

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

May 11, 2022

Agenda Item 3a - 22-0669

**MTC Resolution Nos. 4510, Revised and 4169, Revised. Transit Capital Priorities Program  
FY2021-22 – FY2023-24**

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**Subject:**

Programming of \$454 million in FTA Formula Revenue balances for FYs 2021-22 through 2023-24, for transit operator state-of-good-repair consistent with the Transit Capital Priorities (TCP) Process and Criteria, including discussion of financing against future FTA revenues and other potential programming opportunities, and correction to BATA Project Savings program.

**Background:**

This item proposes to program \$454 million in remaining balances from Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities Funds; in FYs 2021-22 through 2023-24 to support transit capital replacement and rehabilitation projects and maintenance and operating costs. MTC is the designated recipient of these FTA formula funds for the large Urbanized Areas (UZAs) in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs.

As detailed in the table below, after initial action in March, and minor updates to the FY 2021-22 through FY 2023-24 baseline program as recommended today, an unprogrammed balance of \$658 million over three years remains. Following the framework proposed in March, this action programs \$325 million in pay-go to the BART Car Replacement project and sets aside \$43 million annually, and \$129 million in total, in to-be-programmed categories – \$23 million annually for an increase to fixed guideway caps and \$20 million annually for zero-emission bus infrastructure projects. Staff will return in the coming months to specifically program these set-asides, as well as the remaining balance of \$204 million.

**FYs 2021-22 through 2023-24 Estimated Apportionments, Programming, and Balance**

	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>Total</b>
TCP Apportionments <sup>1</sup>	\$656	\$668	\$684	\$2,008
TCP Programming (3/2022) <sup>2</sup>	\$461	\$409	\$480	\$1,350
BART Car Pay-Go <sup>3</sup>	\$125	\$175	\$24	\$325
Annual Fixed Guideway Cap Increase <sup>4</sup>	\$23	\$23	\$23	\$69
Annual ZEB Infrastructure <sup>5</sup>	\$19	\$19	\$22	\$60
<i>Other Policy Priorities<sup>6</sup></i>	\$27	\$42	\$135	\$204

1. Actual apportionments for FY 2022, FYs 2023-2026 projected based on national FTA funding levels in BIL.
2. Initial three-year program approved in March 2022, with May 2022 updates to baseline program incorporated.
3. For FY22 and FY23, illustrative programming represents BART Replacement Car-eligible apportionments minus baseline programming (note 2) and additional programming opportunities (notes 4 and 5). For FY24, programming represents BART’s anticipated actual cash flow need.
4. Set-aside that would increase fixed guideway cap by 20%.
5. Set-aside that would provide \$20 million annually for zero emission/bus infrastructure.
6. Programming balance net of above lines; includes UZAs and funding sources for which BART Car Replacement is ineligible. Uses of this could also include fixed guideway and zero emission/bus infrastructure.

The program has been developed in cooperation with transit operators over the last several months and is consistent with the TCP Process and Criteria (MTC Resolution No. 4444) approved by the Commission in January 2021. Both the program and policy were developed collaboratively with the operators.

The first tranche of programming, inclusive of minor revisions proposed today, left an unprogrammed balance of \$658 million, with \$366 million unprogrammed in Section 5307, \$278 million unprogrammed in Section 5337, and \$2 million unprogrammed in Section 5339 funds. These balances span urbanized areas and are largely representative of the impact of the BIL’s increased funding levels on the TCP.

**BART Railcar Replacement Pay-go**

As proposed in March, staff recommend programming \$325 million directly to the BART Railcar Replacement program. Delays in the production and acceptance of new BART cars have pushed back the need for financing, allowing MTC to program FTA funds directly to the BART Car Replacement project on a pay-go basis for the past several years. BART has recently

resumed the acceptance of new cars from the manufacturer, and the large swell in project cash flow needs is now anticipated to take place in calendar years 2022 through 2024.

The recent assumption has been that financing proceeds of approximately \$840 million would be needed for the project, with initial proceeds available in calendar year 2022. The financing proposal approved by FTA in MTC's LONP included interest charges of up to \$450 million, payable by FTA formula funds. While the influx of FTA formula funds from the BIL is not enough to remove the need for some type of financing, it does provide an opportunity to provide greatly increased pay-go funding directly to the BART Car Replacement project in addition to financing, significantly reducing the amount of interest expense required to be paid from the TCP program.

As recommended in March, staff proposes investing heavily in pay-go for the BART Car Replacement project, balancing the desire to reduce financing costs with the opportunity to pursue other critical transit capital needs as afforded by BIL funding. The proposed programming accommodates a significant investment in pay-go while still setting aside funding for other programming opportunities.

### **Additional Programming Opportunities**

In addition to the BART Car Replacement, staff proposes setting aside \$23 million annually for fixed guideway projects and \$20 million annually for zero-emission buses (ZEBs) and associated facility improvements. In discussions with operators through the Transit Finance Working Group, staff has heard strong support for these two programming options. Today, staff are proposing setting aside these funds and will return to the Commission in the coming months with principles on their distribution and specific programming recommendations.

*Fixed Guideway (FG) Cap Increase:* The current FG cap of \$121 million, distributed amongst seven operators, has not been increased in several years. Need regularly outpaces available funds. Staff proposes a 20% increase, amounting \$23 million per year for an annual total cap of \$144 million. The FG caps were last updated in 2016 to reflect share of projected FG replacement and rehabilitation needs outlined in the Plan Bay Area 2040 Transit Capital Needs Assessment. Given the updated needs information in Plan Bay Area 2050, staff will perform a

needs analysis to identify each FG operators' share of the increased cap. Today, staff recommend setting aside the \$23 million per year needed for the increase, and in the coming months will return to update the TCP Process and Criteria and program the increase to the operators.

