

STAFF REPORT



MEETING DATE:	December 19, 2024
SUBJECT:	Review and Provide Input on Preliminary Regional Planning Priorities for Fiscal Year (FY) 2025/26
AGENDA ITEM:	11
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 discussion and approval 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) 2025/26 (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 work plan 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:

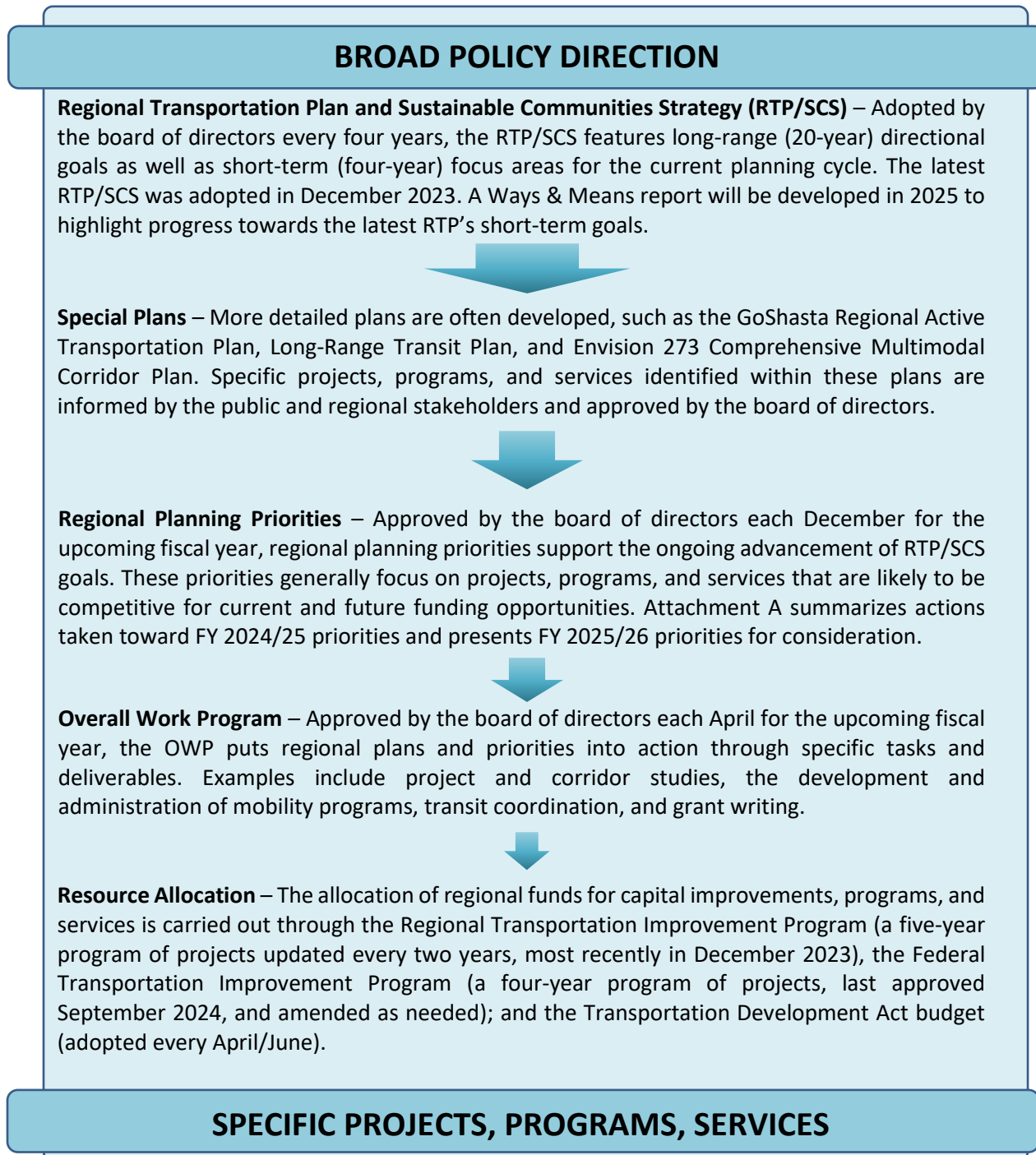
ANNUAL OWP DEVELOPMENT TIMELINE

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 2025/26 Regional Planning Priorities – Proposed regional planning priorities (RPPs) for the upcoming fiscal year are shown in the attachment. They are generally the same as last year, though they have been reworded slightly for clarity and consistency. A progress report listing major milestones or deliverables related to the current year's RPPs achieved so far is also included. The proposed priorities for FY 2025/26 are:

- 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
- Plan for Zero Emission Vehicle (ZEV) Infrastructure Transition
- Improve Public Engagement in the Planning Process

ALTERNATIVES:

The board of directors may modify, add, or eliminate regional planning priorities for FY 2025/26, provided they are consistent with state and federal goals and priorities.

