

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

September 9, 2015

MTC Resolution Nos. 4162, Revised, 4163, Revised, and 4169, Revised

**Subject:** Revisions to the FY2014-15 Transit Capital Priorities (TCP) program to reprogram \$25 million of TCP funds from SFMTA's Light Rail Vehicle (LRV) project back to the original fixed guideway projects, and reduce the AB 664 bridge tolls programmed to the LRV expansion project by \$16 million for future reprogramming for fleet replacement. MTC Resolution Nos. 4162, Revised, 4163, Revised, and 4169, Revised.

**Background:** This item proposes to reprogram approximately \$25 million in FTA 5337 funds and \$16 million in AB 664 bridge toll funds from SFMTA's LRV expansion project back to the original projects they had been programmed for, as a result of SFMTA receiving \$41 million in Cap and Trade funds towards the LRV expansion project.

In January 2015, SFMTA requested \$210 million from MTC in the near term to allow SFMTA to exercise a 40 LRV option on a base contract (of 151 replacement LRVs and 24 expansion LRVs) with Siemens, Inc. immediately, in order to keep their place in the production queue and to achieve savings in escalation costs. To meet this immediate need, MTC reprogrammed approximately \$25 million from SFMTA's fixed guideway infrastructure rehabilitation projects in the FY2014-

15 TCP program to the LRV purchase, and additionally programmed \$44 million in AB664 bridge tolls and \$84 million in BATA project savings that had been designated for SFMTA's replacement vehicles. SFMTA also committed to fund \$57 million of the costs of the option with local funds. The funding sources that were used to meet this need are summarized in the table at right. All of these sources would otherwise be directed to SFMTA's rehabilitation and replacement needs, rather than to fleet expansion.

**SFMTA 40 LRV Option  
Funding Sources**  
\$ millions

FY15 TCP Funds	\$25
AB 664 Bridge Tolls	44
BATA Project Savings	84
SFMTA Funds	57
Total	\$210

In order to restore funding for rehabilitation and replacement projects in the future, the \$153 million in MTC funds were intended to serve as a backstop for the receipt of future Cap and Trade funds via the Transit and Intercity Rail Capital Program (TIRCP), administered by the California State Transportation Agency (CalSTA). The regional funds were advanced with the following conditions for repayment: 1) SFMTA would pursue Cap and Trade funds and be required to repay the regional investment if these funds were not secured; 2) SFMTA would also be required to develop an agreement with MTC on the terms of the replacement funding if Cap and Trade funds are not secured; and 3) SFMTA was to provide \$57 million in local funds to complete the \$210 million funding plan for the LRV option.

In June 2015, a grant of \$41 million in TIRCP funds was awarded to SFMTA by CalSTA. In keeping with the conditions above, staff is proposing to restore the TCP funds to the fixed guideway rehabilitation projects they were originally programmed to, and to restore \$16 million of the AB 664 funds for future

programming to SFMTA's fleet replacement projects in accordance with the Core Capacity Challenge Grant Program. A portion of the AB664 funds (\$28 million) and the \$84 million in BATA project savings will stay on the LRV project until additional Cap and Trade funds are secured. If Cap and Trade funds are not secured, SFMTA would be required to replace these funds with local funds. The proposed funding revisions after the receipt of the Cap and Trade funds compared to the earlier versions are summarized in Attachment 1.

**Issues:**

1. Uncertainty of Cap and Trade funding for LRVs: SFMTA's LRV fleet expansion should be a strong candidate for additional Cap and Trade funding under TIRCP, which is a statewide, competitive program. The recent award of \$41 million is a step in the right direction, however the amount and timing of funding for the LRV project in future years is uncertain. SFMTA staff will continue to seek future Cap and Trade funds for the LRV project.

2. Uncertainty of funding for other vehicle replacement projects: SFMTA staff anticipates using non-federal SFMTA funds to restore funding to the vehicle replacement projects in the event that Cap and Trade funds are not secured for LRV expansion, but the amounts and length of time required to meet this commitment remain uncertain at this time.

