

**Metropolitan Transportation Commission
Programming and Allocations Committee**

March 9, 2022

Agenda Item 3b - 22-0275

**MTC Resolution Nos. 4510, 4513, and 4169, Revised. Transit Capital Priorities Program
FY2021-22 – FY2023-24**

Subject:

Programming of \$1.4 billion in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings 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.

Background:

This item proposes to program \$1.4 billion in Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities Funds; AB 664 Bridge Toll Funds; and BATA Project Savings 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.

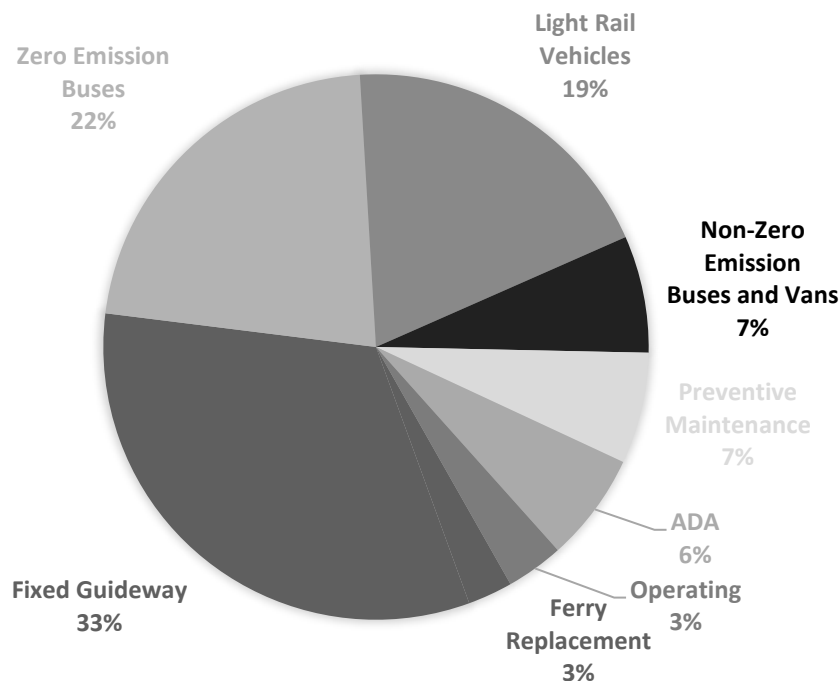
This month's proposed programming is an initial action focused on the highest-scoring transit state of good repair projects per the TCP Policy, including fixed guideway projects limited to previously established funding caps. The Bipartisan Infrastructure Law (BIL), which replaced the FAST Act, incorporates significantly higher funding levels for transit, particularly in the Section 5307 program (30% increase) and Section 5337 program (50% increase). After this action, an unprogrammed balance of \$647 million over three years will remain for Commission action in the coming months. This strategy will allow transit operators to move forward with essential state of good repair and replacement projects, while allowing for more regional policy discussion on the potential uses for the funding increase. The remainder of this item further details this month's proposed programming, and discusses considerations for the unprogrammed balance, including meeting MTC's commitment to the BART Car Replacement project and other opportunities to fund projects that have traditionally been difficult to fund through the TCP,

and/or to fund TCP projects at higher levels. In addition to today's programming recommendations, staff is seeking direction today on a framework for future proposals.

Overall, this first tranche covers major funding needs for several of the Bay Area's highest priority transit state of good repair capital projects, provides support and flexibility for operators in an uncertain economic climate, and supports MTC's Core Capacity Challenge Grant Program (CCCCGP) commitments (MTC Resolution No. 4123, Revised). Major investments include vehicle replacements, including zero-emission buses, and fixed guideway state of good repair projects. These investments are described in greater detail in Attachment A.

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.

Baseline TCP Program FYs 2021-22 through 2023-24: Programming Share by Category



Length of Program

Staff proposes programming a partial three-year program for FYs 2021-22 through 2023-24 to provide operators certainty in their planning for the next three years, balanced with the need for flexibility in the out-years of the BIL (which is in place for FYs 2021-22 through 2025-26). The program is guided by the TCP policy, with amendments brought to the Commission for consideration as appropriate.

