

STAFF REPORT



MEETING DATE:	December 18, 2025
SUBJECT:	Conduct a Public Hearing and Approve the Shasta 2026 Regional Transportation Improvement Program
AGENDA ITEM:	10
STAFF CONTACT:	Jennifer Pollom, AICP, Senior Transportation Planner

SUMMARY:

The Regional Transportation Improvement Program (RTIP) is a five-year program of transportation projects in the Shasta Region that is updated every two years. Upon approval by the SRTA Board of Directors, SRTA's RTIP – along with other RTIPs throughout the state – are submitted to the California Transportation Commission (CTC) for incorporation into the statewide program, referred to as the State Transportation Improvement Program (STIP).

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Conduct a public hearing on the 2026 Shasta RTIP;
2. Approve the 2026 Shasta RTIP (Attachment A), pursuant to Resolution 25-12 (Attachment B); and
3. Authorize the executive director to make any necessary modifications to the 2026 RTIP documents in response to CTC review.

DISCUSSION:

Background – Every two years, the CTC develops a five-year funding forecast for transportation project funding in the STIP. The STIP is divided into two parts: 1) 75% of funding shares are provided to regional agencies, who prepare an RTIP, and 2) 25% of shares are provided to Caltrans, who prepares an Interregional Transportation Improvement Program, or ITIP. The STIP is only one of many programs that funds transportation infrastructure statewide.

The state allocates RTIP shares to regions like SRTA by a formula based on population and road miles. Shares may accrue and cannot be taken from the region unless actual state revenues fall short of forecasts. Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, created new, significant transportation revenues increasing RTIP shares in the region and throughout the state. The Shasta 2026 RTIP will have a minimum of \$4,152,000 in new capacity over five years (Fiscal Year (FY) 2026/27 through FY 2030/31). Combined with unprogrammed amounts, there is a total of \$11,765,000 in STIP shares available for programming, with a significant portion being held for future planned needs pending potential grant awards over the next two years.

Existing and Recommended New RTIP Programming – SRTA has four projects in the current 2024 STIP, which were approved by the CTC in March 2024. The board of directors approved preliminary programming priorities at the October 2025 board meeting. A draft 2026 Shasta RTIP was developed and released for public review on November 10, 2025. The draft was specifically sent to project partners at Caltrans, STIP staff at CTC, and SRTA's technical advisory committee (TAC) members, including regional partners. A total of *///#///* comments were received *///and are addressed in the*

2026 Shasta RTIP (Attachment A)///. Each current project is discussed below along with final recommendations for 2026 RTIP programming in **bold**.

- Planning, Programming and Monitoring (\$493,000 prior) – Regional transportation planning agencies, such as SRTA, are allowed Planning, Programming, and Monitoring (PPM) shares to administer the RTIP and develop projects. In addition to the \$493,000 in carryover, **\$207,000 in new shares are recommended for programming in the 2026 Shasta RTIP.**
- Fix 5 Cascade Gateway (prior \$9,089,000) – This project has been modified, by request of the Federal Highway Administration (FHWA), to provide managed lanes for part-time truck-only operation on Interstate 5 (I-5) daily from 6:00 a.m. to 7:00 p.m., roughly from the Hartnell Avenue overpass to the State Route (SR) 151 exit in the city of Shasta Lake. The project includes adding an adaptive lane management signage system for the managed lanes and, during emergencies, widening of I-5 to six lanes from just north of the SR 44 interchange to 0.6 miles north of Oasis Road, adding auxiliary lanes, increasing vertical clearance under the SR 273/ I-5 northbound connector ramp, and installing two zero-emission truck chargers at the CHP weigh station in Cottonwood. SRTA provided prior funding for environmental clearance, some design work, and future construction. This project includes \$72,722,000 in Trade Corridor Enhancement Program (TCEP) funds awarded to SRTA and Caltrans in 2022. Total estimated costs to construct the project, including SHOPP, STIP, TCEP, and federal funds is \$129,410,000.

Staff provided project updates at the October 2025 board meeting including: FHWA's requested changes and California Highway Patrol's (CHP) request to review project changes (anticipated completion by spring 2026); an updated project schedule with potential construction to start in 2027 or sooner; and anticipated cost increases for SRTA's portion of the construction phase. **Staff recommend programming an additional \$2,692,000 in 2026 RTIP shares to cover construction costs and set aside another \$2,000,000 in unprogrammed 2026 RTIP shares for any unanticipated costs during construction. Should the funds not be needed, SRTA can program those shares on other projects in a future RTIP.**

