

STAFF REPORT



MEETING DATE:	September 30, 2026
SUBJECT:	Hold Public Hearing and Approve Shasta 2027 Federal Transportation Improvement Program (FTIP)
AGENDA ITEM:	10
STAFF CONTACT:	Keith Williams, Senior Transportation Planner

SUMMARY:

SRTA is required to prepare a Federal Transportation Improvement Program (FTIP) every two years. The FTIP is a four-year program of transportation projects that have a federal funding component or are considered regionally significant. The DRAFT Shasta 2027 FTIP was presented to the SRTA Board of Directors at its June 2026 meeting. Since the June board meeting, the following actions took place: 1) Formal Amendment 7 to the 2025 FTIP was incorporated, 2) the transportation performance management section was updated, 3) the financial summaries were updated, and 4) other minor edits. The DRAFT Shasta 2027 FTIP was distributed to partner agencies and the public for review from August 21, 2026, through September 20, 2026. Staff seeks the board of directors' approval of the Shasta 2027 FTIP (Attachment B), so it may be submitted to Caltrans, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) today for approval.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Hold a public hearing on the Shasta 2027 FTIP;
2. Approve the Shasta 2027 FTIP (Attachment A), pursuant to Resolution Number 26-08 (Attachment B); and
3. Authorize the executive director to make revisions and administrative modifications to the Shasta 2027 FTIP in response to any approving agency comments.

DISCUSSION:

The Shasta FTIP is updated every two years and must be approved by SRTA – as the region's federally designated Metropolitan Planning Organization – for federal transportation funds to be released to projects in the region. These projects are largely already approved by partner agency councils and boards. SRTA is responsible for ensuring the FTIP is consistent with anticipated revenues and provides an opportunity for public and interagency review and comment. Additionally, per federal regulations, SRTA is required within both the FTIP and the Regional Transportation Plan to identify how the documents address federal transportation performance measures adopted by SRTA. Appendices F and J of the Shasta 2027 FTIP satisfy these requirements.

SRTA has little discretion to change FTIP project selection and priorities, as most are set by delivering agencies in accordance with federal and state funding requirements. Projects outlined in Appendix A of the Shasta 2027 FTIP do, however, include projects approved by the SRTA Board of Directors through other planning or programming processes, for example some FTA funding.

The Shasta 2027 FTIP programs a total of \$457.5 million in funding for Federal Fiscal Years 2026/27 through 2029/30. This includes almost \$11 million in local funds, almost \$435 million in state funds, and \$11.7 million in federal funds. Table 1 of Appendix F to the 2027 FTIP shows revenue estimates sufficient for covering identified programming needs for the four-year period.

At the SRTA Board of Directors' June 2026 meeting, staff received no comments on the DRAFT Shasta 2027 FTIP. After the meeting, once Amendment 7 to the 2025 FTIP was approved, relevant programming data was integrated into the draft document, the transportation performance section and financial summaries were updated, and other minor edits were made. The document was made available to partner agencies and the public for review and comments from August 21, 2026, through September 20, 2026. The Redding Area Bus Authority's (RABA's) FTA Section 5307 and 5339 Program of Projects is included in the Shasta 2027 FTIP under Appendix I and shares the FTIP public comment period and publication process to satisfy federal requirements. SRTA staff responded to various comments posed by Caltrans, and that communication is recorded in Appendix D of the document. Otherwise, no additional comments were received during the comment period.

ALTERNATIVES:

The board of directors may request additional information. However, staff must submit the 2027 FTIP today to meet state and federal submittal deadlines. Additional items to add may need to wait to be incorporated until Amendment #1 to the 2027 FTIP can be prepared in late December or early January.

OTHER AGENCY INVOLVEMENT:

The FTIP is a product of extensive interagency consultation performed during development of the Regional Transportation Plan, Regional Transportation Improvement Program, State Transportation Improvement Program, State Highway Operation and Protection Program, and RABA's Capital Plan. The Technical Advisory Committee met on September 10, 2026, to review and discuss the Shasta 2027 FTIP.

FISCAL IMPACT:

The Shasta 2027 FTIP programs \$457.5 million over a four-year period. The SRTA Board of Directors must approve the FTIP for agencies' projects to receive federal transportation funding.



Sean Tiedgen, AICP, Executive Director

Attachments:

A: Shasta 2027 FTIP (May be requested at srta@srta.ca.gov or 530-262-6190 or viewed online at: https://srta.ca.gov/wp-content/uploads/2026/08/DRAFT_2027_Shasta_FTIP_082026.pdf)

B: Resolution Number 26-08: Approve the Shasta 2027 Federal Transportation Improvement Program

RESOLUTION 26-08

A RESOLUTION OF THE SHASTA REGIONAL TRANSPORTATION AGENCY APPROVING THE SHASTA 2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



WHEREAS, Title 23 USC Sec. 134(j) directs each Metropolitan Planning Organization (MPO) to develop a Federal Transportation Improvement Program (FTIP) every four years; and

WHEREAS, the California Streets and Highways Code Section 182.6(e) and Section 182.7(d) directs each MPO to submit an updated FTIP to the California Department of Transportation no later than October 1, on even-numbered years; and

WHEREAS, the FTIP is a four-year program of projects prioritized in accordance with federal planning regulations, and addresses the maintenance, operation, and improvement of the transportation system; and

WHEREAS, to qualify for certain types of transportation federal funding, projects must be included in an FTIP approved by the Shasta Regional Transportation Agency (SRTA), the California Department of Transportation, and the United States Department of Transportation; and

WHEREAS, the 2027 Shasta FTIP includes standards to process administrative modifications for minor changes in project scope, cost, and schedule without formal board action, as well as a process for the executive director to approve formal amendments:

NOW, THEREFORE, BE IT RESOLVED by the Board of the Directors of the Shasta Regional Transportation Agency that the Shasta 2027 FTIP is found to be:

1. Consistent with metropolitan transportation planning regulations in 23 Code of Federal Regulations Part 450;
2. Consistent with the 2022 Shasta Regional Transportation Plan;
3. Financially constrained, with the financial summary affirming that funds are available;
4. Not requiring an air quality conformity determination or demonstration of timely implementation of transportation control measures, as the area is in conformance with federal air quality standards;
5. Including projects anticipated to support the achievement of federal transportation performance targets in accordance with 23 CFR Part 450; and
6. Prepared in accordance with SRTA's 2025 Shasta Participation and Title VI Plan.

PASSED AND ADOPTED this 30th day of September 2026, by the Board of Directors of the Shasta Regional Transportation Agency.

Kevin W. Crye, Chair

Shasta Regional Transportation Agency

ATTEST:

Sean Tiedgen, AICP, Executive Director

Shasta Regional Transportation Agency