# Metropolitan Transportation Commission
# Programming and Allocations Committee

**January 13, 2016** **Item Number 3a**

**Resolution Nos. 3738, Revised, 4035, Revised, 4084, Revised, 4123, Revised, 4126, Revised, 4162, Revised, 4163, Revised, 4165, Revised, 4169, Revised, 4212, 4213 and 4219**

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**Subject:** FY2015-16 Transit Capital Priorities (TCP) and Bridge Toll Revenues Preliminary Programs, Partial FY2016-17 and FY2017-18 TCP Preliminary Programs, Revisions to FY2013-14 and FY2014-15 TCP Programs and FY2014-15 AB664 Program, and Revisions to the BART fleet replacement funding plans in the Core Capacity Challenge Grant Program and BART Rail Car Replacement Program.

**Background:** (i) This item programs roughly $494 million in Federal Transit Administration (FTA) Sections 5307, 5337, and 5339 funds, One Bay Area Grant Program (OBAG 1) Surface Transportation Program (STP) funds, and Bridge Toll Funds in FY2015-16, $24 million in FTA funds in FY2016-17, and $24 million in FTA funds in FY 2017-18, all to support transit capital replacement and rehabilitation projects, and maintenance and operating costs. This item also updates the FY2013-14 and FY2014-15 TCP Programs to program previously reserved funds to Caltrain fixed guideway rehabilitation projects, and amends the FY2014-15 AB664 program to re-allocate prior-year lapsed funds.

(ii) This item also revises funding plans for BART fleet replacement and expansion in the Core Capacity Challenge Grant Program and the BART Rail Car Replacement Program Phase 1 to address timing and eligibility issues.

The proposed program has been developed in cooperation with the transit operators over the last six months.

**Issues:** 1. Preliminary Program Shortfall. Prior to the enactment of the FAST Act, staff planned to develop a three-year program for FY2015-16, FY2016-17 and FY2017-18, in anticipation that Congress might enact a multi-year reauthorization. However, funding requests from transit operators exceeded the projected FTA revenue levels by more than $350 million for the three years. The shortfall is primarily in the San Francisco/Oakland (SFO) Urbanized Area and is the result of several major vehicle replacement projects coinciding with level-funding of FTA formula programs under MAP-21.

The FAST Act (discussed further below) provides for increased FTA funding levels compared to staff's preliminary projections, but not enough to resolve the shortfalls. Therefore, staff proposes a balanced one-year program for FY2015-16 which resolves the first-year shortfall mainly by a) deferring funding for projects with less immediate cash flow needs in FY2015-16 to later years, b) programming more than a proportionate share of Core Capacity bridge tolls for Core Capacity projects, and c) deferring programming for fixed guideway infrastructure projects to future years for operators that did not meet grant spending targets. These program elements are discussed further below.

2. FAST Act Reauthorization. The increased authorizations for FTA formula programs in the FAST Act are expected to yield about $422 million in FY2015-16 apportionments for the region, an increase of about $30 million over FY2014-15 levels under MAP-21. The additional funds have been included in the proposed program. The program also reflects some minor changes to FTA program rquirements made by the FAST Act. The preliminary program, which is based on estimates of FTA funds, will be revised later in 2016 to match final federal funding levels after FTA apportions the funds to the region's urbanized areas.

3. Unexpended Prior-Year Grants. The TCP policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited federal funds to those projects most in need of additional funding. Most operators have prior-year FTA grants that have not yet been expended, with the grants for fixed guideway infrastructure projects, such as track and train control system rehabilitation, the primary concern; grants for vehicle replacements are usually spent in a timely manner.

For the FY2015-16 program, MTC adopted targets for spending of prior-year grant balances over the past year for each fixed guideway operator, equal to 1/3 of older (2012 or earlier) grant balances. In accordance with the policy, the proposed program includes the full allotment of fixed guideway funds for operators that met their targets. For operators that were unable to meet the targets, staff is proposing to defer fixed guideway funds by the percentage of older (2001-2012) active TCP grants that are currently undisbursed. Deferrals are net of voluntary deferrals. Results are shown in the table below.

| Operator | Grant Disbursement Targets vs. Actual Disbursements | | Met or Exceeded Target |
|---|---|---|---|
| | ***Targets*** | ***Disbursements*** | |
| ACE | **$878,049** | $2,634,148 | X |
| BART | **$70,314,605** | $71,879,860 | X |
| Caltrain | **$8,147,405** | $3,522,818 | |
| GGBHTD | **$6,475,900** | $6,902,944 | X |
| SFMTA | **$61,684,843** | $48,544,421 | |
| WETA | **$904,992** | $1,556,203 | X |
| **Total** | **$148,405,795** | **$135,040,394** | |

Based on this formula, SFMTA did not meet the target and is proposed for a $5.3 million deferral: $15.3 million according to the formula, offset by a $10 million voluntary deferral. Caltrain also did not meet the grant spending target, but staff has not proposed to defer Caltrain's fixed guideway funding because Caltrain's fixed guideway caps are still committed to the Electrification project (see issue #6 below).

For the FY2016-17 and the FY2017-18 programs, staff proposes to again adopt targets for spending of prior-year grant balances over the preceding federal fiscal year (October to September timeframe) for each fixed guideway operator, equal to 1/3 of older (2012 or earlier) grant balances. If the target is met, the full fixed guidway cap amounts specified for each operator in the TCP policy would be programmed, subject to the availability of funds. If the target is not met, staff would propose to reduce fixed guideway funding based on grant balances.

4. Deferral of Projects Based on Cash Flow Needs to Reduce Shortfall. Programming for the BART Car Replacement project is proposed to be reduced from $74.5 million to about $50 million to help resolve the FY2015-16 shortfall. The reduction will not affect the near-term cash flow for the project, but will make meeting the remainder of the region's commitment of $871 million for the first 350 cars (Phase 1) by FY2018-19 more challenging. Proposed revisions to the BART car funding plans to help MTC meet its commitments are discussed further below.

Programming for Clipper® equipment replacement is proposed to be reduced from $19.2 million (requested) to $5.0 million, as from a cash flow standpoint, this would not impede Clipper®'s ability to fund current equipment replacement or the next generation Clipper® system (C2) contracts. However, the entire amount that is being deferred may need to be available for programming in FY2016-17 along with the original FY2016-17 request to prevent delays in contract awards.

5. Replacement of FTA Funds with Bridge Tolls for Core Capacity Projects. Bridge tolls revenues of approximately $47 million (more than a proportionate share per the Core Capacity funding plan), are being proposed to fund AC Transit's and SFMTA's Core Capacity projects (bus replacements) in FY2015-16 to reduce the shortfall and to enable SFMTA to exercise a major option for buses (discussed further below). This would reduce the amount of bridge toll funds available to the operators in the future to help meet the match requirements for FTA funds.

6. Caltrain Rail Cars and Electrification. The proposed FY2015-16 program reserves Caltrain's $12.6 million in fixed guideway cap funds for the Electrification project pursuant to the current 9-party Memorandum of Understanding (MOU) regarding the Caltrain Electrification funding strategy. The program also reserves about $39 million for Caltrain's rail car replacement. Depending on the timing of the vehicle contract award and funding needs, the reserved funds can be programmed either later in FY2015-16 or in later years.

The FY2013-14 and FY2014-15 TCP programs also include funds reserved for Caltrain Electrification totaling approximately $11 million. Staff determined that these funds could be reprogrammed to rehabilitation projects as requested by Caltrain due to delays in the Electrification project schedule, so this item also amends the two earlier programs to release the reserved funds for rehabilitation needs.

The TCP policy incorporates a Peninsula Corridor JPA agreement that Caltrain's TCP projects are funded 2/3 from the San Francisco-Oakland urbanized area, and 1/3 from the San Jose urbanized area. By agreement with VTA and Caltrain, the reserve for Caltrain's railcars in the FY2015-16 program is funded entirely from the San Jose urbanized area to help address the San Francisco-Oakland shortfall. This still leaves sufficient San Jose funds to cover VTA's high-scoring needs. Future Caltrain Electrification programming will need to come more from San Francisco-Oakland to maintain a 2/3-1/3 split overall.

7. SFMTA Bus Procurements. In November, SFMTA requested that $71 million in TCP funds for bus replacements currently scheduled to be programmed in FY2016-17 and FY2017-18 be included in the FY2015-16 program (in addition to $63 million for SFMTA buses already included in the FY2015-16 program). This would enable SFMTA to execute a contract option that would result in earlier delivery of the new buses. The total cost of the procurement, including the option ("Contract Amendment 2"), is approximately $474 million. The proposed funding plan for the procurement is summarized in the attached table on page 7.

Staff worked with SFMTA to develop the following funding plan for the additional $71 million request:

- $5.5 million of AB 664 bridge tolls committed to SFMTA fleet replacement in the Core Capacity Challenge Grant Program (MTC Resolution 4123), but currently programmed to light rail fleet expansion due to a somewhat similar request from SFMTA in FY2014-15 to advance TCP funds so it could exercise an option for the LRVs. Programming of the bridge tolls would be conditioned on the SFMTA Board approving San Francisco Proposition B General Fund set-aside funds to replace the bridge tolls for the LRVs. The remaining $22 million of AB 664 and another $84 million of other bridge tolls (BATA project savings) would remain assigned to the LRVs until they can be replaced with other funds such as state Cap and Trade funds.

- The remaining $8.2 million of AB 664 bridge tolls committed to SFMTA fleet replacement in the Core Capacity program (previously unprogrammed). This is in addition to $8.2 million of AB 664 funds previously included in the proposed program, and would fully program all AB 664 and BATA bridge tolls alotted to SFMTA in the Core Capacity program, leaving zero bridge tolls available as local match for federal grants through at least FY2029-30. Allocation of all AB 664 funds for the bus project would be conditioned on a commitment by SFCTA to allocate Prop K funds to complete the funding plan.

- $10 million of OBAG 1 STP funds that were programmed to SFMTA trolley replacement in FY2012-13. Due to savings on the trolley procurement, these funds can be reprogrammed to the bus replacement project.

- $23.8 million of FY2016-17 and $23.8 million of FY2017-18 FTA funds, constituting a partial preliminary TCP program for the two additional years. While the program shortfalls in FY2016-17 and FY2017-18 remain to be resolved (discussed further below), staff believes that committing this level of future funds to SFMTA now will not unduly hamper our efforts to resolve the shortfalls.

The additional programming would be conditioned on:

- The SFMTA Board approval of budgeting of $5.5 million of Prop B funds to replace AB 664 for the LRVs; and
- Allocation of $48 million of Prop K funds by SFCTA to serve as match for the regional funds.

Both of these actions are expected to occur in January/February 2016.

Completing the funding for the entire bus option will require another $147 million in regional and Prop K funds, which will be the subject of future programming actions. In the meantime, SFMTA would only exercise contract options up to the level of funding available.

8. Revisions to BART Rail Car Funding Plans. MTC has made two policy-level funding commitments to the BART car replacement project: $871 million toward the cost of the first 350 replacement vehicles by FY2018-19 in the Phase 1 Funding Agreement (MTC Resolution 4126), and $1.1 billion toward the cost of the remaining 319 replacement cars and 144 expansion cars by FY2029-30 in the Core Capacity Challenge Grant Program. The $50 million for BART car replacement in the proposed FY2015-16 TCP program is part of the Phase 1 commitment. The Phase 1 funding plan also includes $150 million of future STP/CMAQ funds included in OBAG 2 (MTC Resolution 4202). The Core Capacity funding plan includes $165 million of AB 664 Bridge Tolls and BATA Project Savings for the BART cars.

This item proposes to revise the two funding commitments by transferring the $150 million of OBAG 2 STP/CMAQ revenues from the Phase 1 plan to the Core Capacity plan, and transferring $150 million of the AB 664 Bridge Tolls and BATA Project Savings from the Core Capacity plan to the Phase 1 plan. This funding exchange, which does not change the total amounts committed to BART in either of the plans, serves two purposes: it provides greater assurance that MTC can meet the Phase 1 commitment by FY2018-19 by replacing future STP/CMAQ funds with bridge tolls that are already available, and it provides the flexibility to use CMAQ rather than STP for the $150 million OBAG 2 commitment because expansion cars are eligible for CMAQ while replacement cars are not, and the Core Capacity plan includes expansion cars, while the Phase 1 plan includes only replacement vehicles. The $150 million of bridge toll funds combined with $417 million of previously programmed TCP funds and $50 million included in the proposed program comprise $618 million or 70% of the $871 million Phase 1

commitment. This item also revises the BART Car Replacement Funding Exchange Agreement to reflect these changes.

9. Looking Ahead to FY2016-17 and FY2017-18. The gap between funding requests and projected revenues in FY2016-17 and FY2017-18 stood at roughly $250 million prior to the enactment of the FAST Act and before deferrals from the FY2015-16 program. Options for addressing the shortfall that staff will consider before presenting the program to the Commission later this year include:

- Revise apportionment projections based on FAST Act authorizations and actual FY2015-16 revenues.
- Request operators to confirm funding requests or voluntarily defer projects.
- Defer fixed guideway funding based on grant balances and meeting proposed spending targets as described above.
- Reduce programming for vehicle replacement projects (bus or railcar) consistent with project schedules and/or cash flow needs.
- Assess the capacity and timing of financing for certain projects.
- As a last resort, apply across the board reductions to all projects in San Francisco-Oakland, Concord and Antioch Urbanized Areas to eliminate any remaining shortfall.

**Recommendation:** Refer MTC Resolution Nos. 3738, Revised, 4035, Revised, 4084, Revised, 4123, Revised, 4126, Revised, 4162, Revised, 4163, Revised, 4165, Revised, 4169, Revised, 4212, 4213, and 4219 to the Commission for approval. Because Resolution No. 4035 is proposed for revision under other agenda items, it is included under this Agenda Item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

**Attachments:** SFMTA Bus Procurement Proposed Funding Plan Summary Table
January 5, 2016 Letter from SFMTA Director of Transportation, Ed Reiskin
Presentation Slides
MTC Resolution Nos. 3738, Revised, 4035, Revised, 4084, Revised, 4123, Revised, 4126, Revised, 4162, Revised, 4163, Revised, 4165, Revised, 4169, Revised, 4212, 4213 and 4219.

| SFMTA Bus Procurement Proposed Funding Plan<br>$ Millions | | | |
|---|---|---|---|
| **Funding Source** | **Base/ Amend. 1** | **Amend. 2** | **Total** |
| Prior Year Programming | | | |
| TCP Funds | 69.5 | | 69.5 |
| SFCTA Prop K | 45.8 | | 45.8 |
| Prop B (General Fund Set Aside) | 17.8 | | 17.8 |
| State I-Bonds | 3.1 | | 3.1 |
| FTA Ladders of Opportunity | 9.0 | | 9.0 |
| Subtotal Prior Year | 145.1 | 0.0 | 145.1 |
| | | | |
| Proposed Current Programming | | | |
| FY2015-16 TCP Program Before Request | | | |
| FY2015-16 TCP Funds | 45.1 | 10.0 | 55.1 |
| Core Capacity AB 664 Bridge Tolls | | 8.2 | 8.2 |
| Subtotal TCP Program Before Request | 45.1 | 18.3 | 63.3 |
| | | | |
| Proposed Additional Programming | | | |
| Core Capacity AB 664 from LRVs* | | 5.5 | 5.5 |
| Core Capacity AB 664 Bridge Tolls | | 8.2 | 8.2 |
| Reprogrammed FY2012-13 TCP Funds | | 10.0 | 10.0 |
| FY2016-17 TCP Funds | | 23.8 | 23.8 |
| FY2017-18 TCP Funds | | 23.8 | 23.8 |
| Subtotal Additional Programming | 0.0 | 71.4 | 71.4 |
| | | | |
| SFCTA Prop K | | 47.9 | 47.9 |
| Subtotal Current & Additonal Programming | 45.1 | 137.5 | 182.6 |
| | | | |
| Future Programming | | | |
| FY2016-17 to FY2018-19 TCP Funds | | 116.5 | 116.5 |
| SFCTA Prop K | | 30.1 | 30.1 |
| Subtotal Future Programming | 0.0 | 146.6 | 146.6 |
| | | | |
| Grand Total | 190.1 | 284.1 | 474.3 |

* Conditioned on SFMTA Board Action to program Prop B General Fund to replace AB 664 bridge tolls on LRV project.

METROPOLITAN
TRANSPORTATION
COMMISSION

# TRANSIT CAPITAL PRIORITIES PROGRAMMING

January 13, 2016
Programming & Allocations Committee

# Transit Capital Priorities Program

- Programming of FTA and STP Formula Funds, and Bridge Tolls for transit capital replacement, rehab, maintenance and operations

**FY2015-16 Transit Capital Priorities Funding ($ millions)**

| | |
|---|---|
| $211 | FTA Urbanized Area Formula (5307) |
| 222 | FTA State of Good Repair (5337) |
| 12 | FTA Bus & Bus Facilities (5339) |
| 2 | OBAG 1 STP Transit Capital Rehabilitation |
| 47 | AB 664 & BATA Savings for Core Capacity Projects |
| $494 | Total Funding |

# Transit Capital Priorities - Shortfall

- Initial shortfall before programming actions/reductions:

| Year | Millions |
|---|---|
| FY2016 | $108 |
| FY2017 | $117 |
| FY2018 | $132 |
| Total | $357 |

- Shortfall primarily in San Francisco-Oakland Urbanized Area
- Shortfall Result of Two Factors
  - Major Vehicle Replacements – Confluence of Needs
  - Lower Revenues - No growth in FTA apportionments under MAP-21
    - FAST Act to increase revenues by $30M in FY16 but not enough to eliminate shortfalls

# Transit Capital Priorities - Shortfall

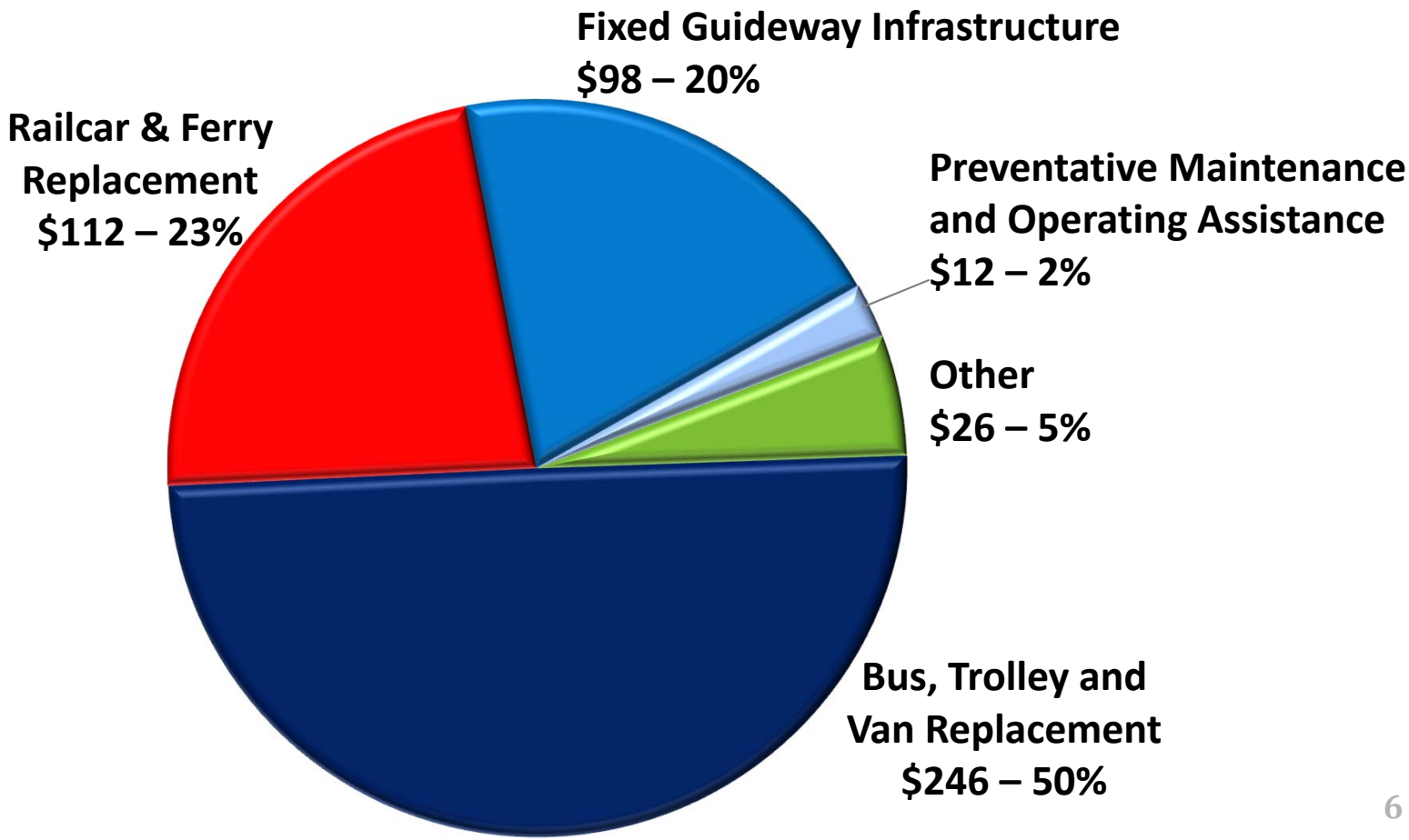
- **Major Vehicle Replacement Funding Requests**
  - SFMTA Fleet Replacement: $230M
  - BART Car Replacement: $74M
  - AC Transit Fleet Replacement: $36M
  - VTA Fleet Replacement: $34M
  - WETA Ferry Vessel Replacement: $17M
  - Caltrain Rail Car Replacement: $39M (reserved)