Policy Considerations and Unprogrammed Balances

The proposed program leaves an estimated unprogrammed balance of \$647 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 and Financing vs. Pay-go

A critical component of the discussion on unprogrammed balances relates to financing of the BART Car Replacement program backed by FTA formula funds, for which MTC received a Letter of No Prejudice (LONP) from FTA. Financing to fully fund the 775 replacement BART cars will require approval by the Bay Area Infrastructure Financing Authority (BAIFA), and the funding sources for debt service are limited to Section 5307 and Section 5337 funds in the San Francisco-Oakland, Concord, and Antioch Urbanized Areas (UZAs). Delays in the production and acceptance of new BART cars have pushed back the need for financing, instead 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. Annual debt service payments of approximately \$40 million had been included in the proposed program, reflective of that approach. 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 significant pay-go funding directly to the BART Car Replacement project in addition to financing, reducing the amount of interest expense required to be paid from the TCP program. These interest savings could instead be put directly onto transit projects in the coming years. Compared to an all-in financing deal to deliver MTC's full commitment to the project up front, a nimbler combination of pay-go and near-term lines of credit that meets BART's cash flow needs could save the region over \$250 million in financing costs.

In balancing the desire to reduce financing costs with the opportunity to pursue other critical transit capital needs as afforded by BIL funding, staff recommends the Commission pursue an approach that, for the next two years, invests heavily in pay-go for the BART Car Replacement project but allows for additional targeted investments, and in outer years of the BIL, continues and expands a focus on those additional investments.

Additional Programming Opportunities

In addition to the BART Car Replacement pay-go discussion, there are many programming options for this balance and for positioning the program within the context of federal, state, and regional programs and priorities. Guiding principles for the program's overall scope moving forward could include maintaining commitment to funding score-16 projects; expanding available funding for fixed guideway projects; leveraging new funding availability for zero-emission buses (ZEBs) and associated facility improvements; utilizing available funding sources to deliver projects on time (via fund swap or other arrangement); supplementing regional transit priorities; and maintaining flexibility in uncertain times. In discussions with operators through the Transit Finance Working Group, staff has heard strong support for an increase to the fixed guideway caps, and for funding bus infrastructure.

Some of these policy options would require amendments to the TCP Process and Criteria, which would be brought concurrently with proposed programming, such as increased fixed guideway funds.

Staff is requesting direction from the Commission to pursue pay-go on the BART Car Replacement project with the majority of eligible unprogrammed balances for the FY2021-22 and FY2022-23 TCP program of projects, and to further refine options for Commission consideration in the coming months of remaining program balances, with a focus on fixed guideway and zero-emission/bus infrastructure.

Below is a table illustrating the estimated apportionments across the five years of the BIL; the programming proposed to the Commission today; and the potential policy priorities for how the remaining available balance could be utilized.

FYs 2021-22 through 2025-26 Estimated Apportionments, Programming, and Balance						
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
TCP Apportionments ¹	\$658	\$668	\$684	\$697	\$707	\$3,413
TCP Programming (3/2022) ²	\$472	\$410	\$481	TBD	TBD	TBD
Available Balance and Potential Priorities	\$186	\$258	\$203	TBD	TBD	TBD
<i>BART Car Pay-Go³</i>	<i>\$116</i>	<i>\$168</i>	<i>\$24</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>
<i>Fixed Guideway Cap Increase/ZEB Infrastructure⁴</i>	<i>\$43</i>	<i>\$43</i>	<i>\$43</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>
<i>Other Policy Priorities⁵</i>	<i>\$27</i>	<i>\$47</i>	<i>\$136</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>

1. Estimated apportionments based on national FTA funding levels in BIL.
2. Proposed initial three-year program for action this month.
3. For FY22 and FY23, illustrative programming represents BART Replacement Car-eligible apportionments minus baseline programming (note 2) and additional programming opportunities (note 4). For FY24, programming represents BART's anticipated actual cash flow need.
4. Illustrative programming example that would increase fixed guideway cap by 20% and provide \$20 million annually for zero emission/bus infrastructure.
5. 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.