*ZEB Infrastructure Set-Aside:* Staff recommends an annual \$20 million commitment for FYs 2021-22 through 2022-23 for ZEB infrastructure needs. The TCP will be a critical piece of the region's transition to a zero-emission fleet, as required by California Air Resources Board's Innovative Clean Transit rule. In addition to vehicles, the ZEB transition will require additional infrastructure for battery charging, hydrogen fueling, and associated elements. The TCP is typically not able to fund these needs in the large UZAs of San Francisco-Oakland, Concord, and Antioch due to competing score-16 needs. At this time, staff recommends a \$20 million set-aside each year, with programming principles and specific programming to operators and projects to come.

#### **Updates to FYs 2021-22 through 2023-24 Programming**

In addition to programming pay-go for BART Car Replacement and FG/ZEB set-asides, this action includes minor updates to the program approved in March:

- FY 2021-22 Actual Apportionments: FTA released actual apportionments in April; the program now reflects these actuals.
- Lifeline Program: As the Lifeline program will now be funded via OBAG 3, its set-aside has been removed from the TCP.
- Fairfield Operating Assistance: Due to the updated actual apportionments and removal of Lifeline programming from the TCP, Fairfield's Operating Assistance programming increases slightly.
- CCCTA Bus Procurements: per operator request, mix of bus types has been updated to match procurement plan.
- Caltrain: minor adjustments between Caltrain projects are included; there is no net change to the program.
- Union City: Union City Transit was programmed funds in FYs 2015-16, 2016-17, and 2019-20 for a planned ZEB procurement in FY 2019-20. While bus replacements are

expected to be funded in the year they are needed; Union City's procurement was delayed and in order to purchase eight buses this year, a total increase to the programming of \$1 million, based on the current price list, is warranted.

- Vanpool: MTC's vanpool program's need has been reevaluated and programming requests have been increased accordingly. \$6.3 million has been added to the program across FYs 2021-22 through 2023-24.
- AC Transit: AC Transit's BATA Project Savings allocation in FY 2021-22 is corrected, removing \$4.7 million that had already been programmed to them through OBAG 2 via a fund swap in July 2021.

In summary, staff is recommending the following:

1. Fund additional replacement BART cars from the formula funds thus reducing the amount of financing needed and future interest costs.
2. Update the TCP based on operator requests and minor revisions.
3. Set aside FG increases and ZEB to fund key investments; return to the Commission in the coming months with specific programming principles and projects.
4. Return to the Commission in future to program the remainder of the BIL authorized funding amounts to address existing and evolving transit investments.

### **Next Steps**

Following continued discussion with transit operators through forums including the Transit Finance Working Group, staff plan to return to the Commission with programming principles, proposed programming of remaining balances, and corresponding amendments to the TCP Policy in the coming months. Any other amendments to the FYs 2021-22 through 2023-24 program will be brought to the Commission for consideration as appropriate.

Concurrent with Commission approval of the TCP program, staff will include projects and funding in upcoming administrative modifications and amendments to the regional Transportation Improvement Program (TIP) as applicable.

**Issues:**

None.

**Recommendation:**

Staff recommends referral of MTC Resolution Nos. 4510, Revised and 4169, Revised to the Commission for approval, and regarding set-asides and unprogrammed balances, Commission direction to staff to return to this Committee in the coming months with detailed principles and programming for fixed guideway state of good repair and zero-emission/bus infrastructure as well as any additional programming.

**Attachments:**

MTC Resolution Nos. 4510, Revised and 4169, Revised



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Therese W. McMillan

Date: March 23, 2022  
W.I.: 1512  
Referred By: PAC  
Revised: 05/25/22-C

ABSTRACT

Resolution No. 4510

This resolution approves the FY2021-22 through FY2023-24 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4513 and Resolution No. 4169, respectively, for FYs 2021-22 through 2023-24 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2021-22 through FY2023-24 Transit Capital Priorities program at a future date, and to adjust for actual FTA apportionments.

This Resolution includes the following attachments:

Attachment A – FY2021-22 Program of Projects

Attachment B – FY2022-23 Program of Projects

Attachment C – FY2023-24 Program of Projects

Attachment D – FY2021-22 through FY2023-24 Programming Notes

Attachments A through D of this resolution were revised on May 25, 2022 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators, to set aside funds for fixed guideway cap increases and zero emission bus infrastructure, and to reconcile the program to final FTA apportionments in FY 2021-22.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022 and May 11, 2022.

Date: March 23, 2022  
W.I.: 1512  
Referred By: PAC  
Revised: 05/25/22-C

RE: San Francisco Bay Area Regional Transit Capital Priorities Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4510

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4444; and

WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachments A-C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2021-22 through FY2023-24 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-C; and, be it further



RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-D as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a long horizontal line extending to the right.

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on March 23, 2022.

FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>652,894,201</b>	<b>309,591,917</b>	<b>329,005,589</b>	<b>14,296,695</b>
<b>Previous Year Carryover</b>			<b>3,059,533</b>	<b>2,449,917</b>	<b>-</b>	<b>609,616</b>
<b>Funds Available for Programming</b>			<b>655,953,733</b>	<b>312,041,834</b>	<b>329,005,589</b>	<b>14,906,310</b>
<b>MTC Debt Service</b>						
REG170023	MTC	Debt Service	-	-	-	-
<b>Lifeline Set-Aside</b>						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
<b>ADA Operating Set-Aside</b>						
VAR210003	AC Transit	ADA Paratransit Assistance	6,729,308	6,729,308	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,381,044	3,381,044	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,823,750	1,823,750	-	-
VAR210003	ECCTA	ADA Operating Assistance	852,076	852,076	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	546,984	546,984	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,039,640	1,039,640	-	-
VAR210003	Napa Vine	ADA Operating Assistance	442,601	442,601	-	-
VAR210003	Petaluma	ADA Set-Aside	103,359	103,359	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,589,649	2,589,649	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	313,314	313,314	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,330,519	5,330,519	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	475,285	475,285	-	-
VAR210003	Union City	ADA Set-Aside	189,025	189,025	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,224,040	5,224,040	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	359,148	359,148	-	-
<b>Total Program Set-asides and Commitments</b>			<b>29,399,742</b>	<b>29,399,742</b>	<b>-</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>626,553,991</b>	<b>282,642,092</b>	<b>329,005,589</b>	<b>14,906,310</b>
<b>Capital Projects</b>						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	6,878,238	-	-	6,878,238
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
NEW	ACE	ACE Railcar Replacement	3,200,000	-	3,200,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
REG090037	BART	Railcar Replacement Program	126,236,167	89,369,064	36,867,103	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	9,038,600	-	9,038,600	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	2,554,400	-	2,554,400	-
SM-170010	Caltrain	TVM Project	2,080,000	-	2,080,000	-
NEW	CCCTA	Replace 40ft Diesel Buses - Diesel	18,048,000	17,134,616	-	913,384
SOL110041	Fairfield	Bus Replacement	308,398	-	-	308,398
VAR190006	Fairfield	Operating Assistance	3,550,376	3,550,376	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	359,148	359,148	-	-
MRN990017	GGBHTD	Ferry Dredging	5,350,000	-	5,350,000	-
NEW	MCTD	MCTD: Revenue Vehicle Rehabilitation	240,398	240,398	-	-
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	412,000	412,000	-	-
REG10003	MTC	Bay Area Vanpool Program	3,021,540	3,021,540	-	-
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	225,046	36,437	-	188,609
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,770,429	1,770,429	-	-
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses	1,486,400	1,349,064	-	137,336
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	26,616,000	25,771,207	-	844,793
NEW	SamTrans	Replace Paratransit Vehicles	3,845,520	3,845,520	-	-
NEW	Santa Rosa	Replace (2) 40' Diesel Buses - Electric	1,774,401	884,212	-	890,189
VAR190006	Santa Rosa	Operating Assistance	1,601,036	1,601,036	-	-
VAR190007	Santa Rosa	Preventive Maintenance	345,554	345,554	-	-

Date: March 23, 2022  
W.I.: 1512  
Referred by: PAC  
Revised: 05/25/22-C

Attachment A  
Resolution No. 4510  
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FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	24,272,000	-	24,272,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	108,635,101	-	108,635,101	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	1,557,360	1,557,360	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,706,666	17,706,666	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	2,293,334	-	2,293,334	-
SF-95037B	SFMTA	Muni Rail Replacement	3,639,000	-	3,639,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,930,000	-	2,930,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	2,483,000	-	2,483,000	-
VAR190007	SMART	Preventive Maintenance	3,963,022	3,963,022	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	2,661,600	2,242,269	-	419,331
VAR190006	SolTrans	Operating Assistance	618,791	618,791	-	-
VAR190007	SolTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	889,458	686,285	-	203,173
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
ALA190029	Union City	Union City Transit Electric Bus Procurement	953,600	953,600	-	-
VAR190006	Vacaville	Operating Assistance	1,300,000	1,300,000	-	-
SOL210004	Vacaville	Electric Bus Fleet	221,978	6,682	-	215,296
NEW	VTA	Hybrid and Electric Bus Replacement 2022	45,598,000	42,337,143	-	3,260,857
NEW	VTA	North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T	1,640,000	-	1,640,000	-
NEW	VTA	Network Switch Replacement/Upgrade	3,680,000	-	3,680,000	-
NEW	VTA	Axle Press Replacement	1,736,300	-	1,736,300	-
SCL050002	VTA	Rail Replacement and Rehabilitation	6,876,000	-	6,876,000	-
SCL090044	VTA	OCS Rehab & Replacement Program	13,120,000	-	13,120,000	-
SCL150008	VTA	Track Intrusion Abatement FY22/23	2,227,200	-	2,227,200	-
NEW	Westcat	Revenue Vehicle Replacement	1,678,400	1,678,400	-	-
VAR190007	Westcat	Preventive Maintenance	193,600	193,600	-	-
NEW	WETA	Ferry Vessel Replacement - MV Mare Island	21,157,300	21,157,300	-	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,455,920	-	2,455,920	-
REG090057	WETA	Vessel Engine Overhaul - Pyxis Class Vessels	1,810,560	-	1,810,560	-
REG090057	WETA	Waterjet Control System Upgrade - Pyxis Class Vessel	600,000	-	600,000	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Gemini	3,590,000	-	3,590,000	-
REG090067	WETA	Passenger Float Rehabilitation - Pier 9 Berthing Facility	1,089,600	-	1,089,600	-
<b>Total Capital Projects</b>			<b>558,700,521</b>	<b>249,432,799</b>	<b>295,008,118</b>	<b>14,305,758</b>
<b>Programmatic Set-Asides</b>						
TBD	TBD	Fixed Guideway Cap Increase	22,990,000	-	22,990,000	-
TBD	TBD	Zero Emission Bus Facilities Program	18,988,124	18,988,124	-	-
<b>Total Programmed</b>			<b>630,078,387</b>	<b>297,820,666</b>	<b>317,998,118</b>	<b>14,305,758</b>
<b>Fund Balance</b>			<b>25,875,346</b>	<b>14,221,168</b>	<b>11,007,471</b>	<b>600,552</b>

FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Projected Apportionments</b>			<b>667,985,722</b>	<b>317,287,826</b>	<b>336,004,067</b>	<b>14,693,829</b>
<b>Previous Year Carryover</b>			<b>25,875,346</b>	<b>14,221,168</b>	<b>11,007,471</b>	<b>646,707</b>
<b>Funds Available for Programming</b>			<b>693,861,068</b>	<b>331,508,995</b>	<b>347,011,538</b>	<b>15,340,536</b>
<b>MTC Debt Service</b>						
REG170023	MTC	Debt Service	-	-	-	-
<b>Lifeline Set-Aside</b>						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
<b>ADA Operating Set-Aside</b>						
VAR210003	AC Transit	ADA Paratransit Assistance	6,870,547	6,870,547	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,452,007	3,452,007	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,862,028	1,862,028	-	-
VAR210003	ECCTA	ADA Operating Assistance	869,959	869,959	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	558,463	558,463	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,061,461	1,061,461	-	-
VAR210003	Napa Vine	ADA Operating Assistance	451,890	451,890	-	-
VAR210003	Petaluma	ADA Set-Aside	105,528	105,528	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,644,002	2,644,002	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	319,581	319,581	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,442,399	5,442,399	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	485,260	485,260	-	-
VAR210003	Union City	ADA Set-Aside	192,993	192,993	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,333,674	5,333,674	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	366,686	366,686	-	-
<b>Total Program Set-asides and Commitments</b>			<b>30,016,478</b>	<b>30,016,478</b>	<b>-</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>663,844,590</b>	<b>301,492,517</b>	<b>347,011,538</b>	<b>15,340,536</b>
<b>Capital Projects</b>						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,907,830	1,907,830	-	-
NEW	AC Transit	Replace (23) Articulated 60ft Buses - FCB	27,634,500	19,700,965	-	7,933,535
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
REG090037	BART	Railcar Replacement Program	175,466,210	96,122,501	79,343,709	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,500,000	-	11,500,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,100,000	-	1,100,000	-
SM-170010	Caltrain	TVM Project	1,073,000	-	1,073,000	-
NEW	CCCTA	Replace 22' Vehicles	1,440,000	1,440,000	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	1,499,729	566,717	-	933,012
SOL110041	Fairfield	Bus Replacement	2,818,214	2,500,000	-	318,214
VAR190006	Fairfield	Operating Assistance	1,151,476	1,151,476	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	366,686	366,686	-	-
MRN990017	GGBHTD	Ferry Dredging	5,350,000	-	5,350,000	-
NEW	GGBHTD	Collision Avoidance System	840,000	840,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	4,000,000	4,000,000	-	-
NEW	LAVTA	AVL	332,429	332,429	-	-
NEW	LAVTA	Fareboxes	205,190	205,190	-	-
NEW	LAVTA	Radios	40,128	40,128	-	-
NEW	LAVTA	Replace (4) 40' Buses - Fuel Cell	4,044,800	2,727,639	-	1,317,161
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	5,625,600	5,625,600	-	-
NEW	MCTD	MCTD: Replace 2 Rural Cutaway vehicles	188,800	188,800	-	-
NEW	MCTD	MCTD: Replace 3 Demand Response Cutaways with Vans	252,000	252,000	-	-
NEW	MCTD	MCTD: Replace 4 Demand Response Vans	336,000	336,000	-	-
NEW	MCTD	MCTD: Replace 7 local 35ft Hybrid Vehicles	4,855,200	4,855,200	-	-

