

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 12, 2023

Agenda Item 3a - 23-0467

**MTC Resolution No. 4510, Revised.
Transit Capital Priorities Policy and Program FYs 2021-22 - 2023-24**

Subject:

Update of Transit Capital Priorities (TCP) program; including updates to FYs 2021-22 through 2023-24 programming, and amending FY 2022-23 programming to include updated fixed guideway cap programming and the Zero-Emission Bus (ZEB) Infrastructure Set-Aside.

Background:

This item proposes updates to the FYs 2021-22 through 2023-24 programming of Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair Funds, and 5339 Bus and Bus Facilities Funds 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.

Updates to FYs 2021-22 through 2023-24 Programming

Major programming updates are proposed in FYs 2022-23 and 2023-24. SFMTA and Caltrain have requested programming changes for railcar procurements that affect both the current program and anticipated future year programming. SFMTA requests that FY 2024-25 and 2025-26 FTA funds anticipated as part of the Core Capacity Challenge Grant Program be advanced to FY 2023-24 due to cashflow needs relative to FTA grant timing for the Light Rail Vehicle (LRV) Replacement Project. Caltrain requests new funding for Railcar Replacement. Accommodating these needs will require a reduction in pay-go for the BART Railcar Replacement program, and, accordingly, an increase in projected financing.

Current Project Programming (\$ millions)	Current Program		Future Anticipated Programming			Total
	FY 23	FY 24	FY 25	FY 26	FY 27	
SFMTA LRV Replacement	67.3	89.6	153.5	79.3	-	389.8
BART Railcars Pay-Go	175.5	24.3	-	-	-	199.7
Caltrain Railcar Replacement	-	-	-	-	-	-

Proposed Project Programming (\$ millions)	Current Program		Future Anticipated Programming			Total
	FY 23	FY 24	FY 25	FY 26	FY 27	
SFMTA LRV Replacement	67.3	205.2	117.3	-	-	389.8
BART Railcars Pay-Go	128.9	10.2	-	-	-	139.1
Caltrain Railcar Replacement	12.8	17.6	Up to 63.2	Up to 61.6	Up to 20.8	Up to 176.0

SFMTA Light Rail Vehicles: While SFMTA’s LRV total project funding through FY 2025-26 remains unchanged, the proposed programming advances \$116 million to FY 2023-24, reducing anticipated programming for FY 2024-25 to \$117 million and zeroing out FY 2025-26. As shown in the table above, this reflects an acceleration of SFMTA’s planned programming – including from outside of the FY 2022 through 2024 programmed window – but is a net neutral total request. This request stems from SFMTA’s anticipated project cash flow needs relative to FTA grant timing, and requires a reduction to the BART pay-go funds for replacement railcars.

Caltrain Replacement Railcars: Caltrain requests \$30.4 million in FTA funds for FYs 2022-23 and 2023-24 (\$12.8 million and \$17.6 million, respectively) for the purchase of four electric multiple unit (EMU) trainsets to replace diesel trainsets. These EMUs are not part of the Caltrain Electrification project, but are required to meet service levels specified under Caltrain’s Full Funding Grant Agreement with FTA. The total project expense is estimated at \$220 million over FYs 2022-23 through 2026-27, with a federal commitment including TCP funding of up to 80%, or \$176 million. Caltrain has applied for FTA competitive grant funding for this project through the Rail Vehicle Replacement Program. If this grant is unsuccessful, in future years of the TCP program, MTC may consider pursuing a funding plan that includes additional non-TCP funds, similar to large vehicle procurements in the Core Capacity Challenge Grant Program. For this project’s initial amendment into the TIP, staff intends to program funding after FY 2023-24 as Regional Transportation Plan – Long Range Plan (RTP-LRP) funds while recognizing the funding will be converted to discretionary awards and TCP funds as appropriate.