In summary, staff is recommending the following:

1. March 2022 approval of the baseline program to allow operators to purchase vehicles and make state of good repair investments related to fixed guideway and other TCP Score 16 projects.

2. Return to the Committee in the coming months to program additional TCP funds to execute the strategy outlined above:
 - a. Fund additional replacement BART cars from the formula funds thus reducing the amount of financing needed and future interest costs.
 - b. Additionally, program FG increases and ZEB to fund key investments.
3. 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 to the regional Transportation Improvement Program (TIP) as applicable, or in proposed TIP amendments starting next month.

Issues:

None.

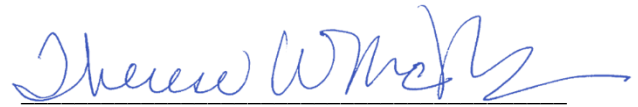
Recommendation:

Staff recommends referral of MTC Resolution Nos. 4510; 4513; and 4169, revised to the Commission for approval, and regarding unprogrammed balances, Commission direction to staff to pursue pay-go on the BART Car Replacement project for FYs 2021-22 and 2022-23, and return to this Committee in the coming months with detailed options for combinations of BART Car Replacement pay-go funding, financing costs, and other focuses such as fixed guideway state of good repair and zero-emission/bus infrastructure.

Attachments:

Attachment A: TCP FY2021-22 – FY2023-24 Programming Detail

MTC Resolution Nos. 4510; 4513; and 4169, revised

A handwritten signature in blue ink, reading "Therese W. McMillan", is positioned above a horizontal line.

Therese W. McMillan

Attachment A: TCP FYs 2021-22 through 2023-24 Programming Detail

Subject:

This supplemental memo provides additional detail and background on the programming of \$1.4 billion in FTA Formula Revenues, AB 664 Bridge Tolls, and BATA Project Savings for FYs 2021-22 through 2023-24.

Background:

Process

The TCP program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement the other MTC funding programs.

The FYs 2021-22 through 2023-24 program includes a set-aside for ADA Operating Assistance (\$90.2 million) funded from FTA Section 5307, and Capital Project Funding (\$1.3 billion), which is funded from FTA Sections 5307, 5337, and 5339, and bridge toll funds. These capital projects include existing fixed guideway caps and score-16 programming, or a “baseline” program, to provide operators the certainty of funding those essential projects while leaving a balance of \$647.0 million to be programmed at a later date.

The project list was developed based on transit operator responses to a five-year call for projects issued by MTC in 2020. Projects meeting the TCP criteria were included in the proposed program based on the TCP project score and UZA eligibility, subject to funding availability. TCP programming reflects the Commission’s priorities in Plan Bay Area, with an emphasis on vehicle replacement and fixed guideway infrastructure state of good repair.

Major Investments

The proposed program includes funding for several major regional priority projects, including the BART’s railcar replacement program; SFMTA light rail vehicle replacements; and major fleet replacements for the San Mateo County Transit District (SamTrans), AC Transit, and the Santa Clara Valley Transportation Authority (VTA). Several projects are highlighted below.

BART Railcar Replacement: Pending Commission direction, BART will receive approximately \$310.0 million over three years as direct pay-go to the project, in order to reduce overall financing costs to the region. This funding will be heavily loaded in FY22 and FY23, for project cash flow needs in FY23 and FY24, respectively. This pay-go investment will still require financing to meet project cash flow needs in FY23 and FY24.

SFMTA: Light Rail Vehicle Procurement: SFMTA will receive a total of \$265.5 million in 5307 and 5339 funds over three years, plus \$5.0 million in BATA Project Savings in FY 2021-22, toward Light Rail Vehicle Replacement, for a total of \$270.5 million obligated to the project. This light rail vehicles procurement will replace vehicles at the end of their useful life, maintaining system state of good repair; the project was previously committed through the CCCGP.