# Addressing Shortfall

- **One-Year Program** – FY2015-16 only
- **Voluntary deferrals to FY2016-17 and Beyond** – Golden Gate, WETA
- **$20M Cap on Bus Replacement Projects** – remainder to be fully funded in subsequent years
- **Defer** part of BART Car Funding and Clipper requests to later years based on later cashflow needs
- **Additional Core Capacity Bridge Tolls** for AC Transit and SFMTA's Core Capacity projects
- **Defer Fixed Guideway (FG) Rehab Funding based on Undisbursed Grant Balances** – for operators that did not meet spending target of 1/3 of older grant balances

# FY2015-16 Program Summary

**Transit Capital Priorities Projects**
**FY 2015-16 — $494 million** ($ millions)



# Program Highlights

- Fund projects most essential to region
- Policy successful in accelerating state of good repair projects
- Programs $206M towards implementing Core Capacity projects
- Accelerates funding for replacement of SFMTA's Fleet
- Funds replacement of BART's Fleet
- Promotes hybrids and zero-emission buses

# Program Issues

- **Prior-Year Grant Balances**
  - TCP policy conditions programming on expenditure of prior year grants

| Operator | Grant Disbursement Targets vs. Actual Disbursements | | Met or Exceeded Target |
|---|---|---|---|
| | Targets | Disbursements | |
| ACE | $878,049 | $2,634,148 | X |
| BART | $70,314,605 | $71,879,860 | X |
| Caltrain | $8,147,405 | $3,522,818 | |
| GGBHTD | $6,475,900 | $6,902,944 | X |
| SFMTA | $61,684,843 | $48,544,421 | |
| WETA | $904,992 | $1,556,203 | X |
| Total | $148,405,795 | $135,040,394 | |

# Program Issues, continued

- **BART Car Replacement Project**
  - Defer $24M of $74M request to later years to reduce shortfall
  - Exchange $150M of OBAG2 STP/CMAQ in Phase 1 with $150M of Bridge Tolls in Core Capacity Plan, to help meet Phase 1 commitment
- **Clipper** Defer $14M of $19M requested to reduce shortfall
- **AC Transit's Fleet Replacement**
  - Supplant $18M in FTA funds with Bridge Tolls to reduce shortfall, reduces amount of bridge tolls available later to meet match requirements
- **Caltrain's Railcar Replacement**
  - Reserve $39M for EMU procurement and $13M FG funds for Electrification
  - Release $11 million in FY14 and FY15 funds previously reserved per MOU, to be used for FG rehab projects instead, due to timing of Electrification project awards

# Program Issues, continued

- **SFMTA Bus Replacement**
  - SFMTA requested $71 million in additional funds scheduled for FY17 and FY18 to execute a contract option for earlier delivery of buses.
  - FY16 FTA revenues insufficient to include additional projects; additional bridge toll funds and advance programming of FY17 and FY18 TCP funds to complete funding plan as shown below, conditioned on allocation of Prop K matching funds by SFCTA:

| SFMTA Bus Option Proposed Additional Funding | |
|---|---|
| Funding Source | $Millions |
| Core Capacity AB 664 Bridge Tolls from LRVs* | $5.5 |
| Remaining Core Capacity AB 664 Bridge Tolls | $8.2 |
| Reprogrammed FY 2012-13 TCP Funds | $10.0 |
| FY 2016-17 TCP Funds | $23.8 |
| FY 2017-18 TCP Funds | $23.8 |
| **Total** | **$71.4** |
| *Conditioned on SFMTA Board Action to Program Prop B General Funds | |

# FY17 & FY18 Look-ahead

- Shortfalls of roughly $250M through FY18 prior to the enactment of FAST Act and deferrals from FY16 program
- Options for reducing shortfall include:
  - Update revenue projections based on FAST Act authorizations and actual FY16 revenues
  - Request operators to confirm funding requests or voluntarily defer projects
  - Defer fixed guideway funding based on grant balances and meeting proposed spending targets
  - Reduce programming for vehicle replacement projects consistent with project schedules and/or cash flow needs
  - Assess the capacity and timing of financing for certain projects
  - Apply across the board reductions to projects in competitive urbanized areas to eliminate any remaining shortfall

# Transit Capital Priorities Program

- **Recommendation:** Refer MTC Resolutions to the Commission for approval
  - **4212** – FY 2015-16 TCP Program
  - **4219** – FY 2016-17 and FY2017-18 TCP program
  - **4213** – FY 2015-16 AB 664 Program
  - **4169,** Revised – BATA Project Savings Program and Allocations
  - **4035**, Revised – OBAG 1 STP Transit Capital Rehabilitation Program
  - **4163 & 4165,** Revised – Updates to FY2014-15 AB664 program to re-allocate prior year lapsed funds
  - **4162 & 4084,** Revised – Updates to FY2013-14 and FY2014-15 TCP programs to program previously reserved funds to Caltrain's FG rehab projects
  - **3738, 4123 & 4126,** Revised – Revisions to BART Car Funding Plans

SFMTA
Municipal Transportation Agency

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Joél Ramos, *Director*
Cristina Rubke, *Director*

Edward D. Reiskin, *Director of Transportation*

**January 5, 2016**

**Steve Heminger**
**Executive Director**
**Metropolitan Transportation Commission**
**101 Eighth Street**
**Oakland, CA 94607**

***Re: Motor Coach Replacement Project Funding Request***

**Dear Mr. Heminger:**

The SFMTA operates an expansive rubber tire fleet of 40-foot standard buses and 60-foot articulated buses. Consistent with the region's SB 375 goals, modernization and expansion of this fleet is critical to meet projected ridership growth and achieve greenhouse gas reduction emission goals. In line with modernizing this fleet, the SFMTA entered into a contract with New Flyer, in December 2014, to replace all buses that have reached the end of their 12-year useful life. This contract was originally structured as a base contract to purchase 61 articulated buses and periodic options over the six-year term of the agreement to purchase up to 200 additional standard buses and up to 163 additional articulated buses.

In June 2015, the City issued Contract Amendment No. 1 to exercise an option to purchase 48 standard buses and 50 articulated buses, leaving 265 vehicles remaining under the original contract options. The vehicles that we have received to date have delivered an immediate benefit to our riders. The new vehicles are cleaner, quieter, more spacious, and easier for people with disabilities to use. They also represent a dramatic improvement in service reliability and ease of maintenance.

At this time, the SFMTA wishes to exercise the remaining options on the contract, to purchase 265 vehicles, including 152 standard buses and 113 articulated buses. Executing the remaining options will ensure a consistent and expedited production schedule and better pricing from New Flyer, allowing the Agency to replace all 40- and 60-foot motor coaches by early 2018. This schedule will lead to a more cost-effective maintenance program and continue the positive trend in vehicle reliability.

SFMTA requests MTC's help to exercise this option. New Flyer has stated that SFMTA need only certify a portion of the contract now, and can commit to a final number of vehicles within a year. Thus, SFMTA is seeking MTC's assistance to support a strategy that allows for immediate certification of a portion of the option. A determination of the total number of vehicles to be purchased in this option will be finalized through the upcoming Transit Capital Priorities (TCP) process set to begin in spring 2016.

- The overall cost to execute this full option (Amendment #2) is $284 million.
- Of that $284 million, $18.3 million has been identified through the FY16 TCP process currently underway.
- An additional $47.9 million of Proposition K sales tax funding is expected to be secured from the San Francisco Transportation Authority (SFCTA) as matching funds in February 2015.
- Given that future years of TCP funding will not be programmed until the next TCP cycle completes (early 2017), SFMTA is requesting that a portion of future TCP funds be programmed into the TIP now; this early programming will allow SFMTA the authority to certify the portion of the contract that keeps production moving until the end of calendar 2016.
- The amount of funding requested to be programmed is $71.4 million.
    - $23.7 million of this request can be accommodated through MTC actions to re-program funding already allocated to SFMTA.
    - SFMTA is requesting that MTC program the remaining $47.7 million into the TIP, split between FY17 and FY18, ahead of the formal TCP process.
- Please see the attached table for a detailed breakdown of the funding request.

While we understand this to be a significant request, the replacement of our revenue fleet is consistent with the TCP policies and a top capital priority for our Agency. Staff at MTC and the SFCTA have been extremely helpful in working with us to develop this requested solution and we are thankful for the work that has been done to pursue the procurement in this expedited timeframe.

Please don't hesitate to contact me should you have any questions or require additional information.

Thank you for your consideration.

**Sincerely,**

**Edward D. Reiskin**
**Director of Transportation**

cc: SFMTA Board of Directors
D. Campos, A. Halsted, S. Wiener – MTC Commission
T. Chang – Executive Director, SFCTA
G. Gillett – Office of Mayor Edwin M. Lee

| SFMTA Bus Option Proposed Funding Plan<br>$ Millions | | | |
|---|---|---|---|
| **Funding Source** | **Base/ Amend. 1** | **Amend. 2** | **Total** |
| **Prior Year Programming** | | | |
| TCP Funds | 69.480 | | 69.480 |
| SFCTA Prop K | 45.757 | | 45.757 |
| Prop B (General Fund Set Aside) | 17.768 | | 17.768 |
| State I-Bonds | 3.055 | | 3.055 |
| FTA Ladders of Opportunity | 8.995 | | 8.995 |
| ***Subtotal Prior Year*** | ***145.055*** | ***0.000*** | ***145.055*** |
| | | | |
| **Programming Proposed Through Current FY16 TCP** | | | |
| FY2015-16 TCP Funds | 45.083 | 10.047 | 55.130 |
| Core Capacity AB 664 | | 8.211 | 8.211 |
| ***Subtotal TCP Program Before Request*** | ***45.083*** | ***18.258*** | ***63.341*** |
| | | | |
| **Proposed Additional Programming** | | | |
| **Re-programming of SFMTA Funds Requiring MTC Action** | | | |
| Core Capacity AB 664 from LRVs | | 5.500 | 5.500 |
| Remaining Core Capacity AB 664 | | 8.211 | 8.211 |
| Reprogrammed FY2012-13 TCP Funds | | 10.000 | 10.000 |
| **Early Programming of TCP Funds** | | | |
| FY2016-17 TCP Funds | | 23.831 | 23.831 |
| FY2017-18 TCP Funds | | 23.831 | 23.831 |
| ***Subtotal Additional Programming*** | | ***71.373*** | ***71.373*** |
| | | | |
| **Funds Requiring SFCTA Programming Action** | | | |
| SFCTA Prop K | | 47.869 | 47.869 |
| ***Subtotal Programming Available for Certification*** | | ***137.500*** | ***137.500*** |
| | | | |
| **Future Programming** | | | |
| FY2016-17 to FY2018-19 TCP Funds | | 116.517 | 116.517 |
| SFCTA Prop K | | 30.097 | 30.097 |
| ***Subtotal Future Programming*** | | ***146.614*** | ***146.614*** |
| | | | |
| **Grand Total** | **190.138** | **284.114** | **474.252** |

| | | |
|---|---|---|
| Date: | May 24, 2006 | |
| W.I.: | 1512 | |
| Referred By: | PAC | |
| Revised: | 11/15/06-ED | 09/26/07-C |
| | 12/15/10-C | 11/28/12-C |
| | 12/18/13-C | 1/27/16-C |


ABSTRACT

Resolution No. 3738, Revised

This resolution approves the principles, process, and schedule for exchanging federal, state, and local funds and the criteria for reserving these funds for BART's A, B, C1, and C2 cars until the cars are eligible for replacement, beginning in 2013, and the funds are needed by BART.

This resolution was revised through administrative action by the Executive Director on November 15, 2006 to include the final version of the agreement between MTC and BART. The revisions specify that the amount of local funds BART agrees to deposit into the Account is equal to 100% of the federal reimbursement less any BART principal previously withheld for retention in the Account, delete a reference to early termination of the agreement, and made a few other terminology changes.

This resolution was revised by the Commission on September 26, 2007 to make a minor correction in Attachment B to the amount programmed in FY 2006-07, and to include in Attachment B a reference to $45 million in Third Cycle STP funds that were programmed to the BART Car Replacement project by the Commission in MTC Resolution 3723, Revised.

This resolution was revised by the Commission on December 15, 2010 to incorporate references to FTA funds programmed to the BART Car Replacement Project in conjunction with MTC Resolution 3918.

This resolution was revised by the Commission on November 28, 2012 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement, and to authorize the withdrawal of up to $15.5 million from the Funding Exchange Account under specified conditions.

This resolution was revised by the Commission on December 18, 2013 to revise the language of Attachment A regarding BART's deposits of local funds into the Funding Exchange Account,

and to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

This resolution was revised by the Commission on January 27, 2016 to amend Attachment B to update the amount of federal programming subject to the Funding Exchange Agreement.

Further discussion of the BART car fund exchange and reserve account is contained in the "Executive Director" memorandum and the Programming and Allocations Summary Sheet dated May 10, 2006, and the Programming and Allocations Summary Sheets dated September 12, 2007, November 10, 2010, November 14, 2012, December 11, 2013 and January 13, 2016.

Date: May 24, 2006
W.I.: 1512
Referred By: PAC

RE: BART Car Replacement Funding Exchange and Reserve Account

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3738

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, MTC has adopted a 25-year regional transportation plan (RTP), entitled the Transportation 2030 Plan, (MTC Resolution No. 3681, approved February 23, 2005); and

WHEREAS, the Transportation 2030 Plan identifies a funding shortfall of $1.3 billion over the next twenty-five years for high priority transit capital projects; and

WHEREAS, the Bay Area Rapid Transit District's (BART) fleet replacement program, which is scheduled to begin in 2013, comprises a significant portion of the region's high priority transit capital shortfall; and

WHEREAS, MTC and BART staff have been in discussions over the development of a program to fund the BART A, B, C1, and C2 car replacement program, hereinafter called "Project", set to begin in 2013, by exchanging federal, state, and local funds for BART local funds and establishing a reserve for such funds, and propose that MTC and BART enter into an agreement articulating the principles for accomplishing such fund exchanges and establishing a reserve capital funding account for the Project; and

WHEREAS, MTC as the regional planning agency has facilitated discussions about financing the Project, including exchanging regional funds and reserving funds for this purpose in coordination with members of the Bay Area Partnership and have afforded opportunity for comment; and

WHEREAS, MTC and BART have specified the terms and conditions of the Project in an agreement which is set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length; now, therefore be it

RESOLVED, that MTC approves Attachment A; and, be it further

RESOLVED, that Attachment B, Programmed Amounts, attached hereto and incorporated herein as though set forth at length, sets forth the agreed-upon funding amounts for the fund exchange, which may be amended from time to time by amendment to this Resolution; and, be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that upon execution of Attachment A by the signatory agencies, MTC staff shall commence implementing the fund exchange and establishing the BART Car Replacement Restricted Account.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on May 24, 2006.

ATTACHMENT B
TABLE 1. PROGRAMMED FEDERAL FUNDING AMOUNTS SUBJECT TO BART CAR REPLACEMENT FUNDING EXCHANGE AGREEMENT

| Ready-to-go Project Title | Transportation Improvement Program | Fund Source | Amount | Fiscal Year Programming |
|---|---|---|---|---|
| Preventive Maintenance | REG050020 | Surface Transportation Program | $22,680,000 | FY 2005-06 |
| Preventive Maintenance | REG050020 | Surface Transportation Program | $22,681,000 | FY 2006-07 |
| Preventive Maintenance | REG050020 | Surface Transportation Program | $22,682,000 | FY 2007-08 |
| Preventive Maintenance | REG050020 | Surface Transportation Program | $22,683,000 | FY 2008-09 |
| Preventive Maintenance | REG050020 | FTA Section 5307 | $25,940,067 | FY 2010-11 |
| Preventive Maintenance | REG050020 | FTA Sections 5307 & 5309 FG | $23,979,594 | FY 2011-12 |
| Preventive Maintenance | REG050020 | FTA Sections 5307 & 5337 | $72,000,000 | FY 2012-13 |
| Preventive Maintenance | REG050020 | FTA Sections 5307 & 5337 | $77,000,000 | FY 2013-14 |
| Preventive Maintenance | REG050020 | FTA Sections 5307 & 5337 | $52,671,798 | FY 2014-15 |
| Preventive Maintenance | REG050020 | FTA Sections 5307 & 5337 | $49,971,976 | FY 2015-16 |

ATTACHMENT B
TABLE 2. AUTHORIZED WITHDRAWALS FROM BART CAR REPLACEMENT FUNDING EXCHANGE ACCOUNT

| Withdrawal No. | Fiscal Year | MTC Approval Date | Authorized Amount | Conditions |
|---|---|---|---|---|
| 01 | 2012-13 | November 28, 2012 | $15,500,000 | Funds to be withdrawn from the ACCOUNT are to be expended for PROJECT costs only. |

| | |
|---|---|
| Date: | May 17, 2012 |
| W.I.: | 1512 |
| Referred by: | Planning |
| Revised: | 10/24/12-C 11/28/12-C 12/19/12-C |
| | 01/23/13-C 02/27/13-C 05/22/13-C |
| | 09/25/13-C 11/20/13-C 12/18/13-C |
| | 01/22/14-C 02/26/14-C 03/26/14-C |
| | 04/23/14-C 05/28/14-C 06/25/14-C |
| | 07/23/14-C 09/24/14-C 12/17/14-C |
| | 03/25/15-C 05/27/15-C 06/24/15-C |
| | 07/22/15-C 09/23/15-C 10/28/15-C |
| | 11/18/15-C 12/16/15-C 01/27/16-C |


ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Project Selection Policies
Attachment B-1 – Regional Program Project List
Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed $20 million of the $40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation**.** Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the $20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling $14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional $500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscol Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect $2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect $22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and $5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling $19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for $4 million for SFMTA for priority identified TPI funding; to provide an additional $500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from $5 million to $4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling $740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling $2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for $2,684,772.

On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect

$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect $270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the $10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect $0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 ($9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project ($717,000) in San Rafael to the Safe Routes to School Program, and delete the Bicycle sharing project ($6,000,000).

On June 24, 2015, Attachment B-1 was revised to identify a $265,000 Local Priority Development Area Planning Grant for the City of Palo Alto.

On July 22, 2015, Attachments B-1 and Attachment B-2 were revised to redirect $3,000,000 from the SFMTA N-Judah Mobility Maximization project to the SFMTA Colored Lanes on MTC Rapid Network project within the Transit Performance Initiative program, identify a $252,000 Safe Routes to Schools grant for San Mateo County, redirect $2,100,000 in Freeway Performance Initiative funding from the Alameda County I-680 project to the Various Corridors – Caltrans Preliminary Engineering project, delete $500,000 from the SMART Vehicle Purchase project in Sonoma County (revised from $6,600,000 to $6,100,000), and add the SMART Clipper Card Service project in Sonoma County for $500,000.

On September 23, 2015, Attachment B-2 was revised to redirect $6,100,000 from the SMART Vehicle Purchase project to the SMART San Rafael to Larkspur Extension project.

On October 28, 2015, Attachment B-1 and B-2 were revised to redirect $350,000 from Vacaville’s Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape project to Vallejo’s Downtown Streetscape – Phases 3 and 4 project, and to redirect $122,249 from Marin Transit’s Preventive Maintenance program to the preliminary engineering phase of Marin Transit’s Relocate Transit Maintenance Facility project.

On November 18, 2015, Attachment B-1 and Appendix A-3 to Attachment A were revised to increase the program amount for the Safe Routes to School Program by $2.35 million increasing the FY 2016-17 program amount to $5.0 million.

On December 16, 2015, Attachment B-1 was revised to add six parking management and transportation demand management projects totaling $6,000,000 under the Climate Initiatives Program.

