

STAFF REPORT



MEETING DATE:	December 18, 2025
SUBJECT:	Review and Provide Input on Preliminary Regional Planning Priorities for Fiscal Year (FY) 2026/27
AGENDA ITEM:	13
STAFF CONTACT:	Michael Kuker, CNU-A, Senior Transportation Planner

SUMMARY:

The Overall Work Program (OWP) is SRTA's annual application for federal and state transportation planning grants. Each December, preliminary regional planning priorities for the upcoming fiscal year are presented to the board of directors for review and input as the first part of a multi-step process of developing the final OWP for approval by the board.

STAFF RECOMMENDATION:

It is recommended that the board of directors review and provide input on preliminary regional planning priorities for Fiscal Year (FY) 2026/27 (Attachment A).

DISCUSSION:

Background – The OWP is SRTA's "grant application" and contract for the state fiscal year (July 1 through June 30). Grant funds included in the OWP come from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), state Senate Bill 1, and other programs. The OWP also serves as a workplan for regional planning activities and functions; a tracking and management tool for the board of directors; and a monitoring tool for local, state, and federal entities and the public. Each year the OWP and budget are developed under the direction and approval of the board of directors, as follows:

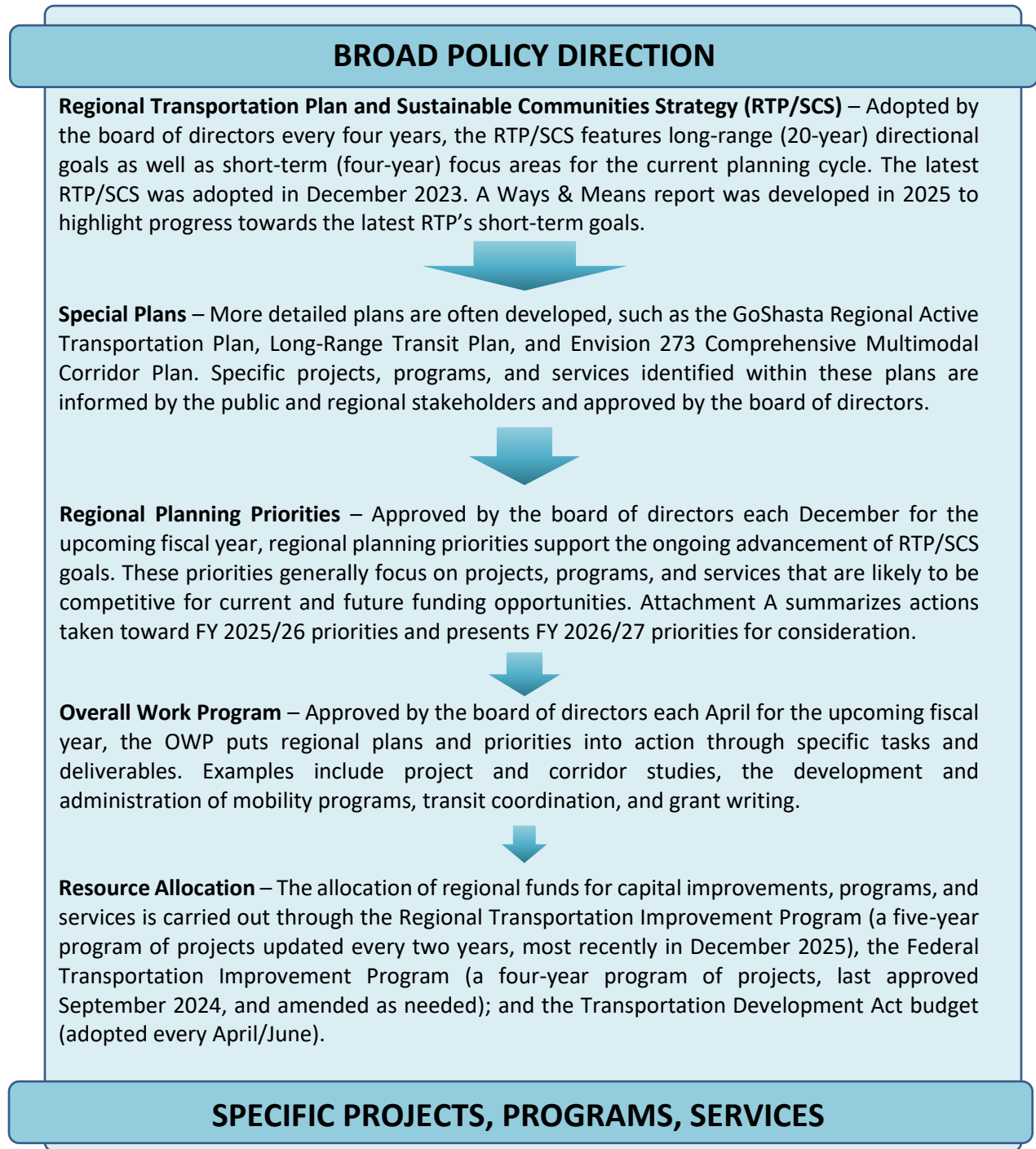
ANNUAL OWP DEVELOPMENT TIMELINE

Meeting Date	Staff Presentation	Recommended Board Action
December	Preliminary regional planning priorities	Review and provide input
February	Draft work elements and budget	Review and provide direction
April	Final and complete OWP	Adoption

SRTA's core planning and programming functions are funded first, including: development and implementation of the Regional Transportation Plan (RTP) and supporting activities; public and interagency engagement; transportation improvement programs; public transportation planning and administration; complete streets planning; and the OWP. Once core activities have been funded, the board of directors may fund other regional transportation planning needs that support

implementation of the RTP. Funding may also be awarded to local agencies and other eligible subrecipients for similar purposes.

Regional planning priorities serve as the bridge between broad policy statements found in the RTP, federal and state planning priorities, and the many actions required to achieve specific desired outcomes. This process, and how the board of directors guides each step, is summarized below.



This process of articulating high-level aspirational outcomes and goals, followed by specific plans and project development, provides numerous benefits: First, it is instrumental in building consensus among a diverse community of stakeholders and decision makers; Secondly, it helps to ensure

