

STAFF REPORT



MEETING DATE: December 12, 2017
SUBJECT: Approve Preliminary Regional Planning Priorities for the Fiscal Year (FY) 2018-2020 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 the 2018-2020 OWP are presented for discussion. Feedback provided by the SRTA Board of Directors, state and federal funding partners, regional partners, and the public will be used to develop the 2018-2020 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 2018-2020 OWP.

DISCUSSION:

The OWP describes the agency's planning activities and serves as the comprehensive budget for the fiscal year. Each year the OWP is 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 interagency engagement; transportation improvement programs; and the OWP. In addition, funds may be provided for local planning activities having a clear nexus to RTP implementation and regional performance targets and goals. For each new OWP planning cycle, SRTA develops a set of regional planning priorities for consideration by the board of directors. Draft regional priorities for the 2018-2020 OWP are available for review in Attachment A.

Proposed regional planning priorities for FY 2018-2020 have been carried over from the 2017-2019 OWP, with minor updates to reflect work accomplished and next steps. The regional priorities take into consideration annual statewide goals identified in the California Planning Emphasis Areas (Attachment B), which are provided by the Federal Highway Administration (FHWA) and Caltrans. For the 2018-2020 OWP there are no new Federal Planning Factors from the FHWA or Federal Transit Administration (FTA).

The regional planning priorities, including any feedback provided by the board of directors, state and federal funding partners, member agencies, and the public, will be used to develop the draft 2018-2020 OWP.

ALTERNATIVES:

The board of directors may modify preliminary 2018-2020 regional planning priorities or request additional information for consideration at the February board of directors meeting.

OTHER AGENCY INVOLVEMENT:

The FY 2018-2020 regional planning priorities have been developed 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 2018-2020 Regional Planning Priorities

Attachment B - California Planning Emphasis Areas

Attachment A

Fiscal Year 2018-2020 Regional Planning Priorities

The following regional planning priorities are presented for review prior to drafting of the 2018-2020 Overall Work Program (OWP) work elements. The planning priorities carry over from the 2017-2019 OWP, with revisions.

- **Sustainable Development Program** – Continue to cultivate public-private partnerships to compete for capital funding opportunities, focusing on: 1) Increasing 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** – Focus areas will include: 1) tracking the effectiveness of regional and local projects, programs and policies in meeting RTP objectives, greenhouse gas emissions targets and regional performance measure targets; 2) 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; and 3) prepare and develop regional performance measures for each of the required federal performance measure categories.
- **Active Transportation** – Focus areas include: 1) Implement the GoShasta regional active transportation plan by working with regional partners to ready priority projects for construction grant funding; 2) initiate an active transportation count program through the placement of bike/pedestrian counters at key activity centers and/or through acquisition of “big data”; 3) support local efforts in preparing construction grant-ready active transportation projects located within or directly serving Strategic Growth Areas; and 4) utilize SRTA’s non-motorized program funds to leverage other capital grant programs for regional projects.
- **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; 2) pursuit of public-private economic development initiatives that would benefit from enhanced transportation infrastructure, services, technologies, and policies; and 3) development of a multi-region Interstate 5 comprehensive corridor management strategy.
- **Alternative Fuels Vehicle Infrastructure Planning** – Continue to implement 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) Pursue development of a regional incentive program for electric vehicles and related infrastructure; 2)

encouraging the integration of PEV infrastructure into new development projects; and 3) encourage electrification of commercial and public fleets where feasible.

- **Interregional and Intermodal Connections** – Develop and enhance a regional multi-modal infrastructure network and complimentary services in coordination with regional and local agency partners. Focus areas include: 1) linking active transportation facilities to transit and activity centers; 2) integrating local, regional and state transit systems for North State Express bus service implementation by FY 2019/20; and 3) coordinating with the North State Super Region on 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 updates to transit asset management plans and related performance targets; 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, that includes strategies for increasing services to/from and in disadvantaged communities.
- **System Efficiency** – 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 changing travel behavior. Focus areas include: 1) planning and implementation of Intelligent Transportation Systems (ITS) technologies; 2) Identify and support projects that reduce the use of single-occupancy vehicles; and 3) determining the ability of the region to prepare for primarily all electric vehicles or autonomous vehicles.
- **System Preservation** – Focus on a “fix it first” approach to preserving and improving the region’s transportation infrastructure including highways, roads, bridges, transit, bicycle and pedestrian facilities. This approach focuses on three key aspects for the region: 1) Maintain already existing infrastructure and services so that they don’t deteriorate further; 2) Improve existing infrastructure and services that have deteriorated up to a satisfactory level; and 3) Providing new infrastructure and services when adequate funds are available to build and maintain that infrastructure or service. Activities that support these efforts include: 1) collection and monitoring of data on the overall health of the region’s facilities; 2) identify strategies and measures that help to preserve the transportation system and share information with regional partners; 3) focus funding on projects that implement multi-modal, complete streets rather than project studies; and 4) identify and advocate funding strategies that help bring resources to the region.

Attachment B

California Planning Emphasis Areas For Program Year 2017

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 2017 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.