Date: March 23, 2022  
W.I.: 1512  
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Attachment B  
Resolution No. 4510  
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FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NEW	MCTD	MCTD: Replace one(1) Shuttle Vehicle	94,400	94,400	-	-
REG10003	MTC	Bay Area Vanpool Program	5,477,459	5,477,459	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	225,046	30,434	-	194,612
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,805,838	1,805,838	-	-
NEW	Petaluma	Purchase (2) Replacement Paratransit Vans	168,000	168,000	-	-
SON170017	Petaluma	Petaluma AVL Equipment	740,000	740,000	-	-
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	36,160,000	36,160,000	-	-
SON090024	Santa Rosa	Preventive Maintenance	1,040,485	1,040,485	-	-
VAR190006	Santa Rosa	Operating Assistance	1,633,056	1,633,056	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	23,740,000	-	23,740,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	67,336,982	-	67,336,982	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	3,087,000	3,087,000	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	10,542,385	10,542,385	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	11,666,666	-	11,666,666	-
SF-95037B	SFMTA	Muni Rail Replacement	3,837,000	-	3,837,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,500,000	-	2,500,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	3,247,000	-	3,247,000	-
VAR190007	SMART	Preventive Maintenance	4,148,529	4,148,529	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	1,808,000	1,375,322	-	432,678
VAR190006	SolTrans	Operating Assistance	1,600,000	1,600,000	-	-
VAR190007	SolTrans	Preventive Maintenance	1,001,167	1,001,167	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	932,847	724,136	-	208,711
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,400,000	1,400,000	-	-
NEW	VTA	Signal Improvements Guadalupe	12,607,300	-	12,607,300	-
NEW	VTA	North Yard Tire Awning	320,000	-	320,000	-
SCL050001	VTA	Electric 40' Bus Replacement 2023	26,703,200	23,352,661	-	3,350,539
SCL050002	VTA	Rail Replacement and Rehabilitation	12,133,000	-	12,133,000	-
SCL110099	VTA	Bridge and Structures Repairs FY22/23	192,000	-	192,000	-
SCL150008	VTA	Track Intrusion Abatement FY22/23	407,000	-	407,000	-
SCL170050	VTA	SCADA Control Center & System Replacement	2,280,000	-	2,280,000	-
SCL190026	VTA	HVAC Replacement Project	404,450	-	404,450	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Pisces	3,697,700	-	3,697,700	-
REG090057	WETA	Vessel Engine Injectors Replacement - MV Dorado	117,100	-	117,100	-
REG090057	WETA	Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus	3,601,600	-	3,601,600	-
REG090057	WETA	Vessel Engine Overhaul - MV Carina and MV Peralta	554,800	-	554,800	-
<b>Total Capital Projects</b>			<b>554,784,509</b>	<b>240,246,741</b>	<b>299,849,307</b>	<b>14,688,461</b>
<b>Programmatic Set-Asides</b>						
TBD	TBD	Fixed Guideway Cap Increase	22,990,000	-	22,990,000	-
TBD	TBD	Zero Emission Bus Facilities Program	18,988,124	18,988,124	-	-
<b>Total Programmed</b>			<b>626,779,111</b>	<b>289,251,343</b>	<b>322,839,307</b>	<b>14,688,461</b>
<b>Fund Balance</b>			<b>67,081,957</b>	<b>42,257,652</b>	<b>24,172,231</b>	<b>652,075</b>



FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Projected Apportionments</b>			<b>684,294,742</b>	<b>325,610,252</b>	<b>343,412,309</b>	<b>15,272,181</b>
<b>Previous Year Carryover</b>			<b>67,081,957</b>	<b>42,257,652</b>	<b>24,172,231</b>	<b>652,075</b>
<b>Funds Available for Programming</b>			<b>751,376,699</b>	<b>367,867,904</b>	<b>367,584,540</b>	<b>15,924,255</b>
<b>MTC Debt Service</b>						
REG170023	MTC	Debt Service	-	-	-	-
<b>Lifeline Set-Aside</b>						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
<b>ADA Operating Set-Aside</b>						
VAR210003	AC Transit	ADA Paratransit Assistance	7,050,765	7,050,765	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,542,554	3,542,554	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,910,869	1,910,869	-	-
VAR210003	ECCTA	ADA Operating Assistance	892,778	892,778	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	573,111	573,111	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,089,304	1,089,304	-	-
VAR210003	Napa Vine	ADA Operating Assistance	463,742	463,742	-	-
VAR210003	Petaluma	ADA Set-Aside	108,296	108,296	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,713,356	2,713,356	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	325,972	325,972	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,585,157	5,585,157	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	497,987	497,987	-	-
VAR210003	Union City	ADA Set-Aside	198,055	198,055	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,473,567	5,473,567	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	376,305	376,305	-	-
<b>Total Program Set-asides and Commitments</b>			<b>30,801,818</b>	<b>30,801,818</b>	<b>-</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>720,574,881</b>	<b>337,066,086</b>	<b>367,584,540</b>	<b>15,924,255</b>
<b>Capital Projects</b>						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,945,987	1,945,987	-	-
NEW	AC Transit	Replace (24) Urban Buses - Diesel	10,548,000	2,302,200	-	8,245,800
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail, Way, and Structures Program	17,406,000	-	17,406,000	-
REG090037	BART	Railcar Replacement Program	24,252,859	-	24,252,859	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,500,000	-	11,500,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,100,000	-	1,100,000	-
SM-170010	Caltrain	TVM Project	1,073,000	-	1,073,000	-
NEW	CCCTA	Replace (10) 30ft Urban Buses	7,616,000	6,640,790	-	975,210
NEW	CCCTA	Replacement Vans	177,600	177,600	-	-
SOL110041	Fairfield	Bus Replacement	330,739	-	-	330,739
VAR190006	Fairfield	Operating Assistance	3,747,245	3,747,245	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	5,726,305	376,305	5,350,000	-
NEW	GGBHTD	Replace Conventional OTR Coaches	10,544,000	10,544,000	-	-
NEW	GGBHTD	Replace Conventional OTR Coaches with ZEBs	2,748,000	2,748,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	12,000,000	12,000,000	-	-
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	428,000	428,000	-	-
REG10003	MTC	Bay Area Vanpool Program	6,586,592	6,586,592	-	-
REG170022	MTC	Clipper Next Gen Fare Collection System	3,153,905	3,153,905	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	234,138	31,866	-	202,272
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,841,954	1,841,954	-	-
SON170005	Petaluma	Yard and Facility Improvements	106,443	106,443	-	-
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	55,248,000	55,248,000	-	-
NEW	SamTrans	Replace Paratransit Vehicles	2,420,471	2,420,471	-	-
NEW	SamTrans	Replace 35ft Diesel Buses - Battery	3,860,000	3,860,000	-	-
VAR190006	Santa Rosa	Operating Assistance	1,665,717	1,665,717	-	-
VAR190007	Santa Rosa	Preventive Maintenance	713,879	713,879	-	-