On January 27, 2016, Attachments B-1 and B-2 were revised to: add the Golden Gate Bridge Highway and Transportation District's Advanced Communications and Information System (ACIS) project for $2,000,000 under the Transit Capital Rehabilitation program; redirect $10,000,000 under the Transit Capital Rehabilitation program from SFMTA's New 60' Flyer Trolley Bus Replacement project to SFMTA's New 40' Neoplan Bus Replacement project; and add $74,000 in grant funding to the City of San Rafael's Grand Avenue Bicycle/Pedestrian Improvements project under the Regional Safe Routes to School program; and redirect $67,265 from the San Francisco Department of Public Work's ER Taylor Safe Routes to School project to the Chinatown Broadway Complete Streets Phase IV project; and redirect $298,000 from Menlo Park's Various Streets and Roads Preservation project and $142,000 from San Bruno's San Bruno Avenue Pedestrian Improvements project to Daly City's John Daly Boulevard Bicycle and Pedestrian Improvements project ($290,000) and San Carlo's Streetscape and Pedestrian Improvements project ($150,000); and redirect $89,980 from Vacaville's Ulatis Creek Bicycle and Pedestrian Path and Streetscape project to Suisun City's Driftwood Drive Path project.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, May 13, 2015, and to the Administration Committee on May 13, 2015,

and to the Programming and Allocations Committee on June 10, 2015, July 8, 2015, September 9, 2015, October 14, 2015, November 4, 2015, December 9, 2015, and January 13, 2016.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16: Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA)assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

# Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C

## OBAG 1 Regional Programs
## FY 2012-13 through FY 2016-17
## January 2016

## OBAG 1 Regional Programs Project List

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other RTIP/TAP/TFCA | Total OBAG 1 |
|---|---|---|---|---|
| **OBAG 1 REGIONAL PROGRAMS** | | **$457,329,000** | **$40,000,000** | **$497,329,000** |
| **1. REGIONAL PLANNING ACTIVITIES (STP Planning)** | | | | |
| ABAG Planning | ABAG | $3,393,000 | $0 | $3,393,000 |
| BCDC Planning | BCDC | $1,701,000 | $0 | $1,701,000 |
| MTC Planning | MTC | $3,393,000 | $0 | $3,393,000 |
| **1. REGIONAL PLANNING ACTIVITIES (STP Planning)** | **TOTAL:** | **$8,487,000** | **$0** | **$8,487,000** |
| **2. REGIONAL OPERATIONS (RO)** | | | | |
| 511 - Traveler Information | MTC | $57,800,000 | $0 | $57,800,000 |
| Clipper® Fare Media Collection | MTC | $21,400,000 | $0 | $21,400,000 |
| SUBTOTAL | | $79,200,000 | $0 | $79,200,000 |
| Incident Management Program | MTC/SAFE | $12,240,000 | $0 | $12,240,000 |
| FSP/Call Box Program | MTC/SAFE | $14,462,000 | $0 | $14,462,000 |
| SUBTOTAL | | $26,702,000 | $0 | $26,702,000 |
| **2. REGIONAL OPERATIONS (RO)** | **TOTAL:** | **$105,902,000** | **$0** | **$105,902,000** |
| **3. FREEWAY PERFORMANCE INITIATIVE (FPI)** | | | | |
| Regional Performance Initiatives Implementation | MTC | $5,750,000 | $0 | $5,750,000 |
| Regional Performance Initiatives Corridor Implementation | MTC/SAFE | $9,200,000 | $0 | $9,200,000 |
| Program for Arterial System Synchronization (PASS) | MTC | $9,000,000 | $0 | $9,000,000 |
| PASS - LAVTA Dublin Blvd Transit Performance Initiative | MTC | $500,000 | $0 | $500,000 |
| PASS - AC Transit South Alameda County Corridors Travel Time Imps | MTC | $500,000 | $0 | $500,000 |
| SUBTOTAL | | $24,950,000 | | $24,950,000 |
| **Ramp Metering and TOS Elements** | | | | |
| FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon | Caltrans | $5,150,000 | $0 | $5,150,000 |
| FPI - ALA I-680: SCL Co. Line to CC Co. Line | Caltrans | $3,192,000 | $14,430,000 | $17,622,000 |
| FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road | Caltrans | $656,000 | $0 | $656,000 |
| FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1 | MTC/SAFE | $750,000 | $0 | $750,000 |
| FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2 | Caltrans | $8,118,000 | $0 | $8,118,000 |
| FPI - Various Corridors Caltrans Right of Way (ROW) | Caltrans | $975,000 | $0 | $975,000 |
| FPI - Various Corridors - Caltrans Preliminary Engineering (PE) | Caltrans | $7,200,000 | $19,570,000 | $26,770,000 |
| FPI - SCL US 101: San Benito County Line to SR 85 | Caltrans | $3,417,000 | $0 | $3,417,000 |
| FPI - MRN 101 - SF Co Line - Son Co Line | Caltrans | $10,000,000 | $0 | $10,000,000 |
| FPI - SON 101 - MRN Co Line - Men Co Line | MTC | $350,000 | $0 | $350,000 |
| FPI - SCL I-680: US 101 to ALA Co. Line | Caltrans | $270,000 | $0 | $270,000 |
| SUBTOTAL | | $40,078,000 | $34,000,000 | $74,078,000 |
| **3. FREEWAY PERFORMANCE INITIATIVE (FPI)** | **TOTAL:** | **$65,028,000** | **$34,000,000** | **$99,028,000** |
| **4. PAVEMENT MANAGEMENT PROGRAM (PMP)** | | | | |
| Pavement Management Program (PMP) | MTC | $1,547,000 | $0 | $1,547,000 |
| Pavement Technical Advisory Program (PTAP) | MTC | $7,500,000 | $0 | $7,500,000 |
| Statewide Local Streets and Roads (LSR) Needs Assessment | MTC/Caltrans | $53,000 | $0 | $53,000 |
| **4. PAVEMENT MANAGEMENT PROGRAM (PMP)** | **TOTAL:** | **$9,100,000** | **$0** | **$9,100,000** |
| **5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION** | | | | |
| **Regional PDA Implementation** | | | | |
| PDA Planning - ABAG | ABAG | $2,000,000 | $0 | $2,000,000 |
| SUBTOTAL | | $2,000,000 | $0 | $2,000,000 |
| **Transit Oriented Affordable Housing (TOAH)** | | | | |
| SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange) | SFMTA | $10,000,000 | $0 | $10,000,000 |
| SUBTOTAL | | $10,000,000 | $0 | $10,000,000 |
| **Local PDA Planning** | | | | |
| Local PDA Planning - Alameda | ACTC | $3,905,000 | $0 | $3,905,000 |
| Local PDA Planning - Contra Costa | CCTA | $2,745,000 | $0 | $2,745,000 |
| Local PDA Planning - Marin | TAM | $750,000 | $0 | $750,000 |
| Local PDA Planning - City of Napa | Napa | $275,000 | $0 | $275,000 |
| Local PDA Planning - American Canyon | American Canyon | $475,000 | $0 | $475,000 |
| Local PDA Planning - San Francisco | SF City/County | $2,380,000 | $0 | $2,380,000 |
| Local PDA Planning - San Mateo | SMCCAG | $218,000 | $0 | $218,000 |
| Belmont Village Specific/Implementation Plan | Belmont | $440,000 | $0 | $440,000 |
| Millbrae PDA Specific Plan | Millbrae | $500,000 | $0 | $500,000 |
| Redwood City Downtown Sequoia Station and Streetcar Planning Study | Redwood City | $450,000 | $0 | $450,000 |
| Local PDA Planning - Santa Clara | VTA | $4,343,695 | $0 | $4,343,695 |
| San Jose Stevens Creek/Santana Row/Winchester Specific Plan | MTC/San Jose | $640,305 | $0 | $640,305 |
| Santa Clara El Camino Corridor Precise Plan | MTC/Santa Clara | $100,000 | $0 | $100,000 |
| Local PDA Planning - Palo Alto | Palo Alto | $265,000 | | $265,000 |
| Local PDA Planning - Solano | STA | $1,066,000 | $0 | $1,066,000 |
| Santa Rosa - Roseland/Sebastopol Road PDA Planning | Santa Rosa | $647,000 | $0 | $647,000 |

# Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C

## OBAG 1 Regional Programs
## FY 2012-13 through FY 2016-17
## January 2016

## OBAG 1 Regional Programs Project List

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other RTIP/TAP/TFCA | Total OBAG 1 |
|---|---|---|---|---|
| **OBAG 1 REGIONAL PROGRAMS** | | **$457,329,000** | **$40,000,000** | **$497,329,000** |
| Sonoma County - Sonoma Springs Area Plan | Sonoma County | $450,000 | $0 | $450,000 |
| Sonoma County - Airport Employment Center Planning | Sonoma County | $350,000 | $0 | $350,000 |
| SUBTOTAL | | $20,000,000 | $0 | $20,000,000 |
| **Regional PDA Planning** | | | | |
| *Regional PDA Implementation Priorities* | | | | |
| Bay Area Transit Core Capacity Study | MTC | $250,000 | $0 | $250,000 |
| Public Lands Near Rail Corridors Assessment | MTC | $500,000 | $0 | $500,000 |
| PDA Implementation Studies/Forums | MTC | $156,500 | $0 | $156,500 |
| State Route 82 Relinquishment Exploration Study | MTC/VTA | $275,000 | $0 | $275,000 |
| *PDA Planning* | | | | |
| Oakland Downtown Specific Plan | Oakland | $750,000 | $0 | $750,000 |
| South Berkeley/ Adeline/Ashby BART Specific Plan | Berkeley | $750,000 | $0 | $750,000 |
| Bay Fair BART Transit Village Specific Plan | San Leandro | $440,000 | $0 | $440,000 |
| Alameda Naval Air Station Specific Plan | Alameda | $250,000 | $0 | $250,000 |
| Del Norte BART Station Precise Plan | El Cerrito | $302,500 | $0 | $302,500 |
| Mission Bay Railyard and I-280 Alternatives | San Francisco | $700,000 | $0 | $700,000 |
| Santa Clara El Camino Corridor Precise Plan | Santa Clara | $750,000 | $0 | $750,000 |
| Sunnyvale El Camino Corridor Precise Plan | Sunnyvale | $587,000 | $0 | $587,000 |
| San Jose Stevens Creek/Santana Row/Winchester Specific Plan | San Jose | $750,000 | $0 | $750,000 |
| *Staff Assistance* | | | | |
| Alameda PDA TDM Plan | Alameda | $150,000 | $0 | $150,000 |
| Downtown Livermore Parking Implementation Plan | Livermore | $100,000 | $0 | $100,000 |
| Oakland Transporation Impact Review Streamlining | Oakland | $300,000 | $0 | $300,000 |
| Oakland Complete Streets, Design Guidance, Circulation Element Update | Oakland | $235,000 | $0 | $235,000 |
| Downtown Oakland Parking Management Strategy | Oakland | $200,000 | $0 | $200,000 |
| *Technical Assistance* | | | | |
| Concord Salvio Streetscape | Concord | $50,000 | $0 | $50,000 |
| South Richmond Affordable Housing and Commercial Linkage | Richmond | $60,000 | $0 | $60,000 |
| San Mateo Planning/Growth Forum Series | San Mateo | $25,000 | $0 | $25,000 |
| South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis | SSF | $60,000 | $0 | $60,000 |
| Milpitas Transit Area Parking Analysis | Milpitas | $60,000 | $0 | $60,000 |
| Morgan Hill Housing/Employment Market Demand/Circulation Analysis | Morgan Hill | $60,000 | $0 | $60,000 |
| Sab Jose West San Carlos Master Streetscape Plan | San Jose | $60,000 | $0 | $60,000 |
| Sunnyvale Mathilda Ave Downtown Plan Line | Sunnyvale | $60,000 | $0 | $60,000 |
| Downtown Sunnyvale Block 15 Sale/Land Exchange | Sunnyvale | $59,000 | $0 | $59,000 |
| Sunnyvale El Camino Street Space Allocation Study | Sunnyvale | $60,000 | $0 | $60,000 |
| SUBTOTAL | | $8,000,000 | $0 | $8,000,000 |
| **5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION** | **TOTAL:** | **$40,000,000** | **$0** | **$40,000,000** |
| **6. CLIMATE INITIATIVES PROGRAM (CIP)** | | | | |
| *Car Sharing* | | | | |
| Hayward RFP for Car Sharing Services | Hayward | $200,480 | $0 | $200,480 |
| Oakland Car Share and Outreach Program | Oakland | $320,526 | $0 | $320,526 |
| CCTA Car Share4All | CCTA | $973,864 | $0 | $973,864 |
| TAM Car Share CANAL | TAM | $125,000 | $0 | $125,000 |
| City of San Mateo Car Sharing - A Catalyst for Change | San Mateo | $210,000 | $0 | $210,000 |
| Santa Rosa Car Share | SCTA | $170,130 | $0 | $170,130 |
| Public Education Outreach | MTC | $312,000 | $0 | $312,000 |
| *Transportation Demand Management* | | | | |
| goBerkeley Residential Shared Parking Pilot | Berkeley | $950,000 | $0 | $950,000 |
| Hayward Comprehensive Parking Mgmt Plan Implementation | Hayward | $338,000 | $0 | $338,000 |
| Oakland Demand-Responsive Parking and Mobility Mgmt Initiative | Oakland | $1,300,000 | $0 | $1,300,000 |
| Downtown San Mateo Parking Technology Implementation | San Mateo | $1,500,000 | $0 | $1,500,000 |
| Walnut Creek Parking Guidance System Pilot | Walnut Creek | $783,000 | $0 | $783,000 |
| Peery Park Rides | VTA/Sunnyvale | $1,129,000 | $0 | $1,129,000 |
| To Be Determined | TBD | $6,000,000 | $0 | $6,000,000 |
| EV Charging Infastructure and Vehicles (Programmed by BAAQMD)* | BAAQMD | $0 | $6,000,000 | $6,000,000 |
| **6. CLIMATE INITIATIVES PROGRAM (CIP)** | **TOTAL:** | **$14,312,000** | **$6,000,000** | **$20,312,000** |

* Selected and funded by the BAAQMD. Listed here for informational purposes only

# Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C

## OBAG 1 Regional Programs
## FY 2012-13 through FY 2016-17
## January 2016

## OBAG 1 Regional Programs Project List

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other RTIP/TAP/TFCA | Total OBAG 1 |
|---|---|---|---|---|
| **OBAG 1 REGIONAL PROGRAMS** | | **$457,329,000** | **$40,000,000** | **$497,329,000** |
| **7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)** | | | | |
| *Specific projects TBD by CMAs* | | | | |
| Alameda County SRTS Program - Supplemental | ACTC | $1,073,000 | $0 | $1,073,000 |
| Contra Costa County SRTS Program - Supplemental | CCTA | $822,000 | $0 | $822,000 |
| ~~**Marin County SRTS Program - Supplemental**~~ | ~~**TAM**~~ | ~~**$74,000**~~ | $0 | ~~**$74,000**~~ |
| Napa County SRTS Program - Supplemental | NCTPA | $105,000 | $0 | $105,000 |
| San Francisco County SRTS Program - Supplemental | SFCTA | $360,000 | $0 | $360,000 |
| San Mateo County SRTS Program - Supplemental | SMCCAG | $225,000 | $0 | $225,000 |
| Santa Clara County SRTS Program - Supplemental | Santa Clara | $1,346,000 | $0 | $1,346,000 |
| Solano County SRTS Program - Supplemental | STA | $314,000 | $0 | $314,000 |
| Sonoma County SRTS Program - Supplemental | SCTA | $345,000 | $0 | $345,000 |
| Alameda County SRTS Program | ACTC | $4,293,000 | $0 | $4,293,000 |
| Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps | Antioch | $330,000 | $0 | $330,000 |
| Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd | Concord | $504,900 | $0 | $504,900 |
| Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps | Contra Costa County | $441,700 | $0 | $441,700 |
| West Contra Costa SRTS Non-Infrastructure Program | Contra Costa County | $709,800 | $0 | $709,800 |
| Vista Grande Street Pedestrian Safe Routes to School Imps | Danville | $157,000 | $0 | $157,000 |
| Happy Valley Road Walkway Safe Routes to School Imps | Lafayette | $100,000 | $0 | $100,000 |
| Moraga Road Safe Routes to School Bicycle/Pedestrian Imps | Moraga | $100,000 | $0 | $100,000 |
| Orinda Sidewalk Imps | Orinda | $100,000 | $0 | $100,000 |
| Pittsburg School Area Safety Imps | Pittsburg | $203,000 | $0 | $203,000 |
| Pleasant Hill - Boyd Road and Elinora Drive Sidewalks | Pleasant Hill | $395,000 | $0 | $395,000 |
| San Ramon School Crossings Enhancements | San Ramon | $247,600 | $0 | $247,600 |
| San Rafael Grand Ave Bike/Ped Imps | San Rafael | **$791,000** | $0 | **$791,000** |
| Napa County SRTS Non-Infrastructure Program | NCTPA | $420,000 | $0 | $420,000 |
| San Francisco SRTS Non-Infrastructure Program | SFDPH | $1,439,000 | $0 | $1,439,000 |
| San Mateo County SRTS Program | SMCCAG | $2,157,000 | $0 | $2,157,000 |
| Campbell - Virginia Avenue Sidewalks | Campbell | $708,000 | $0 | $708,000 |
| Mountain View - El Camino to Miramonte Complete Streets | Mountain View | $840,000 | $0 | $840,000 |
| Mountain View SRTS Non-Infrastructure Program | Mountain View | $500,000 | $0 | $500,000 |
| Palo Alto - Arastradero Road Schoolscape/Multi-use Trail | Palo Alto | $1,000,000 | $0 | $1,000,000 |
| San Jose - Walk N' Roll Phase 2 | San Jose | $1,000,000 | $0 | $1,000,000 |
| City of Santa Clara SRTS Non-Infrastructure Program Phase 2 | Santa Clara | $500,000 | $0 | $500,000 |
| Santa Clara County SRTS Non-Infrastructure Program | Santa Clara County | $838,000 | $0 | $838,000 |
| Solano County SRTS Non-Infrastructure Program | STA | $1,256,000 | $0 | $1,256,000 |
| Sonoma County SRTS Program | Sonoma County TPW | $1,379,000 | $0 | $1,379,000 |
| **7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)** | **TOTAL:** | **$25,000,000** | **$0** | **$25,000,000** |
| **8. TRANSIT CAPITAL REHABILITATION PROGRAM** | | | | |
| SolTrans - Preventive Maintenance | SolTrans | $1,000,000 | $0 | $1,000,000 |
| **Transit Capital Rehabilitation** | | | | |
| *Specific Projects TBD by Commission* | | | | |
| ECCTA Replace Eleven 2001 40' Buses | ECCTA | $636,763 | $0 | $636,763 |
| BART Car Exchange Preventative Maintenance | BART | $2,831,849 | $0 | $2,831,849 |
| Clipper Fare Collection Equipment Replacement | MTC | $9,994,633 | $0 | $9,994,633 |
| SFMTA - New 60' Flyer Trolly Bus Replacement | SFMTA | **$5,502,261** | $0 | **$5,502,261** |
| **SFMTA - New 40' Neoplan Bus Replacement** | **SFMTA** | **$10,000,000** | $0 | **$10,000,000** |
| VTA Preventive Maintenance (for vehicle replacement) | VTA | $3,349,722 | $0 | $3,349,722 |
| Clipper Back Office Fare Collection Equipment Replacement | MTC | $2,684,772 | $0 | $2,684,772 |
| **Advanced Communications and Information System (ACIS)** | **GGBHTD** | **$2,000,000** | $0 | **$2,000,000** |
| SUBTOTAL | | $37,000,000 | $0 | $37,000,000 |
| **Transit Performance Initiative (TPI) Incentive Program** | | | | |
| *Specific Projects TBD by Commission* | | | | |
| TPI - AC Transit Spectrum Ridership Growth | AC Transit | $1,802,676 | $0 | $1,802,676 |
| TPI - ACE Positive Train Control | SJRRC/ACE | $129,156 | $0 | $129,156 |
| TPI - Marin Transit Preventive Maintenance (for low income youth pass) | Marin Transit | $99,289 | $0 | $99,289 |
| TPI - BART Train Car Accident Repair | BART | $1,493,189 | $0 | $1,493,189 |
| TPI - BART 24th Street Train Control Upgrade | BART | $2,000,000 | $0 | $2,000,000 |
| TPI - SFMTA Preventive Maintenance (for low income youth pass) | SFMTA | $1,600,000 | $0 | $1,600,000 |
| TPI - SFMTA Light Rail Vehicle Rehabilitation | SFMTA | $5,120,704 | $0 | $5,120,704 |
| TPI - VTA Preventive Maintenance (for low income fare pilot) | VTA | $1,302,018 | $0 | $1,302,018 |

# Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
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05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C