SamTrans Replacement Electric Vehicles: \$121.9 million is programmed across the span of the program to SamTrans's bus replacement program, a notable investment in ZEBs for the region. SamTrans will transition 135 buses from diesel to battery electric buses.

VTa Replacement Vehicles: \$91.1 million is programmed for VTA's ninety-five bus replacements. VTA will replace sixty-one buses that have reached the end of their useful life with electric buses, and the remaining thirty-four with hybrid bus technology.

AC Transit Replacement Vehicles: AC Transit will receive approximately \$85.9 million, a combination of FTA funds (\$45.0 million in 5307 and 5339 funds across three years) and MTC bridge toll funds (\$40.9 million in AB664 and BATA Project Savings in FY 2021-22), for the replacement of 112 buses from various sub-fleets that have reached the end of their useful life. Sixty-five of these buses will be either battery electric or hydrogen fuel cell buses, representing a major investment toward the transition to zero-emission buses.

CCCTA (County Connection) Replacement Vehicles: \$28.8 million is programmed to CCCTA in FYs 2021-22 and 2022-23 for the replacement of forty diesel buses that have reached the end of their useful life. Half of these buses will be replaced with zero-emission fuel cell buses.

GGBHTD Replacement Vehicles: \$22.7 million is programmed to GGBHTD in FY 2023-24 for the replacement of twenty-three diesel buses that have reached the end of their useful life. They will be replaced with a mix of diesel and zero-emission battery electric buses.

WETA Ferry Vessel Replacement – MV Mare Island: \$21.2 million is programmed to WETA in FY 2021-22 for the replacement of the ferry MV Mare Island, which was put in to service in 1997. The new ferry will be used in WETA's North Bay (Vallejo) service.

Zero-Emission Buses

The TCP will be a critical piece of the region's transition to a zero-emission bus (ZEB) fleet, as required by California Air Resources Board's Innovative Clean Transit rule. For large operators (100 or more buses in maximum service) bus purchases starting in 2023 must be 25% zero-emission, ramping up to 100% by 2029. For small operators (fewer than 100 buses in maximum service) bus purchases starting in 2026 must be 25% zero-emission, also ramping up to 100% by 2029. (Certain credits for existing/early purchase ZEBs, and allowances for ZEB market availability apply.) As detailed above, many operators are getting an early start on the ZEB transition through upcoming replacements. Of the 455 replacement buses and vehicles being funded through this proposed three-year program, 317 (70%) are zero-emission, totaling over \$308 million in federal/TCP share. These ZEBs are a mix of battery-electric buses (78% of the ZEBs) and hydrogen fuel cell buses (22%). The non-ZEBs are a mixture of diesel and hybrid diesel buses. While the TCP bus/van pricelist includes ZEBs, which are still significantly more expensive than non-ZEBs, substantial additional funding is needed to address related infrastructure needs. The \$308.8 million invested in this program is only a fraction of the billions needed for this transition.

AB 664 and BATA Project Savings

Bridge tolls that complement the TCP program via the CCCGP have been included for SFMTA and AC Transit, as discussed above. A total of \$18.6 million in AB 664 funds and \$5.0 million in BATA Project Savings are programmed for FYs 2021-22 through 2023-24. AB 664 and BATA Project Savings programming and allocations are outlined in MTC Resolutions Nos. 4513 and 4169, respectively.

\$6.9 million (\$2.3 million per year) in AB 664 funds will be made available to eligible operators for local match when staff returns to the Commission to program outstanding TCP balances in the coming months.

Other Notable Items and Issues

Fixed Guideway Cap: Each fixed guideway (FG) operator has an FG cap based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap. In an attempt to better align FG needs and FG cap programming, in the call for projects for a multi-year program, operators could request more than their annual cap in a particular year if the increase is offset by a lower request in another year.