Staff therefore recommends keeping the conditions for repayment on the remaining \$28 million in AB 664 funds and the \$84 million in BATA savings for the LRV project, and proposes to enter into an agreement with SFMTA on the terms of replacement funding, if Cap and Trade funds are not secured in full.

**Recommendation:** Refer MTC Resolution Nos. 4162, Revised, 4163, Revised, and 4169, Revised to the Commission for approval.

**Attachments:** Attachment 1, Funding commitments table  
MTC Resolution Nos. 4162, Revised, 4163, Revised and 4169, Revised

**Programming and Allocations Committee**  
**MTC Resolution Nos. 4162, Revised, 4163, Revised, and 4169, Revised**  
**September 9, 2015**

**Attachment 1**  
**Funding Commitments for SFMTA Fleet Replacement & Expansion, Fixed Guideway**  
**Rehabilitation**  
(\$ Millions)

Funding Sources					
FTA/STP	AB 664 Bridge Tolls	BATA Project Savings	Cap & Trade	SFMTA Local Funds	Total

**Core Capacity Challenge Grant Program and TCP Funding Commitments Before 1/15**  
**MTC Action on 40 Expansion LRVs**

SFMTA Fleet Replacement - includes 151 LRVs	\$ 1,746	\$ 44	\$ 84		\$ 770	\$ 2,644
SFMTA Fleet Enhance & Expand - includes 40 LRVs				\$ 400	\$ 248	\$ 648
Fixed Guideway Infrastructure Rehabilitation	\$ 25				\$ 6	\$ 31
Total	\$ 1,771	\$ 44	\$ 84	\$ 400	\$ 1,024	\$ 3,323

**Core Capacity Challenge Grant Program and TCP Funding Commitments After 1/15 MTC Action if no Cap & Trade Award for 40 Expansion LRVs**

SFMTA Fleet Replacement - includes 151 LRVs	\$ 1,746				\$ 898	\$ 2,644
40 Expansion LRVs	\$ 25	\$ 44	\$ 84		\$ 57	\$ 210
Other Fleet Enhance & Expand				\$ 247	\$ 191	\$ 438
Fixed Guideway Infrastructure Rehabilitation					\$ 31	\$ 31
Total	\$ 1,771	\$ 44	\$ 84	\$ 247	\$ 1,177	\$ 3,323

Difference	\$ -	\$ -	\$ -	\$ (153)	\$ 153	\$ -
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**Proposed Revisions After \$41M Cap & Trade Award for 40 Expansion LRVs**

SFMTA Fleet Replacement - includes 151 LRVs	\$ 1,746	\$ 16			\$ 882	\$ 2,644
40 Expansion LRVs		\$ 28	\$ 84	\$ 41	\$ 57	\$ 210
Other Fleet Enhance & Expand				\$ 247	\$ 191	\$ 438
Fixed Guideway Infrastructure Rehabilitation	\$ 25				\$ 6	\$ 31
Total	\$ 1,771	\$ 44	\$ 84	\$ 288	\$ 1,136	\$ 3,323

\*Based on the Core Capacity Challenge Grant program (MTC Resolution No. 4123) and the FY2014-15 Transit Capital Priorities program (MTC Resolution No. 4162)

Date: December 17, 2014  
W.I.: 1512  
Referred By: PAC  
Revised: 01/28/15-C 03/25/15-C  
05/27/15-C 07/22/15-C  
09/23/15-C

### ABSTRACT

#### Resolution No. 4162, Revised

This resolution approves the FY2014-15 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. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues are programmed in MTC Resolution No. 4163 for FY2014-15 Transit Capital Priorities projects.