## OBAG 1 Regional Programs
## FY 2012-13 through FY 2016-17
## January 2016

## OBAG 1 Regional Programs Project List

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other RTIP/TAP/TFCA | Total OBAG 1 |
|---|---|---|---|---|
| **OBAG 1 REGIONAL PROGRAMS** | | **$457,329,000** | **$40,000,000** | **$497,329,000** |
| TPI - AC Transit - East Bay Bus Rapid Transit | AC Transit | $3,340,781 | $0 | $3,340,781 |
| TPI - BART - Metro Priority Track Elements | BART | $3,459,057 | $0 | $3,459,057 |
| TPI - Caltrain - Off-peak Marketing Campaign | Caltrain | $44,200 | $0 | $44,200 |
| TPI - Caltrain - Control Point Installation | Caltrain | $2,840,952 | $0 | $2,840,952 |
| TPI - CCCTA - 511 Real-Time Interface | CCCTA | $100,000 | $0 | $100,000 |
| TPI - CCCTA - Implementation of Access Improvement | CCCTA | $465,899 | $0 | $465,899 |
| TPI - Petaluma - Transit Signal Priority, Phase I & II | Petaluma | $287,902 | $0 | $287,902 |
| TPI - Santa Rosa - CityBus COA and Service Plan | Santa Rosa | $100,000 | $0 | $100,000 |
| TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach | Vacaville | $171,388 | $0 | $171,388 |
| TPI - MCTD Preventative Maintenance (Youth Pass Program) | Marin Transit | $116,728 | $0 | $116,728 |
| TPI - Relocate Transit Maintenance Facility (PE only) (Youth Pass Program) | Marin Transit | $122,249 | $0 | $122,249 |
| TPI - NCTPA - Bus Mobility Device Retrofits | NCTPA | $120,988 | $0 | $120,988 |
| TPI - SamTrans - Preventative Maintenance (Service Plan Implementation) | SMCTD | $992,535 | $0 | $992,535 |
| TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System | SFMTA | $9,285,937 | $0 | $9,285,937 |
| TPI - Sonoma County Transit - 30-foot CNG Bus Replacements | Sonoma County | $173,052 | $0 | $173,052 |
| TPI - Caltrain - Map-Based Real-Time Train Display | Caltrain | $44,000 | $0 | $44,000 |
| TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys | GGBHTD | $402,572 | $0 | $402,572 |
| TPI - GGBHTD - Building Ridership to Meet Capacity Campaign | GGBHTD | $177,060 | $0 | $177,060 |
| TPI - CCCTA - TRANSITMIX Software Implementation Project | CCCTA | $17,851 | $0 | $17,851 |
| TPI - NCTPA - Am. Canyon Priority Signal Interconnection on SR 29 | NCTPA | $91,757 | $0 | $91,757 |
| TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase | Santa Rosa | $525,787 | $0 | $525,787 |
| TPI - Sonoma County Transit - 40-foot CNG Bus Replacements | Sonoma County | $114,656 | $0 | $114,656 |
| Specific Transit Performance Initiative Incentive Program projects - TBD | TBD | $23,457,617 | $0 | $23,457,617 |
| SUBTOTAL | | $60,000,000 | $0 | $60,000,000 |
| **8. TRANSIT CAPITAL REHABILITATION PROGRAM** | **TOTAL:** | **$98,000,000** | **$0** | **$98,000,000** |
| **9. TRANSIT PERFORMANCE INITIATIVE (TPI)** | | | | |
| **TPI - Capital Investment Program** | | | | |
| TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration | AC Transit | $10,515,624 | $0 | $10,515,624 |
| TPI-1 - SFMTA Mission Mobility Maximization | SFMTA | $5,383,109 | $0 | $5,383,109 |
| TPI-1 - SFMTA N-Judah Mobility Maximization | SFMTA | $2,383,860 | $0 | $2,383,860 |
| TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps | SFMTA | $4,133,031 | $0 | $4,133,031 |
| TPI-1 - VTA Light Rail Transit Signal Priority | VTA | $1,587,176 | $0 | $1,587,176 |
| TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority | VTA | $712,888 | $0 | $712,888 |
| TPI-1 - MTC Clipper Phase III Implementation | MTC | $8,000,000 | $0 | $8,000,000 |
| TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps | AC Transit | $5,000,000 | $0 | $5,000,000 |
| TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative | LAVTA | $1,009,440 | $0 | $1,009,440 |
| TPI-2 - SFMTA Colored Lanes on MTA Rapid Network | SFMTA | $4,784,880 | $0 | $4,784,880 |
| TPI-2 - SFMTA Muni Forward Capital Transit Enhancements | SFMTA | $3,205,680 | $0 | $3,205,680 |
| TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1) | VTA | $8,000,000 | $0 | $8,000,000 |
| Unprogrammed Transit Performance Initiative Reserve | TBD | $27,284,312 | $0 | $27,284,312 |
| **9. TRANSIT PERFORMANCE INITIATIVE (TPI)** | **TOTAL:** | **$82,000,000** | **$0** | **$82,000,000** |
| **10. PRIORITY CONSERVATION AREA (PCA)** | | | | |
| **North Bay PCA Program** | | | | |
| *Specific projects TBD by North Bay CMAs* | | | | |
| Marin PCA - Bayfront Park Recreational Bay Access | Mill Valley | $100,000 | $0 | $100,000 |
| Marin PCA - Mill Valley - Sausalito Pathway Preservation | Marin County | $320,000 | $0 | $320,000 |
| Marin PCA - Sunny Hill Ridge and Red Hill Trails | San Anselmo | $80,000 | $0 | $80,000 |
| Marin PCA - Thatcher Ranch Easement Acq. (pending exchange) | Novato | $250,000 | $0 | $250,000 |
| Marin PCA - Pacheco Hill Parkland Acq. (pending exchange) | Novato | $500,000 | $0 | $500,000 |
| Napa PCA - Silverado Trail Yountville-Napa Safety Imps | Napa County | $143,000 | $0 | $143,000 |
| Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay) | Napa County | $1,107,000 | $0 | $1,107,000 |
| Solano PCA - Suisun Valley Bicycle and Pedestrian Imps | Solano County | $1,175,000 | $0 | $1,175,000 |
| Solano PCA - Solano PCA Assessment Plan | STA | $75,000 | $0 | $75,000 |
| Sonoma PCA - Bodega Hwy Roadway Preservation | Sonoma County | $1,000,000 | $0 | $1,000,000 |
| Sonoma PCA - Sonoma County Urban Footprint Planning | Sonoma County | $250,000 | $0 | $250,000 |
| SUBTOTAL | | $5,000,000 | $0 | $5,000,000 |

# Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C 11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C 06/24/15-C 07/22/15-C 10/28/15-C 11/18/15-C 12/16/15-C
01/27/16-C

## OBAG 1 Regional Programs
## FY 2012-13 through FY 2016-17
## January 2016

## OBAG 1 Regional Programs Project List

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other RTIP/TAP/TFCA | Total OBAG 1 |
|---|---|---|---|---|
| **OBAG 1 REGIONAL PROGRAMS** | | **$457,329,000** | **$40,000,000** | **$497,329,000** |
| **Peninsula, Southern and Eastern Counties PCA Program** | | | | |
| Bay Trail Shoreline Access Staging Area | Berkeley | $500,000 | $0 | $500,000 |
| Breuner Marsh Restoration and Public Access | EBRPD | $1,000,000 | $0 | $1,000,000 |
| SF Bay Trail, Pinole Shores to Bay Front Park | EBRPD | $119,711 | $0 | $119,711 |
| Coyote Creek Trail: Brokaw Road to Union Pacific Railroad | San Jose | $712,700 | $0 | $712,700 |
| Pier 70 - Crane Cove Park | Port of SF | $1,000,000 | $0 | $1,000,000 |
| Twin Peaks Connectivity Conceptual Plan | SF Rec. and Parks | $167,589 | $0 | $167,589 |
| Southern Skyline Blvd. Ridge Trail Extension | SF PUC | $1,000,000 | $0 | $1,000,000 |
| SUBTOTAL | | $4,500,000 | $0 | $4,500,000 |
| **10. PRIORITY CONSERVATION AREA (PCA)** | **TOTAL:** | **$9,500,000** | **$0** | **$9,500,000** |
| **OBAG 1 REGIONAL PROGRAMS TOTAL** | **TOTAL:** | **$457,329,000** | **$40,000,000** | **$497,329,000** |

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# Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C

## OBAG 1 County Program
## FY 2012-13 through FY 2016-17
## January 2016

## OBAG 1 County Programs Project List

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other (RTIP, etc.) | Total Cycle 2 |
|---|---|---|---|---|
| **COUNTY OBAG 1 PROGRAMMING** | | **$309,314,000** | **$18,036,000** | **$327,350,000** |
| **ALAMEDA COUNTY** | | | | |
| *Specific projects TBD by Alameda CMA* | | $0 | $0 | $0 |
| CMA Base Planning Activities - Alameda | ACTC | $3,836,000 | $0 | $3,836,000 |
| CMA Planning Activities Augmentation - Alameda | ACTC | $3,270,000 | $0 | $3,270,000 |
| CMA Planning Activities FY 2016-17 Supplement - Alameda | ACTC | $1,034,000 | $0 | $1,034,000 |
| Alameda County Safe Routes to School Program | ACTC | $2,000,000 | $0 | $2,000,000 |
| Alameda City Complete Streets | Alameda (City) | $635,000 | $0 | $635,000 |
| Alameda County Various Streets and Roads Preservation | Alameda County | $1,665,000 | $0 | $1,665,000 |
| Berkeley Downtown BART Plaza Streetscape | BART | $340,000 | $3,726,000 | $4,066,000 |
| Shattuck Ave Complete Streets and De-Couplet | Berkeley | $2,777,000 | $0 | $2,777,000 |
| Berkeley - Hearst Avenue Complete Streets | Berkeley | $2,156,000 | $0 | $2,156,000 |
| Dublin Boulevard Preservation | Dublin | $470,000 | $0 | $470,000 |
| Emeryville - Hollis Street Preservation | Emeryville | $100,000 | $0 | $100,000 |
| Fremont Various Streets and Roads Preservation | Fremont | $2,105,000 | $0 | $2,105,000 |
| Fremont City Center Multi-Modal Imps | Fremont | $5,855,000 | $0 | $5,855,000 |
| Hayward - Industrial Boulevard Preservation | Hayward | $1,335,000 | $0 | $1,335,000 |
| Livermore Various Streets Preservation | Livermore | $1,053,000 | $0 | $1,053,000 |
| Enterprise Drive Complete Streets and Road Diet | Newark | $454,000 | $0 | $454,000 |
| Oakland Complete Streets | Oakland | $3,851,000 | $0 | $3,851,000 |
| 7th Street West Oakland Transit Village Phase 2 | Oakland | $3,288,000 | $0 | $3,288,000 |
| Lakeside Complete Streets and Road Diet | Oakland | $7,000,000 | $0 | $7,000,000 |
| Oakland - Peralta and MLK Jr. Way Streetscape- Phase I | Oakland | $5,452,000 | $0 | $5,452,000 |
| Lake Merritt BART Bikeways | Oakland | $571,000 | $0 | $571,000 |
| Piedmont Complete Streets | Piedmont | $129,000 | $0 | $129,000 |
| Pleasanton Complete Streets | Pleasanton | $832,000 | $0 | $832,000 |
| San Leandro Boulevard Preservation | San Leandro | $804,000 | $0 | $804,000 |
| Whipple Road Complete Streets | Union City | $669,000 | $0 | $669,000 |
| Union City BART TLC Phase 2 | Union City | $8,692,000 | $0 | $8,692,000 |
| **ALAMEDA COUNTY** | **TOTAL:** | **$60,373,000** | **$3,726,000** | **$64,099,000** |

| | | | | |
|---|---|---|---|---|
| **CONTRA COSTA COUNTY** | | | | |
| *Specific projects TBD by Contra Costa CMA* | TBD | $0 | $0 | $0 |
| CMA Base Planning Activities - Contra Costa | CCTA | $3,036,000 | $0 | $3,036,000 |
| CMA Planning Activities Augmentation - Contra Costa | CCTA | $1,214,000 | $0 | $1,214,000 |
| CMA Planning Activities FY 2016-17 Supplement - Contra Costa | CCTA | $818,000 | $0 | $818,000 |
| Antioch 9th Street Preservation | Antioch | $673,000 | $0 | $673,000 |
| Richmond BART Station Intermodal Imps. | BART | $2,900,000 | $0 | $2,900,000 |
| Balfour Road Preservation | Brentwood | $290,000 | $0 | $290,000 |
| Clayton Various Streets Preservation | Clayton | $386,000 | $0 | $386,000 |
| Concord BART Station Bicycle and Ped. Access Imps. | Concord | $0 | $1,195,000 | $1,195,000 |
| Detroit Avenue Bicycle and Pedestrian Imps. | Concord | $965,000 | $1,189,000 | $2,154,000 |
| Concord Various Streets Preservation | Concord | $757,000 | $0 | $757,000 |
| Contra Costa County Various Streets and Roads Preservation | Contra Costa County | $1,941,000 | $0 | $1,941,000 |
| Danville Various Streets and Roads Preservation | Danville | $933,000 | $0 | $933,000 |
| El Cerrito Various Streets and Roads Preservation | El Cerrito | $630,000 | $0 | $630,000 |
| El Cerritto Ohlone Greenway Bike and Ped. Imps. | El Cerrito | $3,468,000 | $0 | $3,468,000 |
| Hercules Intermodal Transit Center | Hercules | $2,584,000 | $0 | $2,584,000 |
| Hercules - Refugio Valley Road Preservation | Hercules | $702,000 | $0 | $702,000 |
| Lafayette - Mt. Diablo Blvd West Preservation | Lafayette | $584,000 | $0 | $584,000 |
| Martinez Various Streets and Roads Preservation | Martinez | $1,023,000 | $0 | $1,023,000 |
| Moraga Various Streets and Roads Preservation | Moraga | $709,000 | $0 | $709,000 |
| Oakley Various Streets and Roads Preservation | Oakley | $1,031,000 | $0 | $1,031,000 |
| Ivy Street Preservation | Orinda | $552,000 | $0 | $552,000 |
| Pinole - San Pablo Avenue Preservation | Pinole | $453,000 | $0 | $453,000 |
| Pittsburg - Railroad Avenue Preservation | Pittsburg | $299,000 | $0 | $299,000 |
| Pittsburg Multimodal Station Bike/Ped Access Imps. | Pittsburg | $1,300,000 | $0 | $1,300,000 |
| Golf Club Road Roundabout and Bike/Ped Imps. | Pleasant Hill | $4,770,000 | $0 | $4,770,000 |
| Pleasant Hill - Contra Costa Boulevard Preservation | Pleasant Hill | $799,000 | $0 | $799,000 |
| Dornan Drive/Garrard Blvd Tunnel Rehabilitation | Richmond | $413,000 | $0 | $413,000 |
| Richmond Local Streets and Roads Preservation | Richmond | $3,030,000 | $0 | $3,030,000 |
| San Pablo Various Streets and Roads Preservation | San Pablo | $454,000 | $0 | $454,000 |
| San Pablo Avenue Bicycle and Pedestrian Imps. | San Pablo | $5,978,000 | $0 | $5,978,000 |
| San Ramon Valley Blvd Preservation | San Ramon | $291,000 | $0 | $291,000 |
| Walnut Creek North Main Street Preservation | Walnut Creek | $655,000 | $0 | $655,000 |

# Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C

## OBAG 1 County Program
## FY 2012-13 through FY 2016-17
## January 2016

## OBAG 1 County Programs Project List

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other (RTIP, etc.) | Total Cycle 2 |
|---|---|---|---|---|
| **COUNTY OBAG 1 PROGRAMMING** | | **$309,314,000** | **$18,036,000** | **$327,350,000** |
| **CONTRA COSTA COUNTY** | **TOTAL:** | **$43,638,000** | **$2,384,000** | **$46,022,000** |
| **MARIN COUNTY** | | | | |
| *Specific projects TBD by Marin CMA* | TBD | $0 | $0 | $0 |
| CMA Base Planning Activities - Marin | TAM | $2,673,000 | $0 | $2,673,000 |
| CMA Planning Activities Augmentation - Marin | TAM | $418,000 | $0 | $418,000 |
| CMA Planning Activities FY 2016-17 Supplement - Marin | TAM | $720,000 | $0 | $720,000 |
| Central Marin Ferry Bike/Ped Connection | TAM | $1,500,000 | $0 | $1,500,000 |
| Bolinas Avenue and Sir Francis Drake Intersection Imps. | Ross | $274,000 | $0 | $274,000 |
| San Rafael Various Streets and Roads Preservation | San Rafael | $457,000 | $0 | $457,000 |
| San Rafael Transit Center Pedestrian Access Imps. | San Rafael | $1,900,000 | $0 | $1,900,000 |
| Fairfax Parkade Circulation and Safety Imps. | Fairfax | $0 | $300,000 | $300,000 |
| North Civic Center Bicycle and Pedestrian Imps | Marin County | $243,000 | $407,000 | $650,000 |
| Donahue Street Preservation | Marin County | $1,077,000 | $0 | $1,077,000 |
| DeLong Ave. and Ignacio Blvd Preservation | Novato | $779,000 | $0 | $779,000 |
| **MARIN COUNTY** | **TOTAL:** | **$10,041,000** | **$707,000** | **$10,748,000** |
| **NAPA COUNTY** | | | | |
| *Specific projects TBD by Napa - NCTPA* | TBD | $0 | $0 | $0 |
| CMA Base Planning Activities - Napa | NCTPA | $2,673,000 | $0 | $2,673,000 |
| CMA Planning Activities FY 2016-17 Supplement - Napa | NCTPA | $720,000 | $0 | $720,000 |
| Napa City North/South Bike Connection | Napa (City) | $300,000 | $0 | $300,000 |
| California Boulevard Roundabouts | Napa (City) | $2,463,000 | $431,000 | $2,894,000 |
| Silverado Trail Phase "H" Preservation | Napa County | $794,000 | $0 | $794,000 |
| **NAPA COUNTY** | **TOTAL:** | **$6,950,000** | **$431,000** | **$7,381,000** |
| **SAN FRANCISCO COUNTY** | | $3,393,000 | | $0.46 |
| *Specific projects TBD by San Francisco CMA* | | $0 | $0 | $0 |
| CMA Base Planning Activities - San Francisco | SFCTA | $2,795,000 | $0 | $2,795,000 |
| CMA Planning Activities Augmentation - San Francisco | SFCTA | $773,000 | $0 | $773,000 |
| CMA Planning Activities FY 2016-17 Supplement- San Francisco | SFCTA | $753,000 | $0 | $753,000 |
| Longfellow Safe Routes to School | SF DPW | $670,307 | $0 | $670,307 |
| ER Taylor Safe Routes to School | SF DPW | **$452,366** | $0 | **$452,366** |
| Chinatown Broadway Complete Streets Phase IV | SF DPW | **$3,477,801** | $1,910,000 | **$5,387,801** |
| Mansell Corridor Complete Streets | SFCTA | $1,762,239 | $0 | $1,762,239 |
| Additional Light Rail Vehicles to Expand Muni Rail | SFMTA | $10,227,539 | $0 | $10,227,539 |
| Second Street Complete Streets | SFMTA | $10,515,748 | $0 | $10,515,748 |
| Transbay Center Bicyle and Pedestrian Imps. | TJPA | $6,000,000 | $0 | $6,000,000 |
| **SAN FRANCISCO COUNTY** | **TOTAL:** | **$37,427,000** | **$1,910,000** | **$39,337,000** |
| **SAN MATEO COUNTY** | | | | |
| *Specific projects TBD by San Mateo CMA* | | $0 | $0 | $0 |
| CMA Base Planning Activities - San Mateo | SMCCAG | $2,673,000 | $0 | $2,673,000 |
| CMA Planning Activities Augmentation - San Mateo | SMCCAG | $752,000 | $0 | $752,000 |
| CMA Planning Activities FY 2016-17 Supplement - San Mateo | SMCCAG | $720,000 | $0 | $720,000 |
| PDA Planning Augmentation - San Mateo | SMCCAG | $84,000 | $0 | $84,000 |
| Atherton Various Streets and Roads Preservation | Atherton | $285,000 | $0 | $285,000 |
| Belmont Various Streets and Roads Preservation | Belmont | $534,000 | $0 | $534,000 |
| Ralston Road Pedestrian Improvements | Belmont | $250,000 | $0 | $250,000 |
| Old County Road Bike and Pedestrian Imps | Belmont | $270,000 | $0 | $270,000 |
| Carolan Avenue Complete Streets and Road Diet | Burlingame | $986,000 | $0 | $986,000 |
| US 101 / Broadway Interchange Bike/Ped Imps | Caltrans | $3,613,000 | $0 | $3,613,000 |
| Daly City Various Streets and Roads Preservation | Daly City | $562,000 | $0 | $562,000 |
| John Daly Boulevard Bicycle and Pedestrian Imps. | Daly City | **$1,290,000** | $0 | **$1,290,000** |
| Bay Road Bike and Ped Imps. Phase II and III | East Palo Alto | $1,000,000 | $0 | $1,000,000 |
| Menlo Park Various Streets and Roads Preservation | Menlo Park | $427,000 | $0 | $427,000 |
| Menlo Park Various Streets Bicycle and Pedestrian Imps | Menlo Park | **$499,000** | $0 | **$499,000** |
| Millbrae Various Streets and Roads Prerservation | Millbrae | $445,000 | $0 | $445,000 |

# Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C

## OBAG 1 County Program
## FY 2012-13 through FY 2016-17
## January 2016

## OBAG 1 County Programs Project List

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other (RTIP, etc.) | Total Cycle 2 |
|---|---|---|---|---|
| **COUNTY OBAG 1 PROGRAMMING** | | **$309,314,000** | **$18,036,000** | **$327,350,000** |
| San Pedro Creek Bridge Replacement Bike/Ped Imps | Pacifica | $1,141,000 | $0 | $1,141,000 |
| Pacifica Linda Mar Blvd Preservation | Pacifica | $431,000 | $0 | $431,000 |
| Palmetto Avenue Streetscape | Pacifica | $1,000,000 | $0 | $1,000,000 |
| Portola Valley Various Streets and Roads Preservation | Portola Valley | $224,000 | $0 | $224,000 |
| Redwood City Various Streets and Roads Preservation | Redwood City | $548,000 | $0 | $548,000 |
| Middlefield Road Bicyle and Pedestrian Imps | Redwood City | $1,752,000 | $0 | $1,752,000 |
| San Bruno Avenue Pedestrian Improvements | San Bruno | **$123,000** | $0 | **$123,000** |
| San Bruno Avenue Street Median Imps | San Bruno | $735,000 | $0 | $735,000 |
| Crestview Drive Pavement Rehabilitation | San Carlos | $412,000 | $0 | $412,000 |
| San Carlos Streetscape and Pedestrian Imps | San Carlos | **$1,000,000** | $0 | **$1,000,000** |
| El Camino Real Ped Upgrades (Grand Boulevard Inititive) | San Carlos | $182,000 | $0 | $182,000 |
| Mount Diablo Ave. Rehabilitation | San Mateo (City) | $270,000 | $0 | $270,000 |
| North Central Pedestrian Imps | San Mateo (City) | $1,000,000 | $0 | $1,000,000 |
| San Mateo Citywide Crosswalk Improvements | San Mateo (City) | $368,000 | $0 | $368,000 |
| Semicircular Road Bicycle and Pedestrian Access Imps | San Mateo County | $320,000 | $0 | $320,000 |
| South San Francisco Citywide Sidewalk Gap Closures | South San Francisco | $357,000 | $0 | $357,000 |
| South San Francisco Grand Blvd Pedestrain Imps | South San Francisco | $1,000,000 | $0 | $1,000,000 |
| South San Francisco Grand Blvd Complete Streets | South San Francisco | $0 | $1,991,000 | $1,991,000 |
| **SAN MATEO COUNTY** | **TOTAL:** | **$25,253,000** | **$1,991,000** | **$27,244,000** |

| | | | | |
|---|---|---|---|---|
| **SANTA CLARA COUNTY** | | | | |
| *Specific projects TBD by Santa Clara CMA* | | $0 | $0 | $0 |
| CMA Base Planning Activities - Santa Clara | VTA | $4,246,000 | $0 | $4,246,000 |
| CMA Planning Activities Augmentation - Santa Clara | VTA | $1,754,000 | $0 | $1,754,000 |
| CMA Planning Activities FY 2016-17 Supplement - Santa Clara | VTA | $1,145,000 | $0 | $1,145,000 |
| Hamilton Avenue Preservation | Campbell | $279,000 | $0 | $279,000 |
| Campbell Avenue Bicycle and Pedestrain Imps. | Campbell | $3,718,000 | $0 | $3,718,000 |
| Stevens Creek Boulevard Preservation | Cupertino | $735,000 | $0 | $735,000 |
| Ronan Channel / Lions Creek Multi-Use Trail | Gilroy | $1,034,000 | $0 | $1,034,000 |
| Eigleberry Street Preservation | Gilroy | $808,000 | $0 | $808,000 |
| Los Altos Various Streets and Roads Preservation | Los Altos | $312,000 | $0 | $312,000 |
| El Monte Road Preservation | Los Altos Hills | $186,000 | $0 | $186,000 |
| Hillside Road Preservation | Los Gatos | $139,000 | $0 | $139,000 |
| Milpitas Various Streets and Roads Preservation | Milpitas | $1,652,000 | $0 | $1,652,000 |
| Monte Sereno Various Streets and Roads Preservation | Monte Sereno | $250,000 | $0 | $250,000 |
| Monterey Road Preservation | Morgan Hill | $1,379,000 | $0 | $1,379,000 |
| Mountain View Various Streets Preservation and Bike Lanes | Mountain View | $1,166,000 | $0 | $1,166,000 |
| Palo Alto Various Streets and Roads Preservation | Palo Alto | $956,000 | $0 | $956,000 |
| US 101/Adobe Creek Bicycle and Pedestrian Bridge | Palo Alto | $0 | $4,350,000 | $4,350,000 |
| San Jose Citywide Bikeway Program | San Jose | $1,150,000 | $0 | $1,150,000 |
| San Jose Citywide Pavement Management Program | San Jose | $11,531,000 | $0 | $11,531,000 |
| San Jose Citywide SRTS Infrastructure Program | San Jose | $1,150,000 | $0 | $1,150,000 |
| San Jose Citywide Smart Intersections Program | San Jose | $1,150,000 | $0 | $1,150,000 |
| Downtown San Jose Bike Lanes and De-Couplet | San Jose | $1,500,000 | $0 | $1,500,000 |
| East San Jose Bicycle/Pedestrian Transit Connection | San Jose | $2,000,000 | $0 | $2,000,000 |
| Jackson Avenue Bicycle and Pedestrian Imps. | San Jose | $1,500,000 | $0 | $1,500,000 |
| San Jose Pedestrian-Oriented Traffic Safety Signals | San Jose | $3,000,000 | $0 | $3,000,000 |
| St. Johns Bikeway and Pedestiran Improvements | San Jose | $1,185,000 | $0 | $1,185,000 |
| The Alameda "Beautiful Way" Grand Boulevard Phase 2 | San Jose | $3,150,000 | $0 | $3,150,000 |
| Santa Clara Various Streets and Roads Preservation | Santa Clara (City) | $1,891,000 | $0 | $1,891,000 |
| San Tomas Expressway Box Culvert Rehabilitation | Santa Clara County | $8,350,000 | $0 | $8,350,000 |
| Capitol Expressway Traffic ITS and Bike/Ped Imps. | Santa Clara County | $7,735,000 | $0 | $7,735,000 |
| San Tomas Aquino Spur Multi-Use Trail Phase 2 | Santa Clara County | $3,234,000 | $0 | $3,234,000 |
| Saratoga Village Sidewalk Preservation | Saratoga | $162,000 | $0 | $162,000 |
| Saratoga Ave-Prospect Rd Complete Streets | Saratoga | $4,205,000 | $0 | $4,205,000 |
| Duane Avenue Preservation | Sunnyvale | $1,576,000 | $0 | $1,576,000 |
| East & West Channel Multi-Use Trails | Sunnyvale | $3,440,000 | $0 | $3,440,000 |
| Fair Oaks Avenue Bikeway and Streetscape | Sunnyvale | $956,000 | $0 | $956,000 |
| Maude Avenue Bikeway and Streetscape | Sunnyvale | $695,000 | $0 | $695,000 |

# Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C

## OBAG 1 County Program
## FY 2012-13 through FY 2016-17
## January 2016

## OBAG 1 County Programs Project List

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other (RTIP, etc.) | Total Cycle 2 |
|---|---|---|---|---|
| **COUNTY OBAG 1 PROGRAMMING** | | **$309,314,000** | **$18,036,000** | **$327,350,000** |
| Sunnyvale Safe Routes to School Ped Infrastructure Imps | Sunnyvale | $1,569,000 | $0 | $1,569,000 |
| Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements | Sunnyvale | $524,000 | $0 | $524,000 |
| Milpitas BART Station Montague Expwy Ped Overcrossing | VTA | $744,000 | $0 | $744,000 |
| VTA/San Jose: Upper Penitencia Creek Multi-Use Trail | VTA | $1,514,000 | $0 | $1,514,000 |
| Santa Clara Caltrain Station Bike/Ped Undercrossing | VTA | $1,251,000 | $0 | $1,251,000 |
| **SANTA CLARA COUNTY** | **TOTAL:** | **$84,921,000** | **$4,350,000** | **$89,271,000** |
| **SOLANO COUNTY** | | | | |
| *Specific projects TBD by Solano CMA* | | $0 | $0 | $0 |
| CMA Base Planning Activities - Solano | STA | $2,673,000 | $0 | $2,673,000 |
| CMA Planning Activities Augmentation - Solano | STA | $333,000 | $0 | $333,000 |
| CMA Planning Activities FY 2016-17 Supplement - Solano | STA | $720,000 | $0 | $720,000 |
| Local PDA Planning Augmentation | STA | $511,000 | $0 | $511,000 |
| East 2nd Street Preservation | Benicia | $495,000 | $0 | $495,000 |
| Benicia Safe Routes to Schools Infrastructure Imps | Benicia | $100,000 | $0 | $100,000 |
| West A Street Preservation | Dixon | $584,000 | $0 | $584,000 |
| Dixon SRTS Infrastructure Imps | Dixon | $100,000 | $0 | $100,000 |
| Beck Avenue Preservation | Fairfield | $1,424,000 | $0 | $1,424,000 |
| SR 12 Pedestrian Crossing Improvements | Rio Vista | $100,000 | $0 | $100,000 |
| Solano County - Various Streets and Roads Preservation | Solano County | $1,389,000 | $0 | $1,389,000 |
| Vaca-Dixon Bike Route Phase 5 | Solano County | $1,800,000 | $0 | $1,800,000 |
| West B Street Bicycle/Pedestrian RxR Undercrossing | STA | $1,394,000 | $1,141,000 | $2,535,000 |
| Eastern Solano / SNCI Rideshare Program | STA | $533,000 | $0 | $533,000 |
| Solano Transit Ambassador Program | STA | $250,000 | $0 | $250,000 |
| Driftwood Drive Path | Suisun City | **$439,045** | $0 | **$439,045** |
| Walters Road/Pintail Drive Preservation | Suisun City | $356,000 | $0 | $356,000 |
| Suisun/Fairfield Intercity Rail Station Access Imps | Suisun City | $415,000 | $0 | $415,000 |
| Vacaville SRTS Infrastructure Imps | Vacaville | $303,207 | $0 | $303,207 |
| Vacaville - Various Streets and Roads Preservation | Vacaville | $1,231,000 | $0 | $1,231,000 |
| Allison Bicycle/Pedestrian Imps. | Vacaville | $450,000 | $0 | $450,000 |
| Ulatis Creek Bicycle/Pedestrian Pathway and Streetscape | Vacaville | **$60,020** | $0 | **$60,020** |
| Vallejo SRTS Infrastructure Imps | Vallejo | $247,728 | $0 | $247,728 |
| Vallejo Downtown Streetscape - Phases 3 and 4 | Vallejo | $2,440,000 | $0 | $2,440,000 |
| **SOLANO COUNTY** | **TOTAL:** | **$18,348,000** | **$1,141,000** | **$19,489,000** |
| **SONOMA COUNTY** | | | | |
| *Specific projects TBD by Sonoma - SCTA* | | $0 | $0 | $0 |
| CMA Base Planning Activities - Sonoma | SCTA | $2,673,000 | $0 | $2,673,000 |
| CMA Planning Activities FY 2016-17 Supplement - Sonoma | SCTA | $720,000 | $0 | $720,000 |
| Cloverdale Safe Routes to Schools Phase 2 | Cloverdale | $250,000 | $0 | $250,000 |
| Cotati Old Redwood Highway South Preservation (CS) | Cotati | $250,000 | $0 | $250,000 |
| Healdsburg Various Streets and Roads Preservation | Healdsburg | $250,000 | $0 | $250,000 |
| Petaluma Complete Streets | Petaluma | $1,848,000 | $0 | $1,848,000 |
| Rohnert Park Various Streets Preservation | Rohnert Park | $1,103,000 | $0 | $1,103,000 |
| Rohnert Park Bicyle and Pedestrian Improvements | Rohnert Park | $500,000 | $0 | $500,000 |
| Downtown Santa Rosa Streetscape | Santa Rosa | $360,000 | $353,000 | $713,000 |
| Santa Rosa Complete Streets Road Diet on Transit Corridors | Santa Rosa | $2,460,000 | $0 | $2,460,000 |
| Sebastopol Various Streets and Roads Preservation | Sebastopol | $250,000 | $0 | $250,000 |
| SMART Larkspur Extension (Regional Project) | SMART | $6,100,000 | $0 | $6,100,000 |
| SMART Clipper Card Service | MTC | $500,000 | $0 | $500,000 |
| SMART Bicycle/Pedestrian Pathway | SMART | $0 | $1,043,000 | $1,043,000 |
| Sonoma Various Streets and Roads Preservation | Sonoma (City) | $250,000 | $0 | $250,000 |
| Sonoma County Various Streets and Roads Preservation | Sonoma County | $3,377,000 | $0 | $3,377,000 |
| Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps. | Windsor | $630,000 | $0 | $630,000 |
| Conde Lane/Johnson Street Pedestrian Imps. | Windsor | $432,000 | $0 | $432,000 |
| Windsor Rd/Bell Rd/Market St Pedestrian Imps. | Windsor | $410,000 | $0 | $410,000 |
| | **TOTAL:** | **$22,363,000** | **$1,396,000** | **$23,759,000** |

# Attachment B-2

MTC Resolution No. 4035, Attachment B-2
Adopted: 05/17/12-C
Revised: 10/24/12-C
12/19/12-C 01/23/13-C 05/22/13-C
09/25/13-C 11/20/13-C 01/22/14-C
02/26/14-C 05/28/14-C 09/24/14-C
12/17/14-C 03/25/15-C 07/22/15-C
09/23/15-C 10/28/15-C 01/27/16-C

## OBAG 1 County Program
## FY 2012-13 through FY 2016-17
## January 2016

## OBAG 1 County Programs Project List

| Project Category and Title | Implementing Agency | Total STP/CMAQ | Total Other (RTIP, etc.) | Total Cycle 2 |
|---|---|---|---|---|
| **COUNTY OBAG 1 PROGRAMMING** | | **$309,314,000** | **$18,036,000** | **$327,350,000** |
| **Cycle 2 Total** | **TOTAL:** | **$309,314,000** | **$18,036,000** | **$327,350,000** |

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing\[tmp-4035_Attach_B-2.xlsx]Attach B-2 01-27-16

| | | |
|---|---|---|
| Date: | January 23, 2013 | |
| W.I.: | 1512 | |
| Referred By: | PAC | |
| Revised: | 02/27/13-C | 04/24/13-C |
| | 05/22/13-C | 09/25/13-C |
| | 02/26/14-C | 04/23/14-C |
| | 05/28/14-C | 12/17/14-C |
| | 1/27/16-C | |


ABSTRACT

Resolution No. 4084, Revised

This resolution approves the FY2012-13 and FY2013-14 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 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities.

This Resolution includes the following attachment:

Attachment A – FY2012-13 and FY2013-14 Program of Projects

This resolution was amended on February 27, 2013 to transfer $2 million in Section 5307 funds from an SFMTA bus replacement project to BART's enterprise asset management system project. The funding for the SFMTA project will be replaced with FTA Section 5309 Bus discretionary funds.

This resolution was revised on April 24, 2013 to reflect several transfers of funding between eligible projects and deferral of projects to future years.

This resolution was revised on May 22, 2013 to program previously reserved funds for ACE, Caltrain, and the Solano County operators, to program additional funding for AC Transit and SFMTA bus replacement projects, and to make program revisions to reconcile to final FY2012-13 FTA apportionments.

This resolution was revised on September 25, 2013 to make minor revisions to the Transit Capital Priorities program for FY2012-13 and FY2013-14 to reconcile the program to final FTA apportionments.

This resolution was revised on February 26, 2014 to make revisions to the FY2013-14 Transit Capital Priorities program to transfer funds from two existing AC Transit Bus Procurement projects to a new AC Transit Farebox Replacement project; and to transfer funds from two existing WETA Fixed Guideway projects to an existing WETA Ferry Replacement project. The resolution was also revised to program FY 2013-14 5307 funds to Lifeline Transportation Program projects to replace JARC funds that lapsed.

This resolution was revised on April 23, 2014 to make program revisions to reconcile the program to final FY2013-14 apportionments released by FTA and to make additional changes requested by operators that were consistent with the TCP policy.

This resolution was revised on May 28, 2014 to re-program $400,000 from Fairfield and Suisun Transit (FAST) bus engine replacements to operating assistance after the Solano County Coordinated Short Range Transit Plan was submitted demonstrating that the replacement of the engines and buses used for intercity express routes, as well as other capital needs, can be adequately funded while continuing to use FTA funds for operating costs. The resolution was also revised to re-program most of Caltrain's ADA set-aside funds to their Revenue Vehicle Rehabilitation Program, to re-program funds from Soltrans' Bus Purchase project to their Preventive Maintenance project as requested by the operator; and to revise Napa's and Soltrans' ADA operating set-aside amounts to keep them under the 10% ADA limit by Urbanized Area.

This resolution was revised on December 17, 2014 to re-program $4,258,982 from the amount reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's San Mateo Bridges Replacement project in FY2012-13. The resolution was also revised to re-program $2,841,018 and $4,000,000 from the amount reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's San Mateo Bridges Replacement project and SFMTA's Global Positioning System projects, respectively, in FY14. The resolution was also revised to reflect minor transfers of funding between AC Transit projects as a result of project cost savings. The changes have been highlighted under Attachment A to this resolution.

This resolution was revised on January 27, 2016 to re-program $413,000 reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's Systemwide Track Rehab and Related Structures project in FY2013-14. The change has been highlighted under Attachment A to this resolution.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocation Committee Executive Director memorandum dated January 9, 2013, and the Programming and Allocation Committee summary sheet dated February 13, 2013, April 10, 2013, May 8, 2013, September 11, 2013, February 12, 2014, April 9, 2014, May 14, 2014, December 10, 2014 and January 13, 2016.

Date: January 23, 2013
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4084

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 5309 Fixed Guideway Modernization, 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. 4072; 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 FY2012-13 and FY 2013-14 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments 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

Adrienne J. Tissier, 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 23, 2013.

Date: January 23, 2013
W.I.: 1512
Referred by: PAC
Revised: 02/27/13-C
04/24/13-C
05/22/13-C
09/25/13-C
04/23/14-C
12/17/14-C
12/16/15-C

Attachment A
Resolution No. 4084


| FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|---|---|---|---|---|---|---|
| **TIP ID** | **Operator** | **Project Description** | **FTA Section 5307** | **FTA Section 5309 FG** | **FTA Section 5337** | **FTA Section 5339** |
| | | ***Actual Apportionments*** | **206,676,575** | **0** | **167,541,738** | **12,658,679** |
| | | ***Previous Year Carryover*** | **36,464,600** | **1,683,596** | **0** | **0** |
| | | ***Funds Available for Programming*** | **243,141,175** | **1,683,596** | **167,541,738** | **12,658,679** |
| **Lifeline Set-Aside (JARC Projects)** | | | | | | |
| TBD | TBD | Reserved for projects included in the Lifeline Transportation Program Cycle 3 (MTC Resolution No. 4053, Revised). | 3,456,429 | | | |
| **ADA Operating Set-Aside** | | | | | | |
| ALA990076 | AC Transit | ADA Set-aside | 3,933,205 | | | |
| ALA050042 | ACE | Preventive Maintenance | 503,096 | | | |
| BRT99T01B | BART | ADA Paratransit Capital Accessibility Improve | 2,962,267 | | | |
| SM-050040 | Caltrain | ADA Set-aside | 79,363 | | | |
| REG090051 | Caltrain | Revenue Vehicle Rehab Program | 868,379 | | | |
| CC-99T001 | CCCTA | ADA Set-aside | 667,479 | | | |
| CC-030035 | ECCTA | ADA Set-aside | 522,888 | | | |
| MRN090033 | GGBHTD | ADA Set-aside | 445,751 | | | |
| ALA990077 | LAVTA | ADA Set-aside | 302,768 | | | |
| MRN110047 | Marin Transit | ADA Set-aside | 668,627 | | | |
| NAP030004 | Napa VINE | ADA Set-aside | 29,557 | | | |
| SM-990026 | SamTrans | ADA Set-aside | 992,293 | | | |
| SF-990022 | SFMTA | ADA Set-aside | 3,732,102 | | | |
| SOL110025 | SolTrans | ADA Set-aside | 665,421 | | | |
| SCL050046 | VTA | ADA Set-aside | 3,124,039 | | | |
| CC-990045 | WestCat | ADA Set-aside | 107,889 | | | |
| **Prior-Year Commitments - Projects Deferred from FY2011-12** | | | | | | |
| REG090067 | WETA | Ferry Fixed Guideway Connectors - Main Street Terminal | 1,000,000 | | | |
| | | ***Total Program Set-asides and Commitments*** | **24,061,553** | **0** | **0** | **0** |
| | | ***Funds Available for Capital Programming*** | **219,079,622** | **1,683,596** | **167,541,738** | **12,658,679** |
| **Capital Projects** | | | | | | |
| ALA010034 | AC Transit | CAD/AVL | 5,000,000 | | | |
| ALA010034 | AC Transit | Radio communication system | 5,000,000 | | | |
| ALA990052 | AC Transit | Paratransit Van Leasing | 1,433,386 | | | |
| ALA110116 | AC Transit | (51) Diesel Particulate Filters for 30' Buses | 795,225 | | | |
| REG110044 | ACE | Positive Train Control (PTC) | 1,664,400 | | | |
| BRT030004 | BART | Train Control | | | 13,000,000 | |
| BRT030005 | BART | Traction Power | | | 13,000,000 | |
| BRT97100B | BART | Rail, Way, and Structures Program | | 726,392 | 12,273,608 | |
| ALA090065 | BART | Fare Collection Equipment | | | 6,067,914 | |
| REG050020 | BART | BART Car Exchange Preventive Maintenance | 11,753,191 | | 60,246,809 | |
| REG090037 | BART | Railcar Replacement | | | 500,000 | |
| ALA110090 | BART | Enterprise Asset Management System | 2,000,000 | | | |
| SM-010054 | Caltrain | San Mateo Bridges Replacement | | | 8,766,563 | |
| SM-050041 | Caltrain | Caltrain: Signal/Communication Rehab. & Upgrades | | | 1,153,437 | |
| SM-110076 | Caltrain | Caltrain TVM Replacement | | | 980,000 | |
| REG110030 | Caltrain | Positive Train Control/Electrification - RESERVED | | | 0 | |
| CC-110095 | CCCTA | CCCTA: Replace 7 30' Buses | 1,999,441 | | | 840,438 |
| CC-110096 | CCCTA | CCCTA: Replace 6 22' Paratransit Vans | 401,592 | | | |
| CC-110097 | CCCTA | CCCTA: Replace 4 Paratransit Minivans | 180,236 | | | |
| CC-110098 | CCCTA | Purchase and Install 40 Electric Cooling Fans | 200,000 | | | |
| CC-070092 | ECCTA | Replace Ten, 2001 40' Gilligs | 4,774,603 | | | |
| CC-070092 | ECCTA | Replace Two, 2007 Cheverolet Minivans | | | | |
| CC-070092 | ECCTA | Replace One, 2003 DR Cutaway/Van | 89,787 | | | |
| CC-070092 | ECCTA | Replace One, 2006 DR Cutaway/Van | 66,932 | | | |
| CC-030037 | ECCTA | Preventive Maintenance | 266,647 | | | |
| SOL010006 | Fairfield | Fairfield Operating Assistance | 2,378,311 | | | |
| MRN110045 | GGBHTD | Replace 7 - 40' Diesel Buses | 3,008,005 | | | |
| ALA030030 | LAVTA | Preventative Maintenance | 1,399,366 | | | |
| MRN110043 | Marin Transit | Replace 7 Local Buses | 4,057,707 | | | |
| NAP970010 | Napa Vine | Napa Vine: Operating Assistance | 1,776,524 | | | |
| NAP090008 | Napa Vine | Equipment Replacement & Upgrades | 46,814 | | | 170,991 |
| SON110051 | Petaluma | Replace 2 Paratransit Cutaways FY13 | 9,360 | | | 124,504 |

| FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|---|---|---|---|---|---|---|
| **TIP ID** | **Operator** | **Project Description** | **FTA Section 5307** | **FTA Section 5309 FG** | **FTA Section 5337** | **FTA Section 5339** |
| **Capital Projects, continued** | | | | | | |
| SM-110062 | Samtrans | Replacement of 1998 Gillig Buses | 17,397,271 | | | |
| SM-110070 | Samtrans | Replacement of 14 2009 Minivans | 619,597 | | | |
| SM-030023 | Samtrans | Preventive Maintenance | 6,896,630 | | | |
| SON090023 | Santa Rosa | Santa Rosa CityBus: Operating Assistance | 1,678,872 | | | |
| SON090024 | Santa Rosa | Santa Rosa CityBus: Preventative Maintenance | 1,281,664 | | | |
| SON030012 | Santa Rosa | Santa Rosa CityBus: Transit Enhancements | 31,093 | | | |
| SON070020 | Santa Rosa | Diesel-Electric Hybrid Fixed-Route Replacement Bus | | | | 231,591 |
| SF-090043 | SFMTA | 45 40' NABI Replacement | 7,419,719 | | | 6,690,972 |
| SF-090035 | SFMTA | 35 22' Paratransit vans | 4,163,725 | | | |
| SF-110050 | SFMTA | 58 40' Neoplan Bus Replacement | 15,815,991 | | | |
| SF-110051 | SFMTA | 26 60' Neoplan Bus Replacement | 16,742,037 | | | |
| SF-070045 | SFMTA | 60 60' New Flyer Trolley Bus Replacement | 0 | | | |
| SF-990003 | SFMTA | ITS Radio System Replacement | 5,000,000 | | | |
| SF-95037B | SFMTA | Muni Rail Replacement | | | 26,992,086 | |
| SF-970073 | SFMTA | Cable Car Renovation Program | | | 960,000 | |
| SF-990003 | SFMTA | Global Positioning System | | | 2,600,000 | |
| SOL110040 | Soltrans | Operating Assistance | 1,100,000 | | | |
| SOL090033 | Soltrans | Maintenance Facility | 1,750,000 | | | |
| SOL090034 | Soltrans | Bus Purchase | 416,835 | | | |
| SOL110038 | Soltrans | Technology Enhancements | | | | |
| SON030005 | Sonoma County | SCT Preventive Maintenance Program | 986,845 | | | |
| SON050021 | Sonoma County | SCT Bus Stop Enhancements | 10,364 | | | |
| SON110049 | Sonoma County | Replacement of One CNG 40-Foot Orion Bus | | | | |
| SOL110042 | Vacaville | Additional FR Buses | 1,205,486 | | | 0 |
| SOL010007 | Vacaville | Operating Assistance | 985,000 | | | |
| SCL990046 | VTA | VTA: Preventive Maintenance | 32,541,169 | | 2,601,175 | |
| SCL050045 | VTA | VTA: ADA Bus Stop Improvements | 350,749 | | | |
| SCL050002 | VTA | VTA: Rail Replacement Program | | 957,204 | 705,379 | |
| SCL050001 | VTA | VTA: Standard and Small Bus Replacement | | | | 2,743,276 |
| CC-110092 | WestCat | Replacement of 8 (1988) 40' transit buses. | 3,502,672 | | | |
| SF-110053 | WETA | Replacement Vessel | 14,800,000 | | | |
| REG090057 | WETA | Ferry Major Component Rehabiliation - Solano | 1,600,000 | | | |
| REG090057 | WETA | Ferry Major Component Rehabiliation - Vallejo | 960,000 | | | |
| REG090055 | WETA | Ferry Propulsion System Replacement - Peralta | 4,208,000 | | | |
| REG090067 | WETA | Ferry Fixed Guideway Connectors - Main Street Terminal | 224,000 | | | |
| | | ***Total Capital Projects*** | **189,989,246** | **1,683,596** | **149,846,971** | **10,801,772** |
| | | ***Total Programmed*** | **214,050,799** | **1,683,596** | **149,846,971** | **10,801,772** |
| | | ***Fund Balance*** | **29,090,376** | **0** | **17,694,767** | **1,856,907** |

| FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | |
|---|---|---|---|---|---|
| **TIP ID** | **Operator** | **Project Description** | **FTA Section 5307** | **FTA Section 5337** | **FTA Section 5339** |
| | | ***Actual Apportionments*** | **208,984,999** | **170,320,038** | **13,072,341** |
| | | ***Previous Year Carryover*** | **29,090,376** | **17,694,767** | **1,856,907** |
| | | ***Funds Available for Programming*** | **238,075,375** | **188,014,805** | **14,929,248** |
| **Lifeline Set-Aside (JARC Projects)** | | | | | |
| To be programmed | To be programmed | Reserved for projects included in the Lifeline Transportation Program Cycle 3 (MTC Resolution No. 4053, Revised) and Cycle 4. | 2,889,856 | | |
| **ADA Operating Set-Aside** | | | | | |
| ALA990076 | AC Transit | ADA Set-aside | 3,987,520 | | |
| ALA050042 | ACE | Preventive Maintenance | 510,043 | | |
| BRT99T01B | BART | ADA Paratransit Capital Accessibility Improve | 3,003,174 | | |
| SM-050040 | Caltrain | ADA Set-aside | 0 | | |
| REG090051 | Caltrain | Revenue Vehicle Rehab Program | 960,667 | | |
| CC-99T001 | CCCTA | ADA Set-aside | 676,696 | | |
| CC-030035 | ECCTA | ADA Set-aside | 530,109 | | |
| MRN090033 | GGBHTD | ADA Set-aside | 451,907 | | |
| ALA990077 | LAVTA | ADA Set-aside | 306,948 | | |
| MRN110047 | Marin Transit | ADA Set-aside | 677,860 | | |
| NAP030004 | Napa VINE | ADA Set-aside | 23,847 | | |
| SM-990026 | SamTrans | ADA Set-aside | 1,005,996 | | |
| SF-990022 | SFMTA | ADA Set-aside | 3,783,639 | | |
| SOL110025 | SolTrans | ADA Set-aside | 590,647 | | |
| SCL050046 | VTA | ADA Set-aside | 3,166,259 | | |
| CC-990045 | WestCat | ADA Set-aside | 109,379 | | |
| **Vehicle Procurement Reserve** | | | | | |
| New | Caltrain | Railcar Replacement - RESERVED | | 24,323,719 | |
| | | ***Total Program Set-asides and Commitments*** | **22,674,547** | **24,323,719** | **0** |
| | | ***Funds Available for Capital Programming*** | **215,400,828** | **163,691,086** | **14,929,248** |
| **Capital Projects** | | | | | |
| ALA990052 | AC Transit | Paratransit Van Leasing | 1,433,386 | | |
| ALA110117 | AC Transit | Replace (28) 2000 40' Urban buses | 10,200,964 | | |
| ALA110118 | AC Transit | Replace (40) 2002 40' Urban buses | 14,572,805 | | |
| ALA130002 | AC Transit | Replace (27) 2003 60' articulated buses | 22,303,145 | | |
| ALA110106 | AC Transit | Farebox Replacement | 2,000,000 | | |
| ALA010034 | AC Transit | Facilities Upgrade | 746,788 | | |
| REG110044 | ACE | Positive Train Control (PTC) | 1,664,400 | | |
| BRT030004 | BART | Train Control | | 13,000,000 | |
| BRT030005 | BART | Traction Power | | 13,000,000 | |
| BRT97100B | BART | Rail, Way, and Structures Program | | 13,000,000 | |
| ALA090065 | BART | Fare Collection Equipment | | 6,067,914 | |
| REG050020 | BART | BART Car Exchange Preventive Maintenance | 7,267,896 | 66,900,255 | |
| REG090037 | BART | Railcar Replacement | | 500,000 | |
| SM-010054 | Caltrain | San Mateo Bridges Replacement | | 2,841,018 | |
| SM-03006B | Caltrain | Caltrain: Systemwide Track Rehab & Related Struct. | | 7,471,982 | |
| CC-110100 | CCCTA | Replace 18 40' Heavy Duty Diesel Over the Road Buses | 8,334,023 | | 863,162 |
| CC-110099 | CCCTA | CCCTA: Replace 15 40' Heavy Duty Diesel Transit Buses | 6,578,760 | | |
| CC-070092 | ECCTA | Replace Ten, 2001 40' Gilligs | 4,960,618 | | 893,992 |
| CC-070092 | ECCTA | Replace Four, 2010 Dodge Minivans | 183,572 | | |
| CC-030037 | ECCTA | Preventive Maintenance | 64,251 | | |
| CC-070092 | ECCTA | Replace Two, 2007 Chevrolet Minivans | 90,118 | | |
| SOL010006 | Fairfield | Fairfield Operating Assistance | 2,422,394 | | |
| SOL110044 | Fairfield | Intercity Bus Engine Replacements | 0 | | |
| SOL110041 | Fairfield | Bus Replacement | | | 564,485 |
| MRN110046 | GGBHTD | Replace 14 - 45' OTR Coaches | 7,709,590 | | |
| ALA030030 | LAVTA | Preventative Maintenance | 196,984 | | |
| MRN110044 | Marin Transit | 13 Paratransit Vehicles | 891,338 | | |
| MRN110042 | Marin Transit | 4 Local Buses | 2,235,772 | | |
| NAP970010 | Napa Vine | Napa Vine: Operating Assistance | 1,432,231 | | |
| NAP090008 | Napa Vine | Equipment Replacement & Upgrades | 48,035 | | 174,228 |
| SON110052 | Petaluma | Replace 2 Paratransit Cutaways FY14 | 10,657 | | 126,859 |

| FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | |
|---|---|---|---|---|---|
| **TIP ID** | **Operator** | **Project Description** | **FTA Section 5307** | **FTA Section 5337** | **FTA Section 5339** |
| **Capital Projects, continued** | | | | | |
| SM-110053 | SamTrans | Advanced Communication System Upgrades | 2,653,250 | | |
| SM-110069 | SamTrans | Replacement of 19 2007 Cutaway Buses | 1,837,710 | | |
| SON090023 | Santa Rosa | Santa Rosa CityBus: Operating Assistance | 1,701,083 | | |
| SON090024 | Santa Rosa | Santa Rosa CityBus: Preventative Maintenance | 672,263 | | |
| SON030012 | Santa Rosa | Santa Rosa CityBus: Transit Enhancements | 24,768 | | |
| SON070020 | Santa Rosa | Diesel-Electric Hybrid Fixed-Route Replacement Bus | | | 277,289 |
| New | SFMTA | 30 60' Motor Coaches | 30,500,000 | | |
| New | SFMTA | Farebox Replacement | 1,120,000 | | |
| SF-110050 | SFMTA | 50 40' Neoplan Bus Replacement | 5,855,020 | | 6,908,739 |
| SF-110051 | SFMTA | 26 60' Neoplan Bus Replacement | 4,116,619 | | |
| SF-110050 | SFMTA | 8 40' Neoplan Bus Replacement | 4,643,523 | | |
| SF-070045 | SFMTA | 60 60' New Flyer Trolley Bus Replacement | | 12,677,488 | |
| New | SFMTA | 42 40' Neoplan Bus Replacement | 5,000,000 | | |
| New | SFMTA | 49 60' Neoplan Bus Replacement | 8,365,234 | | |
| SF-95037B | SFMTA | Muni Rail Replacement | | 4,092,086 | |
| SF-970073 | SFMTA | Cable Car Renovation Program | | 960,000 | |
| SF-990003 | SFMTA | Global Positioning System | | 4,000,000 | |
| SOL110040 | SolTrans | Operating Assistance | 5,706,408 | | |
| SOL090034 | SolTrans | Bus Purchase | 975,000 | | 767,581 |
| SOL070032 | SolTrans | Preventive Maintenance | 599,674 | | |
| New | Sonoma County | CNG Bus Replacement | 410,123 | | |
| SON030005 | Sonoma County | SCT Preventive Maintenance Program | 1,308,507 | | |
| SON050021 | Sonoma County | SCT Bus Stop Enhancements | 17,935 | | |
| SON110049 | Sonoma County | Replacement of One CNG 40-Foot Orion Bus | | | 432,386 |
| ALA110114 | Union City | Replacement of Two (2) Transit Buses | 953,135 | | |
| SOL010007 | Vacaville | Operating Assistance | 985,000 | | |
| New | Vacaville | Paratransit Bus Purchase 3 40' ARBOC Low-Floor Gasoline | | | 394,072 |
| SCL990046 | VTA | VTA: Preventive Maintenance | 32,874,210 | 2,072,309 | |
| SCL050045 | VTA | VTA: ADA Bus Stop Improvements | 361,097 | | |
| SCL050049 | VTA | VTA: Rail Substation Rehab/ Replacement | | 4,560,000 | |
| SCL090044 | VTA | VTA: TP OCS Rehab and Replacement | | | |
| SCL050002 | VTA | VTA: Rail Replacement Program | | 5,556,034 | |
| SCL050001 | VTA | VTA: Standard and Small Bus Replacement | | | 3,185,141 |
| CC-110093 | WestCat | Replacement of 2 35' suburban diesel transit bus | 735,324 | | |
| CC-110094 | WestCat | Replacement of 2 35' suburban diesel transit bus | 223,954 | | |
| REG090054 | WETA | Ferry Channel Dredging | | 1,600,000 | |
| REG090057 | WETA | Ferry Major Component Replacement | | | |
| REG090067 | WETA | Ferry Fixed Guideway Connectors | | | |
| SF-110053 | WETA | Replacement Vessel | 749,345 | 5,392,000 | |
| | | ***Total Capital Projects*** | **207,736,909** | **163,691,086** | **14,587,934** |
| | | ***Total Programmed*** | **230,411,456** | **188,014,805** | **14,587,934** |
| | | ***Fund Balance*** | **7,663,919** | **0** | **341,314** |

**FY2012-13 - FY2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes**

1. Apportionment projections are based on MAP-21 authorizations and FY13 partial-year apportionments released by FTA. The program will be reconciled to the final apportionments for each year after they are released by FTA.
2. Operators in the Fairfield, Napa, Petaluma, 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. $400,000 of FY2013-14 Section 5307 programmed to Fairfield & Suisun Transit for intercity bus engine replacements based on the intercity bus replacement strategy agreed to by the operators may be reprogrammed to another FAST project if review of the draft Solano County Short Range Transit Plan demonstrates that the engine replacements can be funded with other sources while providing sufficient funding for other capital and operating needs.
4. Caltrain deferred $1,706,500 of its FY13 fixed guideway cap to FY14. $413,000 of Caltrain's FY14 fixed guideway cap funds are reserved for the Positive Train Control/Electrification project pending discussions with HSR Early Investment Strategy MOU partner agencies and a final request that aligns with the MOU. Proposed FY15 program includes $11.1 million FY13 and FY14 funds for bridge replacement projects as requested by Caltrain - previously reserved for electrification. $4M of the $11.1M was programmed to SFMTA's GPS project in FY14 in exchange for $4M of SFCTA Prop K funds for Caltrain's Quint St. Bridge project. On January 27, 2016 this resolution was revised to program $413,000, previously reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures.
5. $24,323,719 for Caltrain's Railcar Replacement project will be held in a Vehicle Procurement Reserve pending development of the project schedule, and will be programmed in a future amendment.
6. ECCTA excercised the Capital Exchange element of the TCP policy by deferring replacement of two 1998 40' diesel buses to FY22 in exchange for $266,647 for Preventive Maintenance in FY13, and by deferring replacement of two 2001 Trolley Replicas to FY25 in exchange for $55,042 in Preventive Maintenance in FY14.
7. GGBHTD deferred $22,074,000 of fixed guideway cap funds from FY11, FY12, FY13 and FY14 to FY15. These funds will have priority for programming in FY15 as a prior-year commitment.
8. LAVTA excercised the Capital Exchange element of the TCP policy by deferring replacement of nine 2006 22' cutaways to FY20 in exchange for $1,157,841 for Preventive Maintenance in FY13. LAVTA also deferred replacement of five 2000 40' hybrid buses to FY15 in exchange for $241,525 in Preventive Maintenance in FY13, and deferred replacement of eight 2002 40' hybrid buses to FY15 in exchange for $196,984 in Preventive Maintenance in FY14.
9. Programming for Santa Rosa CityBus and Sonoma County Transit in FY14 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
10. SFMTA deferred $5,000,000 of its FY13 fixed guideway cap to FY15 in exchange for advancing funding for two bus replacement projects from FY14 to FY13.
11. VTA deferred $1,138,534 of its fixed guideway cap from FY13 to FY14.
12. WestCAT deferred $849,920 for replacement of two buses from FY13 to FY15 in exchange for advancing funding for two different bus replacements from FY15 to FY14.
13. WETA deferred $5,392,000 of its FY14 fixed guideway cap funds to FY15 in exchange for advancing funding for a ferry vessel replacement from FY16 to FY14.
14. SamTrans deferred $20,000,000 of FY14 5307 for articulated bus replacement to FY15 in exchange for$2,653,250 for Advanced Communication System Upgrades in FY14
15. The balance of the regional share of AC Transit's Replace (27) 2003 60' articulated buses project ($3,567,594), SFMTA's 42 40' Neoplan Bus Replacement project ($19,378,498) and SFMTA's 49 60' Neoplan Bus Replacement project ($20,000,000 annual cap) will have priority for funding in FY2014-15 as prior-year commitments.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC
Revised: 1/27/16-C

# ABSTRACT

Resolution No. 4123, Revised

This resolution establishes 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.

This resolution includes the following attachments:

A – Funding Plan and Revenue Sources and Assumptions
B – Project Descriptions
C – Terms and Conditions

This resolution was revised by the Commission on January 27, 2016 to revise the funding plan for the BART Rail Car project by increasing the commitment of FTA/STP funds by $150 million and reducing the commitment of AB 664 Bridge Tolls and BATA Project Savings by a total of $150 million. The revision also corrected a typographical error in the funding plan table in Attachment A concerning the number of BART Cars included in the program.

Further discussion of these actions is contained in the Programming and Allocations memorandum dated November 13, 2013 and Summary Sheets dated December 11, 2013 and January 13, 2016.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

RE: Transit Core Capacity Challenge Grant Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4123

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, the San Francisco Bay Area Rapid Transit District (BART) is a rapid transit district providing rail transit service in the San Francisco Bay Area; and

WHEREAS, the San Francisco Municipal Transportation Agency (SFMTA) provides bus, trolley, light rail, and cable car/historic rail car service in the City of San Francisco, California; and

WHEREAS, the Alameda-Contra Costa Transit District (AC Transit) is constituted as a special district under California law and is an Oakland based public transit agency serving the western portions of Alameda and Contra Costa counties in the San Francisco Bay Area; and

WHEREAS, Plan Bay Area ("Plan"), the region's long-range transportation and housing plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan's in-fill and transit-oriented growth strategy relies on a well-maintained and robust transit system to meet greenhouse gas emissions reduction targets and other Plan performance objectives; and

WHEREAS, the Plan identifies a total funding need of $47 billion over nearly three decades to achieve an optimal state of repair for the region's public transit network; and

WHEREAS, the Core Capacity Challenge Grant Program ("the Program") addresses funding for transit capital replacement and rehabilitation needs as well as for key transit infrastructure enhancements needed to support future transit service expansion for AC Transit, BART and SFMTA; and

WHEREAS, the Program targets federal, state and regional funds to high-priority transit capital projects for AC transit, BART and SFMTA; and

WHEREAS, federal, state and regional funds will continue to be required to finance the Program including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; now therefore be it

RESOLVED, that the Core Capacity Challenge Grant Program is a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC's commitment of funding for the Program is limited to the total amount of MTC funding shown in Attachment A; and be it further

RESOLVED, that MTC agrees to program Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment A in a timely manner in order to meet cash flow needs and minimize financing costs, subject to Congressional authorization and appropriation of funds, and MTC's ability to meet other critical regional transit capital needs; and be it further

RESOLVED, that Attachment B lists the descriptions of the AC Transit, BART and SFMTA projects that will be funded under the Program; and be it further

RESOLVED, that the funding commitments included in Attachment A are subject to the terms and conditions outlined in Attachment C, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth

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 18, 2013

# Attachment A

## Core Capacity Challenge Grants - Funding Plan ($ Millions)

| Project | Project Cost | Proposed Local $ | | | | Funding Sources for Remaining Need | | | | | | Total Funding |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | BART | SFMTA | AL/CC Sales Tax/Parcel Tax | VTA | FTA/STP | AB664 Bridge Tolls | BATA Project Savings | SFO Net Op Revenue | Cap & Trade | Core Capacity New Starts | |
| BART Rail Cars (463 cars beyond current funding commitment) | 1,521 | 393 | | | | 893 | | 15 | 145 | 75 | | 1,521 |
| BART Train Control | 700 | 267 | | | | 163 | | | | 126 | 144 | 700 |
| BART Hayward Maint. Center | 433 | 258 | | | 175 | | | | | | | 433 |
| **Subtotal BART** | **2,654** | **918** | **-** | **-** | **175** | **1,056** | **-** | **15** | **145** | **201** | **144** | **2,654** |
| SFMTA Fleet Replacement | 2,644 | | 770 | | | 1,746 | 44 | 84 | | | | 2,644 |
| SFMTA Fleet Enhance & Expand | 648 | | 248 | | | | | | | 400 | | 648 |
| SFMTA Facilities Core Improvements | 209 | | 142 | | | | | | | 67 | | 209 |
| **Subtotal SFMTA (2)** | **3,502** | **-** | **1,160** | **-** | **-** | **1,746** | **44** | **84** | **-** | **467** | **-** | **3,502** |
| AC Transit Fleet Replacement | 780 | | | 195 | | 477 | 25 | 83 | | | | 780 |
| AC Transit Fleet Expansion | 90 | | | 40 | | 5 | | | | 45 | | 90 |
| AC Transit Facility Repl/Rehab | 268 | | | 106 | | | | | | 162 | | 268 |
| **Subtotal AC Transit** | **1,138** | **-** | **-** | **341** | **-** | **481** | **25** | **83** | **-** | **207** | **-** | **1,138** |
| **Financing** | **200** | | | | | **200** | | | | | | **200** |
| **TOTAL** | **7,494** | **918** | **1,160** | **341** | **175** | **3,483** | **70** | **182** | **145** | **875** | **144** | **7,494** |

(1) Funding sources for BART Rail Cars were revised by Commission in January 2016 to redirect $150 million of AB664 Bridge Tolls and BATA Project Savings to the BART Car Phase 1 Funding Plan (MTC Res. 4126), and to replace the bridge tolls with $150 million of OBAG 2 STP/CMAQ funds transferred from the Phase 1 funding plan.
(2) SFMTA cost estimates adjusted to use regional cost estimates for buses and LRVs, and converted to year-of-expenditure dollars

# Attachment A
# Revenue Sources and Assumptions

- Local Funding:
  - *BART:* For BART, the approximately $900 million local contribution is comprised of fare revenue and Proposition 1A High Speed Rail connecting operator funds approved for the rail car replacement project. In addition, $175 million in funding will be provided by the Santa Clara Valley Transit Authority as part of their agreement to contribute to core capacity projects, as BART will soon extend into Santa Clara County and its residents will also benefit from these projects.
  - *SFMTA:* For SFMTA, the nearly $1.2 billion in local revenues include existing sales tax and revenue bonds as well as anticipated future sales tax, vehicle license fee, and general obligation bonds. A task force has been convened by the San Francisco Mayor's Office and will be finalizing its recommendations by the close of 2013 with the expectation of going to the ballot in 2014 and 2016 to support this local contribution.
  - *AC Transit:* For AC Transit, the assumed local contribution of $340 million would come from a portion of future Alameda County and Contra Costa sales tax measures and/or parcel tax augmentations for AC Transit operations and maintenance needs.