BART Replacement Railcar Funding and Financing: While the influx of FTA formula funds from the BIL still provides an opportunity to meet MTC's commitments to the BART Railcar Replacement project through increased pay-go funding, the proposed programming changes do require a reduction to the pay-go funding set aside in September 2022, from \$175 million to \$129 million in FY 2022-23, and from \$24 million to \$10 million in FY 2023-24. This reduction in BART pay-go will require additional financing of approximately \$60 million, adding to the debt service that will be paid through the TCP in future years. MTC staff plan to bring a financing plan to the Bay Area Infrastructure Financing Authority (BAIFA) as soon as Summer 2023.

Other FYs 2021-22 and 2022-23 programming updates include:

- VTA – program \$16.1 million in Section 5307 funds and \$3.5 million in Section 5337 funds to electric vehicle charging facilities, equipment, and non-revenue vehicle replacements as requested by VTA out of available San Jose UZA balances.
- NVRTA – program \$1.6 million in available balances per year for FYs 2021-22 and 2022-23 to operating assistance, for \$3.2 million total.
- 5339 Small UZA apportionments – in March 2023, Caltrans released its calculations for FY 2022-23 5339 Bus and Bus Facilities apportionments to small UZAs. The actual apportionments are in line with projections; this item updates the FY 2022-23 program with the actual apportionments and performs minor rebalancing.

Programming Set-Asides

In September 2022, the Commission updated the TCP Process and Criteria (MTC Resolution No. 4444) to increase funding by 20% annually for fixed guideway state of good repair projects (the Fixed Guideway cap) and fund \$20 million annually for zero-emission bus (ZEB) infrastructure. Today, staff are proposing specific programming recommendations for FY 2022-23 for these two categories.

Fixed Guideway (FG) Cap Increase: Staff proposes \$21.1 million in programming based on increased Fixed Guideway Cap shares.

Each operator’s programming details are described below:

- BART (\$10 million): adds \$2.5 million in programming to each of the following projects: Traction Power System Renovation; Rail, Way, and Structures Program; Train Control Renovation; and Fare Collection Equipment.
- Caltrain (\$2.6 million): programmed to Systemwide Track Rehabilitation.
- GGBHTD (\$1 million): programmed to funding Ferry Major Component Rehabilitation.
- SFMTA (\$6.3 million): programmed to the Wayside/Central Train Control & Trolley Signal Systems Rehabilitation project.
- WETA (\$1.2 million): programmed to the Vallejo Ferry Terminal Reconfiguration project.
- VTA’s cap increase of \$1.5 million reduces the size of its fixed guideway waiver from \$17.2 million to \$15.7 million. 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.

Zero-Emission Bus (ZEB) Infrastructure Set-Aside Programming: Within the \$20 million annually available, the annual set-aside per UZA was calculated first, based on each UZA’s proportional share of 5339 (Bus and Bus Facility) programming.

UZA	FY 2021-22	FY 2022-23	FY 2023-24	3-Year Total
SF-O	\$ 16,979,947	\$ 16,979,947	\$ 16,979,947	\$ 50,939,842
CON	\$ 2,008,177	\$ 2,008,177	\$ 2,008,177	\$ 6,024,531
ANT*			\$ 3,035,628	\$ 3,035,628
	\$ 18,988,124	\$ 18,988,124	\$ 22,023,752	\$ 60,000,000

**ECCTA (Tri-Delta) is the only bus operator in the ANT UZA and indicated that they would not need their share of the \$20 M until FY24; thus the three-year total is shown as a lump sum in that year.*

A call for projects was released to eligible operators in February 2023, informing operators of their share of the set-aside. The table below shows the \$16 million of programming to operators in FY 2021-22, as well as \$4 million in deferrals.

