oak Run CDP, CA	50.85%	6.78%	52.23%
Old Station CDP, CA	0.00%	0.00%	0.00%
Ono CDP, CA	0.00%	63.64%	0.00%
Palo Cedro CDP, CA	3.12%	19.64%	29.68%
Platina CDP, CA	44.44%	0.00%	100.00%
Redding City, CA	13.60%	19.11%	33.74%
Round Mountain CDP, CA	14.97%	32.65%	85.92%
Shasta CDP, CA	7.29%	25.49%	32.92%
Shasta Lake City, CA	16.05%	19.53%	43.27%
Shingletown CDP, CA	10.01%	46.16%	38.58%
Whitmore CDP, CA	20.10%	43.14%	23.68%

The following maps show the same information by location.

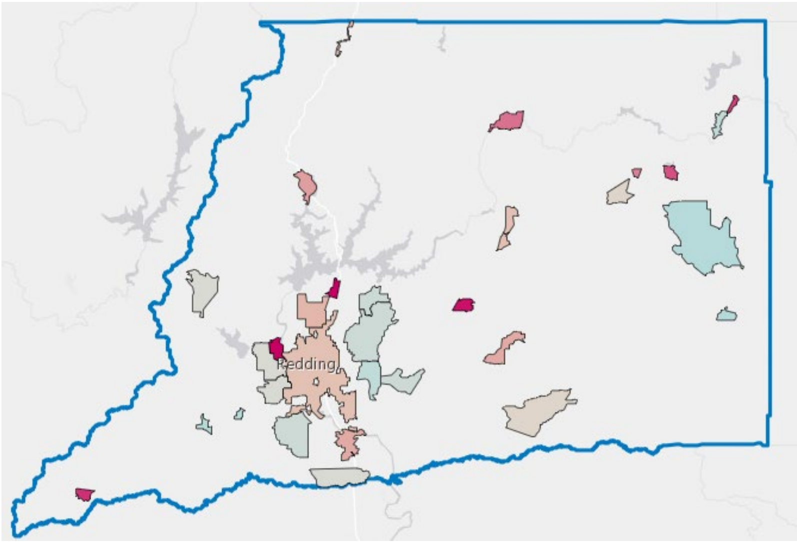


Figure 4: Benchmark: 13% of Population Living Below Poverty Level
Blue-ish is below benchmark (lower poverty), Fushia is above benchmark (higher poverty)

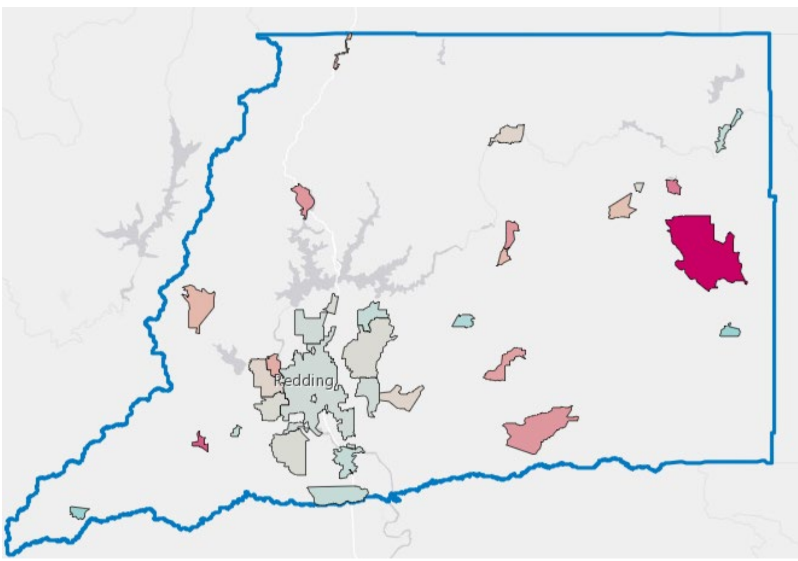


Figure 5: Benchmark: 28% (Mean) of Noninstitutionalized Population Aged 65+
Blue-ish is below benchmark (fewer elderly), Fushia is above benchmark (more elderly)