- Regional/Other Funding:
  - *FTA/STP Funds:* The program assumes $3.5 billion in FTA formula and STP funds. These funds have historically supported transit capital replacement through the Transit Capital Priorities process. Generally, the program timeframe has been 2 to 3 years in duration. The proposed Core Capacity Challenge Grant Program investment strategy would extend the commitment for the identified projects to 15 years. The program would also accelerate FTA and STP funds availability through financing as needed; roughly $200 million is assumed to pay for financing for timely delivery of this aggressive capital program. The proposal acknowledges the needs of other transit operators in the region by retaining an estimated 33% of expected FTA formula funds for the remaining operators. The proposal also retains funding for the BART Car Phase 1 and on-going fixed guideway priorities for rail and ferry operators. A portion of the federal funds for the BART Railcar Replacement and Expansion project may be programmed to BART's preventive maintenance or another capital project and exchanged for BART local funds deposited into the BART Railcar Replacement Funding

Exchange Account, depending on the cash flow needs of the project. The table below provides more detail.

| Projected FTA/STP Revenues 2015-2030: | $ 7,549 | |
|---|---|---|
| Core Capacity Challenge Grants | $ 3,283 | 43% |
| Core Capacity Financing Costs | $ 200 | 3% |
| BART & SFMTA Fixed Guideway Caps | $ 1,235 | 16% |
| Remaining BART Car Phase 1 Commitment | $ 331 | 4% |
| Other Operators | $ 2,500 | 33% |
| Total | $ 7,549 | 100% |

- *AB664 Funds:* The program assumes $70 million in AB664 bridge toll funds. These funds have historically supported transit capital replacement by contributing towards local matching funds for eligible operators in the Transit Capital Priorities process. Generally, the funds are programmed annually. The proposed Core Capacity Challenge Grant Program investment strategy would extend the commitment for the identified projects to 15 years, and would accelerate availability of these toll funds by frontloading AB664 revenues that are available as part of a Bay Area Toll Authority (BATA) revenue transfer to MTC in 2010.
- *BATA Project Savings:* With the completion of the Regional Measure 1 highway and bridge projects and the opening of the New East Span of the Bay Bridge, BATA project savings are proposed to be directed to the Core Capacity Challenge Grant Program. Staff has determined that these transit projects are eligible bridge improvement projects because they will improve functioning or use of one or more of the state-owned bridges. As such, these project expenditures, in an amount of $250 million, are proposed to be added to BATA's long-range plan and budget. The total includes approximately $182 million for Core Capacity Challenge Grant Program projects and $68 million for the BART Rail Car Replacement Phase 1 project (MTC Resolution 4126, Revised).
- *SFO Net Operating Revenues:* A commitment dating from 1988 and the first rail extension agreement, MTC Resolution 1876, directs $145 million of the net operating surplus generated by the San Francisco International Airport (SFO) BART Extension to fulfill the remaining SamTrans' capital contribution to the BART system, for the Warm Springs Extension. This proposal would direct these funds to BART's rail car purchase project, which includes rail cars for the Warm Springs extension project. The Warm Springs construction costs were met through other regional funding contributions as part of the 2008 MTC Resolution 3434 Strategic Plan. SFO Net Operating Revenue satisfies SamTrans buy-in to the BART District originally dedicated to the BART to Warm Springs project.

- *Cap and Trade Revenues*: AB 574 (Lowenthal) seeks to reserve California Cap and Trade allowance revenue from transportation fuels for transportation-related expenditures. Plan Bay Area included an estimated $3.1 billion over the 28-year period as available to the region. While the distribution of funds to the MPO's has not yet been finalized, a draft framework and set of principles for Cap and Trade revenues, including $875 million for the Core Capacity Challenge Grant program, has been proposed and is pending Commission approval.
- *FTA New Starts Core Capacity:* With the enactment of MAP-21, this new category of eligible projects was added to the New Starts Program. Projects eligible for this funding must expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. As part of Plan Bay Area's investment strategy, a reserve of $660 million in New Starts was established for future East Bay and North Bay projects. BART's train control project aligns well with the intent of this new category of FTA competitive funding and the direction outlined in Plan Bay Area.

Date: December 18, 2013
W.I.: 1512
Referred By: PAC
Revised: 01/27/16-C


ABSTRACT

Resolution No. 4126, Revised

This resolution supersedes MTC Resolution No. 3918 by revising the Funding Plan for Phase 1 of the BART Rail Car Replacement Program, which includes a policy-level commitment of approximately $871 million in regional funding in fiscal years 2006 through 2019. The funding framework for Phase 2 of the project established by Resolution No. 3918 is superseded by the investment plan included in the Core Capacity Challenge Grant Program, MTC Resolution No. 4123.

This Resolution includes the following attachments:

A – Principles for Phase 1 Funding Plan

B – Phase 1 Funding Plan

Attachment B of this resolution was revised by the Commission on January 27, 2016 to 1) revise the Funding Plan for Phase 1 of the BART Rail Car Replacement Program by reducing the commitment of FTA and STP funds by $150 million and adding a new commitment of AB 664 Bridge Tolls and BATA Project Savings totaling $150 million, and 2) to update the amounts programmed through FY 2015-16 and the amounts remaining to be programmed.

Further discussion of the BART Rail Car Replacement Program is contained in the Programming and Allocations Summary Sheet dated December 11, 2013 and January 13, 2016.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Re: BART Rail Car Replacement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4126

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

WHEREAS, the San Francisco Bay Area Rapid Transit District (BART) is a rapid transit district providing heavy rail transit service in the San Francisco Bay Area; and

WHEREAS, BART has approved Resolution No. 5134 regarding the BART Rail Car Replacement Program and therein agreed to the matters referenced in the succeeding WHEREAS and RESOLVED clauses; and

WHEREAS, BART wishes to replace 669 rail cars through its Rail Car Replacement Program (PROJECT); and

WHEREAS, BART and MTC wish to establish a funding framework and understanding for the PROJECT; and

WHEREAS, BART and MTC wish to establish a policy-level commitment of funding toward a PHASE 1 FUNDING PLAN in fiscal years 2011 through 2019 in order for BART to award a contract for the PROJECT; and

WHEREAS, MTC previously adopted MTC Resolution No. 3866, the Transit Coordination Implementation Plan; and

WHEREAS, pursuant to Resolution No. 3866, MTC may, at its discretion, withhold, restrict or re-program funds and allocations to an operator that has not made reasonable efforts to implement the requirements of Resolution No. 3866; now be it therefore,

RESOLVED, that BART and MTC have agreed to and approve the PRINCIPLES FOR PHASE 1 FUNDING PLAN set forth in Attachment A and incorporated herein; and be it further

RESOLVED, that BART and MTC have agreed to and approve the PHASE 1 FUNDING PLAN set forth in Attachment B and incorporated herein; and be it further

RESOLVED, that BART and MTC agree that MTC's commitment of funding for the PHASE 1 FUNDING PLAN for the PROJECT is limited to the total amount of MTC Funding shown in the PHASE 1 FUNDING PLAN ; and be it further

RESOLVED, that MTC agrees to program in a timely manner Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment B, subject to Congressional authorization and appropriation, availability of funds, and other critical regional transit capital needs in order to meet PHASE 1 FUNDING PLAN cash flow needs and minimize financing costs; and be it further

RESOLVED, that MTC may substitute other MTC-controlled funds in place of available FTA and FHWA funds specified in the PHASE 1 FUNDING PLAN; and be it further

RESOLVED, that BART agrees to use the funds as shown in Attachment B to meet the local match requirements of federal funds for the PHASE 1 FUNDING PLAN; and be it further

RESOLVED, that BART agrees to comply with all applicable local, state, and federal requirements for funds programmed by MTC; and be it further

RESOLVED, that BART and MTC agree to work with the Bay Area Partnership to ensure that the PROJECT funding plan will be developed and programmed in agreement with the region's overall approach to the Transit Capital Priorities program; and be it further

RESOLVED, that BART acknowledges that it has received regional funds from MTC to extend the life of some of its current fleet of rail cars so that they will remain in service while the replacement cars are being procured and delivered, and agrees to maintain its current fleet of rail

cars so that they will remain in service while the replacement cars are being procured and delivered; and be it further

RESOLVED, that BART agrees that it will not request regional funds from MTC for a rehabilitation of its current fleet of railcars; and be it further

RESOLVED, that MTC may withhold amending annual PHASE 1 FUNDING PLAN funds in the Transportation Improvement Program if the Commission finds that BART is not in compliance with MTC Resolution No. 3866; and be it further

RESOLVED, that BART and MTC will work with the FTA to ensure the federal funds are available to the PROJECT; and be it further

RESOLVED, that this resolution supersedes MTC Resolution No. 3918.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth

Amy Rein Worth, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 18, 2013.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC
Revised: 01/27/16-C

Attachment B
Resolution No. 4126
Page 1 of 1

# PHASE 1 FUNDING PLAN FOR BART CAR REPLACEMENT PROGRAM

**BART Car Replacement Project Phase 1**
**Preliminary Funding Plan Summary**
$000

| Funding Source | Prior to FY16 | FY16 - FY19 | Total |
|---|---|---|---|
| MTC Funding | | | |
| FTA Formula Programs | 370,189 | 250,811 | 621,000 |
| FHWA Regional Discretionary Programs | 97,474 | 2,526 | 100,000 |
| AB 664 Bridge Tolls & BATA Project Savings | - | 150,000 | 150,000 |
| Subtotal MTC Funding * | 467,663 | 403,337 | 871,000 |
| BART Funding | 204,900 | 93,100 | 298,000 |
| Total Funding | 672,563 | 496,437 | 1,169,000 |

* MTC Fundng includes programming to other BART projects in exchange for BART funds deposited into the BART Car Replacement Funding Exchange Account, and earnings credited to the account.

| | | |
|---|---|---|
| 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 | 10/28/15-C |
| | 01/27/16-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

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

This resolution was revised on October 28, 2015 to make minor revisions to the Transit Capital Priorities program for FY2014-15 to reconcile the program to final FTA apportionments.

This resolution was revised on January 27, 2016 to re-program $10,770,994 previously reserved for Caltrain's Positive Train Control/Electrification project to Caltrain's Systemwide Track Rehab and Related Structures and Signal/Communication Rehab and Upgrades projects. The changes have been highlighted under Attachment A to this resolution.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, January 14, 2015, March 11, 2015, May 13, 2015, July 8, 2015, September 9, 2015, October 14, 2015, and January 13, 2016.

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

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.

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
10/28/15-C
01/27/16-C

Attachment A
Resolution No. 4162


**FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program**

| TIP ID | Operator | Project Description | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
|---|---|---|---|---|---|
| | | ***Actual Apportionments*** | **208,447,779** | **171,411,774** | **13,021,534** |
| | | ***Previous Year Carryover*** | **7,663,919** | **0** | **695,353** |
| | | ***Funds Available for Programming*** | **216,111,698** | **171,411,774** | **13,716,887** |
| **Lifeline Set-Aside (JARC Projects)** | | | | | |
| To be programmed | To be programmed | Reserved for future programming in Lifeline Transportation Program Cycle 4. | 2,889,856 | | |
| **ADA Operating Set-Aside** | | | | | |
| 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 | 335,328 | | |
| MRN110047 | Marin Transit | ADA Set-aside | 461,944 | | |
| NAP030004 | Napa VINE | ADA Set-aside | 38,496 | | |
| SON150007 | Petaluma Transit | ADA Set-aside | 82,649 | | |
| 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 | 28,888 | | |
| New | Union City Transit | ADA Set-aside | 128,318 | | |
| SCL050046 | VTA | ADA Set-aside | 3,645,530 | | |
| CC-990045 | WestCat | ADA Set-aside | 243,804 | | |
| New | WETA | Ferry Major Component Rehab/Replacement | 5,133 | | |
| | | ***Total Program Set-asides and Commitments*** | **22,775,161** | **0** | **0** |
| | | ***Funds Available for Capital Programming*** | **193,336,537** | **171,411,774** | **13,716,887** |
| **Capital Projects** | | | | | |
| 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 | 1,202,349 | 51,469,449 | |
| 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 | |
| REG090037 | BART | Railcar Replacement | | 500,000 | |
| SF-010028 | Caltrain | Railcar Replacement | | 5,234,766 | |
| SM-03006B | Caltrain | Systemwide Track Rehab and Related Structures | | 10,210,994 | |
| SM-050041 | Caltrain | Signal/Communication Rehab & Upgrades | | 560,000 | |
| CC-150006 | CCCTA | Replace (18) 30' Buses | 5,995,811 | | 852,829 |
| 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 | 2,038,393 | | 450,307 |
| 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 | 2,417,873 | | |
| 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 | | |
| MRN150001 | Marin Transit | Replace (9) ADA Paratransit Vehicles | 634,680 | | |
| MRN150002 | Marin Transit | Replace (3) Stage Coach Vehicles | 364,080 | | |
| MRN150003 | Marin Transit | Install fareboxes on Marin County Paratransit Vehicles | 76,260 | | |
| MRN150003 | Marin Transit | Install fareboxes on Marin County Dial-A-Ride Vehicles | 22,960 | | |
| MRN150003 | Marin Transit | Replace Marin Transit Fixed Route Fareboxes | 34,440 | | |
| MRN150001 | Marin Transit | Replace Paratransit Radios | 49,200 | | |
| MRN150001 | Marin Transit | Replace Paratransit MDTs | 29,520 | | |
| NAP090008 | Napa Vine | Equipment Replacement & Upgrades | | | 174,228 |
| NAP970010 | Napa Vine | Napa Vine: Operating Assistance | 1,477,490 | | |

**FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program**

| TIP ID | Operator | Project Description | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
|---|---|---|---|---|---|
| **Capital Projects, continued** | | | | | |
| 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 | | |
| SON150008 | Santa Rosa | Replace 40' New Flyer buses with new 40' Diesel Buses | 154,203 | | 273,017 |
| SON150008 | Santa Rosa | Equip new fixed route fleet buses with farebox | 24,000 | | |
| SON150008 | Santa Rosa | Equip new fixed route fleet buses with radio systems | 60,000 | | |
| SON030012 | Santa Rosa | Security improvements for access at bus stops | 43,724 | | |
| SON090023 | Santa Rosa | Santa Rosa CityBus: Operating Assistance | 1,645,512 | | |
| SON090024 | Santa Rosa | Santa Rosa CityBus: Preventative Maintenance | 408,030 | | |
| SON030012 | Santa Rosa | Santa Rosa CityBus: Transit Enhancements | 24,379 | | |
| 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-150005 | SFMTA | Replacement of (67) 40' Motor Coaches | 5,625,263 | | 6,874,737 |
| SF-150006 | SFMTA | Replacement of (98) 60' Motor Coaches | 20,000,000 | | |
| SOL110040 | Soltrans | Operating Assistance | 5,584,630 | | |
| SOL090033 | Soltrans | Maintenance Facility | | | 387,398 |
| SON030005 | Sonoma County | SCT Preventive Maintenance Program | 1,248,007 | | |
| SON110049 | Sonoma County | Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet | 442,294 | | 197,701 |
| SON050021 | Sonoma County | Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops | 17,654 | | |
| ALA130033 | Union City | Union City: Replacement of Two (2) Transit Buses | 588,728 | | |
| SOL010007 | Vacaville | Operating Assistance | 985,000 | | |
| SCL050045 | VTA | ADA Bus Stop Improvements | 358,222 | | |
| SCL050001 | VTA | (61) 40' Hybrid Bus Procurement | 30,683,245 | | 3,187,275 |
| SCL990046 | VTA | Preventive Maintenance | 1,845,840 | 10,625,493 | |
| SCL050002 | VTA | Rail Replacement Program | | 943,088 | |
| SCL110104 | VTA | Light Rail Track Crossovers and Switches | | 2,179,440 | |
| SCL150011 | VTA | North First Street Corridor Light Rail Speed Improvements | | 400,000 | |
| SCL150005 | VTA | Train to Wayside Communication System Upgrade | | 200,000 | |
| SCL150007 | VTA | Upgrade Ohlone/Chynoweth Interlocking | | 960,000 | |
| SCL150008 | VTA | Track Intrusion Abatement | | 1,600,000 | |
| SCL150009 | VTA | LR Signal Shop Modification | | 396,000 | |
| SCL150010 | VTA | Upgrade LR Ring #1 Communications Equipment | | 1,760,000 | |
| SCL150006 | VTA | Back-up Power Devices for Elevated Station | | 320,000 | |
| 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 | |
| | | ***Total Capital Projects*** | **190,674,498** | **170,871,625** | **13,322,814** |
| | | ***Total Programmed*** | **213,449,659** | **170,871,625** | **13,322,814** |
| | | ***Fund Balance*** | **2,662,039** | **540,149** | **394,073** |

**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. On January 27, 2016, this resolution was revised to program this $10.7 million reserved for Caltrain's Positive Train Control/Electrification project, to Caltrain's Systemwide Track Rehab & Related Structures and Signal/Communication Rehabiliation and Upgrades projects.
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 Maintenence 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 excercised 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. 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. SFMTAs fixed guideway rehabilitaion projects (see note 15 above). As a result of this, note 15 no longer applies and was therefore deleted.

| | | |
|---|---|---|
| Date: | December 17, 2014 | |
| W.I.: | 1514 | |
| Referred By: | PAC | |
| Revised: | 01/28/15-C | 07/22/15-C |
| | 09/23/15-C | 10/28/15-C |
| | 01/27/16-C | |

<u>ABSTRACT</u>

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.

This resolution was revised on October 28, 2015, to add the remainder of the FY2014-15 AB 664 program based on the final revisions to the FY2014-15 Transit Capital Priorities program. This resolution was also revised to reprogram approximately $1.3 million in lapsed funds to BART from the FY11-12 program.

This resolution was revised on January 27, 2016, to reprogram $601,223 in lapsed funds to SFMTA from the FY11-12 program and $389,114 in lapsed funds to AC Transit from the FY11-12 program. This resolution was also revised to reduce the programming of the AB 664 funds previously programmed to SFMTA for their LRV project on January 28, 2015, by $5,500,000.

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, September 9, 2015, October 14, 2015 and January 13, 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.

