

STAFF REPORT



MEETING DATE:	February 26, 2019
SUBJECT:	Approve Preliminary Regional Planning Priorities, Work Elements, and Planning Budget for the Fiscal Year (FY) 2019/2021 Overall Work Program (OWP)
AGENDA ITEM:	18
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, work elements, and the planning budget for the Fiscal Year (FY) 2019/2021 OWP are attached for review. 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 FY 2019/2021 OWP, which will be presented to the board of directors for formal adoption in April.

STAFF RECOMMENDATION:

It is recommended that the board of directors approve preliminary regional planning priorities, work elements, and the planning budget for the FY 2019/2021 OWP (attached) and provide any additional guidance or comments.

DISCUSSION:

The OWP describes the agency's planning activities and serves as the comprehensive 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 for planning efforts that support implementation of the RTP. The first-year budget is submitted to the Federal Highway Administration, Federal Transit Administration, and Caltrans for approval in order to receive funding. The second-year budget is provided for planning purposes.

Each year the OWP is developed and presented to the board of directors in phases, as noted below. Due to cancellation of the December board of directors meeting, draft regional planning priorities are presented concurrently with draft work elements and budget.

ANNUAL OWP DEVELOPMENT TIMELINE

Board of Directors Meeting Date	Staff Presentation	Recommendation
December (meeting cancelled)	Proposed regional planning priorities	Review and provide feedback
February	Draft work element worksheets and budget	Review and provide feedback
April	Final and complete OWP	Adoption

FY 2019/21 Regional Planning Priorities – Each year, regional planning priorities for the upcoming fiscal year are presented to the board of directors for consideration. Such priorities are not intended to reflect all agency activities, rather they serve to spotlight the most pressing needs and opportunities where agency time and resources might be focused. The proposed FY 2019/21 Regional Planning Priorities (attached) are based on: 1) short-term goals found in the 2018 RTP; 2) compliance with the latest federal and state performance-based planning requirements; and 3) current and emerging grant funding opportunities.

FY 2019/21 Work Elements and Planning Budget – Draft FY 2019/21 OWP work element worksheets are provided by attachment for review. New and discontinued work elements and noteworthy projects are summarized below:

Work Element		Change
701.11	Regional Data & Reporting	A regional data collection program has been added to address new state and federal reporting requirements.
701.12	SB 1 FY 2018/2019 Formula Funds (Long-Range Transit Plan)	Renamed to reflect FY 2018/19 SB 1 Formula Funds but with same scope of work (Long-Range Transit Plan).
701.13	SB 1 FY 2019/20 Formula Funds (Sustainable Communities Strategy (SCS) Development and Support)	New work element to evaluate new greenhouse gas emission reduction strategies needed to meet more aggressive regional target for the 2022 Regional Transportation Plan.
702.04	Sustainable Development Incentive Program	Merged with 701.13 (SCS Development and Support).
705.01	Intelligent Transportation Systems (ITS) Planning & Development	Discontinued due to completion of Caltrans ITS study and lack of recent/anticipated billable activity.
706.07	North State Express Connect Business Plan	Discontinued due to completion of business plan. Work to continue under 706.09 (North State Intercity Bus Administration and Operations).
707.02	Safe Routes to School	Discontinued due to project completion and no new funding.
707.07	Hydrogen Fuel Cell (Readiness Project)	Discontinued due to project completion.
707.08	ShastaReady Climate Adaptation Planning	Added in anticipation of possible grant award.
901.02	Victor Avenue Corridor Phasing Plan	Discontinued due to project completion.
902.02	Micro-transit Analysis & Recommendations	Discontinued due to project completion.

SRTA's Planning and Administration Budget – The draft estimated work plan budget for FY 2019/20 is \$3,576,976, which covers SRTA's costs for personnel, indirect expenses, services and supplies, consultants, and pass-through funds to eligible sub-recipients. This is approximately \$890,000 more than the original, unamended FY 2018/19 budget, due primarily to the following factors:

- Two annual allocations of the new SB1 Formula funds (\$383,774);
- A Caltrans Sustainable Communities Planning Grant for the ShastaReady Adaptation Plan (\$289,850, pending award); and
- Utilization of Transit and Intercity Rail Capital Program (TIRCP) grant funds (\$275,413) for the Salmon Runner intercity bus administration and operations.

There are no planning funds being passed-through to member agencies in the draft FY 2019/20 budget since previously awarded projects have been completed or discontinued. Staff anticipates preparing a solicitation for new planning projects at a later date for the consideration by the board of directors.

SRTA's Comprehensive Budget – The agency's comprehensive budget summarizes all SRTA activities, including those not part of the OWP planning budget, such as road capital funds, transit capital and operations, and building ownership. This does not include other capital funds programmed by SRTA but not directly administered by SRTA, such as State Transportation Improvement Program (STIP), Trade Corridors Enhancement Program (TCEP), and other grants.