Operator	UZA	Project	ZEB Set-Aside Amount
AC Transit	SF-O	Rehabilitate Maintenance Bays for ZEBs	\$5,557,743
LAVTA	CON	LAVTA Bus Bay Rehabilitation	530,159
Marin	SF-O	ZEB Charging – Site Prep	693,184
SFMTA	SF-O	Facility Development – Battery Electric Buses	6,312,271
SamTrans	SF-O	South Base Near-Term Battery Electric Bus (BEB) Charging Infrastructure	2,907,693
Subtotal: FY 2021-22 ZEB Infrastructure Set-Aside Programming			\$16,001,050
Deferrals			
CCCTA	CON	<i>Deferred to FY 2023-24</i>	\$1,478,018
ECCTA	ANT	<i>Deferred to FY 2023-24</i>	1,011,875
GGBHTD	SF-O	<i>Deferred to FY 2024-25</i>	1,012,172
Union City	SF-O	<i>Deferred to FY 2024-25</i>	141,091
WestCAT	SF-O	<i>Deferred to FY 2023-24</i>	355,794
Subtotal: FY 2021-22 ZEB Infrastructure Set-Aside Deferrals		\$3,998,950	
TOTAL		\$20,000,000	

CCCTA, ECCTA, GGBHTD, Union City, and WestCAT elected to defer to later years of the program. ECCTA, as the only bus operator in the Antioch UZA, had already indicated deferral until FY 2023-24. CCCTA and WestCAT opted to defer their programming to FY 2023-24, while GGBHTD and Union City deferred to FY 2024-25. The deferred FY 2022-23 funds have been directed to the BART Replacement Railcar project, in order to reduce financing costs. MTC staff is closely tracking these deferrals such that they will be fully restored when the operators request to program them.

Next Steps

Following continued discussion with transit operators through forums including the Transit Finance Working Group, other amendments to the FYs 2021-22 through 2023-24 program will be brought to the Commission for consideration as appropriate.

Following 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 4510, Revised, to the Commission for approval. Staff will return to this Committee in the coming months for any additional programming.

Attachments:

MTC Resolution No. 4510, Revised (TCP FTA Program FY22-FY24)



Andrew B. Fremier

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C 09/28/22-C
03/22/23-C 04/26/23-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.

Attachments A through D of this resolution were revised on September 28, 2022 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to program fixed guideway cap increases and zero emission bus infrastructure set-asides.

ABSTRACT

MTC Resolution No. 4510

Page 2

Attachments A through D of this resolution were revised on March 22, 2023 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to reconcile the program to final FTA apportionments in FY 2022-23.

Attachments A through D of this resolution were revised on April 26, 2023 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to program fixed guideway cap increases and zero emission bus infrastructure set-asides.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022, May 11, 2022, September 14, 2022, March 8, 2023, and April 12, 2023.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 05/25/22-C 09/28/22-C
03/22/23-C 04/26-23-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.

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
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C