- Butte Street Boogie Network Project (total estimated cost \$8,048,000) – The city of Redding was awarded Active Transportation Program (ATP) Cycle 6 funding totaling \$6,437,000. This project will close sidewalk gaps, install new marked crossings and curb ramps, and add traffic calming components for all modes of transportation in predominantly low-income neighborhoods and provide low-stress connections to employment, schools, shopping, public transit, and bike centers. The board of directors approved programming \$806,284 in 2024 RTIP shares as SRTA's ATP grant match toward construction. **Staff recommend no new programming of additional RTIP shares.**
- Victor Improvement Project (total estimated cost \$9,992,000) – The city of Redding was awarded ATP Cycle 6 funding totaling \$7,993,000. The project will extend previous improvements on Victor Avenue north of Cypress Avenue and add improvements onto portions of Mistletoe Lane, including new bike lanes, shared-used paths, sidewalk widening, ADA improvements, and a mini-roundabout. The board of directors approved programming \$1,000,000 in 2024 RTIP shares as SRTA's ATP grant match toward construction. **Staff recommend no new programming of additional RTIP shares.**

The above actions leave \$6,866,000 in unprogrammed RTIP funds available for future programming. Staff provided an update to the board of directors at the October 2025 board meeting regarding prior project programming commitments as well as upcoming grant cycles. It is anticipated a minimum of \$4.1 million in combined Regional Non-Motorized Program funds and RTIP shares in SRTA grant match support may be needed for anticipated local agency ATP Cycle 8 projects (applications due June 2026) should they be successful. Due to timing of the ATP Cycle 8 call for projects and STIP programming requirements, **staff recommend remaining 2026 RTIP shares stay unprogrammed**. SRTA can program project match funds later if ATP grant funds are awarded or if other regional needs arise.

Staff recommends the SRTA Board of Directors hold a public hearing and approve the 2026 Shasta RTIP in the amounts provided in Attachment C, and pursuant to the attached resolution.

OTHER AGENCY INVOLVEMENT:

The preliminary recommendations have been developed in coordination with regional partners, Caltrans, and CTC. A final draft 2026 RTIP was submitted to the California Transportation Commission on December 15, 2025, and the final approved 2026 Shasta RTIP will be submitted by December 19, 2025. Caltrans District 2 provided a October 16, 2025 consultation letter (Attachment D). *///The Technical Advisory Committee received an update on December 3, 2025, discussed staff recommendations, and concurs with the staff recommendation.///*

FISCAL IMPACT:

\$4,899,000 in new RTIP programming and \$7,380,284 in carryover programming is recommended for a total of \$12,072,491 over five years. These funds are invested strategically and will leverage over \$150 million in combined federal, state, regional, and local funding toward transportation investments in the region.

Sean Tiedgen, AICP, Executive Director

Attachments:

- A. Final Draft 2026 Shasta RTIP available at:
<https://srta.ca.gov/155/Regional-Transportation-Improvement-Prog>
- B. Resolution 25-12 – Approve 2026 Shasta Regional Transportation Improvement Program
- C. Summary of 2026 RTIP Recommended Programming – *See page 6 of Draft 2026 Shasta RTIP*
- D. Caltrans October 16, 2025, Consultation Letter – *See page 50 in Draft 2026 Shasta RTIP*

RESOLUTION 25-12

A RESOLUTION OF THE SHASTA REGIONAL TRANSPORTATION AGENCY AUTHORIZING ADOPTION OF THE 2026 SHASTA REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)



WHEREAS, the Shasta Regional Transportation Agency (SRTA) is the regional transportation planning agency for the Shasta region pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, SRTA has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, SRTA biennially adopts a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, SRTA has developed, in cooperation with Caltrans, public transit operators, and local governments, a five-year RTIP for the funding made available for transportation improvements for Fiscal Years 2026/27 through 2030/31 of the 2026 RTIP; and

WHEREAS, the 2026 RTIP has been developed consistent with the RTIP project selection priorities outlined in Chapter 3.45 of SRTA's Program Administration Policies and Procedures, approved December 13, 2021, and with the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC; and

WHEREAS, a public hearing was held on the projects proposed for funding in the five-year program.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Shasta Regional Transportation Agency approve the 2026 Shasta Regional Transportation Improvement Program.

PASSED AND ADOPTED this 18th day of December 2025, by the Board of Directors of the Shasta Regional Transportation Agency.

Greg Watkins, Chair
Shasta Regional Transportation Agency

ATTEST:

Sean Tiedgen, Executive Director
Shasta Regional Transportation Agency

California Department of Transportation

DISTRICT 2
PLANNING DIVISION
1657 Riverside Dr, Redding, CA 96001
(530) 782-2585 | FAX (530) 225-3324 TTY 711
www.dot.ca.gov



October 16, 2025

Mr. Sean Tiedgen Executive Director
Shasta Regional Transportation Agency
1255 East Street, Ste 202
Redding, CA 96001

Dear Mr. Tiedgen:

The 2025 State Transportation Improvement Program (STIP) guidelines, Section 20, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State Highway System (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2025, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta Regional Transportation Agency's (SRTA's) portion of this statewide list.

