

Metropolitan Transportation Commission
Administration Committee

November 8, 2023

Agenda Item 2c - 23-1281

**Metropolitan Transportation Commission (MTC) Resolution No. 4577, Revised – Fiscal
Year (FY) 2023-24 Overall Work Program (OWP) Amendment No. 1**

Subject:

Staff requests that Metropolitan Transportation Commission (MTC) Resolution No. 4577 Revised, be referred to the Commission for approval to authorize an amendment to the fiscal year (FY) 2023-24 Overall Work Program (OWP). This revised resolution guides the FY 2023-24 OWP collaborative metropolitan transportation planning process involving MTC, the Association of Bay Area Governments (ABAG), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other regional transportation partners. The request includes authorization for the Executive Director to enter into and execute required certifications, assurances, and an Overall Work Program Agreement (OWPA) for federal and state transportation planning grants.

Background:

The OWP is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, an OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. Metropolitan Planning Organizations (MPOs) are required to develop an OWP to govern work programs for the expenditure of FHWA, FTA, and State planning funds pursuant to Title 23 Code of Federal Regulations (CFR) 450.308(b). As the federally designated MPO for the nine-county San Francisco Bay Area region, the MTC annually develops, amends, and maintains the OWP, which is the principal document governing the budget, allocation, and use of federal and state transportation planning funds. Annual funding for the MPO transportation planning activities is primarily provided through the Consolidated Planning Grant (CPG) which is awarded by Caltrans, the FHWA, and the FTA.

The FY 2023-24 OWP is developed in consultation and coordination with the region's transit operators, County Transportation Agencies (CTAs), ABAG, Caltrans, the FHWA, and the FTA. The FY 2023-24 OWP includes Caltrans' Overall Work Program and transportation and air quality related planning activities proposed for the nine-county San Francisco Bay Area region for the state fiscal year July 1, 2023, to June 30, 2024.

Plan Bay Area 2050, adopted by the MTC in October 2021, guides the regional planning priorities established in the OWP. The Plan Bay Area 2050 Implementation Plan outlines more than 80 specific implementation actions that MTC and ABAG are slated to advance in partnership with other entities over the next five years. High priority actions this fiscal year include but are not limited to:

- Continued policy and planning guidance for local jurisdictions through implementation of the Transit-Oriented Communities (TOC) Policy;
- Advancing transit recovery through implementation of the Blue Ribbon Transit Recovery Task Force priorities, including supporting Regional Network Management, evaluating and furthering pilot efforts on regional fare coordination, and initiation of the Transit 2050+ effort, a Connected Network Plan for the Bay Area;
- Continued deep community engagement and technical analysis of potential pathways through the Next-Generation Freeways Study;
- Expanding coordination with the Bay Area Air Quality Management District (BAAQMD) and CTAs to accelerate the implementation of all climate mitigation strategies, with a focus on funding to support local travel demand management (e.g. mobility hubs and parking policies); support of regional bike share; and electrification of the passenger vehicle and public transit fleets to achieve Plan Bay Area 2050 greenhouse gas reduction targets; and
- Initiation of Plan Bay Area 2050+ — the update to Plan Bay Area 2050 — which will focus on updating financial assumptions and the transportation investment strategy with close coordination with the Transit 2050+ effort.

The FY 2023-24 OWP works to accomplish a set of ten federal planning factors, as well as an additional set of Planning Emphasis Areas (PEAs) released by the FHWA and the FTA to guide MPO activities. The Prospectus chapter at the beginning of the OWP document describes how the various work elements support these priorities.

Financial Impact:

The OWP is subject to periodic adjustments resulting from changes in activities, scope of work, transportation planning tasks and deliverables as well as revisions to revenues and expenses during the fiscal year. The proposed FY 2023-24 OWP Amendment No. 1 includes the following revisions:

- Reconciles unexpended carryover apportionment adjustments of Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) transportation planning funds. Projected carryover funding was included in the approved FY 2023-24 OWP and the MTC operating budget in the amount of \$7,675,720. This amendment reconciles the carryover funding to the grant allocation that was actually available as of June 30, 2023 in the amount of \$5,799,457.13. Therefore, there is an overall funding decrease of \$1,876,262.87. Unencumbered expense line items were also reduced.
- A Caltrans reduction of the FY 2023-24 RMRA SB1 Sustainable Communities formula funding from \$2,106,140 to \$2,030,000, resulting in an overall decrease of \$76,140 in work element 1121: Regional Transportation Plan/Sustainable Communities Strategy;
- Adjustments for revenue and expense line items of transportation projects and activities of regional significance which are funded by federal, state, and local sources.

The amendment revisions have no impact on the scope of work, tasks, and deliverables of the CPG related work elements.

Attached for your review and consideration for referral to the Commission is the MTC Resolution No. 4577, Revised which includes the following actions:

- Approves the final FY 2023-24 OWP Amendment No. 1
- Authorizes the programming of approximately \$22 million in FY 2023-24 transportation planning funds as follows:

| Program | Amount |
|------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2023-24) | \$9,526,211 |
| Federal Highway Administration Planning (FHWA PL) (FY 2023-24) – Complete Streets Bipartisan Infrastructure Law | 269,882 |
| Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover) | 915,861 |
| Federal Highway Administration Planning (FHWA PL) (FY 2022-23) – Complete Streets Bipartisan Infrastructure Law | 130,429 |
| Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover) | 15,526 |
| Federal Transit Administration (FTA) 5303 (FY 2023-24) | 4,734,683 |
| Federal Transit Administration (FTA) 5303 (FY 2022-23) (Carryover) | 2,256,949 |
| Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover) | 723,691 |
| Federal Transit Administration (FTA) 5304 Strategic Partnerships (FY 2022-23) (Carryover) | 500,000 |
| Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover) | 221,975 |
| Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24) | 2,030,000 |
| Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23) (Carryover) | 456,407 |
| Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover) | 578,619 |

| Program | Amount |
|--------------------------------------------------------------------------------------------------------------------|---------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2023-24) | \$9,526,211 |
| Federal Highway Administration Planning (FHWA PL) (FY 2023-24) – Complete Streets Bipartisan Infrastructure Law | 269,882 |
| Total | \$22,360,233 |

- Authorizes the Executive Director or designee to apply for grants and execute agreements to secure federal and state funds for transportation planning activities in the nine-county San Francisco Bay Area for FY 2023-24.

Commission approval is the first step in authorizing the FY 2023-24 OWP and expenditure of federal and state consolidated planning grant (CPG) funds which are included in the MTC FY 2023-24 Operating Budget, Amendment No. 1. Following approval by the Commission, Caltrans, the FHWA, and the FTA will review and approve the OWP.

An electronic version of the FY 2023-24 OWP Amendment No. 1 can be reviewed at the following link: <https://mtc.ca.gov/about-mtc/administrative-requirements/overall-work-program-owp>

Issues:

None identified.

Recommendations:

Staff recommends that the Committee refer the Metropolitan Transportation Commission (MTC) Resolution No. 4577, Revised – Fiscal Year (FY) 2023-24 Overall Work Program (OWP) Amendment No. 1 to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4577, Revised FY 2023-24 Overall Work Program (OWP) Amendment No. 1

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive style with a large initial "A" and "F".

Andrew B. Fremier