OTHER AGENCY INVOLVEMENT:

State and federal planning priorities were discussed on October 28, 2024, during an annual statewide OWP coordination meeting with federal and state agency partners. An additional coordination meeting with Caltrans is being scheduled for January 2025. Preliminary regional planning priorities were provided to the Technical Advisory Committee (TAC) at the December 4, 2024, meeting for concurrence, which was provided.

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 2025/26

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; Implementation of Envision 273 plan; Regional Freight Plan; Shasta Data Dashboard; 2025 FTIP; 2026 RTIP; Regional coordination; Overall Work Program; Grant Writing; Provide input on next federal transportation/infrastructure reauthorization bill.

Enhance Goods and Freight Movement

Evaluate needs, identify funding, and prioritize enhancements to regional and interregional freight movement.

Focus Areas: Regional Freight Plan; Fix 5 Cascade Gateway; Pit River Bridge replacement; Implementation of Envision 273 plan; Regional Coordination; 2025 FTIP; 2026 RTIP; Grant Writing.

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; Travel Demand Model update; Develop Land Use Model; Data collection.

Support Active Transportation in the Shasta Region

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

Focus Areas: Update GoShasta Regional Active Transportation Plan; Seek funding opportunities with partners.

Improve Delivery of Public Transportation

Collaborate with DHCL, RABA, and other interregional partners to implement RABA's short range transit plan and SRTA's long range transit plan.

Focus Areas: Regional transit consolidation with DHCL and RABA; Implementation of long-range and short-range transit plan strategies; Bus and Passenger Rail Study implementation; 2026 Regional Transportation Improvement Plan; Policy review.

Plan for Zero Emission Vehicle (ZEV) Infrastructure Transition

Continue to plan for the gradual transition to zero emission vehicles and the necessary infrastructure, while collaborating with the North State Super Region to exchange information and share feedback regarding unique rural needs with the State.

Focus Areas: North State Super Region collaboration; Technical/grant writing support to regional partners.

Improve Public Engagement with the Planning Process

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

Focus Areas: Update SRTA's Public Participation and Title VI Plan; Shasta Data Dashboard

PROGRESS TO DATE ON FY 2024/25 REGIONAL PLANNING PRIORITIES

As Approved by SRTA Board of Directors at December 2023 Meeting

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

- Developed 6 feasibility studies for Envision 273 plan to help evaluate potential improvements.
- Awarded nearly \$1 million in local Carbon Reduction Program funding for FYs 2024/25, 2025/26, and 2026/27 towards Shasta Dam Boulevard Complete Streets project in the city of Shasta Lake.
- Prepared and submitted 2025 Federal Transportation Improvement Program (FTIP)

Goods and Freight Movement

- Allocated FY 2024/25 SB1 formula funds towards development of a Regional Freight Plan; scope of work development in progress.
- Participated in Pit River Bridge task force meetings related to project planning efforts.

Data and Performance Based Planning

- Procured consultant to develop Shasta Planning Data Dashboard, prepared outreach and engagement plan.
- Prepared draft plan to update travel demand model.
- Participating in statewide discussions on potential SB 375 reform

Active Transportation

- Provided technical support to local partners resulting in four applications to Cycle 7 of the highly competitive Active Transportation grant program.
- Awarded \$500,000 in Carbon Reduction Program funds to the City of Redding's Victor and Cypress Avenue Active Transportation Projects.

Enhanced Delivery of Public Transportation

- Executed sub-recipient cooperative agreements with RABA and DHCL to allow for the distribution of over \$21.5 million in SB 125 funds in the region over the next 5-10 years.
- Contracted with consultant for the North State Intercity Bus to Rail Plan, issued questionnaire, and held two technical advisory committee meetings with local/regional partners.
- RABA and Shasta County worked on consolidated of Burney Express transit service under RABA.
- Worked with RABA and DHCL on a memorandum of understanding (MOU) regarding shared use of vehicles, maintenance and drivers, and other transit- support shared needs.
- Consolidated ShastaConnect Sunday transit service under RABA and integrated RABA and ShastaConnect transit access into one mobile application.
- Worked with San Joaquin JPA and RABA to provide transit service between Redding and Chico, for the first time allowing non-rail ticketed passengers on a state-funded transit service.
- Received SRTA board approval to transfer three SRTA bus assets to RABA as part of regional transit consolidation.

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

- Completed first major SRTA website refresh since 2012.
- Completed first *Need a Ride* guide refresh since 2015 and helped distribute.
- Held four corridor tours and two public workshops as part of Envision 273 effort.
- Worked with city of Redding communications staff to develop two podcasts about the Envision 273 effort.