alignment between the agency's planning and implementation activities; Lastly, it offers the board of directors, regional stakeholders, and the public ample opportunity to evaluate progress toward near- and long-term regional goals and, if needed, to make course adjustments.

Following adoption by the SRTA Board of Directors, the OWP is reviewed by Caltrans to ensure compliance with federal and state requirements as well as alignment with federal and state goals.

Draft FY 2026/27 Regional Planning Priorities – Proposed regional planning priorities (RPPs) for the upcoming fiscal year are listed below. They are mostly carried over from prior years, except “Plan for Zero-Emission Vehicle Infrastructure Transition” was removed and incorporated appropriately within other priorities and “Perform Ongoing or Scheduled Core Functions” was added. More detail and a progress report listing major milestones or deliverables related to the current fiscal year's RPPs achieved so far are available in the attachment. The proposed priorities for FY 2026/27 are:

- Perform Ongoing or Scheduled Core Functions
- Improve the Safety, Resiliency, Mobility, and Efficiency of Regionally Significant Corridors
- Enhance Goods and Freight Movement
- Strengthen Data and Performance Based Planning
- Support Active Transportation in the Shasta Region
- Improve Delivery of Public Transportation
- Improve Public Engagement in the Planning Process

ALTERNATIVES:

The board of directors may modify, add, or eliminate regional planning priorities for FY 2026/27, provided they are consistent with state and federal statutes, goals, and priorities.

OTHER AGENCY INVOLVEMENT:

State and federal planning priorities were discussed on October 21, 2025, during an annual statewide OWP coordination meeting with federal and state agency partners. An additional coordination meeting with Caltrans and FHWA was held on November 17, 2025. The Technical Advisory Committee (TAC) met on December 3, 2025, to review and discuss the preliminary regional planning priorities and concurred with staff recommendations.

FISCAL IMPACT:

Regional planning priorities have no direct fiscal impact to the agency. Activities to develop priorities are budgeted as part of SRTA's annual development of the Overall Work Program.



Sean Tiedgen, AICP, Executive Director

Attachment: Summary of Current and Proposed Regional Planning Priorities

PROPOSED REGIONAL PLANNING PRIORITIES FOR FY 2026/27

Perform Ongoing or Scheduled Core Functions

2025 and 2027 FTIP, RTP/SCS update, OWP management, grant writing, and regional coordination.

Improve Regionally Significant Corridors

Evaluate needs, identify funding, and prioritize improvements to safety, resiliency, mobility, and efficiency on regionally significant corridors.

Focus Areas: Fix 5 Cascade Gateway; Pit River Bridge replacement/rehabilitation; Implementation of Envision 273 plan; Regional Freight Plan; Develop regional managed lanes plan (NEW); STAA improvements on State Route 44 (NEW); Shasta NextGen Railroad Corridor Crossing Plan (if funded).

