

STAFF REPORT



MEETING DATE:	December 15, 2022
SUBJECT:	Approve Preliminary Regional Planning Priorities for Fiscal Year (FY) 2023/24
AGENDA ITEM:	14
STAFF CONTACT:	Sean Tiedgen, AICP, Executive Director

SUMMARY:

The Overall Work Program (OWP) is the agency's annual work plan and budget. Each December, preliminary regional planning priorities for the upcoming fiscal year are presented to the board of directors for discussion and approval. These priorities are used by staff to prepare draft work elements and budgets for discussion at the February board of directors meeting. The final OWP is presented for formal adoption in April.

STAFF RECOMMENDATION:

It is recommended that the board of directors approve preliminary regional planning priorities for FY 2023/24 (Attachment A).

DISCUSSION:

Background – The OWP describes the agency's planning activities and serves as the comprehensive budget for the fiscal year (July 1 through June 30). 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. 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. 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 Action
December	Preliminary regional planning priorities	Review and approve
February	Draft work elements and budget	Review and provide direction
April	Final and complete OWP	Adoption

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.

BROAD POLICY DIRECTION

Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) –

Adopted by the board of directors every four years, the RTP/SCS features long-range (20-year) directional goals as well as short-term (four-year) focus areas for the current planning cycle. The RTP/SCS was most recently updated in October 2018. The Winter 2021 Ways & Means report (Attachment B) highlights progress towards short-term goals.



Special Plans – More detailed plans are often developed, such as the GoShasta Regional Active Transportation Plan, Long-Range Transit Plan, and ResilientShasta Extreme Climate Event Mobility and Adaptation Plan. Specific projects, programs, and services identified within these plans are informed by the public and regional stakeholders and approved by the board of directors.



Regional Planning Priorities – Approved by the board of directors each December for the upcoming fiscal year, regional planning priorities support the ongoing advancement of RTP/SCS goals. These priorities generally focus on projects, programs, and services that are likely to be competitive for current and future funding opportunities. Attachment A summarizes actions taken toward FY 2022/23 priorities and presents FY 2023/24 priorities for consideration.



Overall Work Program – Approved by the board of directors each April for the upcoming fiscal year, the OWP puts regional plans and priorities into action through specific tasks and deliverables. Examples include project and corridor studies, the development and administration of mobility programs, and grant writing.



Resource Allocation – The allocation of regional funds for capital improvements, programs, and services is carried out through the Regional Transportation Improvement Program (a five-year program of projects updated every two years, most recently in December 2021), the Federal Transportation Improvement Program (a four-year program of projects, last approved September 2022, and amended as needed); and the Transportation Development Act budget (adopted every April/June).

SPECIFIC PROJECTS, PROGRAMS, SERVICES

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.

Draft FY 2023/24 Regional Planning Priorities – Proposed regional planning priorities for the upcoming fiscal year are shown in Attachment A. Current regional priorities are also provided for reference. In short, proposed priorities for FY 2023/24 are largely carryover from the current fiscal year and may be grouped into the following categories:

- Pursuit of full funding for the Fix 5 Cascade Gateway Project
 - Includes interagency coordination, project development, and grant writing activities.
- Implementation of recent and soon-to-be completed plans
 - GoShasta Regional Active Transportation Plan.
 - Resilient Shasta Extreme Climate Event Mobility and Adaptation Plan.
 - Long-Range Transit Plan and North State Intercity Bus System Business Plan.
 - 2022 Regional Transportation Plan/Sustainable Communities Strategy.
- Carrying out recently funded plans
 - State Route 273 Comprehensive Multimodal Corridor Plan.
 - North State Bus-to-Rail Plan.
 - ShastaConnect Zero Emission Bus Transition Plan.
 - Regional Early Action Planning (REAP) 2.0.
- Updating the region's disadvantaged communities analysis
 - Updates the existing analysis with current data to better inform regional planning processes and to strengthen competitiveness of grant seeking efforts.
- Exploring new planning initiatives
 - Assist with improving transportation assets to a state of good repair (i.e., work with regional partners to identify funding needs and opportunities to secure funds that bring more transportation infrastructure assets up to a "state of good repair").
 - North State Interstate 5 Corridor Management Plan (i.e., to help manage and mitigate the impacts of freight traffic and frequent closures on the I-5 corridor, investigate potential strategies across the larger North State I-5 corridor. Examples include freight-only lanes, truck parking, and early roadway conditions notices).
 - Zero-emission charging and fueling infrastructure planning (e.g., support local jurisdictions, public transit providers, and private sector partners through education and in seeking planning or capital grant funds for projects).

