STAFF REPORT

MEETING DATE:	**October 30, 2025**
SUBJECT:	**Approve Preliminary 2026 Regional Transportation Improvement Program (RTIP) Recommendations**
AGENDA ITEM:	**10**
STAFF CONTACT:	**Sean Tiedgen, AICP, Executive Director**

SUMMARY:

The Regional Transportation Improvement Program (RTIP) is a five-year program of transportation projects in the Shasta Region, which 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, or STIP. SRTA's 2026 RTIP is scheduled for approval by the board of directors at the December 18, 2025 meeting.

STAFF RECOMMENDATION:

It is recommended that the board of directors review and provide feedback on preliminary project recommendations for the 2026 RTIP prior to incorporation into a draft 2026 RTIP document.

DISCUSSION:

Every two years, the CTC develops a five-year funding forecast for the STIP. The state allocates RTIP shares to regions 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 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).

Existing and Recommended New RTIP Programming – SRTA has four projects in the current 2024 STIP, which were approved by the CTC in March 2024. Each current project is discussed below along with recommendations for additional 2026 RTIP programming in **bold**. **Currently, no new projects are recommended for programming of funds based on future city project grant match needs identified by staff and discussed below. However, staff have been in discussions with Caltrans District 2 regarding potential project funding needs on the state highway system and may present one or more projects for programming consideration of 2026 RTIP shares at the October board meeting.**

- 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 of new shares will be available and staff recommends programming this in the 2026 RTIP.**
- Fix 5 Cascade Gateway (prior $9,089,000, total estimated cost $114,770,000) – This project has been modified, by request of the Federal Highway Administration (FHWA), to provide for new truck-only managed lanes on Interstate 5 (I-5) daily from 6:00 a.m. to 7:00 p.m. roughly from

the Hartnell overpass to the State Route (SR) 151 exit to the city of Shasta Lake. The project includes adding an adaptive lane management signage system for the truck-only 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/NB I-5 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 $78,930,000 in Trade Corridor Enhancement Program (TCEP) funds awarded to SRTA and Caltrans in 2022.

Construction was anticipated to start in 2025. However, as Caltrans was finalizing the project to list for bids in April 2025, FHWA requested last minute changes to the managed-lane approach. Additionally, California Highway Patrol (CHP) requested additional time to review the changes. This required Caltrans to request a 20-month extension to the allocation of the project's construction funds, which the CTC approved at their June 2025 Board meeting. Caltrans has provided an updated cost estimate based on the design, FHWA's requested changes (still under review), and potential cost escalations due to the delay.

SRTA's portion of the construction phase has increased from $25,018,000 to $27,710,000 **Staff recommends programming an additional $2,692,000 in 2026 RTIP shares. Additionally, to cover any unanticipated construction costs related to SRTA's share of project costs, staff recommends setting aside an additional $2,000,000 in unprogrammed 2026 RTIP shares. Should the funds not be needed, SRTA can program those shares on other projects in a future RTIP.**

- <u>Butte Street Boogie Network Project (total estimated cost $8,048,000)</u> – The city of Redding was awarded Active Transportation Program (ATP) Cycle 6 funding totaling $6,437,000. This project would 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 recommends no new programming of additional RTIP shares.**
- <u>Victor Improvement Project (total estimated cost $9,992,000)</u> –The city of Redding was awarded ATP Cycle 6 funding totaling $7,993,000. The project would 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 recommends no new programming of additional RTIP shares.**

Anticipated future programming needs – Generally, programming of STIP/RTIP shares is allowed only when a project, or phase of a project, is fully funded. As each new STIP/RTIP cycle starts, funding is typically reserved for the last two years, because the first three years of the STIP/RTIP are already included in the prior cycle.

Staff reviewed prior project programming commitments by SRTA as well as upcoming grant cycles. SRTA previously committed fifty percent of combined regional non-motorized program and STIP/RTIP shares towards several local agency projects in ATP Cycle 7. City of Redding and city of Shasta Lake staff confirmed they intend to resubmit projects, nearly funded in ATP Cycle 7, for competition in ATP Cycle 8 (applications due June 2026). SRTA's prior grant match commitment toward construction of those projects totaled $4.1 million . The cities are reviewing the project scopes and schedules, which will likely see increased budgets based on more current construction labor and material costs. Updated estimates will not be available until Spring 2026. Due to timing of the ATP Cycle 8 call for projects and STIP requirements on when shares may be programmed, staff recommends leaving remaining RTIP shares unprogrammed. SRTA can program project match funds at a later date.

It is recommended that the SRTA Board of Directors review staff's preliminary recommendations for the 2026 RTIP and provide any comments. The above actions would leave $6.8 million in unprogrammed RTIP funds available for 2026 STIP use or to program in the 2028 STIP. Staff is in discussions with regional partners and Caltrans on potential use of the funds on corridors and projects of regional significance that meet RTIP/STIP guidelines. The final 2026 RTIP recommendations will be presented at the December board of directors meeting for approval. The 2026 RTIP must be submitted to the CTC by December 19, 2025.

ALTERNATIVES:

The board of directors may direct staff to program additional STIP/RTIP shares towards a phase of a new project or to complete construction of a project in fiscal years 2028/29, 2029/30 or 2030/31 consistent with STIP guidelines. Due to statewide programming constraints, SRTA's request to program shares in FY 2028/29 may not be guaranteed by CTC, and those funds might have to move to 2029/30 or 2030/31.

OTHER AGENCY INVOLVEMENT:

The preliminary recommendations have been developed in coordination with regional partners, Caltrans, and the CTC. The Technical Advisory Committee met on October 13, 2025 to receive an update, discussed staff recommendations, and concurred with the approach.

FISCAL AND POLICY COMMITTEE REVIEW:

///The Fiscal and Policy Committee met on October 22, 2025 to review and discuss staff's 2026 RTIP programming recommendations and provided feedback.///

FISCAL IMPACT:

$4,693,000 in new RTIP programming and $7,380,000 in carryover programming is recommended for a total of $12,072,000 over five years. These funds are invested strategically with the goal of leveraging over $150,000,000 of transportation investments in the region.

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Keith Williams, AICP, Senior Transportation Planner