Enhance Goods and Freight Movement

Evaluate needs, identify funding, and prioritize enhancements including appropriate zero-emission technologies to regional and interregional freight movement that supports local, regional, state, and national economies.

Focus Areas: Regional Freight Plan; Fix 5 Cascade Gateway; Pit River Bridge replacement/rehabilitation; Implementation of Envision 273 plan; Shasta NextGen Railroad Corridor Crossing Plan (if funded).

Strengthen Data and Performance Based Planning

Continue to implement best practices in data collection, analysis, and sharing to help planners, decisionmakers, and the public better understand the performance of the existing transportation system and help plan for the most cost-effective improvements.

Focus Areas: Shasta Data Dashboard (expected completion February 2027); Travel Demand Model update (expected completion June 2026); Develop Land Use Model; Data collection.

Support Active Transportation in the Shasta Region

Collaborate with Tribal governments, local, regional, and state partners, to systematically plan and fund regional trunk line network and feeder routes, consistent with the GoShasta Regional Active Transportation Plan.

Focus Areas: Update GoShasta Regional Active Transportation Plan (Completion expected by June 2028); Seek funding opportunities with partners.

Improve Delivery of Public Transportation

Collaborate with Tribal, DHCL, RABA, and interregional partners to implement RABA's short range transit plan, SRTA's long range transit, Bus-to-Rail, and Coordinated Transportation plans, and Caltrans Corridor Identification and Development (CID) Program. Support RABA's implementation of zero-emission intercity bus service.

Focus Areas: Regional transit coordination with DHCL and RABA; Participate in Caltrans D2 transit plan effort (NEW); Implementation of long-range and short-range transit plan strategies; Bus and Passenger Rail Study implementation.

Improve Public Engagement with the Planning Process

Continue to identify and implement easier, equitable, and more efficient ways for broad participation in the planning process.

Focus Areas: Shasta Data Dashboard (expected completion February 2027); Public Participation Plan.

PROGRESS TO DATE ON FY 2025/26 REGIONAL PLANNING PRIORITIES

As Approved by SRTA Board of Directors at December 2024 Meeting

Safety, Resiliency, Mobility, and Efficiency on Regionally Significant Corridors

- Provided input to Caltrans on how improvements identified in the Envision 273 Comprehensive Multimodal Corridor Plan could be incorporated in the upcoming Downtown Redding maintenance project.
- Provided input to Caltrans on the SR 44 Comprehensive Multimodal Corridor Plan.
- Supported Caltrans in addressing FHWA changes to Fix 5 Cascade Gateway scope of work and ensured STIP shares were programmed for SRTA's portion of the project.

Goods and Freight Movement

- Procured consultant to assist with the development of a Regional Freight Plan. Initial planning work began November 2025 and is anticipated to be completed in April 2027.
- Participated in Pit River Bridge task force meetings related to project planning efforts.

Data and Performance Based Planning

- Worked on development of Shasta Planning Data Dashboard including user interface design, draft dashboard expected to be ready June 2026.
- Finalized travel demand model update plan.
- Performed regional traffic counts in August, active transportation counts scheduled for Spring 2026.
- Participating in statewide discussions on potential SB 375 reform.

Active Transportation

- Received \$317,000 in competitive Sustainable Transportation Planning Grant funds to update the GoShasta Regional Active Transportation Plan.
- Monitored development of grant guidelines for Cycle 8 of the CTC's Active Transportation Program.

Enhanced Delivery of Public Transportation

- Developed the 2024 Shasta Coordinated Transportation Plan which queued up multiple transit service coordination and consolidation activities; some are outlined below.
- Coordinated with RABA and DHCL on consolidation of transit services for increased efficiencies and better service, including:
 - RABA's service area now encompasses the entire county, and RABA has assumed responsibility for operating Route 299X from Shasta County.
 - Improved consistency of fares between RABA and ShastaConnect.
 - RABA continues to be the sole applicant for Low Carbon Transit Operations Program (LCTOP) and State of Good Repair (SGR) funds, while coordinating with DHCL.
 - RABA is now designated as the CTSA for region (effective July 1, 2025).

Zero Emission Vehicle (ZEV) Infrastructure Planning

- Supported RABA efforts to prepare hydrogen market request for information (RFI).
- Worked with RABA to submit annual Innovative Clean Transit (ICT) reports, reported on ShastaConnect ICT reports.
- Tracked and shared potential funding opportunities available to tribal governments and private, public, and non-profit sectors for zero-emission vehicle charging.

Improved Public Engagement with the Planning Process

- Prepared 2025 Public Participation and Title VI Plan.