Date: March 23, 2022  
W.I.: 1512  
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Attachment C  
Resolution No. 4510  
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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	18,212,000	-	18,212,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	89,571,273	-	89,571,273	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	34,665,700	34,665,700	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	13,082,666	-	13,082,666	-
SF-95037B	SFMTA	Muni Rail Replacement	6,887,000	-	6,887,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,225,000	-	2,225,000	-
VAR190007	SMART	Preventive Maintenance	4,078,615	4,078,615	-	-
SOL090034	SoITrans	Bus Replacement Alternative Fuel	3,683,200	3,233,492	-	449,708
VAR190007	SoITrans	Preventive Maintenance	1,085,190	1,085,190	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	977,104	760,178	-	216,926
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,450,000	1,450,000	-	-
NEW	VTA	Signal Improvements Guadalupe	4,524,670	-	4,524,670	-
SCL050001	VTA	Electric 40' bus replacement 2024	18,768,000	15,285,583	-	3,482,417
SCL050002	VTA	Rail Replacement and Rehabilitation	8,827,200	-	8,827,200	-
SCL110099	VTA	Bridge and Structures Repairs FY24	680,000	-	680,000	-
SCL170005	VTA	Paratransit Fleet Procurement	1,445,547	1,445,547	-	-
SCL090044	VTA	OCS Rehab & Replacement Program	11,400,000	-	11,400,000	-
SCL150008	VTA	Track Intrusion Abatement FY24	1,452,000	-	1,452,000	-
SCL190026	VTA	HVAC Replacement Project	765,560	-	765,560	-
NEW	Westcat	Revenue Vehicle Replacement	1,115,200	1,115,200	-	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,605,500	-	2,605,500	-
REG090057	WETA	Ferry Major Component Rehabilitation	8,062,400	-	8,062,400	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Taurus	3,929,200	-	3,929,200	-
REG090057	WETA	Vessel Engine Injectors Replacement	222,600	-	222,600	-
REG090067	WETA	Passenger Float Rehabilitation - Oakland Ferry Terminal	2,067,000	-	2,067,000	-
<b>Total Capital Projects</b>			<b>472,898,166</b>	<b>182,365,167</b>	<b>276,629,928</b>	<b>13,903,071</b>
<b>Programmatic Set-Asides</b>						
TBD	TBD	Fixed Guideway Cap Increase	22,990,000	-	22,990,000	-
TBD	TBD	Zero Emission Bus Facilities Program	22,023,752	22,023,752	-	-
<b>Total Programmed</b>			<b>548,713,735</b>	<b>235,190,736</b>	<b>299,619,928</b>	<b>13,903,071</b>
<b>Fund Balance</b>			<b>202,662,964</b>	<b>132,677,168</b>	<b>67,964,612</b>	<b>2,021,184</b>

**Transit Capital Priorities / Transit Capital Rehabilitation Program Notes**

1	Program is based on actual apportionments for FY 2021-22 (except 5339 small UZAs, which are estimates) and estimated apportionments for FYs 2022-23 and 2023-24. Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	AC Transit: \$11,719,686 of AB 664 Bridge Toll funds and \$24,493,576 of BATA Project Savings, for a total of \$36,213,262, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCGP). These FY2021-22 funds will support AC Transit's purchase of 65 40ft urban buses.
3	BART: The program has assumed the need for financing proceeds of approximately \$840,000,000 will be needed for the BART Railcar Replacement Project, starting in FY2021-22, with programming largely limited to debt service. Due to the influx of FTA formula funds from the BIL, there is an opportunity to provide significant pay-go funds in FYs 2021-22, 2022-23, and 2023-24. \$323,931,484 in funds is programmed in May 2022 toward pay-go.
4	VTA: VTA is programmed 5337 funds above its \$8,103,000 fixed guideway cap in each year of the program. The totals above the cap are \$19,440,200 in FY2021-22; \$20,240,750 in FY2022-23, and \$19,546,430 in FY2023-24, totaling \$59,227,380 over the three-year cap total of \$24,309,000 and for a total of \$83,536,380 in fixed guideway programming. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.  VTA is also provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$40,359,250 is waived its \$20,359,250 over the cap. The FY2022-23 bus procurement at \$27,013,510 is waived its \$7,013,510 over the cap.
5	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marín Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (ex.a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART. For FY2021-22, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$4,148,529 to SMART for 5307. For FY2022-23, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$3,969,816 to SMART for 5307. For FY2023-24, \$2,394,574 is available for Sonoma County Transit, \$3,306,792 for Santa Rosa CityBus, and \$4,257,328 for SMART for 5307.
6	SFMTA: SFMTA's FY2021-22 request for \$113,635,101 for light rail vehicle replacement procurement will be partially funded with \$5,000,000 in BATA Project Savings, as committed through MTC Res. 4123. The remaining funds are obligated in the 5337 program.
7	WETA: WETA has opted to reinstate deferred caps from prior years in the proposed program. WETA had previously deferred \$15,313,252 in FG cap funds that is programmed across the three years of the program toward their fixed guideway needs. In FY2023-24, WETA borrows \$160,728 against its FY2024-25 cap of \$6,310,000.
8	SamTrans: SamTrans is provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$26,616,000 is waived its \$6,616,000 over the cap. The FY2022-23 bus procurement at \$36,160,000 is waived its \$16,160,000 over the cap. Finally, the FY2023-24 bus procurement at \$59,108,000 is waived its \$39,108,000 over the cap.
9	Vacaville: Vacaville Transit is programmed \$221,978 in FY2021-22 funds (\$215,296 in 5339 and \$6,682 in 5307) toward their Electric Bus Fleet project, replacing lapsed FY2018-19 5339 funds that were programmed in the FY2020-21 TCP but did not get put into a grant in time.
10	GGBHTD: Golden Gate is programmed \$4,000,000 in FY 2022-23 and \$12,000,000 in FY 2023-24 for the design and construction of a replacement ferry vessel pending required compliance with CARB zero emission regulations. The funds are programmed but will not be entered in to the TIP until finalization of the CARB regulations and design and construction estimates.
11	Petaluma: Petaluma's automatic vehicle location (AVL) equipment request was for \$680,000 in FY2021-22 and \$80,000 in FY2022-23. With only \$67,000 remaining after programming their other requests in FY2021-22, the total request of \$740,000 is programmed FY2022-23.
12	CCCTA (County Connection): CCCTA's FY2021-22 bus procurement request, at \$28,880,000 exceeds the Concord UZA's available funds in that fiscal year by \$1,235,962; thus, that amount is programmed to the bus procurement project in FY2022-23. This request is also granted a waiver of the \$20,000,000 bus replacement cap, waiving its \$8,880,000 over the cap.
13	Vanpool: MTC's vanpool program is funded using 5307 funds for the first time in FY2021-22. The program receives 100% of its expected need, estimated at \$400 per van per month, and going up to \$600 per van per month starting in July 2022. FTA policy guiding vanpool service allows vanpool passenger fares that exceed operating expenses to be re-invested in capital equipment and to be counted toward a recipient's local match requirement. These programming amounts assume the use of this provision. Staff will reevaluate annually.