This Resolution includes the following attachment:

#### Attachment A – FY2014-15 Program of Projects

This resolution was revised on January 28, 2015 to reprogram \$24.8 million from SFMTA's fixed guideway rehabilitation projects towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on March 25, 2015 to program \$10.5 million in San Jose urbanized area 5337 funds, previously held in a vehicle procurement reserve for Caltrain's Railcar Replacement project, to VTA for preventive maintenance.

This resolution was revised on May 27, 2015 to make minor programming changes requested by the operators, which are consistent with the TCP policy.

This resolution was revised on July 22, 2015 to make minor programming changes, to transfer funds between SolTrans' projects, which are consistent with the TCP policy.

This resolution was revised on September 23, 2015 to reprogram \$24.7 million from SFMTA's LRV purchase (previously programmed on January 28, 2015 to serve as a back-stop for the

## ABSTRACT

MTC Resolution No. 4084, Revised

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receipt of Cap and Trade funds), back to the fixed guideway rehabilitation projects they were originally programmed to.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocation Committee summary sheet dated December 10, 2014, January 14, 2015, March 11, 2015, May 13, 2015, July 8, 2015, and September 9, 2015.

Date: December 17, 2014  
W.I.: 1512  
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4162

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 small urbanized area funds 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 and with Caltrans in the region 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. 4140; and


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

RESOLVED, that MTC adopts the FY 2014-15 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A 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

  
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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 December 17, 2014.

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>208,984,999</b>	<b>170,320,038</b>	<b>13,072,341</b>
<b>Previous Year Carryover</b>			<b>7,663,919</b>	<b>0</b>	<b>695,353</b>
<b>Funds Available for Programming</b>			<b>216,648,918</b>	<b>170,320,038</b>	<b>13,767,694</b>
<b>Lifeline Set-Aside (JARC Projects)</b>					
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856		
<b>ADA Operating Set-Aside</b>					
ALA990076	AC Transit	ADA Set-aside	3,913,691		
ALA050042	ACE	Preventive Maintenance	8,836		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,678,954		
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267		
CC-99T001	CCCTA	ADA Set-aside	1,178,716		
CC-030035	ECCTA	ADA Set-aside	523,153		
MRN130015	GGBHTD	Transit System Enhancements	307,963		
ALA990077	LAVTA	ADA Set-aside	335,595		
MRN110047	Marin Transit	ADA Set-aside	461,944		
NAP030004	Napa VINE	ADA Set-aside	38,496		
SON150007	Petaluma Transit	ADA Set-aside	82,795		
SM-990026	SamTrans	ADA Set-aside	1,112,576		
SM-070049	SamTrans	Facility/Equipment Rehab/Replacement	416,000		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	319,200		
SF-990022	SFMTA	ADA Set-aside	3,990,682		
SOL110025	SolTrans	ADA Set-aside	302,177		
