

STAFF REPORT



MEETING DATE:	12/9/14
SUBJECT:	Preliminary Planning Priorities for the FY 2015/16 Overall Work Program
AGENDA ITEM:	10
STAFF CONTACT:	Daniel Wayne, Senior Transportation Planner

SUMMARY:

The Overall Work Program (OWP) is the agency's annual work plan and budget. Preliminary planning priorities are presented for review before being incorporated into the FY 2015/16 OWP.

STAFF RECOMMENDATION:

It is recommended that the board of directors review and provide feedback regarding preliminary planning priorities for the FY 2015/16 OWP.

DISCUSSION:

The OWP is the agency's annual program of planning activities and corresponding budget. The scope of work and resulting products are based on regional priorities, but also seek to integrate those of SRTA's transportation funding partners. 'Federal Planning Factors' are established by the federal transportation bill (MAP-21) and 'California Planning Emphasis Areas' are furnished by Federal Highway Administration California Division and Federal Transit Administration Region IX. These as well as SRTA's current FY 2014/15 regional planning priorities are provided by attachment.

The agency's highest funding priority is administration and essential planning and programming functions. Specific activities include the Regional Transportation Plan (RTP), project development for short-term transportation improvement programs, and the ongoing development and management of the annual work program. In addition to these core activities, a resource-appropriate range of planning focus areas are called out each year in the OWP based on current or forthcoming challenges and opportunities facing the region. Detailed work tasks, timelines, and products are then developed around these focus areas.

The following planning priorities for FY 2015/16 are presented for review and discussion.

- **Sustainable Development Program** – Cultivate private and public sector projects to compete for capital funding opportunities. Examples include: 1) preparation of infill and redevelopment projects for California Cap-and-Trade Program funds; 2) joint economic development initiatives where current transportation systems and services have been identified as a limiting factor; and 3) joint economic development initiatives that support job creation in industries where trip generation is significantly below the regional average.
- **Performance Measures** – Includes data development and the application of travel demand modeling and spatial analysis techniques. Results are needed for target setting, tracking progress toward RTP objectives, demonstrating compliance with state and federal targets, and substantiating state and federal transportation investment within the region.
- **Active Transportation** – Includes the preparation of a coordinated regional bicycle and pedestrian plan as well as a program of projects for grant funding. Projects will address network gaps, connect recreational trail corridors to the greater transportation network, promote continuity of design standards, coordinate the development of interregional bicycle and pedestrian corridors, and enhance public safety and comfort.
- **Goods & Freight Movement** – Includes the development of data and technical modeling capabilities needed for effective planning and project development, multi-regional coordination, and integration with statewide programs and technology.
- **Plug-in Electric Vehicle Infrastructure Planning** – Builds upon the findings of the Upstate Region Plug-in Electric Vehicle (PEV) Readiness Plan by creating a local program of projects for charging stations using the ShastaSIM travel demand model. Includes the modeling of vehicle emission reductions as a result of increased PEV market share and the pursuit of capital grants for PEV charging infrastructure.
- **Interregional & Intermodal Connections** – Includes planning and coordination required for a fluid and seamless network of multi-modal infrastructure and services. For example, linking active transportation facilities to Redding Area Bus Authority (RABA) transit centers and connecting ground transportation to Redding Municipal Airport.
- **Enhanced Delivery of Public Transportation** – Includes planning and communication required for effective coordination of services, procedures for Federal Transit Administration programs, public transportation data collection and performance measurement, and a comprehensive public transportation funding strategy.

Feedback received from the board of directors, local and regional partners, and the general public will be incorporated into the draft FY 2015/16 OWP for presentation at the February meeting. Regional planning priorities will also be reflected in SRTA's call for local agency projects.

The steps described above (i.e. the early discussion of planning priorities and call for local agency projects focused on these priorities) as well as the discussion found in agenda item #5-5 (i.e. OWP amendment process) are part of staff's ongoing effort to create a more predictable and transparent planning process that better involves the board of directors, partner agencies, and the community. The ultimate objective is to create an integrated planning and decision-making model that connects the overarching goal and policy statements found in the RTP to the annual work plan, and in turn to transportation improvement program project selection. To help guide the process, policy language is currently being developed for consideration by the board of directors at a future meeting.

ALTERNATIVES:

The board of directors may modify the draft FY 2015/16 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 13 to discuss federal, state, and regional planning priorities. Feedback received has been incorporated into the proposed FY 2015/16 regional planning priorities.

FINANCING:

This item is for discussion only; there is no direct fiscal impact.



Daniel S. Little, AICP, Executive Director

Attachments: Federal Planning Factors
 California Planning Emphasis Areas
 FY 2014/15 Overall Work Program Regional Planning Priorities

Federal Planning Factors

MAP-21 FACT SHEET

PREPARED BY: Garth Hopkins, Office Chief, Office of Regional and Interagency Planning
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DATE: October 17, 2012

SUBJECT: Metropolitan Planning (MP) in MAP-21

PROBLEM STATEMENT:

MAP-21 has not significantly changed the existing Metropolitan Planning Organization (MPO) planning goals or the process of administering federal planning funds to the MPOs.

RECOMMENDATION:

No changes are required at this time.

BACKGROUND:

The Metropolitan Planning program under SAFETEA-LU provided funding for the integration of transportation planning processes in the Metropolitan Planning Organizations (MPOs) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code, section 134(f) (revised in SAFETEA-LU section 6001(h)) describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. Under Map-21 these planning factors remain unchanged. The eight planning factors (for both metro and statewide planning) are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

California Planning Emphasis Areas



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator
April 23, 2014

1200 New Jersey Ave., SE
Washington, D.C. 20590

**Federal Transit
Administration**

In Reply Refer To:
HEPP-I
TPE-I

Attention: Executive Directors of Metropolitan Planning Organizations

With the renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations, Federal Highway Administration (FHWA) and Federal Transit Administration's (FTA) Offices of Planning are jointly issuing Planning Emphasis Areas (PEAs). The PEAs are planning topical areas that we want to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs. We are asking our FHWA and FTA field offices to meet with their MPO and State DOT counterparts to discuss these emphasis areas and encourage the MPOs and the States to develop and identify work tasks associated with the planning emphasis areas for inclusion in their upcoming unified planning work programs and statewide planning and research work programs for Federal FY-2015. The planning emphasis areas for Federal FY-2015 include:

MAP-21 Implementation

- *Transition to Performance Based Planning and Programming.* The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning Cooperation

- *Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity

- *Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.* Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.



Gregory G. Nadeau
Deputy Administrator
Federal Highway Administration

Sincerely yours,



Therese W. McMillan
Deputy Administrator
Federal Transit Administration

SECTION 3 – FY 2014/15 REGIONAL PRIORITIES

The OWP seeks to balance a wide range of needs and responsibilities. Each year, however, there are several stand-out needs and/or policy directions relevant to current issues and challenges. The following regional priorities have been identified for FY 2014/15:

1. Enhanced bicycle and pedestrian infrastructure, including connectivity between regional trails and urban network;
2. Integration of technical tools – including GIS spatial analysis and travel demand modeling – in regional planning and decision making processes;
3. Expansion of performance metrics pursuant to state and federal discretionary funding priorities;
4. Partner agency and private sector partnership in Sustainable Communities Strategy implementation; and
5. Improved correlation between state and federal priorities and local and regional activities.