WETA has opted to reinstate deferred caps from prior years in the proposed program. WETA had previously deferred \$15.3 million in FG cap funds that is programmed across the three years of the program toward their fixed guideway needs. In FY2023-24, WETA borrows \$0.2 million against its FY2024-25 cap.

VTA Fixed Guideway Cap Waiver: VTA requested a total of \$148.3 million in funds across FYs 2021-22 through 2023-24, including \$83.5 million for FG infrastructure rehabilitation projects that are subject to the FG project caps specified in the TCP policy. These include replacement or rehabilitation of light rail track, crossovers, switches and other train control equipment, and traction power systems. The \$83.5 million figure represents the remaining amount of fixed-guideway eligible requests in the San Jose UZA, after funding 1/3 of Caltrain's high-scoring needs (the TCP policy incorporates a Caltrain Joint Powers Board agreement that Caltrain's TCP projects are funded 2/3 from the San Francisco-Oakland UZA, and 1/3 from the San Jose UZA). In the proposed program, both conditions have been met, with funds left over. Across FYs 2021-22 through 2023-24, VTA's FG cap is \$24.3 million (\$8.1 million per year), so VTA's request exceeds the cap by \$59.2 million. VTA staff requested that MTC waive the cap and program an additional \$55.9 million for the requests above the cap. Given VTA's unique situation, with access to relatively large amounts of Section 5337 State of Good Repair funding, staff will continue to work with VTA to identify strategies for ensuring that its future fleet needs can be

met through the TCP. After meeting VTA's fixed guideway requests, \$60.5 million remains unprogrammed in the San Jose UZA for 5337-eligible projects.

Project Cap Waivers: Both SamTrans and VTA are granted waivers over the bus replacement project cap of \$20.0 million per year, as funds are available to cover the full requests. For SamTrans, the FY2021-22 bus procurement at \$26.6 million is waived its \$6.6 million over the cap; the FY2022-23 bus procurement at \$36.2 million is waived its \$16.2 million over the cap; and finally, the FY2023-24 bus procurement at \$59.1 million is waived its \$39.1 million over the cap. For VTA, the FY2021-22 bus procurement at \$45.6 million is waived its \$25.6 million over the cap and the FY2022-23 bus procurement at \$27.0 million is waived its \$7.0 million over the cap.

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 (e.g., 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.

In general, SMART will use TCP funds for preventive maintenance, Santa Rosa CityBus will fund a combination of replacement buses, operating assistance, and preventive maintenance, and Sonoma County Transit will fund a combination of replacement buses and preventive maintenance. For FY2021-22, \$2,285,404 is available to Sonoma County Transit, \$3,156,034 to Santa Rosa CityBus, and \$3,884,548 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 \$4,078,615 for SMART for 5307.

GGBHTD Replacement Ferry – CARB Compliance: GGBHTD: Golden Gate is programmed \$4 million in FY 2022-23 and \$12 million 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.

Replacing Lapsed Funds with Current: Vacaville Transit is programmed \$0.2 million in FY2021-22 funds 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.

ECCTA (Tri-Delta) Funds Repayment: In September 2019, ECCTA exercised the Cost Effective Bus Procurement element of the TCP Policy on their bus replacement projects, directing 50% of the \$0.5 million of FY19 5339 funds to the Oakley Park & Ride Project. The balance of 5339 funds (\$0.3 million), in addition to \$1 million of FY18 5339 funds programmed to a fare collection project was reprogrammed to the same Oakley Park & Ride Project, consistent with the Capital Exchange element of the TCP Policy. In FY 2022-23, ECCTA repays the region by reducing the eligibility of their bus replacement project for TCP funds by the same amount (\$1.3 million).

Vanpool Program: MTC's vanpool program is funded using 5307 funds for the first time in FY2021-22, and for a total of \$8.8 million over three years, based on the program's estimated Section 5307 apportionment generation. The program receives 100% of its expected need, estimated at \$400 per van per month. 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.