Attachment A
Resolution No. 4510
Page 1 of 2

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	
			Actual Apportionments	652,980,135	309,591,917	329,005,589	14,382,629
			Previous Year Carryover	3,059,533	2,449,917	-	609,616
			Funds Available for Programming	656,039,668	312,041,834	329,005,589	14,992,245
MTC Debt Service							
REG170023	MTC	Debt Service	-	-	-	-	
Lifeline Set-Aside							
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-	
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	-	-	
			Total Program Set-asides and Commitments	29,399,742	29,399,742	-	-
			Funds Available for Capital Programming	626,639,925	282,642,092	329,005,589	14,992,245
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	8,223,620	1,270,692	-	6,952,928	
NEW	AC Transit	Construction of Hydrogen Fueling Infrastructure	5,557,743	5,557,743	-	-	
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,896,860	-	1,896,860	-	
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	9,562,740	-	9,562,740	-	
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-	
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	3,021,540	3,021,540	-	-	
BRT030004	BART	Train Control Renovation	11,320,000	-	11,320,000	-	
BRT030005	BART	Traction Power System Renovation	14,160,000	-	14,160,000	-	
BRT97100B	BART	Rail,Way, and Structures Program	19,206,000	-	19,206,000	-	
REG090037	BART	Railcar Replacement Program	126,236,167	89,369,064	36,867,103	-	
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,636,470	-	11,636,470	-	
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	17,135,568	-	912,432	
NEW	CCCTA	Electric Bus Charging Infrastructure	1,478,018	1,478,018	-	-	
VAR190006	Fairfield	Operating Assistance	3,550,376	3,550,376	-	-	
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	359,148	359,148	-	-	
MRN990017	GGBHTD	Ferry Dredging	6,366,500	-	6,366,500	-	
NEW	GGBHTD	ZEB Infrastructure Design	1,012,172	1,012,172	-	-	
NEW	MCTD	MCTD: Revenue Vehicle Rehabilitation	484,000	484,000	-	-	
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	412,000	412,000	-	-	
NEW	MCTD	ZEB Charging -- Site Prep	693,184	693,184	-	-	
VAR190007	MCTD	Preventive Maintenance	40,400	40,400	-	-	
REG10003	MTC	Bay Area Vanpool Program	-	-	-	-	
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	225,046	36,437	-	188,609	
VAR190006	Napa Vine	Napa Vine Operating Assistance	3,416,847	3,416,847	-	-	
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	-	-	

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C

Attachment A
Resolution No. 4510
Page 2 of 2

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
NEW	SamTrans	South Base Near-Term Battery Electric Bus (BEB) Charging Infra	2,907,693	2,907,693	-	-
NEW	Santa Rosa	Replace (2) 40' Diesel Buses - Electric	1,774,400	884,693	-	889,707
VAR190006	Santa Rosa	Operating Assistance	1,601,036	1,601,036	-	-
VAR190007	Santa Rosa	Preventive Maintenance	345,274	345,274	-	-
NEW	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	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	9,970,560	-	9,970,560	-
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
SOL090034	SolTrans	SolanoExpress Bus Replacement	308,398	-	-	308,398
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	-	-
NEW	Union City	Electric Vehicle Charging Infrastructure	141,091	141,091	-	-
ALA190029	Union City	Bus Purchases	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	19,958,399	1,198,901	-
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	-
		Total Capital Projects	600,329,745	269,538,336	316,458,549	14,332,860
		Total Programmed	629,729,487	298,938,078	316,458,549	14,332,860
		Fund Balance	26,310,181	13,103,756	12,547,040	659,385