New	Sonoma City Transit	ADA Set-aside	28,939		
New	Union City Transit	ADA Set-aside	128,318		
SCL050046	VTa	ADA Set-aside	3,645,778		
CC-990045	WestCat	ADA Set-aside	243,804		
New	WETA	Ferry Major Component Rehab/Replacement	5,133		
<b>Vehicle Procurement Reserve</b>					
New	Caltrain	Positive Train Control/Electrification - RESERVED		10,770,994	
<b>Total Program Set-asides and Commitments</b>			<b>22,775,873</b>	<b>10,770,994</b>	<b>0</b>
<b>Funds Available for Capital Programming</b>			<b>193,873,045</b>	<b>159,549,044</b>	<b>13,767,694</b>
<b>Capital Projects</b>					
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594		
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433		
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720		
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,645		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,363,034		
REG110044	ACE	Positive Train Control		1,240,810	
REG050020	BART	BART Car Exchange Preventive Maintenance	1,598,164		
BRT030004	BART	Train Control		11,000,000	
BRT030005	BART	Traction Power		4,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		14,875,097	
ALA090065	BART	Fare Collection Equipment		6,000,000	
REG050020	BART	BART Car Exchange Preventive Maintenance		51,073,634	
REG090037	BART	Railcar Replacement		500,000	
SF-010028	Caltrain	Railcar Replacement		5,234,766	
CC-150006	CCCTA	Replace (18) 30' Buses	5,985,478		863,162
CC-150007	CCCTA	Replace (13) 35' Buses	5,106,140		
CC-150008	CCCTA	Replace (3) Paratransit Vans	295,200		
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement	918,823		
REG090045	Clipper	AC Transit - Fare Collection Equipment Replacement	4,000,957		
REG090045	Clipper	MTC - Fare Collection Back Office Equipment Replacement		2,315,228	
REG090045	Clipper	SFMTA - Fare Collection Equipment Replacement		2,538,052	
REG090045	Clipper	Golden Gate Ferry - Fare Collection Equipment Replacement		195,958	
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement		1,228,907	
CC-070092	ECCTA	Replace (5), 45' diesel, over the road coaches	2,037,153		451,547
CC-070092	ECCTA	Replace (20) Ford four year gas cutaway/vans	1,410,400		
CC-070092	ECCTA	Replace (30) MDTs for paratransit fleet	360,000		
SOL010006	Fairfield	Fairfield Operating Assistance	2,422,394		
SOL110041	Fairfield	(2) 40' Transit Hybrid Buses			284,891
MRN990017	GGBHTD	Ferry Channel and Berth Dredging		5,200,000	
MRN030010	GGBHTD	Fixed Guideway Connectors		4,000,000	
ALA150017	LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	2,594,228		513,572
ALA150015	LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150014	LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,350,920		
New	Marin Transit	Replace (9) ADA Paratransit Vehicles	634,680		
New	Marin Transit	Replace (3) Stage Coach Vehicles	364,080		
New	Marin Transit	Install fareboxes on Marin County Paratransit Vehicles	76,260		
New	Marin Transit	Install fareboxes on Marin County Dial-A-Ride Vehicles	22,960		
New	Marin Transit	Replace Marin Transit Fixed Route Fareboxes	34,440		
New	Marin Transit	Replace Paratransit Radios	49,200		
New	Marin Transit	Replace Paratransit MDTs	29,520		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			174,228
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,480,266		



FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Capital Projects, continued</b>					
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,859
SON090030	Petaluma	AVL/CAD Communications System	352,302		
SON150005	Petaluma	Purchase new Bus Radios	1,476		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	20,000,000		
SM-110068	Samtrans	Replacement of (55) NABI articulated buses	20,000,000		
New	Santa Rosa	Replace 40' New Flyer buses with new 40' Diesel Buses	149,931		277,289
New	Santa Rosa	Equip new fixed route fleet buses with farebox	24,000		
New	Santa Rosa	Equip new fixed route fleet buses with radio systems	60,000		
New	Santa Rosa	Security improvements for access at bus stops	43,724		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,701,083		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	396,639		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	22,737		
SF-150004	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	500,000		
SF-95037B	SFMTA	Muni Rail Replacement		6,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		10,481,371	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		1,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
SF-090042	SFMTA	Expansion Light Rail Vehicles (40)		24,768,343	
SF-150005	SFMTA	Replacement of (67) 40' Motor Coaches	5,591,261		6,908,739
SF-150006	SFMTA	Replacement of (98) 60' Motor Coaches	20,000,000		
SOL110040	Soltrans	Operating Assistance	5,402,083		
SOL090033	Soltrans	Maintenance Facility			387,398
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,280,000		
SON110049	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	439,200		200,795
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	17,365		
ALA130033	Union City	Union City: Replacement of Two (2) Transit Buses	588,728		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL050045	VRTA	ADA Bus Stop Improvements	474,503		
SCL050001	VRTA	(61) 40' Hybrid Bus Procurement	30,685,379		3,185,141
SCL990046	VRTA	Preventive Maintenance	2,017,192		
SCL050002	VRTA	Rail Replacement Program		943,088	
SCL110104	VRTA	Light Rail Track Crossovers and Switches		2,179,440	
SCL150011	VRTA	North First Street Corridor Light Rail Speed Improvements		400,000	
SCL150005	VRTA	Train to Wayside Communication System Upgrade		200,000	
SCL150007	VRTA	Upgrade Ohlone/Chynoweth Interlocking		960,000	
SCL150008	VRTA	Track Intrusion Abatement		1,600,000	
SCL150009	VRTA	LR Signal Shop Modification		396,000	
SCL150010	VRTA	Upgrade LR Ring #1 Communications Equipment		1,760,000	
SCL150006	VRTA	Back-up Power Devices for Elevated Station		320,000	
SCL990046	VRTA	Preventive Maintenance		10,469,721	
CC-150001	WestCat	Replacement of (10) Cut Away Vans	984,000		
CC-150004	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	427,220		
CC-150005	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	497,740		
CC-150002	WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	8,000		
CC-150003	WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	28,498		
CC-030025	WestCat	Preventive Maintenance	232,200		
REG090057	WETA	Ferry Major Component Rehab/Replacement		3,496,000	
REG090055	WETA	Ferry Propulsion System Replacement		2,288,000	
REG090067	WETA	Fixed Guideway Connectors		376,000	
<b>Total Capital Projects</b>			<b>191,206,131</b>	<b>159,549,044</b>	<b>13,373,621</b>
<b>Total Programmed</b>			<b>213,982,004</b>	<b>170,320,038</b>	<b>13,373,621</b>
<b>Fund Balance</b>			<b>2,666,914</b>	<b>0</b>	<b>394,073</b>