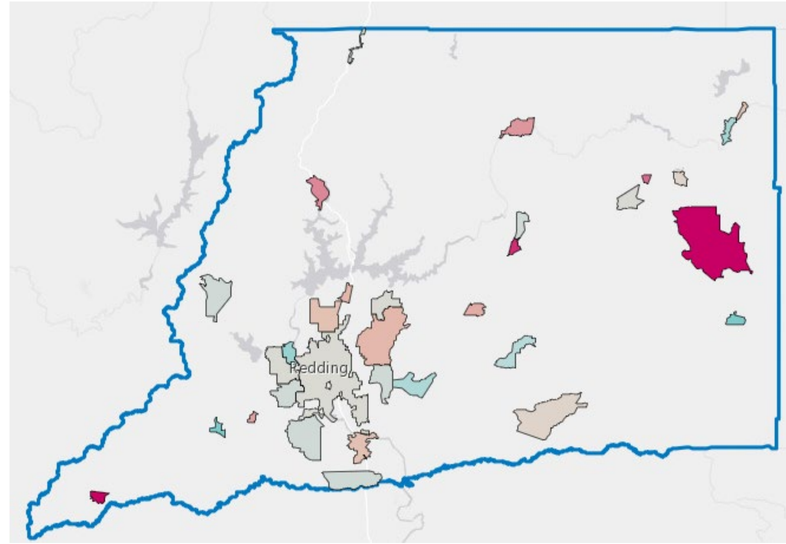


Figure 6 Benchmark: 41% (Mean) of Households with 1+ Persons with a Disability
Blue-ish is below benchmark (fewer disabled households), Fushia is above benchmark (more disabled households)

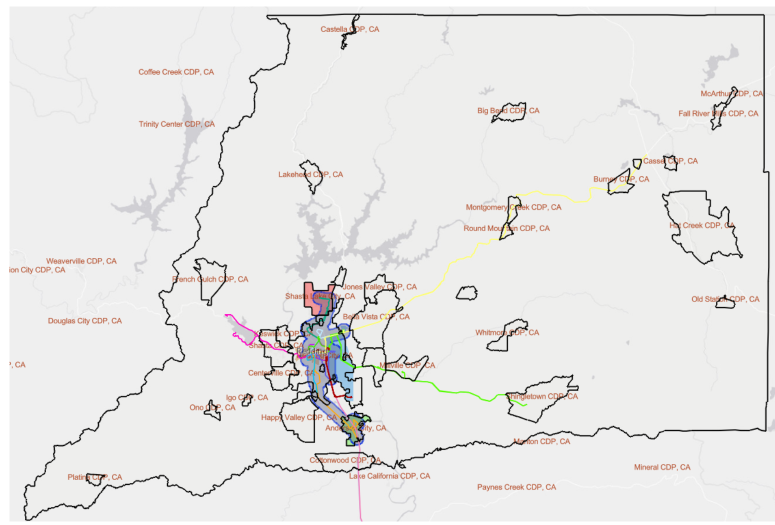


Figure 7: Cities and Places with Transit Service

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. 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 and non-State grants received divided by the cost of operating the service. For example, if passengers pay 20 cents of every dollar spent and non-State grants applied 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 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.

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 nationwide transit trends and not necessarily of transit need within the region. Transit performance will be reevaluated, and transit improvement strategies identified in the 2040 Long-Range Transit Plan Final Report and in the 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 based on available data.
2. Operating Cost per Service Hour: Improve service efficiency for the last 12 quarters 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 based on available data.
4. Passengers per Service Mile: Improve passenger productivity for the last 12 quarters based on available data.
5. 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.

Under TDA, penalties may begin to occur below 15% farebox recovery; however minimum farebox recovery ratios and penalties have been waived under state law until 2026[5].

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. As part of the ongoing effort to improve transit performance, goals were determined in consultation with RABA and are included in Table 6.