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C

Attachment B
Resolution No. 4510
Page 1 of 2

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	
			Projected Apportionments	666,330,759	317,144,789	334,210,853	14,975,117
			Previous Year Carryover	27,956,599	14,750,174	12,547,040	659,385
			Funds Available for Programming	694,287,358	331,894,963	346,757,893	15,634,502
MTC Debt Service							
REG170023	MTC	Debt Service	-	-	-	-	
ADA Operating Set-Aside							
VAR210003	AC Transit	ADA Paratransit Assistance	6,872,342	6,872,342	-	-	
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,439,303	3,439,303	-	-	
VAR210003	CCCTA	ADA Paratransit Assistance	1,839,033	1,839,033	-	-	
VAR210003	ECCTA	ADA Operating Assistance	859,178	859,178	-	-	
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	552,153	552,153	-	-	
VAR210003	MCTD	ADA Paratransit Assistance	1,061,738	1,061,738	-	-	
VAR210003	Napa Vine	ADA Operating Assistance	514,749	514,749	-	-	
VAR210003	Petaluma	ADA Set-Aside	104,136	104,136	-	-	
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,644,693	2,644,693	-	-	
VAR210003	Santa Rosa	ADA Operating Assistance	319,581	319,581	-	-	
VAR210003	SFMTA	ADA Paratransit Operating Support	5,443,822	5,443,822	-	-	
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	525,607	525,607	-	-	
VAR210003	Union City	ADA Set-Aside	193,043	193,043	-	-	
VAR210003	VTA	ADA Operating Set-Aside	5,269,739	5,269,739	-	-	
VAR210003	Westcat	ADA Paratransit Operating Subsidy	366,782	366,782	-	-	
			Total Program Set-asides and Commitments	29,639,117	30,005,899	-	-
			Funds Available for Capital Programming	664,648,241	301,889,064	346,757,893	15,634,502
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	19,442,829	-	8,191,671	
NEW	AC Transit	Rehabilitate Maintenance Bays for ZEBs	5,557,743	5,557,743	-	-	
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	8,860,685	-	8,860,685	-	
ALA190014	BART	Elevator Renovation Program	6,200,000	-	6,200,000	-	
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	2,000,000	2,000,000	-	-	
BRT030004	BART	Train Control Renovation	12,740,685	-	12,740,685	-	
BRT030005	BART	Traction Power System Renovation	12,740,685	-	12,740,685	-	
BRT97100B	BART	Rail,Way, and Structures Program	20,706,685	-	20,706,685	-	
REG090037	BART	Railcar Replacement Program	128,941,273	49,791,482	79,149,791	-	
NEW	Caltrain	Caltrain Replacement Railcars	12,800,000	-	12,800,000	-	
SM-03006B	Caltrain	Systemwide Track Rehabilitation	10,729,630	-	10,729,630	-	
SM-050041	Caltrain	Comm. System/Signal Rehab.	4,468,240	-	4,468,240	-	
NEW	CCCTA	Replace 22' Vehicles	1,440,000	1,440,000	-	-	
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	1,499,232	566,671	-	932,561	
VAR190006	Fairfield	Operating Assistance	1,653,353	1,653,353	-	-	
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	1,383,282	366,782	1,016,500	-	
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	2,724,834	-	1,319,966	
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	5,626,600	5,626,600	-	-	
NEW	LAVTA	LAVTA Bus Bay Rehabilitation	530,159	530,159	-	-	
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	-	-	
NEW	MCTD	MCTD: ZEB Charging Site Preparation	693,184	693,184	-	-	

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C

Attachment B
Resolution No. 4510
Page 2 of 2

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	MTC	Blue Ribbon: Transit Transformation Plan	1,375,860	1,375,860	-	-
REG10003	MTC	Bay Area Vanpool Program	3,477,459	3,477,459	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	225,046	27,788	-	197,258
VAR190006	Napa Vine	Napa Vine Operating Assistance	3,444,426	3,444,426	-	-
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	-	-
SM-210201	SamTrans	SamTrans South Base BEB Charging Infrastructure	2,907,693	2,907,693	-	-
SON090024	Santa Rosa	Preventive Maintenance	1,040,765	1,040,765	-	-
VAR190006	Santa Rosa	Operating Assistance	1,633,056	1,633,056	-	-
NEW	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	30,071,560	-	30,071,560	-
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	3,997,642	3,997,642	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	1,808,000	1,369,352	-	438,648
SOL090034	SolTrans	SolanoExpress Replacement Buses	2,287,576	1,965,021	-	322,555
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	724,067	-	208,780
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	-
NEW	VTA	Facilities Maint. Equipment Program	1,742,100	1,742,100	-	-
NEW	VTA	Cerone Operations Command and Control Center	2,280,000	-	2,280,000	-
NEW	VTA	Non-Revenue Vehicle Replacements	1,601,009	1,601,009	-	-
NEW	VTA	Transit Center Park and Ride and Bus Stop Rehabilitation	1,600,000	1,600,000	-	-
NEW	VTA	Farebox Upgrades & Equipment Purchase	840,446	840,446	-	-
NEW	VTA	Chaboya Bus Yard Expansion For EVs	4,296,000	4,296,000	-	-
NEW	VTA	Cerone Bus Yard Expansion for EVs	5,112,500	5,112,500	-	-
NEW	VTA	NEW Emergency Operations Center	941,600	941,600	-	-
NEW	VTA	Traction Power Substation Replacement 2023	3,480,000	-	3,480,000	-
SCL050001	VTA	Electric 40' Bus Replacement 2023	26,891,452	23,525,146	-	3,366,306
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	-
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	-
REG090067	WETA	Vallejo Ferry Terminal Reconfiguration	1,198,900	-	1,198,900	-
		Total Capital Projects	570,198,228	228,785,074	336,009,959	14,977,745
		Total Programmed	599,837,345	258,790,973	336,009,959	14,977,745
		Fund Balance	94,450,013	73,103,990	10,747,934	656,757