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W.L.: 1512

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Attachment A

Resolution No. 4162

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**FY2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes**

1. Apportionment projections are based on 0% escalation relative to FY14 apportionments provided by the current extension of MAP-21. The program will be reconciled to the final apportionments after they are released by FTA.
2. Operators in the Fairfield, Napa, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3. Programming for Santa Rosa CityBus and Sonoma County Transit in FY15 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
4. AC Transit: \$5M provisionally programmed for CAD-AVL System project pending discussions with AC Transit and ACTC on funding plan for CCCGP projects that were to be funded with Cap & Trade and local funds in CCCGP funding plan.
5. ACE: \$146,190 of FY15 FG cap deferred by formula based on grant balances to FY17.
6. BART: \$13,194,931 of FY15 FG cap deferred by formula based on grant balances to FY18.
7. Caltrain: \$1,835,506 of FG cap deferred by formula based on grant balances to FY17.
8. Caltrain: Reserved \$10.7 million FG cap for Electrification consistent with HSR/CalMod MOU, pending potential revision of Electrification funding plan.
9. Caltrain/VTA: On December 17, 2014, the Commission directed staff to withhold programming these funds into the TIP. Staff is directed to return in two months with an update on the schedule and funding plan for Caltrain's railcars and Electrification project that reflects additional work by MTC and the Joint Powers Board member agencies, and to confirm the programming approach for the \$10.5 million for the railcar vehicles.  On March 25, 2015, the Commission programmed the \$10,469,721 that were held in a Vehicle Procurement Reserve for Caltrain's Railcar Replacement project, to VTA for Preventive Maintenance with the following conditions:  1. VTA's agreement that one-third of Caltrain's Transit Capital Priorities (TCP) programming needs, including: a) electric vehicle procurement needs over the life of the railcar project, b) fixed guideway caps, and c) ADA operating set-asides, will be programmed from San Jose and Gilroy-Morgan Hill urbanized area (UA) funds. The VTA share of the railcars may be higher than one-third in certain years to help resolve shortfalls in the San Francisco – Oakland UA, but will be equal to one-third of total project costs. MTC shall strive to balance local shares within 10 years. The total regionall-funded cost is currently estimated at \$365 million.  2. VTA's agreement that it will use non-TCP sources for their capital needs that are not covered by TCP funds, or reduce its use of TCP funds for preventive maintenance so that VTA's capital needs are covered with TCP funds, for the duration of Caltrain's Railcar Replacement project.
10. GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY11 through FY15 to FY17. These funds will have priority for programming in FY17 as a prior-year commitment.
11. SFMTA: Voluntarily deferred \$15,000,000 of its FY15 fixed guideway cap to FY18; also deferred their 21 40ft Trolley Coach procurement to FY15-16 in response to MTC's request for deferral of projects to reduce shortfall. An additional \$1,518,629 of SFMTA's FY15 FG Cap was deferred by formula based on grant balances to FY17.
12. SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
13. WestCAT exercised the Capital Exchange element of the TCP policy by deferring replacement of six 2002 40' diesel vehicles until FY16-17. Total savings to the region equals \$464,600. WestCAT will utilize the option for using 50% (\$232,300) of these savings for a non Score 16 project, preventive maintenance.
14. WETA: Voluntarily deferred \$3,424,000 of FG cap to FY17.
15. <del>SFMTA: Conditions to reprogramming of \$24.8 million from SFMTA's fixed guideway rehabilitation projects towards SFMTA's light-rail vehicle (LRV) purchase:</del>  <del>a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.</del>  <del>b. The regional programming will serve as a back-stop for Cap and Trade (C&amp;T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&amp;T Transit and Intercity Rail program, and to pursue C&amp;T funding for the LRVs when C&amp;T funding is made available.</del>  <del>c. If C&amp;T funds are secured for the expansion LRVs, the \$25 million of TCP funds will be restored to the originally programmed SFMTA fixed guideway rehabilitation projects, and the \$44 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.</del>  <del>d. If C&amp;T funds are not secured for the expansion LRVs, SFMTA will replace the \$25 million of TCP funds for SFMTA fixed guideway rehabilitation projects, and the \$44 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds.</del>  <del>e. If C&amp;T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the FG rehab and LRV replacement projects.</del>  <del>The \$24.8 million will be removed from the fixed guideway rehab projects in the TIP until the availability of C&amp;T funds for the LRVs has been determined. MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds and/or support for SFMTA's FTA grant application for the \$25 million of TCP funds if these conditions are not met.</del>
16. SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds (\$24.7 million), that were intended as a back-stop for the Cap and Trade funds, were therefore reprogrammed to the projects they were originally programmed to i.e. SFMTA's fixed guideway rehabilitation projects (see note 15 above). As a result of this, note 15 no longer applies and was therefore deleted.

Date: December 17, 2014  
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Revised: 01/28/15-C  
07/22/15-C  
09/23/15-C

### ABSTRACT

#### Resolution No. 4163, Revised

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2014-15. The initial program consists of \$5,219,167 being programmed to AC Transit towards their fleet replacement consistent with the Core Capacity Challenge Grant Program funding plan. The initial program also consists of \$67,304 in savings from the original allocation to the region for the Regional Transit Capital Inventory project in FY2006-07 that has lapsed and is now being re-programmed towards the same project. This resolution will be amended to add the remainder of the FY2014-15 AB 664 program in conjunction with final revisions to the FY2014-15 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Program of AB 664 Net Bridge Toll Revenue Projects FY2014-15

This resolution was revised on January 28, 2015 to program \$44 million towards SFMTA's light rail vehicles (LRV) purchase.

This resolution was revised on July 22, 2015 to re-program \$237,424 in expired funds to SFMTA.

This resolution was revised on September 23, 2015 to reduce the programming of the AB 664 funds previously programmed to SFMTA for their LRV project on January 28, 2015, by \$16,422,657.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, July 8, 2015, and September 9, 2015.

