

STAFF REPORT



MEETING DATE:	December 8, 2015
SUBJECT:	Approve Preliminary Regional Planning Priorities for the Fiscal Year (FY) 2016/17 Overall Work Program (OWP)
AGENDA ITEM:	8
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

The Overall Work Program (OWP) is the agency's annual work plan and budget. Preliminary regional planning priorities for fiscal year (FY) 2016/17 are presented for discussion. Feedback provided by the board of directors, state and federal funding partners, member agencies, and the general public will be used to develop the FY 2016/17 OWP, including individual work elements, work tasks, and deliverables.

STAFF RECOMMENDATION:

It is recommended that the board of directors approve preliminary regional planning priorities for the FY 2016/17 OWP.

DISCUSSION:

The OWP describes the agency's planning activities and serves as the comprehensive budget for the fiscal year. Preparation of the OWP is coordinated with board of directors meetings as shown below.

ANNUAL OWP DEVELOPMENT TIMELINE

Board of Directors Meeting Date	Topic	Recommended Action
December	Present preliminary regional planning priorities	Approve and provide feedback
February	Present draft OWP Work Element worksheets	Review and provide feedback
April	Present final and complete OWP	Adoption

The agency's highest funding priority is administration and core planning and programming functions, including the Regional Transportation Plan (RTP); transit planning and administration; transportation improvement programs; and the OWP. In addition, a resource-appropriate range of regional and local planning activities may be included in the work program to address current and anticipated challenges and opportunities. All planning activities with a federal funding component must be consistent with Federal Planning Factors and California Planning Emphasis Areas (attached).

The following regional planning priorities are presented for review and discussion prior to the drafting of FY 2016/17 OWP work elements:

- **Sustainable Development Program** – Cultivate public-private partnerships to compete for capital funding opportunities, focusing on: 1) infill and redevelopment projects that add housing and jobs within Strategic Growth Areas and 2) joint economic development initiatives that enhance the utilization of existing transportation systems and avoid or minimize adverse environmental impacts.
- **Performance Measures** – Maintain and strategically develop transportation data, travel demand modeling, and spatial analysis capabilities needed for greenhouse gas emissions target setting, tracking progress toward 2015 RTP objectives, demonstrating compliance with state and federal regulations, and substantiating state and federal transportation investment within the region.
- **Active Transportation** – Prepare an overarching regional active transportation plan to guide implementation of the 2015 RTP. Additional near-term focus areas include: 1) developing design guidelines for the next generation of Class I and IV bikeways; and 2) developing a pipeline of grant-ready active transportation projects located within or directly serving Strategic Growth Areas.
- **Goods and Freight Movement** – Develop a goods and freight movement program that targets current and anticipated funding opportunities. Initial focus areas include the development of: 1) ‘Strategic Freight Area’ planning, policy, and programs; and 2) joint economic development initiatives that would benefit from enhanced transportation infrastructure, services, technologies, and policies. Further development of this new work element will be explored in consultation with Caltrans and community partners.
- **Alternative Fuels Vehicle Infrastructure Planning** – Build upon the findings of the Upstate Region Plug-in Electric Vehicle (PEV) Readiness Plan by creating a local program of projects for charging stations and capital grant funding. In addition, develop opportunities to: 1) integrate PEV infrastructure into new development projects; and 2) electrify commercial and public fleets where technology supports vehicle drive cycles.
- **Interregional and Intermodal Connections** – Develop a fluid and seamless network of multi-modal infrastructure and services in coordination with local agency partners. Focus areas include: 1) linking active transportation facilities to transit centers and 2) expanding interregional travel options to large urban services, amenities, and airports.
- **Enhanced Delivery of Public Transportation** – Support communication and coordination between the region’s public transportation service providers. Focus areas include: 1) the collection of public transportation data for performance measures; and 2) the development of a comprehensive public transportation funding strategy.

Feedback provided by the board of directors, state and federal funding partners, member agencies, and the general public will be used to develop the FY 2016/17 OWP, including individual work elements, work tasks, and deliverables. Preliminary regional planning priorities will also be referenced in SRTA's late December call for local agency planning projects.

ALTERNATIVES:

The board of directors may modify preliminary FY 2016/17 regional planning priorities or request additional information for consideration at the February meeting.

