

STAFF REPORT



MEETING DATE:	December 13, 2021
SUBJECT:	Approve Preliminary Regional Planning Priorities for Fiscal Year (FY) 2022/23
AGENDA ITEM:	9
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 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 2022/23 (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 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 and covering 20 years, the RTP/SCS features long-range directional goals as well as short-term focus areas for the current four-year planning cycle. The RTP/SCS was most recently in October 2018. Progress towards short-term goals was recently documented in the Winter 2021 edition of the Ways & Means report (Attachment B).



Special Plans – More detailed plan are often developed, such as the GoShasta Regional Active Transportation Plan, Long-Range Transit Plan, and ResilientShasta Extreme Climate Event Mobility and Adaptation Plan. Projects, programs, and services identified within these plans have been more fully vetted with regional partners and the public and approved by the SRTA 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 emerging funding opportunities. Attachment A provides a summary of progress towards current regional planning priorities and proposed FY 2022/23 priorities.



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 (see Agenda Item #8); the Federal Transportation Improvement Program (a four-year program of projects, last approved February, 2021, and amended as needed); and the Transportation Development Act budget (adopted every April).

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. 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.

FY 2022/23 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 2022/23 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
 - Park Marina Corridor Plan
 - North State Intercity Bus System Business Plan
- Carrying out recently funded plans
 - State Route 273 Comprehensive Multimodal Corridor Plan
 - North State Bus-to-Rail Plan
- Updating the region's disadvantaged communities analysis
 - Updates the existing analysis with current data to better inform regional planning processes and strengthen grant seeking efforts.
- Exploring new planning initiatives
 - Vehicle Miles Traveled Mitigation Bank Study (i.e., for consideration as a new Sustainable Communities Strategy, investigate creating a credit pool from which developers may purchase credits to mitigate automobile travel generated by their projects).
 - North State Interstate 5 Corridor Management Plan (i.e., to help manage and mitigate the local 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 additional truck parking, early communication of roadway conditions, and freight-only lanes).
 - Integrated work program project (i.e., Identify and evaluate potential 'crossover' projects that connect regional plans, programs, and investments. For example, coordinating local and regional investments in public transit, active transportation, and affordable housing within a strategic growth area).
 - Zero-emission charging and fueling infrastructure planning (i.e., support local jurisdictions and private sector partners in planning and seeking grant funds).

ALTERNATIVES:

The board of directors may modify, add, or eliminate regional planning priorities for FY 2022/23.

OTHER AGENCY INVOLVEMENT:

Regional, state, and federal planning priorities were discussed during the annual OWP coordination meeting with federal and state agency partners. Preliminary regional planning priorities were also provided to the Technical Advisory Committee (TAC) for review and comment. *//TAC recommends approval.//*

FISCAL IMPACT:

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

Daniel S. Little, 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 2021/22 REGIONAL PLANNING PRIORITIES	PROGRESS TO DATE	PROPOSED FY 2022/23 REGIONAL PLANNING PRIORITIES
PARK MARINA CORRIDOR – Once accepted by Redding City Council, findings and recommendations that are consistent with the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) will be evaluated to determine where SRTA might support implementation efforts.	Nearly complete but paused due to recent private sector interest in redeveloping Turtle Bay.	Carry over and encourage coordination with the Turtle Bay visioning process and updates to the Downtown Redding Specific Plan. Support the implementation of improvements that are consistent with regional plans.
SOUTH REDDING STATE ROUTE 273 CORRIDOR – This is a new work element, pending award of grant funds. SRTA and Caltrans District 2 are partnering on submitting two grant applications required to fully fund the project.	SRTA and Caltrans received planning grants and are working together to complete a SR 273 Comprehensive Multimodal Corridor Plan for entire corridor.	Complete the plan and begin development of high-priority projects (planning process may carryover into following fiscal year).
SHASTAREADY IMPLEMENTATION – Incorporate projects, policies, and programs identified within the study into the agency’s work program and grant-seeking efforts.	Completed. Anticipated board approval in December FY 2021/22.	Utilize regional plans, projects, programs, and services to address vulnerabilities where possible.
INTERSTATE 5 – Provides staff hours and budget needed to respond to state and federal grant program opportunities that support Interstate 5 improvements.	Rescoped and renamed to Fix Five Cascade Gateway Project.	Continue to refine project scope, assemble funding, and prepare grant applications. Consider other grant programs for complementary zero-emission planning and infrastructure.
PUBLIC TRANSPORTATION – Once accepted by the board of directors, incorporate findings and recommendations from the 2040 Long-Range Transit Plan into the agency’s work program and grant-seeking efforts.	Completed and board approved.	Combine these two priorities (i.e., Public Transportation and On-Demand Transit) as one priority to emphasis coordination and integration of services.
ON-DEMAND TRANSIT – In addition to ongoing planning and interagency coordination and 2040 Long-Range Transit Plan implementation activities, the comprehensive budget includes funding for ShastaConnect operations and administration.	ShastaConnect On-Demand Sunday Service was implemented in the city of Redding and expanded to Anderson and Shasta Lake. On-demand ridesharing software is being used for Monday-Friday service.	Complete the recently funded Bus-to-Rail Plan. Through the UTN 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.

INTERCITY BUS – Efforts to address funding and technology gaps continue into FY 2021/22 through several work elements. A new work element (707.10) was added in anticipation of a planning grant for the North State Bus to Rail Plan, which will evaluate and coordinate intercity rail together with air and bus services.	Funding was rescinded.	Pursue new funding sources.
ACTIVE TRANSPORTATION TRUNK LINE NETWORK – Project priorities from the GoShasta Regional Active Transportation Plan will also be implemented through the WE 703.01 (Active Transportation Planning), SRTA's Regional Non-Motorized Program (TDA Budget), and through grant applications developed in partnership with local agencies through the new Shasta Trunk Lines grant.	ATP grant applications for six projects were submitted for trunk line network projects. Three were awarded.	Continue developing projects to expand the active transportation network. Submit grant applications.
DISADVANTAGED COMMUNITIES OUTREACH – As part of the SR273 Northern Section Multimodal Corridor Plan include targeted outreach strategies.	No progress.	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 (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.	The board of directors approved a range of preliminary strategies which are being evaluated.	Revisit once Sustainable Communities Strategies have been finalized and prioritize for implementation. May include a vehicle miles traveled (VMT) mitigation bank study, using SB1 Formula or grant funds.
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.	No progress.	Identify potential crossover projects as part of the SR 273 Comprehensive Multimodal Corridor Plan process.
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.	This is a new priority for FY 2022/23.	Utilize deliverables to support grant seeking efforts for the Fix 5 Cascade Gateway Project.