

STAFF REPORT



MEETING DATE:	April 30, 2026
SUBJECT:	Receive Update on Local Agencies' Active Transportation Program Cycle 8 Projects and Reconfirm SRTA Match Commitments
AGENDA ITEM:	12
STAFF CONTACT:	Keith Williams, Senior Transportation Planner

SUMMARY:

Local agencies plan to submit two Active Transportation Program (ATP) grant applications on June 22, 2026, for ATP Cycle 8. A project match of 20 percent, or more, is needed to ensure the competitiveness of these projects. The cities of Redding and Shasta Lake have updated estimated project costs since submitting the projects for competition in ATP Cycle 7 and are requesting SRTA's recommitment to half of the project match for competition in Cycle 8.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Receive an update on local agencies' Active Transportation Program Cycle 8 projects; and
2. Reconfirm SRTA's match commitments.

DISCUSSION:

The highly competitive state Active Transportation Program (ATP) announced \$619 million in available funding for ATP Cycle 8 which officially launched on March 19, 2026, with an application deadline of June 22, 2026. Projects from the Shasta Region may compete for up to \$371.4 million. The cities of Redding and Shasta Lake will submit a total of two applications (attached), seeking awards totaling \$48,030,669.

If funded, these projects could create new transportation alternatives and reduce the incidence of active transportation-related serious injuries and fatalities in the region through the introduction of infrastructure treatments that slow traffic on neighborhood streets or create separated facilities for people walking and bicycling (e.g., separated paths, protected bike lanes, curb extensions, etc.). Moreover, if combined with planned maintenance projects, local agencies may be able to achieve economies of scale for construction materials required for local repaving efforts.

Cycle after cycle, the ATP is oversubscribed, so there is never enough funding for projects, statewide, that are desired to address community needs. The funding shortfall from ATP Cycle 7, which only yielded 13 grants statewide, served as an acute reminder to local agencies of the need to submit the most competitive projects. To compete well, projects and their applications must be carefully designed and assembled to ameliorate safety concerns, improve accessibility and mobility, create viable walking and cycling alternatives informed by robust public engagement, and include local match equal to 20 percent of a project's cost. The 20 percent project match automatically awards five points to an application, which is game-changing for a grant program that could have ten or more projects tied with the same score on the funding threshold.

ATP projects submitted from the Shasta Region are competitive year after year. This is due to local agencies' project selection, collaboration, and commitment; SRTA's technical support; and in large part to SRTA's financial support. The SRTA Board of Directors has offered to provide half the project match, in previous cycles, pending an award. This strategy has successfully led local agencies to secure approximately \$40 million in ATP funds for active transportation projects in the region, benefiting all modes of transportation.

Consistent with the board of directors' direction for ATP Cycle 7 and prior cycles, staff propose renewing this strategy for ATP Cycle 8 as follows:

Project	Project Estimate*	Local Agency 10 % Match*	SRTA 10 % Match*
Redding – Victor Avenue North Project	\$18,463,300	\$1,846,330	\$1,846,330
Shasta Lake – Link Shasta Active Transportation Network	\$42,248,044	\$8,988,015 (21%+ Match covered by other grants)	N/A
Total SRTA Match			\$1,846,330

*Figures are only estimates and may change as the scope is adjusted and the application deadline nears.

SRTA staff recommends the board of directors reconfirm the agency's commitment to cover half the match for the ATP Cycle 8 applications if awarded funding. Both projects were submitted in ATP Cycle 7 and scored very competitively.

ALTERNATIVES:

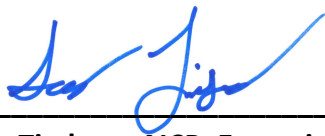
The board of directors may offer a revised commitment of less than ten percent. This departure from precedent would require additional local funds to meet the match requirement and may result in local agencies submitting fewer or less competitive projects for competitive funding, making it more challenging for SRTA and local agencies to accomplish regional and local goals, and address community needs.

OTHER AGENCY INVOLVEMENT:

The projects involved staff from SRTA, Caltrans District 2, and the cities of Redding and Shasta Lake, as well as input from community members within each project's vicinity. The Technical Advisory Committee met on April 15, 2026, to receive an update on the effort. SRTA's Fiscal & Policy Committee met on April 20, 2026, and voted unanimously in favor of reconfirming SRTA's match commitments for ATP Cycle 8 projects.