Date: December 17, 2014  
W.I.: 1514  
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in Fiscal Year 2014-15

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4163

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, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating 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 Policy; and

WHEREAS, MTC has adopted a transit capital priorities program which set forth the priorities for funding transit capital projects in the Transportation Improvement Program (TIP); and

WHEREAS, "claimants" certify that their respective projects programmed in the TIP are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State EIR Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the FY2014-15 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, 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.

METROPOLITAN TRANSPORTATION COMMISSION

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

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held in  
Oakland, California on December 17, 2014.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2014-15 Program				
			East Bay	West Bay
	Revenue Projections		\$5,219,167	\$44,000,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		\$37,304	\$267,424
	Total Funds Available		\$5,256,471	\$44,267,424
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
AC Transit	Replace (25) 40ft Urban Buses - Hybrids	AB664		
	Total Amount Programmed to AC Transit		5,219,167	
Region	Regional Transit Capital Inventory <sup>1</sup>	AB664		
	Total Amount Programmed to the Region		37,304	30,000
SFMTA	Light Rail Vehicle Purchase <sup>2,4</sup>	AB664		
	Total Amount Programmed to SFMTA's Light Rail Vehicle Purchase project			27,577,343
SFMTA	Cable Car Vehicle Renovation	AB664		
	Central Control & Communication (C3)			
	Escalator Rehabilitation			
	Historic Vehicle Rehabilitation			
	ITS Radio System Replacement			
	Potrero-Presidio Hoists			
	Light Rail Vehicle Safety Modifications			
	Motor Coach Replacement			
	Paratransit Van Replacement			
	Rail Replacement Projects			
	Security Projects			
	Safety Projects			
	Trolley Car Replacement			
	Trolley Overhead Rehabilitation Projects			
	Wayside Train Control Equipment Rehab and Replacement			
	Wayside Fare Collection Equipment Rehab and Replacement			
	Total Amount Programmed to SFMTA - Other projects <sup>3</sup>			237,424
		Fund Balance	\$0	\$16,422,657

Notes:

1. Includes reallocation of lapsed savings of \$79,000 from #07-3768-8/5850 and 07-3768-13/5850 07/26/06.

2. This programming action is conditioned on:

- a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.
- b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available.
- c. If C&T funds are secured for the expansion LRVs, the \$27.6 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.
- d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$27.6 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds.
- e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects.

MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.

3. Includes reallocation of lapsed savings of \$237,424 from #11-4014-08/5850 06/22/11.

4. SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds and the AB 664 funds programmed to the LRV project on January 28, 2015, were intended as a backstop for the Cap and Trade funds (see note 2 above). After restoring the \$24.7 million of TCP funds to SFMTA's fixed guideway rehabilitation projects, \$16.4M in AB664 funds are being de-programmed for future programming to SFMTA's fleet replacement projects in accordance with the Core Capacity Challenge Grant Program.

Date: January 28, 2015  
W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-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 of BATA Project Savings will be added to this resolution when the resolution is amended to allocate the programmed funds.

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.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015 and September 9, 2015.

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



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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

Attachment A  
Resolution No. 4169  
Page 1 of 1

## PROGRAM OF PROJECTS

### BATA Project Savings Project Commitments

Project	Date	Total	Conditions
SFMTA Fleet Expansion (Light Rail Vehicle purchase)	January 28, 2015	\$84,000,000	<p>a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.</p> <p>b. The regional programming will serve as a back-stop for Cap and Trade (C&amp;T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&amp;T Transit and Intercity Rail program, and to pursue C&amp;T funding for the LRVs when C&amp;T funding is made available.</p> <p>c. If C&amp;T funds are secured for the expansion LRVs, the \$27.6 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.</p> <p>d. If C&amp;T funds are not secured for the expansion LRVs, SFMTA will replace the \$27.6 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds.</p> <p>e. If C&amp;T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects.</p> <p>MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.</p>
<i>Total</i>		<i>\$84,000,000</i>	