

STAFF REPORT



MEETING DATE:	December 15, 2020
SUBJECT:	Approve Preliminary Regional Planning Priorities for Fiscal Year (FY) 2021/22
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. 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 then used by staff to 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 2021/22 (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

FY 2021/22 Regional Planning Priorities – Regional planning priorities serve as the bridge between broad policy statements found in the RTP and the many smaller steps required to develop and implement specific projects. The relationship between each step, and how the board of directors guides the process, is summarized below:

- Regional Transportation Plan Four-Year Goals – Adopted by the board of directors in October 2018, the RTP includes long-range (20-year) goals as well as near-term objectives that the agency hopes to accomplish, or make substantial progress toward, during the four-year planning cycle (2018–2022). These objectives are located at the end of each modal section (i.e., streets and roads; public transportation; active transportation; aviation; rail; and freight movement) as well as summarized in Attachment B for quick reference. These goals are revisited and updated every four years as part of each new RTP.
- Fiscal Year Regional Planning Priorities – Approved by the board of directors each December, regional planning priorities for the upcoming fiscal year are based on current and emerging opportunities (e.g., availability of grant funding, readiness of local agency and private sector partners, etc.) as well as the ongoing advancement of four-year goals from the RTP. A summary of progress towards current fiscal year regional planning priorities and preliminary regional planning priorities for FY 2021/22 are provided by Attachment A.
- 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. It includes special studies, project development, program administration, and other activities that advance the RTP and support regional performance targets.
- Transportation Improvement Programs – The allocation of transportation funding for capital improvements and services is carried out through the Regional Transportation Improvement Program (a five-year program of projects, last approved December 2019, and updated every two years); the Federal Transportation Improvement Program (a four-year program of projects last approved June 2018, and amended as needed), and the Transportation Development Act budget (adopted every year in April).

The above process of articulating high-level aspirational outcomes followed by plans, programs, and projects needed to realize this future provides numerous benefits. First, it is instrumental in building consensus among a diverse community of stakeholders and decision makers. Second, it helps to ensure alignment between the agency’s planning and implementation activities. Lastly, it offers the board of directors, regional stakeholders, and the general public ample opportunity to evaluate progress toward near- and long-term regional goals and, if needed, to make course adjustments.

ALTERNATIVES:

The board of directors may approve preliminary regional planning priorities for FY 2021/22 with modifications.

OTHER AGENCY INVOLVEMENT:

Regional, state, and federal planning priorities are discussed during the annual OWP coordination meeting with federal and state agency partners. Preliminary regional planning priorities are also provided to local agency partners for review and comment.

FISCAL IMPACT:

Regional planning priorities have no direct fiscal impact to the agency.

A handwritten signature in blue ink, appearing to read "Jennifer Pollom", is positioned above a horizontal line.

Jennifer Pollom, AICP, Senior Transportation Planner

Attachments:

- A:** Regional Planning Priorities
- B:** Summary of 2018 RTP Four-year Goals (2018–2022)

ATTACHMENT A: REGIONAL PLANNING PRIORITIES

APPROVED FY 2020/21 REGIONAL PLANNING PRIORITIES	PROGRESS TO DATE	PROPOSED FY 2021/22 REGIONAL PLANNING PRIORITIES
PARK MARINA CORRIDOR – Support the city of Redding and private sector developers in implementing the Park Marina Corridor Plan (planning funds awarded to the city of Redding at the October 2019 board of directors meeting).	In progress and anticipated to be completed by May 2021.	Continue with updates to reflect findings and recommendations of the final Park Marina Corridor Plan.
SOUTH REDDING STATE ROUTE 273 CORRIDOR – Support Caltrans District 2 and city of Redding in removing mobility barriers to economic activity, focusing on projects that meet the needs of disadvantaged communities and that offer secondary benefits.	No progress to date.	Continue with updates to emphasize safety, including collisions involving pedestrians and cyclists.
SHASTAREADY IMPLEMENTATION – Pending completion of the plan, implement projects that reduce exposure to transportation-related injuries and deaths as a result of wildfires and extreme weather events.	In progress and anticipated to be completed by Fall 2021.	Continue with updates to: 1) reflect the new project name (i.e., from ShastaReady to ResilientShasta); 2) revise the focus to mitigating the direct and indirect impacts of extreme weather events on the regional transportation system, including the mobility of people and responders; and 3) begin implementation of the final approved plan.
ROADWAY SAFETY – Provide funding to local agencies to assess safety on local roads and devise potential solutions for future grant funding.	The city of Redding and county of Shasta received grant funds to perform safety plans. These are being accomplished without regional funds.	Continue with updates to reflect safety as an overarching goal in all regional planning activities.
INTERSTATE 5 – Seek state and federal funding to complete the expansion of Interstate 5 to six lanes.	Trade Corridor Enhancement Program (TCEP) grant application submitted for the Fix 5 Cascade Gateway Project. Regional funding committed to the environmental document.	Continue with updates to reflect the Cascade Gateway concept, as presented in the 2020 TCEP grant application. This concept includes design consideration for future contraflow/reversible lanes north of Redding, advanced technologies for improved traffic management, and other innovative strategies.
PUBLIC TRANSPORTATION – Increase public transportation performance and efficiency through implementation of the Long-Range Transit Plan.	Long-Range Transit Plan in progress and anticipated to be complete in early 2021.	Continue with updates to reflect findings and recommendations from the Long-Range Transit Plan.
INTERCITY BUS – Implement Salmon Runner Intercity Bus Service.	Working on funding for operations and the procurement of zero-emission buses.	Continue with updates to reflect latest strategies and to add planning for future passenger rail service.