Table 4 RABA Performance Overview

Redding Area Bus Authority					
Performance Indicator	**2022/23**	**2023/24**	**2024/25**	**2023/24 vs 2024/25**	**Percent Change from 2023/24 to 2024/25**
Fixed Route					
Total Trips	375,475	476,326	425,539	(50,787)	-10.66%
Veh Service Miles	591,971	644,944	918,597	273,653	42.43%
Vehicle Hours	38,970	43,191	48,155	4,964	11.49%
Total Expenses (minus exclusions)	$ 4,732,037	$ 5,712,831	$ 5,528,126	$ (184,705)	-3.23%
Farebox Revenue (minus exclusions)	$ 2,829,770	$ 2,883,979	$ 2,406,978	$ (477,001)	-16.54%
Farebox Ratio	59.80%	50.48%	43.54%	-6.94%	-13.75%
TDA Subsidy Per Trip	$ 5.07	$ 5.94	$ 7.33	$ 1.40	23.50%
Operating Cost/Passenger Trip	$ 12.60	$ 11.99	$ 12.99	$ 1.00	8.32%
Operating Cost/Service Hour	$ 121.43	$ 132.27	$ 114.80	$ (17.47)	-13.21%
Passengers/Service Hour	9.63	11.03	8.84	(2.19)	-19.87%
Passengers/Service Mile	0.63	0.74	0.46	(0.28)	-37.28%
Demand Response					
Total Trips	27,713	25,358	48,150	22,792	89.88%
Veh Service Miles	166,262	169,680	306,940	137,260	80.89%
Vehicle Hours	9,969	10,239	18,488	8,249	80.56%
Total Expenses (minus exclusions)	$ 1,264,862	$ 1,473,972	$ 1,624,006	$ 150,034	10.18%
Farebox Revenue (minus exclusions)	$ 773,410	$ 806,925	$ 663,685	$ (143,240)	-17.75%
Farebox Ratio	61.15%	54.74%	40.87%	-13.88%	-25.35%
TDA Subsidy Per Trip	$ 17.73	$ 26.31	$ 19.94	$ (6.36)	-24.18%
Operating Cost/Passenger Trip	$ 45.64	$ 58.13	$ 33.73	$ (24.40)	-41.97%
Operating Cost/Service Hour	$ 126.88	$ 143.96	$ 87.84	$ (56.12)	-38.98%
Passengers/Service Hour	2.78	2.48	2.60	0.13	5.16%
Passengers/Service Mile	0.17	0.15	0.16	0.01	4.97%

The measures listed in Table 6 allow RABA and SRTA to track transit performance trends and discuss strategies for addressing them annually.

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.

[5] Penalties for not meeting farebox recovery ratios were waived under AB 90, AB 149, and SB 125.

4.2 ShastaConnect - Consolidated Transportation Services Agency (CTSA)

Analysis for ShastaConnect Consolidated Transportation Services Agency (CTSA) in 2024/25 is below. SRTA compares this information to RABA's Demand Response as those services are most comparable.

Year	Weekday
Costs	$ 801,185.08
Operating Hours	6,828.59
Riders	10,357
LCTOP and SGR Grant Revenue	$ 22,073.52
CTSA LTF	$ 779,111.56
Illustrative Fare*	$4.00
Riders Per Hour	1.52
CTSA LTF Per Rider	$75.23
Illustrative Farebox Ratio*	5.17%
* LCTOP and SB125 grants mostly covered fares	

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. For the FY 2026/27 cycle SRTA partnered with RABA to ask riders about any unmet needs. RABA included the question, “Do you have any unmet transit needs?” in their October 2025 customer survey. For fixed route service, 27 percent of respondents stated that they had unmet transit needs. For those needs expressed a vast majority are met by recent changes to the transit system, such as RABA Runabout weekend and evening service, RABA Runabout Cottonwood service, and RABA Ridershare (voucher program). Additional outreach included:

- Advertising Unmet Transit Needs public hearing;
- SRTA website posts;
- Record Searchlight public notice;
- Utilization of Social Services Transportation Advisory Council (SSTAC) members for information sharing among the community; and
- A public hearing.

SRTA goes above and beyond TDA requirements to reach out to a greater number and diversity of individuals.

Historically, year-over-year top-ranked requests include: 1) more frequent service; 2) expanded hours of RABA operation; 3) Sunday service; 4) better bus route connections; 5) Whiskeytown Beach Bus service; and Knighton Road service. All of these have been implemented.

All these requests represent Unmet Transit Needs. Section 6 of this report provides more detail regarding potential improvements as well as alternative, more cost-effective service delivery strategies.