Unprogrammed Balances: The proposed program leaves an unprogrammed balance of \$647.0 million, with \$366.4 million unprogrammed in Section 5307, \$278.6 million unprogrammed in Section 5337, and \$2.0 million unprogrammed in Section 5339 funds. These balances span several urbanized areas and are largely representative of the impact of the BIL's increased funding levels on the TCP.

Emergency Flexibility and Relief Funds

The TCP policy continues to include the emergency flexibility option in place for operators to request operating assistance or preventive maintenance funding due to pandemic-caused shortfalls, subject to the Policy's Principles for Redirecting Funds to Transit Operations. Potentially due to the influx of federal relief funds from CARES, CRRSAA, and ARP, no operators have requested to use the emergency flexibility in the current program. Several operators in small UZAs – Fairfield, Napa Vine, Santa Rosa, SolTrans, and Vacaville – make use of operating assistance as traditionally permitted by the program.

Next Steps

Staff plan to return to the Commission with programming principles, proposed programming of remaining balances, and, if needed, 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.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC

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

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

Date: March 23, 2022
W.I.: 1512
Referred By: PAC

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

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.

Date: March 23, 2022
W.I.: 1512
Referred by: PAC

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
		<i>Actual Apportionments</i>	655,264,466	310,765,476	330,258,420	14,240,570
		<i>Previous Year Carryover</i>	3,059,533	2,449,917	-	609,616
		<i>Funds Available for Programming</i>	658,323,999	313,215,393	330,258,420	14,850,186
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	3,580,439	3,580,439	0	0
ADA Operating Set-Aside						
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	-	-
		<i>Total Program Set-asides and Commitments</i>	32,980,182	32,980,182	-	-
		<i>Funds Available for Capital Programming</i>	625,343,817	280,235,211	330,258,420	14,850,186
Capital Projects						
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	-
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 40ft Diesel Buses - Fuel Cell	19,856,000	18,946,664	-	909,336
NEW	CCCTA	Replace 40ft Diesel Buses - Diesel	7,788,038	7,788,038	-	-
SOL110041	Fairfield	Bus Replacement	308,398	-	-	308,398
VAR190006	Fairfield	Operating Assistance	3,452,013	3,452,013	-	-
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	1,534,000	1,534,000	-	-
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	25,805,428	-	810,572
NEW	SamTrans	Replace Paratransit Vehicles	3,845,520	3,845,520	-	-
NEW	Santa Rosa	Replace (2) 40' Diesel Buses - Electric	1,444,471	555,526	-	888,945
VAR190006	Santa Rosa	Operating Assistance	1,601,036	1,601,036	-	-
VAR190007	Santa Rosa	Preventive Maintenance	356,229	356,229	-	-

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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	3,884,548	3,884,548	-	-
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	687,185	-	202,273
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,300,000	1,300,000	-	-
SOL210004	Vacaville	Electric Bus Fleet	221,978	6,682	-	215,296
NEW	VRTA	Hybrid and Electric Bus Replacement 2022	45,598,000	42,350,815	-	3,247,185
NEW	VRTA	North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T	1,640,000	-	1,640,000	-
NEW	VRTA	Network Switch Replacement/Upgrade	3,680,000	-	3,680,000	-
NEW	VRTA	Axle Press Replacement	1,736,300	-	1,736,300	-
SCL050002	VRTA	Rail Replacement and Rehabilitation	6,876,000	-	6,876,000	-
SCL090044	VRTA	OCS Rehab & Replacement Program	13,120,000	-	13,120,000	-
SCL150008	VRTA	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	-
Total Capital Projects			439,123,161	166,776,628	258,141,015	14,205,519
Total Programmed			472,103,343	199,756,809	258,141,015	14,205,519
Fund Balance			186,220,656	113,458,583	72,117,405	644,667