ON-DEMAND TRANSIT – Assess performance of On-Demand Sunday Pilot Project and develop future project(s) for implementation as directed.	ShastaConnect On-Demand Sunday Service was implemented in the city of Redding and expanded to include cities of Anderson and Shasta Lake. On-demand ridesharing software is being used for Monday-Friday service being operated under contract with Dignity Health Connected Living.	Continue with updates to reflect service expansion as well as findings and recommendations from the Long-Range Transit Plan and Unmet Transit Needs process.
ACTIVE TRANSPORTATION TRUNK LINE NETWORK – Support local agencies in the ongoing development of projects to compete for Active Transportation Program (ATP) and other grant funding sources.	Eight ATP grant applications submitted for trunk line network projects.	Continue with updates to reflect the scope of the new 2020 Caltrans planning grant award.
DISADVANTAGED COMMUNITIES OUTREACH – Based on data analysis of households without access to an automobile, utilize geographically-targeted public outreach to identify mobility solutions that may be employed within existing resources.	No progress to date.	Continue with no changes.
DEVELOP STRATEGIES FOR MEETING NEW REGIONAL GREENHOUSE GAS EMISSION REDUCTION TARGETS (NEW FOR FY 2021/22) – 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.		
DEVELOP INTEGRATED WORK PROGRAM CONCEPTS (NEW FOR FY 2021/22) – 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.		

ATTACHMENT B: Summary of 2018 RTP Four-year Goals (2018–2022)

STREETS AND ROADS PRIORITIES FOR THE 2018–2022 RTP CYCLE:

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2018–2022):

- **Fix 5 Cascade Gateway (also known as North Redding Six-Lane) Project** – Complete environmental review, contingent upon allocation of STIP and/or SHOPP funds.
- **SR 273 corridor** – Work with Caltrans District 2, city of Redding, and affected citizens and stakeholders to identify safety and accessibility issues on SR 273. One emphasis area will be in Redding between Cypress Avenue and Breslauer Way. Develop solutions consistent with regional plans and fund improvements as identified.
- **Public information program** – Utilizing contracted consultant services, provide factual information to the public, information gatekeepers, and decision makers on roadway conditions and the current and future use of transportation funding in the region.

PUBLIC TRANSPORTATION GOALS FOR THE 2018–2022 RTP CYCLE:

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2018–2022):

- **Long-range transit plan** – Develop a plan that articulates regional priorities; SRTA’s transit coordination role; future transit capital needs (alternative fuel buses, facilities, technology, etc.); and an overarching transit funding strategy. The plan should also consider priority transit nodes and corridors that complement the Sustainable Communities Strategy, local land use activities, active transportation connections to transit, first- and last-mile solutions, and programs that increase usage of public transportation services.
- **On-demand transit pilot project service** - Beginning with pilot projects for Sunday service in high-demand areas and in the city of Shasta Lake. Based on real-world performance and lessons learned, explore possible service expansion to additional areas and times of day, in accordance with the adopted Long-Range Transit Plan.
- **Intercity bus to Sacramento** - Implement North State Express service in accordance with the project grant award, including completion of interagency agreements and ticketing, marketing and launching of new service, and fund seeking for feeder services.

ACTIVE TRANSPORTATION GOALS FOR THE 2018–2022 RTP CYCLE:

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2018–2022):

- **Active transportation trunk line model corridor (alignment to be determined)** – In conjunction with applicable local agency partners and utilizing SRTA’s “Sustainable Shasta” grant award and Regional Non-Motorized Program, translate GoShasta’s “Potential Trunk Line Alignments” (Final Report, Figure 1.2) into an initial Phase 1 trunk line alignment and design. Assemble Phase 1 financing through a combination of regional funds, local funds, and grants.

- **Active transportation data collection program** – Initiate a starter-program of automated bicycle and pedestrian counters that includes fixed counters at key gateways and mobile counters for project-level data collection. Combine with data collected from GPS-enabled devices to support active transportation planning and programs. Utilize to inform project prioritization; quantify and/or validate greenhouse gas emission reduction benefits of active transportation infrastructure and services; and support local and regional grant seeking efforts.
- **Provide technical support needed for the continuation of regional active transportation mapping and guide** – Due to staffing changes, The McConnell Foundation will no longer be able to provide active transportation mapping and guidebooks. Through SRTA’s in-house and contracted consultant services, provide resources to maintain accurate and up-to-date data and information on regional facilities.

AVIATION GOALS FOR THE 2018–2022 RTP CYCLE:

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2018–2022):

- **Intercity public transportation plan** – Develop a plan that integrates all intercity transportation service options, including passenger air, intercity bus, and passenger rail.

RAIL GOALS FOR THE 2018–2022 RTP CYCLE:

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2018–2022):

- **Long-range passenger rail plan** - Acquire grant funding and conduct a long-range plan for enhanced intercity public transportation alternatives that better connect north state residents to passenger rail and general aviation airports over the next 30 years. This would include the feasibility of daytime rail service to Redding and interim rapid transit bus connections to new train depots (i.e., Oroville). The study will consider factors such as air quality, congestion relief, sustainable communities, and greenhouse gas reduction with a goal of seamless travel across all modes. The information will be utilized by the North State Super Region and inform the state’s rail and intercity transportation plans.

FREIGHT PROGRAM GOALS FOR THE 2018–2022 RTP CYCLE:

SRTA aims to complete or substantially begin the following projects during the current four-year RTP cycle (2018–2022):

- **Evaluate preliminary strategic freight nodes and corridors** – Perform stakeholder outreach and technical evaluation of obstacles and solutions to efficient goods movement inside the region and to/from external markets.