

STAFF REPORT



MEETING DATE:	February 24, 2022
SUBJECT:	Review Draft Work Elements and Planning Budget for the Fiscal Year 2022/23
	Overall Work Program
AGENDA ITEM:	11
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

The Overall Work Program (OWP) is the agency's annual work plan and planning budget. Preliminary regional planning priorities, approved in December, have been used to draft work elements and a planning budget for the Fiscal Year (FY) 2022/23 OWP. Guidance and comments provided by the SRTA Board of Directors, state and federal funding partners, member agencies, and the public will inform the final and complete OWP which will be presented to the board of directors for adoption in April.

STAFF RECOMMENDATION:

It is recommended that the board of directors review draft FY 2022/23 work element worksheets and planning budget (Attachment A) and provide guidance to staff.

DISCUSSION:

The OWP describes the agency's planning activities and budget. SRTA's core planning and programming functions are funded first, including the Regional Transportation Plan (RTP); public and interagency engagement; transportation improvement programs; public transportation planning and administration; and the OWP. The board of directors may then direct funds to other eligible transportation planning activities and to local agencies or other eligible applicants for planning efforts that support implementation of the RTP. The OWP is then submitted to the Federal Highway Administration, Federal Transit Administration, and Caltrans for approval to receive funding.

Each year the OWP is developed and presented to the board of directors in phases, as noted below.

ANNUAL OWP DEVELOPMENT TIMELINE

Board of Directors Meeting Date	Staff Presentation	Recommendation
December	Proposed regional planning priorities	Approve
February	Draft work element worksheets and budget	Review and provide feedback
April	Final and complete OWP	Adopt

FY 2022/23 Work Elements and Planning Budget – The board of directors, state and federal funding partners, member agencies, and the public are invited and encouraged to provide comments on the draft work program and budget (Attachment A). In summary, draft work element worksheets address the following needs:

- Core planning and programming functions – Essential activities required to receive state and federal funding, such as the Regional Transportation Plan, OWP, public outreach, transportation improvement programs, and public transportation planning and administration.
- Carryover work elements – Special planning projects that will not be completed by June 30 of the current fiscal year include the North State Hydrogen Infrastructure Plan (Work Element 701.14); Shasta Trunk Lines (Work Element 703.06); North State Intercity Bus-to-Rail Plan (Work Element 707.10); and State Route 273 Comprehensive Multimodal Corridor Plan (Work Element 707.09A/B).
- New work elements – The following new work elements are proposed for inclusion in the FY 2022/23 OWP:
 - Pit River Tribe Long-Range Transportation Plan Update (Work Element 707.11) – This work element will enable SRTA to provide administration on behalf of the Pit River Tribe for their Caltrans planning grant. SRTA will submit requests for reimbursement and pass grant funds through to the tribe. SRTA staff time will be minimal and billed to Indirect (Work Element 700.99).
 - FY 2021/22 Sustainable Communities Strategy Development and Support (Work Element 701.15) – This work element will provide technical support to local agency partners needed to prepare projects identified in the State Route 273 Comprehensive Multimodal Corridor Plan (Work Element 707.09A/B) for capital grant applications. Funding comes from FY 2021/22 Senate Bill 1 (SB1) Formula planning funds, which are allocated to SRTA for the activities that support implementation of the Sustainable Communities Strategy (SCS).
 - FY 2022/23 Sustainable Communities Strategy Development and Support (Work Element 701.16) – This work element will allow the agency to develop an investment strategy for disadvantaged communities. Results will support upcoming planning, grant seeking, and programming activities. Funding comes from FY 2022/23 SB1 Formula planning funds which are allocated to SRTA for activities that support implementation of the Sustainable Communities Strategy (SCS).

Also provided is an overview of how the draft work elements address the board of director's FY 2022/23 regional planning priorities approved in December 2021 (Attachment B). Feedback received at the February board of directors meeting or delivered to SRTA prior to April 12, 2022, will be considered in the final and complete FY 2021/23 OWP presented to the board of directors in April for adoption.

SRTA's Planning and Administration Budget – The estimated FY 2022/23 budget of \$4,446,807 covers SRTA's costs for personnel, indirect expenses, services and supplies, consultants, and pass-through funds to sub-recipients. By comparison, this is \$1,361,588 more than the original FY 2021/22 planning and administration budget. This is due to increased federal revenues and several large grants, including two grants that SRTA will be providing fiscal administration for on behalf Caltrans District 2 (Work Element 707.09B) and the Pit River Tribe (Work Element 707.11).

ALTERNATIVES:

The board of directors may direct staff to modify any element to the draft FY 2022/2023 work program and budget, provided such changes are consistent with available funding and eligible activities.

OTHER AGENCY INVOLVEMENT:

Staff met with the state and federal funding partners on December 2, 2021, to discuss planning priorities, estimated funding apportionments, and receive technical guidance. Comments provided by the Technical Advisory Committee (TAC) have been addressed in the draft FY 2022/23 work element worksheets (Attachment A).