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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
		<i>Actual Apportionments</i>	667,985,722	317,287,826	336,004,067	14,693,829
		<i>Previous Year Carryover</i>	186,220,656	113,458,583	72,117,405	644,667
		<i>Funds Available for Programming</i>	854,206,378	430,746,410	408,121,472	15,338,496
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	3,580,439	3,580,439	-	-
ADA Operating Set-Aside						
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	-	-
		<i>Total Program Set-asides and Commitments</i>	33,596,917	33,596,917	-	-
		<i>Funds Available for Capital Programming</i>	820,609,461	397,149,492	408,121,472	15,338,496
Capital Projects						
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	-
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 40ft Diesel Buses - Fuel Cell	1,235,962	1,235,962	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	1,499,729	568,757	-	930,972
SOL110041	Fairfield	Bus Replacement	2,818,214	2,500,000	-	318,214
VAR190006	Fairfield	Operating Assistance	1,027,068	1,027,068	-	-
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	-	-
NEW	MCTD	MCTD: Replace one(1) Shuttle Vehicle	94,400	94,400	-	-

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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
REG10003	MTC	Bay Area Vanpool Program	3,252,000	3,252,000	-	-
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	699,881	699,881	-	-
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	3,969,816	3,969,816	-	-
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	1,168,030	1,168,030	-	-
VAR190006	Vacaville	Operating Assistance	1,400,000	1,400,000	-	-
NEW	MTA	Signal Improvements Guadalupe	12,607,300	-	12,607,300	-
NEW	MTA	North Yard Tire Awning	320,000	-	320,000	-
SCL050001	MTA	Electric 40' Bus Replacement 2023	26,703,200	23,352,661	-	3,350,539
SCL050002	MTA	Rail Replacement and Rehabilitation	12,133,000	-	12,133,000	-
SCL110099	MTA	Bridge and Structures Repairs FY22/23	192,000	-	192,000	-
SCL150008	MTA	Track Intrusion Abatement FY22/23	407,000	-	407,000	-
SCL170050	MTA	SCADA Control Center & System Replacement	2,280,000	-	2,280,000	-
SCL190026	MTA	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	-
Total Capital Projects			376,133,107	140,941,089	220,505,598	14,686,421
Total Programmed			409,730,025	174,538,006	220,505,598	14,686,421
Fund Balance			444,476,353	256,208,404	187,615,874	652,075

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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
		Actual Apportionments	684,294,742	325,610,252	343,412,309	15,272,181
		Previous Year Carryover	444,476,353	256,208,404	187,615,874	652,075
		Funds Available for Programming	1,128,771,095	581,818,656	531,028,183	15,924,255
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	3,580,439	3,580,439	-	-
ADA Operating Set-Aside						
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	-	-
		Total Program Set-asides and Commitments	34,382,257	34,382,257	-	-
		Funds Available for Capital Programming	1,094,388,838	547,436,399	531,028,183	15,924,255
Capital Projects						
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	-
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	9,056,000	8,080,790	-	975,210
NEW	CCCTA	Replacement Vans	177,600	177,600	-	-
SOL110041	Fairfield	Bus Replacement	330,739	-	-	330,739
VAR190006	Fairfield	Operating Assistance	3,622,837	3,622,837	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	5,726,305	376,305	5,350,000	-
MRN150014	GGBHTD	Ferry Vessel Major Components	-	-	-	-
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	3,985,000	3,985,000	-	-
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	-	-

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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	SolTrans	Bus Replacement Alternative Fuel	3,683,200	3,233,492	-	449,708
VAR190007	SolTrans	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	MTA	Signal Improvements Guadalupe	4,524,670	-	4,524,670	-
SCL050001	MTA	Electric 40' bus replacement 2024	18,768,000	15,285,583	-	3,482,417
SCL050002	MTA	Rail Replacement and Rehabilitation	8,827,200	-	8,827,200	-
SCL110099	MTA	Bridge and Structures Repairs FY24	680,000	-	680,000	-
SCL170005	MTA	Paratransit Fleet Procurement	1,445,547	1,445,547	-	-
SCL090044	MTA	OCS Rehab & Replacement Program	11,400,000	-	11,400,000	-
SCL150008	MTA	Track Intrusion Abatement FY24	1,452,000	-	1,452,000	-
SCL190026	MTA	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	-
Total Capital Projects			447,359,307	181,079,167	252,377,069	13,903,071
Total Programmed			481,741,564	215,461,424	252,377,069	13,903,071
Fund Balance			647,029,531	366,357,232	278,651,114	2,021,184