OTHER AGENCY INVOLVEMENT:

Staff met with the Federal Highway Administration, the Federal Transit Administration, and Caltrans on November 24 to discuss preliminary FY 2016/17 regional planning priorities and their relationship to Federal Planning Factors and California Planning Emphasis Areas (attached).

FINANCING:

There is no direct fiscal impact associated with approval of preliminary regional planning priorities.

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Daniel S. Little, AICP, Executive Director

Attachments: Federal Planning Factors
California Planning Emphasis Areas



U.S. Department
of Transportation

**Federal Highway
Administration
Federal Transit
Administration**

1200 New Jersey Avenue, SE.
Washington, DC 20590

March 18, 2015

In Reply Refer To: HEPP-1/TPE-1

Attention: Executive Directors of Metropolitan Planning Organizations

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to the Executive Directors of the Metropolitan Planning Organizations (MPO) and the heads of the State Departments of Transportation (State DOT) encouraging you to give priority to the following emphasis areas in your updated unified planning work programs (UPWP) and statewide planning and research programs: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These three priorities are included in Secretary Foxx's strategic objectives for the Surface Transportation Program. We are requesting State DOTs and MPOs reiterate and emphasize these planning emphasis areas in their respective planning work programs for Fiscal Year 2016. We are also directing our FHWA and FTA field offices to continue to work with you and your organizations to identify tasks that advance these U.S. Department of Transportation priorities.

MAP-21 Implementation

Transition to Performance-based Planning and Programming – We encourage State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPOs might also explore the option to use scenario planning to develop their metropolitan transportation plan. We encourage you to use the following resources to help develop your approach: [Performance Based Planning and Programming Guidebook](#), [Model Long Range Transportation Plans Guidebook](#), and [Small Metropolitan Areas: Performance Based Planning](#).

Regional Models of Cooperation

Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries – To improve the effectiveness of transportation decisionmaking, we encourage State DOTs, MPOs, and providers of public transportation to think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and

commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas that are served by multiple MPOs. The MPOs can revisit their metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of public transportation to improve collaboration, policy implementation, technology use, and performance management. State DOTs and MPOs can explore the opportunity to partner with RPOs to conduct transportation planning in nonmetropolitan areas. We encourage you to visit FHWA's [Regional Models of Cooperation](#) and [Every Day Counts Initiative](#) Webpages for more information.

Ladders of Opportunity

Access to Essential Services – We encourage State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decisionmaking process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.

Sincerely yours,



Gregory G. Nadeau
Deputy Administrator
Federal Highway Administration



Therese W. McMillan
Acting Administrator
Federal Transit Administration

California Planning Emphasis Areas For Program Year 2017

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs.

The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program for the Overall Work Programs for Program Year 2017 are:

- Core Planning Functions
- Performance Management
- State of Good Repair

Core Planning Functions

MPOs are reminded that their Overall Work Programs (OWP) must identify the Core Planning Functions and what work will be done during the program year to advance those functions. The Core Functions typically include:

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Federal Transportation Improvement Program
- Congestion Management Process (required for TMAs)
- Annual Listing of Projects

The Moving Ahead for Progress in the 21st Century (MAP-21) legislation provided metropolitan transportation planning program funding for the integration of transportation planning processes in the MPA (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. The FHWA and FTA request that all Metropolitan Planning Organizations (MPOs) review the Overall Work Plan (OWP) development process to ensure all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The MPO OWP work elements and subsequent work tasks must be developed in sufficient detail (i.e. activity description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished, including how they support the Federal transportation planning process (see 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

Performance Management

Since MAP-21 was passed in 2012, Caltrans and most of California's MPOs have developed performance measures that inform their Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs). The objective of the performance- and outcome-based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21 requires the DOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Although the final rulemaking is not yet completed, the FHWA and FTA want each MPO to explicitly identify their process for determining performance targets and measures within their Overall Work Programs for FY 2017.

State of Good Repair

MPO's are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair for the region's transportation facilities and equipment. MPO's shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans (TAM's) prepared by the transit providers into the Region Transportation Plan (RTP). Analysis of State of Good Repair needs and investments shall be part of any RTP update, **and must be included in the Overall Work Program task for developing the Regional Transportation Plan.** MPO's

are expected to regularly coordinate with transit operators to evaluate current information on the state of transit assets; to understand the transit operators transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.