ALTERNATIVES:

The board of directors may modify, add, or eliminate regional planning priorities for FY 2023/24.

OTHER AGENCY INVOLVEMENT:

Preliminary regional planning priorities were provided to the Technical Advisory Committee (TAC) for review and comment. Regional, state, and federal planning priorities will be discussed during a soon-to-be scheduled annual OWP coordination meeting with federal and state agency partners. Input from federal and state partners will be used to update regional planning priorities as part of the draft FY 2023/24 OWP.

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

Attachments:

A: Summary of Current and Proposed Regional Planning Priorities

B: Ways and Means, Winter 2021 (www.srta.ca.gov/DocumentCenter/View/5691/Ways-and-Means-Report-Winter-2021-105MB-pdf)

ATTACHMENT A: SUMMARY OF CURRENT AND PROPOSED REGIONAL PLANNING PRIORITIES

APPROVED FY 2022/23 REGIONAL PLANNING PRIORITIES	PROGRESS TO DATE	PROPOSED FY 2023/24 REGIONAL PLANNING PRIORITIES
PARK MARINA CORRIDOR – Encourage coordination between the Park Marina Plan, Turtle Bay visioning process, and updates to the Downtown Redding Specific Plan. Support implementation of improvements that are consistent with SRTA’s adopted regional plans.	Initial efforts completed but paused while city of Redding completes their Redding Riverfront Specific Plan.	<u>Consider complete for now.</u> No major actions planned for SRTA over next year. Coordinate as needed on planning activities between updates to the Downtown Redding Specific Plan, Redding Riverfront Specific Plan, and SR 273 Multi-modal corridor efforts. Support the implementation of improvements that are consistent with regional plans.
STATE ROUTE (SR) 273 CORRIDOR – This is a new work element. Carry out the grant-funded planning process in partnership with Caltrans District 2. Provide technical support to local agencies to prepare high-priority projects for capital funding.	Consultant contract was approved in April 2022. SRTA-Caltrans Joint Powers Agreement finalized on November 15, 2022, for sharing of grant funds. The planning process can proceed.	<u>Complete the plan over the next 18-24 months</u> and begin development of high-priority projects. Coordinate with other nearby corridor planning efforts as appropriate.
SHASTAREADY IMPLEMENTATION – Incorporate projects, policies, and programs identified within the study into the agency’s work program and grant-seeking efforts. Utilize regional plans, projects, programs, and services to address vulnerabilities where possible.	Plan completed and adopted in December 2021.	<u>Continue from previous year.</u> As opportunities allow, identify grant funding with regional partners to address extreme weather issues impacting transportation infrastructure and pursue funding.
INTERSTATE 5 CORRIDOR – Provides staff hours and budget needed to respond to state and federal grant program opportunities that support Interstate 5 improvements. Continue to refine project scope, assemble funding, and prepare grant applications. Consider other grant programs for complementary zero-emission planning and infrastructure.	Rescoped and renamed to Fix Five Cascade Gateway Project. Held coordination meetings on early Pit River Bridge efforts and identify broader coordination activities.	<u>Continue to pursue grant funding opportunities</u> to fully fund the Fix 5 Cascade Gateway (F5CG) project and beyond. Consider other newly available federal/state grant programs. Identify other future I-5 improvement needs as appropriate, such as Pit River Bridge.
I-5 CORRIDOR MANAGEMENT PLAN – To address frequent I-5 closures, seek interagency partnership and grant funds to evaluate strategies that can be applied along the greater North State I-5 corridor.	Pursued grant funds for F5CG. RAISE funds (not awarded); Community Project Funding (\$3M tentatively awarded), Trade Corridor Enhancement Program (TCEP) funds (applied), and Freight and Port funding (applying).	<u>Pursuing funding for the Fix 5 Cascade Gateway Project</u> as a catalyst for early strategies. Work with regional partners to identify other planning needs on I-5 and seek funding to develop a plan if desired.