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on estimated apportionments. 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 \$29,160,576 of BATA Project Savings, for a total of \$40,880,262, 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. The programming being adopted in March 2022 does not include any programming for the project or debt service; staff will return to program funding to pay-go and/or debt service for financing in order to meet the project's cash flow needs.
4	<p>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.</p> <p>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.</p>
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, \$2,285,404 is available to Sonoma County Transit, \$3,156,034 to Santa Rosa CityBus, and \$3,884,548 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 \$4,078,615 for SMART for 5307.
6	SFMTA: SFMTA's FY2021-22 request for \$113,635,101for 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 \$38,000 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. 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.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4513

This resolution establishes the program of projects and allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY 2021-22. The programming and allocation for FY2021-22 for AC Transit is consistent with the Transit Capital Priorities (TCP) Program (MTC Res. No. 4510) and the Core Capacity Challenge Grant Program (MTC Res. No. 4123). This resolution will be updated to provide matching funds to eligible East Bay and West Bay operators concurrent with full programming of the FY2021-22 TCP Program.

This Resolution includes the following attachments:

Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FY2021-22

Attachment B – Allocation of AB 664 Net Bridge Toll Revenues FY 2021-22

Further discussion of the allocation and programming of AB 664 Bridge Toll Revenue is contained in the Programming and Allocations Committee summary sheet dated March 9, 2022.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC

RE: AB 664 Net Bridge Toll FY 2021-22 Program of Projects and Allocations

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4513

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, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operation public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2021-22 for the projects and purposes set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be

it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY 2021-22 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment B to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2021-22 Program				
			East Bay	West Bay
	Revenue Projections		13,319,686	700,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		13,319,686	700,000
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
<i>AC Transit Core Capacity Projects</i>				
AC Transit	Replace (25) Urban Buses - Fuel Cell	\$ 5307/5339	11,719,686	
	<i>Subtotal - Core Capacity projects</i>		11,719,686	-
	Total Amount Programmed to AC Transit		11,719,686	-
Fund Balance			1,600,000	700,000

Notes:

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2021-2022

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
22-4513-01/5850	AC Transit	Replace (25) Urban Buses - Fuel Cell	\$11,719,686		3/23/2022
					Grand Total
Total Allocations			\$11,719,686	\$0	\$11,719,686

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 06/23/21-C
07/28/21-C 03/23/22-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

Page 2

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

Page 3

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.

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, and March 9, 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

A handwritten signature in blue ink, appearing to read "Amy Rein Worth", is written over a horizontal line.

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.
Total FY2014-15 Programming:		34,118,343	

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>	
Total FY2015-16 Programming:		24,922,916	

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>	
Total FY2016-17 Programming:		18,216,161	

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>	
Total FY2017-18 Programming:		96,199,328	

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>	
Total FY2018-19 Programming:		29,773,292	

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>	
Total FY2019-20 Programming:		3,116,732	

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>	
Total FY2020-21 Programming:		10,904,715	

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 3 of 3

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	14,139,750	
	Replace (23) 40ft Urban Buses - Diesel	3,040,512	
	<i>Total AC Transit Programming</i>	<i>29,160,576</i>	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	<i>Total SFMTA Programming</i>	<i>5,000,000</i>	
Total FY2021-22 Programming:		38,827,576	

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

Attachment B
Resolution No. 4169
Page 1 of 1

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	29,160,576	22-4169-03	See Notes below
SFMTA	Light Rail Vehicle Replacement	3/23/2022	5,000,000	22-4169-04	See Notes below
Total Allocations:			256,079,063		

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.