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C

Attachment C
Resolution No. 4510
Page 1 of 2

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	
			Projected Apportionments	684,294,742	325,610,252	343,412,309	15,272,181
			Previous Year Carryover	82,862,263	71,457,572	10,747,934	656,757
			Funds Available for Programming	767,157,005	397,067,824	354,160,243	15,928,937
MTC Debt Service							
REG170023	MTC	Debt Service	-	-	-	-	
Lifeline Set-Aside							
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-	
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	30,801,818	30,801,818	-	-
			Funds Available for Capital Programming	736,355,187	366,266,007	354,160,243	15,928,937
Capital Projects							
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,945,987	1,945,987	-	-	
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	141,371	141,371	-	-	
NEW	AC Transit	Replace (24) Urban Buses - Diesel	10,548,000	2,302,200	-	8,245,800	
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,864,590	-	1,864,590	-	
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	10,230,107	-	10,230,107	-	
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	226,231	-	226,231	-	
NEW	Caltrain	Caltrain Railcar Replacement Program	17,600,000	-	17,600,000	-	
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	11,403,217	596,783	-	
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	428,000	428,000	-	-	
NEW	MTC	Blue Ribbon: Transit Transformation Plan	12,413,372	12,413,372	-	-	
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	-	-	

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C

Attachment C
Resolution No. 4510
Page 2 of 2

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
VAR190007	Santa Rosa	Preventive Maintenance	713,879	713,879	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	18,212,000	-	18,212,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	205,170,253	72,743,906	132,426,347	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	23,131,367	23,131,367	-	-
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	-
SF-99T002	SFMTA	Cable Car Infrastructure	6,000,000	-	6,000,000	-
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	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	-
Total Capital Projects			592,518,625	255,532,699	323,082,854	13,903,071
Programmatic Set-Asides						
TBD	TBD	Fixed Guideway Cap Increase	22,719,410	-	22,719,410	-
TBD	TBD	Zero Emission Bus Facilities Program	22,023,752	23,501,770	-	-
Total Programmed			669,541,622	309,836,287	345,802,264	13,903,071
Fund Balance			97,615,383	87,231,538	8,357,979	2,025,866

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 05/25/22-C
09/28/22-C
03/22/23-C
04/26/23-C

Attachment D
Resolution No. 4510
Page 1 of 1

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on actual apportionments for FY 2021-22 and FY 2022-23, and estimates for FY 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 were programmed in May 2022 toward pay-go. This amount was reduced to \$266,207,546 in April 2023 to account for SFMTA LRV cashflow needs.
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; \$17,236,000 in FY2022-23, and \$19,546,430 in FY2023-24, totaling \$56,222,630 over the three-year cap total of \$24,309,000 and for a total of \$80,531,630 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 \$26,891,452 is waived its \$6,891,452 over the cap.
5	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marina 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, \$2,541,098 is available to Sonoma County Transit, \$3,509,136 to Santa Rosa CityBus, and \$3,997,642 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 FY 2021-22, WETA deferred its \$1.9 M FG cap increase. In FY2023-24, WETA borrows \$160,728 against its FY2024-25 cap of \$6,310,000, which will be reflected in any additional FY 2023-24 programming.
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. As of April 2023, GGBHTD has clarified its ferry vessel replacement plan and the funds will be programmed in to the TIP.
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.