FISCAL IMPACT:

The draft FY 2022/23 budget is consistent with funding estimates. A final FY 22/23 OWP and budget and will be provided at the April board of directors meeting.



Keith R. Williams, AICP, Senior Transportation Planner

Attachments:

A: Draft FY 2022/23 Work Elements and Planning Budget: www.srta.ca.gov/148/Overall-Work-Program

B: Summary of How Regional Planning Priorities Have Been Incorporated into the Draft FY 2022/23 OWP

Attachment B:

Summary of How Regional Planning Priorities Have Been Incorporated into the Draft FY 2022/23 OWP

FY 2022/23 Regional Planning Priorities (Approved by the board of directors in Dec 2021)	Work Element	Fiscal Year End Deliverables
Park Marina Corridor – Encourage coordination between the Park Marina Corridor Study and Turtle Bay visioning process. Evaluate results of planning processes against the Regional Transportation Plan/Sustainable Communities Strategy. Determine where SRTA might best support implementation efforts and provide technical assistance as needed toward capital grant applications.	707.01 (Corridor Studies and Project Review)	To be determined pending completion of planning processes and evaluation against the RTP/SCS.
State Route 273 Corridor – Carry out the SR 273 Comprehensive Multimodal Corridor Plan with Caltrans District 2 and local agency partners. Identify needs and prioritize improvements, including the development of an ‘integrated work program concept’ that coordinates multiple investment types and partners to achieve transformative outcomes.	707.09A/B (SR 273 Comprehensive Multimodal Corridor Plan) and 701.15 (SCS Development and Support)	• Draft needs assessment • Draft project list • Draft project priorities • Draft integrated work program concept
ShastaReady (ResilientShasta) – Integrate findings and recommendations into regional planning processes, project designs, program development, and mobility services to address vulnerabilities.	Various work elements	To be determined.
Fix 5 Cascade Gateway Project – Continue to refine the project scope and pursue grants to fill funding gap.	702.03 (Grant Writing); 707.01 (Corridor Studies and Project Review); and 707.03 (Alternative Fuels Vehicle Planning)	• Strategic Partnerships planning grant application for North State I-5 Corridor Plan • Capital grant application(s)
Implement Long-Range Transit Plan – Identify and carry out technical steps required to: a) transition to 15-minute headway service on major corridors between regional activity centers, supported by flexible on-demand transit in lower demand areas, days, and times; b) transition to zero-emission transit vehicles pursuant to California’s Innovative Clean Transit regulation; and c) consolidate on-demand and complementary paratransit.	706.02 (Public Transportation Planning and Coordination); 708.03 (TDA Management); 708.04 (RABA and CTSA Administration); and non-OWP activities (i.e., administration of regional transit funding and ShastaConnect on-demand transit operations)	• Unmet Transit Needs Findings • ShastaConnect ZEV Rollout Plan • On-demand and complementary paratransit consolidation evaluation • Single fare system evaluation

Intercity Bus – Seek solutions to funding and technology gaps.	706.02 (Public Transportation Planning and Coordination); 706.06 (Greenhouse Gas Emission Reduction Programs); 707.03 (Alternative Fuels Vehicle Planning); and 707.10 (North State Passenger Rail Study)	• State Purchasing Agreement for Hydrogen Fuel Cell Motorcoach, including reallocation of 2018 TIRCP award with new scope of work. • Participation in California Intercity Bus Study leading to FTA 5311 (f) grant application and state/Amtrak funding for operations • North State Bus to Rail Plan
Active Transportation Trunk Line Network – Systematically plan and fund the trunk line network, and feeder routes, consistent with the GoShasta Regional Active Transportation Plan. Coordinate with community and local agency partners to deliver programmatic support.	703.01 (Active Transportation Planning); and 703.06 (Shasta Trunk Lines)	• Grant applications to the Active Transportation Program and other funding programs that support bicycle and pedestrian infrastructure improvements.
Disadvantaged Communities Outreach – Identify disadvantaged communities and understands neighborhood-level challenges and mobility solutions. Rectify history of disinvestment in disadvantaged communities.	701.16 (SCS Development and Support)	• A Disadvantaged Communities Investment Strategy will be developed, including targeted outreach DACs and an updated Disadvantaged Communities Analysis.
Implement SCS strategies – Develop action items required to realize SCS strategies and the region’s GHG emission reduction target.	701.01 (Regional Transportation Plan)	• Support implementation of current SCS strategies, focusing on areas where other coordinated planning is occurring, including SR 273 corridor and the Park Marina/Turtle Bay area. • Additional strategies to be determined pending adoption of 2022 RTP/SCS.
Develop Integrated Work Program Concepts – Identify and evaluate potential ‘crossover’ projects that connect regional plans, programs, and investments	NEW 707.09 (SR 273 Comprehensive Multimodal Corridor Plan)	• The integrated work program concept will be developed as part of the SR 273 Comprehensive Multimodal Corridor Plan.