Caltrans requires that SRTA submit a comprehensive budget document that reconciles to the OWP for that fiscal year. Staff is working with federal and state partners to determine estimated funds available for next fiscal year and working with local partners to determine estimated expenditures (e.g. pass-through funds, transit costs, discretionary projects). Comprehensive budget numbers for FY 2019/20 will be available at the April board of directors meeting.

The board of directors, state and federal funding partners, member agencies, and the general public are invited and encouraged to provide comments on draft regional priorities, work elements, and budgets. Feedback provided at the February board of directors meeting or through other means will be considered. The final and complete FY 2019/21 OWP will be presented to the board of directors at the April 23, 2019, meeting for adoption.

ALTERNATIVES:

The board of directors may direct staff to modify any element to the proposed FY 2019/2021 regional planning priorities, work elements, work tasks, and budget, provided such changes are consistent with funding and eligibility requirements.

OTHER AGENCY INVOLVEMENT:

Staff met with the Federal Highway Administration and Caltrans on January 3, 2019, to discuss federal, state, and regional planning priorities. Draft FY 2019/21 OWP work elements were presented and discussed with the Technical Advisory Committee. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FISCAL IMPACT:

A final fiscal analysis for the OWP and comprehensive budgets will be provided at the April 23, 2019, board of directors meeting. The draft FY 2019/20 OWP budget of \$3,576,976 million is approximately \$890,000 higher than the FY 2018/19 budget due to new formula funds and existing and anticipated grants. Should the agency's anticipated grant application not be selected for funding, the board of directors may delete the project or utilize other agency funds.



Daniel S. Little, AICP, Executive Director

Attachments:

Regional Planning Priorities for FY 2019/2021

Draft FY 2019/20 Work Elements and Planning Budget:

www.srta.ca.gov/DocumentCenter/View/4490/Draft-FY-201921-Overall-Work-Program-Worksheets

Preliminary
Fiscal Year 2019/21 Regional Planning Priorities

1. Public Information and Engagement

- ☐ Continue public outreach, focused on public transportation services and transportation funding.
- ☐ Refresh SRTA website.
- ☐ Administer public survey regarding mobility needs, including targeted outreach to identified disadvantaged communities.
- ☐ Update Public Participation and Title VI Plan.
- ☐ Provide ready-to-publish information to member agencies on transportation projects with a regional funding component, for use in local public outreach efforts.

2. Incentives for partnerships that help implement Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

- ☐ Based on lessons learned from previous support efforts (e.g. infill and redevelopment incentives, technical assistance, matching funds, etc.), identify and develop new initiatives that would increase interagency and public-private partnerships needed to achieve RTP/SCS goals.

3. Performance Measures

- ☐ Develop a regional performance-based planning and programming policy that identifies specific outcomes and quantifiable performance metrics; establishes performance goals; and lays out a process for the integration of performance measures into the regional decision-making process, including the allocation of regional funds.
- ☐ Restructure regional travel data program to support compliance with federal Performance-Based Planning and Programming and reporting to the California Air Resources Board on SB 375 progress (California's Sustainable Communities and Climate Protection Act).

4. Active Transportation

- ☐ Prepare projects selected by the SRTA Board of Directors to receive future Regional Non-Motorized Program funding for Active Transportation Program and other capital grant funding opportunities.
- ☐ Develop a GoShasta active transportation trunk line model corridor, such as Turtle Bay to Downtown Redding and Downtown Redding to South Redding.
- ☐ Identify and development future phases of active transportation trunk lines based on network concept presented in the GoShasta Regional Active Transportation Plan.
- ☐ Collect active transportation data in targeted areas needed for project level planning and to measure the before and after impact of projects and programs.
- ☐ Provide assistance for the continuation of regionwide active transportation facility mapping.

5. Freight

- ☐ Invite regional freight stakeholders to identify and discuss transportation-related obstacles to interregional and intraregional goods movement and economic activity.

6. Alternative Fuels Infrastructure

- ☐ Identify and pursue opportunities to accelerate the deployment of electric and hydrogen fueling infrastructure within the Shasta Region and along interregional travel corridors, focusing on benefits to public transportation operators, freight operators, and the traveling public.

7. Public Transportation

- ☐ Implement on-demand Sunday transit pilot project.
- ☐ Develop a long-range transit plan.
- ☐ Follow through with intercity bus and coordinate with passenger air and rail services.
- ☐ Implement city of Shasta Lake on-demand transit pilot project.
- ☐ Consolidate and better coordinate Federal Transportation Administration (FTA) fund sources for more efficient spending and tracking and to avoid lapsed funds.

8. Interstate 5

- ☐ Complete funding for environmental phase of the North Redding Six-Lane project.

9. Climate adaptation

- ☐ If awarded grant funds, develop a climate adaptation plan that addresses regional vulnerabilities and transportation-related adaptation strategies, including operational improvements, evacuation routes, and detour routes.

10. Develop and test prospective GHG emission reduction strategies in preparation for 2022 RTP-SCS

- ☐ Identify a range of new greenhouse gas (GHG) emission reduction strategies and assess potential benefits (GHG, economic development, mobility, etc.) for consideration during development of the 2022 RTP-SCS.