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W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-C 01/27/16-C  
12/21/16-C 03/22/17-C  
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01/23/19-C 05/22/19-C  
09/25/19-C 07/22/20-C  
04/28/21-C 06/23/21-C  
07/28/21-C 03/23/22-C  
05/25/22-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA’s Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit’s Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program \$23,014,657 in BATA Project Savings funds from SFMTA’s LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

This resolution was revised on March 22, 2017 to program and allocate \$5,248,522 in BATA Project Savings funds to AC Transit and program \$23,040,236 and allocate \$4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

## ABSTRACT

MTC Resolution No. 4169, Revised

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This resolution was revised on December 20, 2017 program and allocate \$20,167,986 in BATA Project Savings funds to AC Transit and program \$83,921,695 and allocate \$8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

This resolution was revised on June 27, 2018 to allocate \$37,270,041 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and de-program \$26,867,000 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2017-18 and update the conditions associated with the programming to reflect the updated amount of BATA Project Savings funds programmed to the project.

This resolution was revised on January 23, 2019 to update the programming conditions on SFMTA's LRV Expansion programming from FY2014-15, program an additional \$24,999,671 and allocate \$59,118,014 to SFMTA's LRV Expansion, and program \$5 million for SFMTA projects to execute a funding exchange for their Central Subway project.

This resolution was revised on May 22, 2019 to deprogram \$5 million and remove a project from SFMTA's programming to reflect changes made in the Transit Capital Priorities Program.

This resolution was revised on September 25, 2019 to allocate \$45,729,959 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove a funding condition related to financing.

This resolution was revised on July 22, 2020 to revise AC Transit's FY2016-17 through FY2019-20 BATA Project Savings programming to match their updated fleet plan, and allocate a total of \$7,890,353 in BATA Project Savings funds to AC Transit (\$3,607,227) and SFMTA (\$4,283,126) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove funding conditions on SFMTA programming related to financing.

This resolution was revised on April 28, 2021 to program and allocate a total of \$10,904,715 in BATA Project Savings funds to AC Transit (\$4,912,063) and SFMTA (\$5,992,652) toward their

## ABSTRACT

MTC Resolution No. 4169, Revised

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Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on June 23, 2021 to extend \$5,248,522 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on July 28, 2021 to program and allocate \$1,845,000 to Solano Transportation Authority for Design Services During Construction on the Solano 80 Express Lanes Project, and to program and allocate \$2,822,000 to BAIFA for the Toll System on the Solano 80 Express Lanes Project, as part of a funding exchange.

This resolution was revised on March 23, 2022 to program and allocate a total of \$34,160,576 in BATA Project Savings funds to AC Transit (\$29,160,576) and SFMTA (\$5,000,000) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on May 25, 2022 to correct AC Transit's FY 2021-22 allocation, de-allocating \$4,667,000, to reflect a July 2021 funding exchange with the OBAG 2 program.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, September 4, 2019, July 8, 2020, April 14, 2021, June 9, 2021, July 14, 2021, March 9, 2022, and May 11, 2022.

Date: January 28, 2015  
W.I.: 1511  
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4169

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

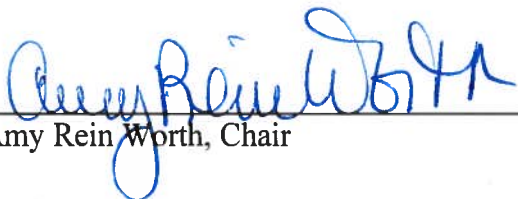
WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

Date: January 28, 2015  
W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-C 01/27/16-C  
12/21/16-C 03/22/17-C  
12/20/17-C 06/27/18-C  
01/23/19-C 05/22/19-C  
09/25/19-C 07/22/20-C  
04/28/21-C 07/28/21-C  
03/23/22-C

Attachment A  
Resolution No. 4169  
Page 1 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

**FY2014-15 Program of Projects**

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	This programming counts toward MTC share of replacment LRVs.
<b>Total FY2014-15 Programming:</b>		<b>34,118,343</b>	

**FY2015-16 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell		
	Purchase 10 double-decker diesel buses		
<i>Total AC Transit Programming</i>		<i>24,922,916</i>	
<b>Total FY2015-16 Programming:</b>		<b>24,922,916</b>	