FISCAL IMPACT:

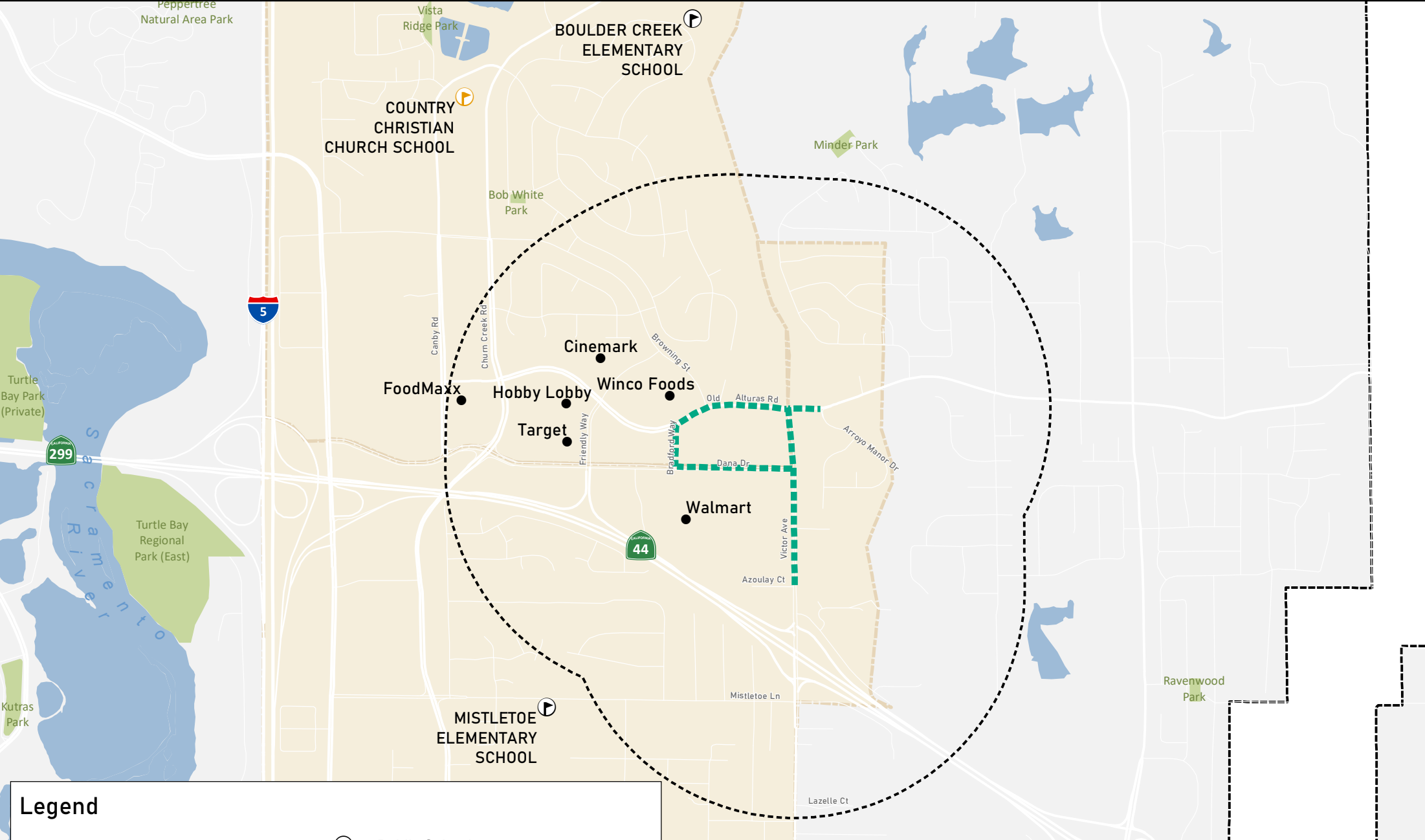
SRTA's proposed match may come from the Regional Non-Motorized Program and the Regional Improvement Program. SRTA's match of \$1.846 million would leverage almost \$15 million in ATP funding in addition to the \$33.3 million for Link Shasta which would not require SRTA's match, because the city is leveraging other discretionary funds.



Sean Tiedgen, AICP, Executive Director

Attachment: ATP Cycle 8 Project Maps

Victor Ave. N. Improvement Project - Improving Access to Community Destinations



Project Limits

0.5 Mile Buffer from Project Limits

Locations of Interest

Public School

Private School

Public School Attendance Boundary

A scale bar with markings for 0, 0.25, 0.5, and 1 mile.

A north arrow pointing upwards, enclosed in a circle.

CITY OF SHASTA LAKE

LINK SHASTA

ACTIVE TRANSPORTATION LOOP