IMPLEMENTATION OF LONG-RANGE TRANSIT PLAN AND COORDINATION AND INTEGRATION OF TRANSIT SERVICES – Through the Unmet Transit Needs process, explore the following: • Implementation of the Long-Range Transit Plan, including exploring more on-demand services for lower performing routes or days in the RABA system. For example, making Sunday service permanent, going to a Saturday on-demand system, and adding to the current Monday-Friday service area. • Explore single-provider strategy for operating all on-demand services (i.e., ShastaConnect and RABA paratransit services). In consultation with RABA, explore options for moving public transportation fleets to zero-emission and apply for funding.	Continued evaluating rural and urban applications of on-demand services via ShastaConnect. RABA initiated Short Range Transit Plan, which may inform future service coordination opportunities. Initiating process to explore transition of transit fleets to zero-emission in coordination with Dignity Health Connected Living and RABA. Provided match funding to RABA for additional zero-emission vehicles and charging station(s).	<u>Continue to explore public transit coordination opportunities with regional partners.</u> Carryover many of the prior Unmet Transit Needs suggestions for further discussion, study, and planning. Expand coordination discussions with neighboring regions and look for funding opportunities.
NORTH STATE INTERCITY BUS – Efforts to address funding and technology gaps continue into FY 2022/23 through several work elements. A planning grant was awarded for the North State Bus-to-Rail Plan, to evaluate opportunities to coordinate intercity bus, rail and air transportation services together. Pursue new funding sources.	Rescoped Bus-to-Rail plan to have broader application across North State. Efforts to acquire consultant have been initiated. SRTA received funding to support intercity bus hydrogen station.	<u>Carryover with plans to complete Bus-to-Rail plan within next 18 months.</u> In consultation with regional partners look for opportunities to support intercity transportation services that address community needs. In consultation with CalSTA, Caltrans, RABA, city of Redding, REU, and other partners, identify implementation process to provide hydrogen fuel station for intercity bus and complimentary public transit and government agency fleet use.
ACTIVE TRANSPORTATION TRUNK LINE NETWORK – Continue developing projects to expand the active transportation network consistent with the GoShasta Regional Active Transportation Plan. Submit grant applications.	ATP Cycle 6 grant applications for four trunk line network projects were submitted, with two projects being awarded funding, totaling over \$14.4 million.	<u>Carryover efforts to continue developing projects</u> to expand the active transportation network consistent with the GoShasta Regional Active Transportation Plan. Pursue planning grant funds to support early identification of competitive projects for next ATP grant cycle and initiate outreach, planning, and early design activities.

DISADVANTAGED COMMUNITIES OUTREACH – As part of the SR273 Multimodal Corridor Plan include targeted outreach strategies.	No progress.	<u>Continue from previous year.</u> Update regional disadvantaged communities analysis with latest data. Test and evaluate targeted outreach strategies as part of 273 Comprehensive Multimodal Corridor Plan.
DEVELOP STRATEGIES FOR MEETING NEW REGIONAL GREENHOUSE GAS EMISSION REDUCTION TARGETS – Identify a range of potential new strategies and assess for local/regional applicability. Present to board of directors for consideration in preparation for the 2022 Regional Transportation Plan/Sustainable Communities Strategy.	The board of directors approved a range of preliminary strategies which are being evaluated (June 2021).	<u>Revisit once 2022 RTP Sustainable Communities Strategies has been finalized and prioritize for implementation.</u> May include a vehicle miles traveled (VMT) mitigation bank study, on-demand service studies, or other planning efforts using SB1 Formula or grant funds.
DEVELOP INTEGRATED WORK PROGRAM CONCEPTS – Identify and evaluate potential ‘crossover’ projects that connect regional plans, programs, and investments – i.e., cross-cutting projects that would positively impact performance in multiple policy areas. For example, developing a set of coordinated public transit, active transportation, and sustainable communities investments to achieve outcomes greater than the impact of individual efforts.	No progress.	<u>Continue from previous year.</u> As part of the SR 273 Comprehensive Multimodal Corridor Plan or other planning efforts, work with regional partners to develop a crossover project, define regional partner roles, and identify funding opportunities.
REGIONAL EARLY ACTION PLANNING (REAP) 2.0 PROGRAM (NEW FOR FY 2022/23) – Utilize REAP grant funds to leverage investments that promote affordable housing, infill housing, public transportation, and active transportation together.	New program. Coordination with State staff on program focus and developed a call for projects.	<u>Administer new REAP 2.0 program</u> based on final projects approved by California Department of Housing and Community Development.