**FY2016-17 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 36 Coach Buses (MCIs)		
<i>Total AC Transit Programming</i>		<i>5,248,522</i>	
SFMTA Projects			
	Replacement of 60' Trolley Coaches		
<i>Total SFMTA Programming</i>		<i>12,967,639</i>	
<b>Total FY2016-17 Programming:</b>		<b>18,216,161</b>	

**FY2017-18 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 40-ft Urban Buses		
<i>Total AC Transit Programming</i>		<i>16,560,759</i>	
SFMTA Projects			
	Replacement of 40-ft Trolley Coaches		
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
<i>Total SFMTA Programming</i>		<i>79,638,569</i>	
<b>Total FY2017-18 Programming:</b>		<b>96,199,328</b>	

Date: January 28, 2015  
W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-C 01/27/16-C  
12/21/16-C 03/22/17-C  
12/20/17-C 06/27/18-C  
01/23/19-C 05/22/19-C  
09/25/19-C 07/22/20-C  
04/28/21-C 07/28/21-C  
03/23/22-C

Attachment A  
Resolution No. 4169  
Page 2 of 3

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

**FY2018-19 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 50 40-ft buses		
	<i>Total AC Transit Programming</i>	<i>2,321,181</i>	
SFMTA Projects			
	Fleet Expansion - LRV Purchase		Note: \$24,999,671 programmed in January 2019. Programming counts toward MTC share of replacement LRVs.
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	<i>Total SFMTA Programming</i>	<i>27,452,111</i>	
<b>Total FY2018-19 Programming:</b>		<b>29,773,292</b>	

**FY2019-20 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Preventive Maintenance		
	<i>Total AC Transit Programming</i>	<i>1,286,046</i>	
SFMTA Projects			
	Muni Rail Replacment		
	40-ft Motor Coach Midlife Overhaul		
	<i>Total SFMTA Programming</i>	<i>1,830,686</i>	
<b>Total FY2019-20 Programming:</b>		<b>3,116,732</b>	

**FY2020-21 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (50) 40ft Urban Buses - Diesel		
	<i>Total AC Transit Programming</i>	<i>4,912,063</i>	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	<i>5,992,652</i>	
<b>Total FY2020-21 Programming:</b>		<b>10,904,715</b>	

Date: January 28, 2015  
W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-C 01/27/16-C  
12/21/16-C 03/22/17-C  
12/20/17-C 06/27/18-C  
01/23/19-C 05/22/19-C  
09/25/19-C 07/22/20-C  
04/28/21-C 07/28/21-C  
03/23/22-C 05/25/22-C

Attachment A  
Resolution No. 4169  
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PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

**FY2021-22 Program of Projects**

Operator	Project	Amount	Conditions
Solano Transportation Authority	Solano 80 Express Lanes - Design Services During Construction		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	<i>Total STA Programming</i>	<i>1,845,000</i>	
BAIFA	Solano 80 Express Lanes - Toll System		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	<i>Total BAIFA Programming</i>	<i>2,822,000</i>	
AC Transit Projects			
	Replace (25) Urban Buses - Fuel Cell	11,980,314	
	Replace (17) 40ft Urban Buses - BEB	9,472,750	
	Replace (23) 40ft Urban Buses - Diesel	3,040,512	
	<i>Total AC Transit Programming</i>	<i>24,493,576</i>	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	<i>5,000,000</i>	
<b>Total FY2021-22 Programming:</b>		<b>34,160,576</b>	



Date: January 28, 2015

W.I.: 1511

Referred by: PAC

Revised: 01/27/16-C 03/22/17-C  
12/20/17-C 06/27/18-C  
01/23/19-C 09/25/19-C  
07/22/20-C 04/28/21-C  
06/23/21-C 07/28/21-C  
03/23/22-C 05/25/22-C

Attachment B  
Resolution No. 4169  
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### ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	16,560,759	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
SFMTA	Projects Listed on Attachment A	6/27/2018	37,270,041	18-4169-03	See Notes below
SFMTA	Projects Listed on Attachment A	1/23/2019	59,118,014	19-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	9/25/2019	45,729,959	20-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	7/22/2020	3,607,227	21-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	7/22/2020	4,283,126	21-4169-02	See Notes below
SFMTA	Light Rail Vehicle Replacement	4/28/2021	5,992,652	21-4169-03	See Notes below
AC Transit	Replace (50) 40ft Urban Buses -Diesel	4/28/2021	4,912,063	21-4169-04	See Notes below
STA	Solano 80 Express Lanes - DSDC	7/28/2021	1,845,000	22-4169-01	See Notes below
BAIFA	Solano 80 Express Lanes - Toll System	7/28/2021	2,822,000	22-4169-02	See Notes below
AC Transit	FY22 Projects Listed on Attachment A	3/23/2022	24,493,576	22-4169-03	See Notes below
SFMTA	Light Rail Vehicle Replacement	3/23/2022	5,000,000	22-4169-04	See Notes below
<b>Total Allocations:</b>			<b>251,412,063</b>		

**Notes:**

- 1 Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.
- 2 Allocation 17-4169-01 shall be extended to 6/30/2022 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 9, 2021 for detail.
- 3 Allocations 22-4169-01 and 22-4169-02 are a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County. See PAC memo dated July 14, 2021 for more detail.
- 4 Technical correction made on 8/12/2021 to correct amounts to match Attachment A which were transposed in Attachment B for allocations 21-4169-03 and 21-4169-04.