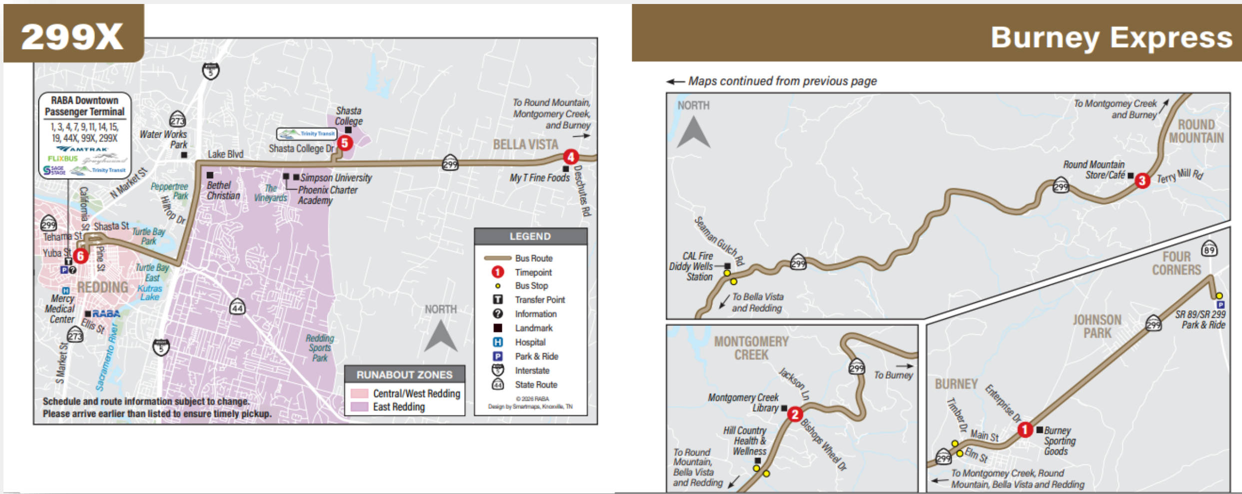
5.1 Official Public Comment Period

The analysis in this document was presented to the SRTA Board of Directors meeting on April 30, 2026. Agenda item #10 included:

- a presentation on the Unmet Transit Needs Process;
- a public hearing to receive public comments on unmet transit needs;
- direction to staff regarding preliminary FY 2026/27 Unmet Transit Needs recommendations, presented at the board meeting; and
- direction to staff to prepare responses to any additional comments received by May 18, 2026.

Zero comments were received during the public hearing. In addition, the public is invited to comment when the TDA budget is considered for approval by the SRTA Board of Directors at the June 24, 2026, meeting. The public may continue to submit comments year-round for consideration in future cycles.

In May and June of 2026, a commenter reached out the SRTA at least four times and to RABA (according to the commenter) about a stop in Johnson Park on the 299X Route. As the route passes through Johnson Park on SR 299 east of Burney to the Burney/SR 89 at 299 Park & Ride Lot, SRTA is working with RABA to add a stop in Johnson Park. We are not considering this an unmet need, but rather, as an operational request. The Route 299X Schedule and Map can be found at: https://cms3.revize.com/revize/reddingbusauthority/Document%20Center/Services/Bus/Route%20299X%20Feb26-prf2.pdf?t=202602171900230&t=202602171900230.



5.2 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 by appendix in this document. Both the SSTAC and SRTA staff recommendation will be considered and approved concurrent with the TDA budget at the June 2026 SRTA Board of Directors meeting.

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 were provided an opportunity to comment on recommendations prior to approval by the SRTA Board of Directors.

6.1 Staff Unmet Transit Needs Recommendation

Staff is recommending that the SRTA Board of Directors find that no new unmet transit needs are considered reasonable to meet in FY 2026/27, to allow several transit service changes implemented in FY 2024/25 (July 1, 2024, to June 30, 2025) and in 2025/26 (July 1, 2025, to June 30, 2026) to get established and then evaluated.

6.2 SSTAC Recommendation

The SSTAC concurred with the staff recommendation.

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, the disabled, including 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. 12101, et seq.), 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 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 streets and roads.
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 streets and roads 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 – 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.

Vehicle Revenue Miles (VRM)

The miles that vehicles are scheduled to or actually travel while in revenue service.

Appendix 4 - SSTAC Recommendation

SSTAC

Social Services Transportation Advisory Council
to the Shasta Regional Transportation Agency

April 8, 2026

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

Dear Chair Crye:

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 meeting on:

- October 15, 2025
- January 14, 2026
- April 8, 2026

At the April 8, 2026, meeting, the SSTAC reviewed and discussed the 2026/27 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 2026/27 to continue to allow several transit service changes implemented in 2024/25 and 2025/26 to have time to get established and then evaluated.

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 (New Member)
Denise Highfill	Social Service Provider for Seniors (Non-Transportation)
Alef Chavarria	Social Service Provider for Seniors (Transportation)
Vacant	Social Services Provider for Persons of Limited Means
Brody Wilbourn	Consolidated Transportation Services Agency (Administrator)
David Koentopf	Consolidated Transportation Services Agency (Operator)

Alternate Voting Members (if a member from above is absent):

Tamy Quigley	Additional Member
John Andoh	Additional Member
Kelly Babcock	Additional Member
Donald Kirk	Additional Member
Vacant	Additional Member
Vacant	Additional Member

Tel. 530-262-6190
Email: sstac@srta.ca.gov
Web: https://srta.ca.gov/161/Social-Services-Transportation-Advisory-