

STAFF REPORT



MEETING DATE:	December 13, 2016
SUBJECT:	Approve Preliminary Regional Planning Priorities for the Fiscal Year (FY) 2017/18 Overall Work Program (OWP)
AGENDA ITEM:	8
STAFF CONTACT:	Sean Tiedgen, AICP, 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) 2017/18 are presented for discussion. Feedback provided by the SRTA Board of Directors, state and federal funding partners, regional partners, and the general public will be used to develop the FY 2017/18 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 2017/18 OWP.

DISCUSSION:

The OWP describes the agency's planning activities and serves as the comprehensive budget for the fiscal year. The FY 2017/18 OWP will be developed over three 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 of SRTA's required planning and programming functions, including the Regional Transportation Plan (RTP); transit planning; public participation and engagement; transportation improvement programs; and the OWP. In addition, funds may be provided for local planning activities that have a clear nexus to helping meet regional performance targets and goals. For each new OWP planning cycle, SRTA develops a set of regional planning priorities tied to implementation of the adopted regional transportation plan. A draft set of regional priorities for FY 2017/18 are available for review in Attachment A. The regional priorities take into consideration annual federal and statewide goals identified in the Federal Planning Factors

(Attachment B) and California Planning Emphasis Areas (Attachment C), which are provided by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Caltrans.

The regional planning priorities from FY 2016/17 have been carried over into FY 2017/18, with substantial updates to reflect work accomplished and next steps. Two new focus areas have been added for FY 2017/18: 'System Efficiency' and 'System Preservation.' System Efficiency focuses on using technology to efficiently move people and goods on the transportation system. System Preservation was added at the suggestion of the Technical Advisory Committee and focuses on maintaining and improving the integrity of the transportation system.

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 2017/18 OWP.

ALTERNATIVES:

The board of directors may modify preliminary FY 2017/18 regional planning priorities or request additional information for consideration at the February board of directors meeting.

OTHER AGENCY INVOLVEMENT:

SRTA staff developed these planning priorities in consultation with FHWA, FTA, and Caltrans. The Technical Advisory Committee concurs with the staff recommendation.

FINANCING:

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



Daniel S. Little, AICP, Executive Director

Attachments:

Attachment A - Fiscal Year 2017/18 Regional Planning Priorities

Attachment B - Federal Planning Factors

Attachment C - California Planning Emphasis Areas

Attachment A – Fiscal Year 2017/18 Regional Planning Priorities

The following regional planning priorities are presented for review prior to drafting of fiscal year 2017/18 Overall Work Program work elements. The planning priorities carry over from fiscal year 2016/17, with revisions.

- **Sustainable Development Program** – Continue to cultivate public-private partnerships to compete for capital funding opportunities, focusing on: 1) formal establishment of a regional program providing planning funds for 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, modeling tools, and spatial analysis capabilities needed for developing targets and tracking progress towards federal and state performance measures. Focus areas will include: 1) tracking progress of regional and local projects, programs and policies helping to meet 2015 RTP objectives and greenhouse gas emissions targets; 2) demonstrating compliance with state and federal regulations, and substantiating state and federal transportation investment within the region; and 3) prepare and develop final performance measures for 2018 update to the RTP.
- **Active Transportation** – Focus areas include: 1) completing the regional active transportation plan – GoShasta – to guide implementation of the 2015 RTP and integrate into the 2018 RTP; 2) pursue funding to develop design guidelines for active transportation network corridors; and 3) prepare a list of construction grant-ready active transportation projects located within or directly serving Strategic Growth Areas.
- **Goods and Freight Movement** – Develop a goods and freight movement program, in consultation with Caltrans and regional public and private partners, that targets current and anticipated funding opportunities. Focus areas include: 1) supporting the development of consolidated transport of regional commodities within the North State and to external markets; and 2) pursuit of public-private economic development initiatives that would benefit from enhanced transportation infrastructure, services, technologies, and policies.
- **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. Focus areas include: 1) encouraging the integration of PEV infrastructure into new development projects; and 2) encourage electrification of commercial and public fleets where feasible.

- **Interregional and Intermodal Connections** – Develop a network of multi-modal infrastructure and services in coordination with regional and local agency partners. Focus areas include: 1) linking active transportation facilities to transit centers; 2) expanding interregional travel options to large urban services, amenities, and airports; and 3) coordinating with the North State Super Region on feeder public transportation services.
- **Enhanced Delivery of Public Transportation** – Support communication and coordination between the region's public transportation service providers in order to increase efficiency and better respond to rider's needs. Focus areas include: 1) supporting development of transit asset management plans; 2) planning and implementing an on-demand Sunday transit service demonstration project; 3) collecting public transportation data for performance measures; and 4) developing a comprehensive public transportation funding strategy.
- **System Efficiency (NEW)** – Support planning and implementation of projects that enhance and improve the operational efficiency and throughput of the transportation system while considering current and future transportation trends, including new technologies and user behavior. Focus areas may include: 1) planning and implementation of Intelligent Transportation Systems (ITS) technologies; 2) signal timing projects; and 3) projects focused on determining the ability of a jurisdiction to prepare for primarily all electric vehicles or autonomous vehicles.
- **System Preservation (NEW)** – Assist in the development of and support policies, programs and projects that help to preserve and improve the region's transportation infrastructure including highways, roads, bridges, transit, bike and pedestrian facilities. Focus areas include: 1) collect and monitor data on the overall health of the region's facilities; 2) identify measures that help to preserve the transportation system and share information with regional partners; 3) corridor studies focused on implementing complete streets; and 4) advocate and identify funding strategies that help resources to the region.



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.

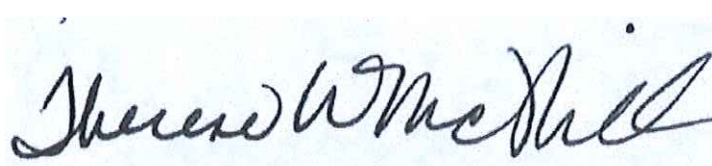
Ladders of Opportunity

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

Attachment C

California Planning Emphasis Areas For Program Year 2018

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 2018 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.