In preparation for the 2026 STIP cycle, on September 11, 2025, Caltrans met with you to discuss State highway needs within the Shasta region. Caltrans provided a comprehensive list of needs on the SHS in Shasta County for discussion. The list included currently programmed projects and proposed future projects in the STIP and the State Highway Operations and Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects that are already fully or partially funded in the STIP.

- Fix 5 Cascade Gateway (F5CG) is a fully funded partnered project with STIP-RIP and SB 1 TCEP funds. In addition to STIP-RIP funds, both SRTA and Caltrans were awarded additional TCEP funds and Federal Earmark Funds.

SRTA has shown continued commitment to programming the majority of their STIP on the State highway system. They have been successful recipients of 2006 Proposition 1B Corridor Mobility Improvement Account (CMIA) and STIP Augmentation funds, as well as SB 1 TCEP funds on multiple State highway projects worth hundreds of millions of dollars in improvements to the State highway in Shasta County and interregional travel along the I-5 corridor.

Mr. Tiedgen, Executive Director
October 16, 2025
Page 2

The District is also supportive of SRTA's focus on active transportation throughout the Shasta region. The Butte Street Boogie non-motorized project, and the Victor North non-motorized project are currently programmed with STIP-RIP and Active Transportation Program (ATP) funds. Through other planning efforts, such as Go Shasta Active Transportation Plan Update, Intercity Bus to Rail Plan, and Envision 273 Plan SRTA has been partnering and collaborating with the Cities of Redding, Anderson, Shasta Lake, Shasta County, and Caltrans to identify, implement, and grow the active transportation network within the region.

We look forward to continued partnership and cooperation in prioritizing the transportation needs in the Shasta region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please contact Natalie Kinney at (530) 782-3303 or me at 530-782-2585.

Sincerely,



Brett Ditzler
Deputy District Director
Planning and Local Assistance

c: Dave Moore, District 2 Director (email)
Kristen Kingsley, Deputy District Director Asset and Program/Project Management (email)
Stacey Barnes, Deputy District Director Maintenance and Operations (email)
Kerry Molz, Chief Program Project Management (email)
Sean Shepard, Chief Asset Management (email)
Kelly Timmons, Project Manager, Program Project Management (email)
Neil Peacock, Acting Division Manager Planning (email)
Kathy Grah, Regional and System Planning Senior (email)

**2025 State Highway Needs Meeting
Caltrans District 2/Shasta Consultation Meeting**

Dist	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	SHA	299	25.0/27.2	Northeast Redding Multimodal Connector	Construct separate multiuse path on the South side of SR 299 from I-5 to Old Oregon Trail.			Initiated	N	PID
2	SHA	299	16.5/18.3	Middle Creek to Whiskeytown	Add bike lanes along SR 299 from Old Shasta to Whiskeytown National Recreation Area	3377	0E840	Not Initiated	N	
2	SHA	273	3.8/20.033	SR 273 Active Transportation and Signalization Improvements	Add multi-modal facilities along SR 273 and signalized intersections between Redding and Anderson			Not Initiated	N	
2	SHA	5	R12.15	Bonnyview Diverging Diamond Interchange and Operational Improvements	Reconstruct Interchange and operational improvements on Bonnyview and Churn Creek		2H800	Complete	N	PID
2	SHA	5	R6.5/R6.8	Riverside Interchange	Reconstruct Interchange		2H650	Complete	N	PID
2	SHA	151	0.5/5.5	151 Complete Streets	Add multi-modal facilities between the train tracks to Shasta Dam			Not Initiated	N	
2	SHA	299	73.1/76.1	Burney Main Street Active Transportation Improvements	Add multi-modal facilities along the SR 299 corridor in Burney			Not Initiated	N	
2	SHA	44	R4.0/R4.6	Deschutes Interchange	Reconfigure Interchange			Not Initiated	N	
2	SHA	273	3.8/20.033	273 East West Connector	Multi-modal connections to cross SR 273			Not Initiated	N	
2	SHA	44	R3.62	Old Oregon/SR 44 Interchange	Reconfigure Interchange			Not Initiated	N	
2	SHA	5	R14.5/R16.2	I-5/SR 44 Interchange	Reconfigure Interchange			Complete/Would need to be updated if pursued	N	PID
2	SHA	273	10.35 and 8.62	SR 273 Intersection Improvements	Add signalized connections on SR 273 at the intersections of Whitehouse Drive and Latona Rd.					
2	SHA			Regional Railroad Relocations	Regional railroad relocations					
2	SHA	44	L0.857-L1.588	Hwy 44 Blvd Concept	SR 44 into a Blvd VS State highway					
2	SHA	5	R10.849	I-5 Interchange - Smith Rd	Overcrossing and off-ramps					