Date: December 17, 2014
W.I.: 1514
Referred by: PAC
Revised 01/28/15-C 07/22/15-C
09/23/15-C 10/28/15-C
01/27/16-C
Attachment A
Resolution No. 4163


**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

| FY2014-15 Program | | | | |
|---|---|---|---|---|
| | | | **East Bay** | **West Bay** |
| | **Revenue Projections** | | **$6,819,167** | **$22,777,343** |
| | **Previous Year Carry-Over (if any)** | | | |
| | **Expirations and Rescissions** | | **$1,759,419** | **$868,647** |
| | **Total Funds Available** | | **$8,578,586** | **$23,645,990** |
| **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** | |
| AC Transit | CAD-AVL Project | AB664 | | |
| | **Total Amount Programmed to AC Transit - Other projects[7]** | | **389,114** | |
| Region | Regional Transit Capital Inventory[1] | AB664 | | |
| | **Total Amount Programmed to the Region** | | **37,304** | **30,000** |
| | | | | |
| SFMTA | Light Rail Vehicle Purchase[2,4] | AB664 | | |
| | **Total Amount Programmed to SFMTA's Light Rail Vehicle Purchase project** | | | **22,077,343** |
| SFMTA | Cable Car Vehicle Renovation | AB664 | | |
| SFMTA | Cable Car System Rehabilitation | AB664 | | |
| SFMTA | Central Control & Communication (C3) | AB664 | | |
| SFMTA | Escalator Rehabilitation | AB664 | | |
| SFMTA | Historic Vehicle Rehabilitation | Ab664 | | |
| SFMTA | ITS Radio System Replacement | AB664 | | |
| SFMTA | Potrero-Presidio Hoists | AB664 | | |
| SFMTA | Light Rail Vehicle Safety Modifications | AB664 | | |
| SFMTA | Motor Coach Replacement | AB664 | | |
| SFMTA | Paratransit Van Replacement | AB664 | | |
| SFMTA | Rail Replacement Projects | AB664 | | |
| SFMTA | Security Projects | AB664 | | |
| SFMTA | Safety Projects | AB664 | | |
| SFMTA | Trolley Car Replacement | AB664 | | |
| SFMTA | Trolley Overhead Rehabilitation Projects | AB664 | | |
| SFMTA | Wayside Train Control Equipment Rehab and Replacement | AB664 | | |
| SFMTA | Wayside Fare Collection Equipment Rehab and Replacement | AB664 | | |
| | **Total Amount Programmed to SFMTA - Other projects[3,6]** | | | **838,647** |
| CCCTA | Replace (18) 30' Buses | AB664 | | |
| CCCTA | Replace (13) 35' Buses | AB664 | | |
| CCCTA | Replace (3) Paratransit Vans | AB664 | | |
| | **Total Amount Programmed to CCCTA** | | **512,363** | |
| ECCTA | Replace (5), 45' diesel, over the road coaches | AB664 | | |
| ECCTA | Replace (20) Ford four year gas cutaway/vans | AB664 | | |
| ECCTA | Replace (30) MDTs for paratransit fleet | AB664 | | |
| | **Total Amount Programmed to ECCTA** | | **178,139** | |
| LAVTA | Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids | AB664 | | |
| LAVTA | Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids | AB664 | | |
| LAVTA | Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids | AB664 | | |
| LAVTA | Replace (7) 2003- Diesel vehicles with 7 40' Hybrids | AB664 | | |
| | **Total Amount Programmed to LAVTA** | | **519,943** | |
| Soltrans | Maintenance Facility | AB664 | | |
| | **Total Amount Programmed to Soltrans** | | **16,203** | |
| Union City | Union City: Replacement of Two (2) Transit Buses | AB664 | | |
| | **Total Amount Programmed to Union City** | | **24,624** | |
| WestCat | Replacement of (10) Cut Away Vans | AB664 | | |
| WestCat | Replacement of (1) 40 Ft Revenue Vehicle | AB664 | | |
| WestCat | Replacement of (1) 40 Ft Revenue Vehicle | AB664 | | |
| WestCat | Purchase of (10) Radio systems for (10) Cut Away Van's | AB664 | | |
| WestCat | Purchase of (2) Fast Fare Electronic Fareboxes | AB664 | | |
| WestCat | Preventive Maintenance | AB664 | | |
| | **Total Amount Programmed to WestCAT** | | **91,082** | |
| WETA | Ferry Major Component Rehab/Replacement - Gemini & Pisces | AB664 | | |
| WETA | Ferry Major Component Rehab/Replacement - Scorpio & Taurus | AB664 | | |
| WETA | Ferry Propulsion System Replacement | AB664 | | |
| WETA | Ferry Major Component Rehab/Replacement - Solano | AB664 | | |
| WETA | Fixed Guideway Connectors | AB664 | | |
| | **Total Amount Programmed to WETA** | | **257,646** | |
| SamTrans | Replacement of (60) 2003 Gillig Buses | AB664 | | |
| SamTrans | Replacement of (55) NABI articulated buses | AB664 | | |
| | **Total Amount Programmed to SamTrans** | | | **700,000** |
| BART | Preventive Maintenance | AB664 | | |
| BART | ADA Paratransit Capital Accessibility Improvements | AB664 | | |
| BART | Traction Power | AB664 | | |
| BART | Track Replacement Rehabilitation | AB664 | | |
| BART | Replacement of Fixed Guideway Elements and Fare Collection Equipment | AB664 | | |
| | **Total Amount Programmed to BART[5]** | | **1,333,001** | |
| | | | | |
| | | Fund Balance | **$0** | **$0** |

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 $22 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 $22 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, $16.4 million in AB664 funds were de-programmed for future programming to SFMTA's fleet replacement projects in accordance with the Core Capacity Challenge Grant Program. This $16.4 million was programmed to SFMTA's fleet replacement project as part of Resolution No. 4213 in January 2016. In January 2016, $5.5 million of the AB664 funds on the LRV project were de-programmed and replaced with SF Prop B General Fund set-aside funds; this $5.5 million was programmed to SFMTA's fleet replacement project as part of Resolution No. 4213 in January 2016, conditioned on budgeting of $5.5 million of Prop B funds by SFMTA to replace AB 664 for the LRVs.

5. Includes reprogramming of lapsed savings of $1,333,001 from 12-4044-03/5850 06/27/12.
6. Includes reprogramming of lapsed savings of $101,498 from 12-4044-01/5850 and $499,725 from 12-4044-09/5850 06/27/12.
7. Includes reprogramming of lapsed savings of $389,114 from 12-4044-02/5850 06/27/12.

Date: December 17, 2014
W.I.: 1514
Referred by: PAC
Revised: 07/22/15-C
10/28/15-C
01/27/16-C

ABSTRACT

Resolution No. 4165, Revised

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2014-15. The initial allocations consist of $5,219,167 to AC Transit towards their fleet replacement consistent with the Core Capacity Challenge Grant Program funding plan, and $67,304 to the region for the Regional Transit Capital Inventory project (this was part of the original allocation to the region for the Regional Transit Capital Inventory project in FY2006-07 that has lapsed and is now being re-allocated towards the same project). This resolution will be amended to add the remainder of the FY2014-15 AB 664 allocations in conjunction with final revisions to the FY2014-15 Transit Capital Priorities program.

The following attachment is provided with this resolution:

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

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

This resolution was revised on October 28, 2015, to allocate the remainder of the FY2014-15 AB 664 program based on the final revisions to the FY2014-15 Transit Capital Priorities program. This resolution was also revised to reallocate approximately $1.3 million in lapsed funds to BART from the FY11-12 program.

This resolution was revised on January 27, 2016, to reallocate $601,223 in lapsed funds to SFMTA from the FY11-12 program and $389,114 in lapsed funds to AC Transit from the FY11-12 program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014, July 8, 2015, October 14, 2015 and January 13, 2016.

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

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2014-15

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4165

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

WHEREAS, MTC is responsible for the allocation of certain bridge toll revenues, to wit:

(1) Pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate certain 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, MTC Resolution No. 4015 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 FY2014-15 for the projects and purposes set forth in Attachment A to this resolution, attached hereto and in MTC Resolution No. 4163, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4163 programs Net Bridge Toll Revenues for FY2014-15; 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 FY2014-15 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution and consistent with MTC Resolution 4163.

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.

Date: December 17, 2014
W.I.: 1514
Referred by: PAC
Revised: 07/22/15-C
10/28/15-C
01/27/16-C

Attachment A
Resolution No. 4165


**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE**
**FY 2014-15 Program**

| PO/Acct. Code | Project Sponsor | Project | East Bay Allocation | West Bay Allocation | Approval Date |
|---|---|---|---|---|---|
| Match to Federal Transit Capital Funds | | | | | |
| 15-4165-01/5850 | MTC (1) | Match to capital projects programmed in MTC Resolution No. 4163 -Regional Transit Capital Inventory | 37,304 | 30,000 | 12/17/14 |
| 15-4165-02/5850 | AC Transit | Match to capital projects programmed in MTC Resolution No. 4163 - Replace (25) 40ft Urban Buses - Hybrids | 5,219,167 | | 12/17/14 |
| 15-4165-03/5850 | SFMTA (2) | Match to capital projects programmed in MTC Resolution No. 4163 | | 237,424 | 7/22/15 |
| 15-4165-04/5850 | CCCTA | Match to capital projects programmed in MTC Resolution No. 4163 | 512,363 | | 10/28/15 |
| 15-4165-05/5850 | ECCTA | Match to capital projects programmed in MTC Resolution No. 4163 | 178,139 | | 10/28/15 |
| 15-4165-06/5850 | LAVTA | Match to capital projects programmed in MTC Resolution No. 4163 | 519,943 | | 10/28/15 |
| 15-4165-07/5850 | SamTrans | Match to capital projects programmed in MTC Resolution No. 4163 | | 700,000 | 10/28/15 |
| 15-4165-08/5850 | SolTrans | Match to capital projects programmed in MTC Resolution No. 4163 | 16,203 | | 10/28/15 |
| 15-4165-09/5850 | Union City | Match to capital projects programmed in MTC Resolution No. 4163 | 24,624 | | 10/28/15 |
| 15-4165-10/5850 | WestCat | Match to capital projects programmed in MTC Resolution No. 4163 | 91,082 | | 10/28/15 |
| 15-4165-11/5850 | WETA | Match to capital projects programmed in MTC Resolution No. 4163 | 257,646 | | 10/28/15 |
| 15-4165-12/5850 | BART (3) | Match to capital projects programmed in MTC Resolution No. 4163 | 1,333,001 | | 10/28/15 |
| 15-4165-13/5850 | SFMTA (4) | Match to capital projects programmed in MTC Resolution No. 4163 | | 601,223 | |
| 15-4165-13/5850 | AC Transit (5) | Match to capital projects programmed in MTC Resolution No. 4163 | 389,114 | | |
| | | | | | **Grand Total** |
| | | Total Allocations | 8,578,586 | 1,568,647 | 10,147,233 |

Notes:

1. Includes reallocation of lapsed savings of $67,304 from #07-3768-8/5850 and 07-3768-13/5850 07/26/06.
2. Includes reallocation of lapsed savings of $237,424 from #11-4014-08/5850 06/22/11.
3. Includes reallocation of lapsed savings of $1,333,001 from #12-4044-03/5850 06/27/12.
4. Includes reallocation of lapsed savings of $101,498 from 12-4044-01/5850 and $499,725 from 12-4044-09/5850 06/27/12.
5. Includes reallocation of lapsed savings of $389,114 from 12-4044-02/5850 06/27/12.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C
01/27/16-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.

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.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015 and January 13, 2016.

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

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, Chair

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

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C
01/27/16-C

Attachment A
Resolution No. 4169


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

| Project | Date | Total | Conditions |
|---|---|---|---|
| AC Transit (Purchase 10 Double-Deck Diesel Buses) | January 27, 2016 | $1,493,237 | Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees 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 herein. |
| AC Transit (Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell) | January 27, 2016 | $4,957,547 | Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees 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 herein. |
| AC Transit (Replace (29) 60ft Artic Urban Buses – Diesels) | January 27, 2016 | $18,472,132 | Programming & Allocation Action. Allocation No: 16-4169-01. AC Transit agrees 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 herein. |
| *Total* | | *$108,922,916* | |

Date: January 27, 2016
W.I.: 1512
Referred By: PAC

<u>ABSTRACT</u>

Resolution No. 4212

This resolution approves the FY2015-16 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 and BATA Project Savings are programmed in MTC Resolution No. 4213 and Resolution No. 4169, Revised, respectively, for FY2015-16 Transit Capital Priorities projects.

This Resolution includes the following attachment:

Attachment A – FY2015-16 Program of Projects

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated January 13, 2016.

Date: January 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4212

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 2015-16 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

_____

Dave Cortese, 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 27, 2016.

Date: January 27, 2016
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4212


**FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program**

| TIP ID | Operator | Project Description | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
|---|---|---|---|---|---|
| | | ***Estimated Apportionments*** | **212,746,729** | **197,060,284** | **12,170,349** |
| | | ***Previous Year Carryover*** | **2,662,039** | **24,863,868** | **394,073** |
| | | ***Funds Available for Programming*** | **215,408,768** | **221,924,152** | **12,564,422** |
| **Lifeline Set-Aside (JARC Projects)** | | | | | |
| Reserved | Various | Reserved for programming in Lifeline Transportation Program Cycle 4 | 2,936,093 | | |
| **ADA Operating Set-Aside** | | | | | |
| ALA990076 | AC Transit | ADA Set-aside | 3,984,138 | | |
| ALA050042 | ACE | Preventive Maintenance | | 8,996 | |
| BRT99T01B | BART | ADA Paratransit Capital Accessibility Improvements | | 2,727,176 | |
| REG090051 | Caltrain | Revenue Vehicle Rehab Program | | 166,206 | |
| CC-99T001 | CCCTA | ADA Set-aside | 1,199,933 | | |
| CC-030035 | ECCTA | ADA Set-aside | 532,570 | | |
| MRN130015 | GGBHTD | Transit System Enhancements | 156,753 | | |
| ALA990077 | LAVTA | ADA Set-aside | 341,636 | | |
| MRN110047 | Marin Transit | ADA Set-aside | 627,012 | | |
| NAP030004 | Napa VINE | ADA Set-aside | 39,189 | | |
| SON150007 | Petaluma Transit | ADA Set-aside | 84,285 | | |
| SM-990026 | SamTrans | ADA Set-aside | 1,584,235 | | |
| SM-150008 | SamTrans | Replacement of Non-Revenue Vehicles | 296,800 | | |
| SF-990022 | SFMTA | ADA Set-aside | 4,062,514 | | |
| SOL110025 | SolTrans | ADA Set-aside | 307,616 | | |
| New | Sonoma City Transit | ADA Set-aside | 29,460 | | |
| New | Union City Transit | ADA Set-aside | 130,627 | | |
| SCL050046 | VTA | ADA Set-aside | 3,711,401 | | |
| CC-990045 | WestCat | ADA Set-aside | 248,192 | | |
| New | WETA | Ferry Major Component Rehab/Replacement | 5,225 | | |
| **Reserved for Future Programming** | | | | | |
| SM-03006B | Caltrain | Positive Train Control/Electrification | | 12,606,500 | |
| SF-010028 | Caltrain | Railcar Replacement | | 39,401,451 | |
| | | ***Total Program Set-asides and Commitments*** | **20,277,679** | **54,910,329** | **0** |
| | | ***Funds Available for Capital Programming*** | **195,131,089** | **167,013,823** | **12,564,422** |
| **Capital Projects** | | | | | |
| REG110044 | ACE | Positive Train Control | | 1,387,000 | |
| New | AC Transit | Purchase (10) Double-Deck Diesel Buses | 3,636,463 | 1,500,000 | |
| New | AC Transit | Replace (10) 40ft Urban Buses - Diesels | 4,081,000 | | |
| New | AC Transit | Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell (PM swap) | 979,153 | | |
| New | AC Transit | Replace (29) 60ft Artic Urban Buses - Diesels | 753,998 | | |
| ALA990052 | AC Transit | ADA Paratransit Van Replacement | 1,319,762 | | |
| BRT97100B | BART | Rail, Way & Structures program | 11,562,677 | 5,507,351 | |
| REG050020 | BART | BART Car Exchange Preventive Maintenance | 1,636,828 | 48,335,147 | |
| BRT030004 | BART | Train Control | | 13,000,000 | |
| BRT030005 | BART | Traction Power | | 13,000,000 | |
| ALA090065 | BART | Fare Collection Equipment | | 6,000,000 | |
| REG090037 | BART | Railcar Replacement | | 500,000 | |
| MTC99002A | Clipper | Replacement of legacy Clipper fare collection system | | 5,000,000 | |
| CC-070092 | ECCTA | Replace (25), Ford Cutaways | 1,383,610 | | 420,390 |
| CC-070092 | ECCTA | Replace (3), Ford Cutaways | 216,480 | | |
| SOL010006 | Fairfield | Fairfield Operating Assistance | 2,466,189 | | |
| MRN050025 | GGBHTD | Misc Facilities Rehab | 1,529,895 | | |
| New | LAVTA | Replacement purchase (10 ) 40' Hybrids | 5,358,224 | | 963,976 |
| New | LAVTA | Replacement purchase (10 ) 30' Hybrids | 5,953,200 | | |
| New | LAVTA | Service vehicles (2) trucks | 81,600 | | |
| New | LAVTA | Service vehicles (3) road supervisor vehicles | 122,400 | | |
| New | LAVTA | Service vehicles (4) shift trade vehicles | 163,200 | | |
| New | LAVTA | Trapeze Upgrade | 130,000 | | |
| New | LAVTA | Preventive Maintenance | 1,272,500 | | |
| New | LAVTA | Farebox Replacement | 398,242 | | |
| New | Marin Transit | Replace (2) Cutaways for FR Service | 200,080 | | |
| New | Marin Transit | Replacement Purchase (13) 40' Hybrids | 8,218,860 | | |
| New | Marin Transit | Fareboxes for (15) replaced vehicles | 172,200 | | |
| New | Marin Transit | Emergency Radio System | 285,360 | | |
| NAP970010 | Napa Vine | Napa Vine: Operating Assistance | 1,492,421 | | |
| NAP090008 | Napa Vine | Equipment Replacement & Upgrades | 14,635 | | 162,206 |

**FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program**

| TIP ID | Operator | Project Description | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
|---|---|---|---|---|---|
| **Capital Projects, continued** | | | | | |
| New | Petaluma | (2) 35' Diesel Hybrid Bus Replacement | 1,072,534 | | 118,106 |
| New | Petaluma | Clipper for (3) FR Buses | 14,400 | | |
| New | Petaluma | Communication equipment for (3) FR Buses | 27,535 | | |
| SM-150005 | Samtrans | Replacement of (60) 2003 Gillig Buses | 6,914,860 | | |
| SM-110068 | Samtrans | Replacement of (55) NABI Articulated Buses | 20,157,000 | | |
| New | Samtrans | Replacement of (9) Cutaway Buses | 900,360 | | |
| New | Samtrans | Replacement of (10) Minivans | 418,200 | | |
| SON070020 | Santa Rosa | Diesel Bus Purchase | 233,148 | | 258,156 |
| New | Santa Rosa | Miscellaneous Capital Equipment | 56,000 | | |
| New | Santa Rosa | Bus Stop ADA Improvements | 16,433 | | |
| New | Santa Rosa | Garage Hoist for Bus Repairs | 288,000 | | |
| New | Santa Rosa | Santa Rosa CityBus: Operating Assistance | 1,447,856 | | |
| New | Santa Rosa | Santa Rosa CityBus: Preventative Maintenance | 400,000 | | |
| SF-150005 | SFMTA | Replacement of 40' Motor Coaches | 3,280,072 | | 6,432,036 |
| SF-150006 | SFMTA | Replacement of 60' Motor Coaches | 45,417,750 | | |
| SF-090035 | SFMTA | Replacement of (27) Type II Paratransit Vans | 1,948,320 | | |
| New | SFMTA | 30-Foot Motor Coach Mid-Life Overhaul | 13,125,926 | | |
| SF-150007 | SFMTA | Farebox Replacement | 2,228,800 | | |
| SF-95037B | SFMTA | Muni Rail Replacement | | 5,316,972 | |
| SF-030013 | SFMTA | Wayside Fare Collection | | 1,000,000 | |
| SF-970170 | SFMTA | Overhead Line Rehabilitation | | 6,684,663 | |
| SF-050024 | SFMTA | Wayside/Central Train Control & Trolley Signal Systems Rehabilitation | | 5,000,000 | |
| SF-99T002 | SFMTA | Cable Car Infrastructure | | 2,000,000 | |
| SF-970073 | SFMTA | Cable Car Renovation Program | | 988,800 | |
| SF-150004 | SFMTA | Station Area and Pedestrian Improvements | | 500,000 | |
| New | SFMTA | Replacement of (21) 40' Trolley Coaches | | 20,000,000 | |
| SOL090034 | Soltrans | Bus Purchase (4) 45' CNG Commuter Coaches | 2,436,729 | | 360,668 |
| SOL070032 | Soltrans | Preventive Maintenance | 542,263 | | |
| SON030005 | Sonoma County | SCT Preventive Maintenance Program | 1,239,140 | | |
| SON110049 | Sonoma County | Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet | 511,171 | | 186,940 |
| SON050021 | Sonoma County | Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops | 17,626 | | |
| New | Union City | Union City: Midlife Rehab of (2) 35' CNG Vehicles | 410,000 | | |
| New | VTA | Radio System Upgrade | 2,400,000 | | |
| SCL050001 | VTA | 40' Hybrid Bus Procurement | 31,489,502 | | 2,817,476 |
| SCL050049 | VTA | Rail Substation Rehab/ Replacement | | 3,000,000 | |
| SCL050002 | VTA | Rail Replacement Program | | 3,600,000 | |
| SCL110104 | VTA | Light Rail Track Crossovers and Switches | | 777,500 | |
| SCL150008 | VTA | Track Intrusion Abatement | | 1,600,000 | |
| New | WestCat | Replacement of (1) 40-Foot Revenue Vehicle | 434,600 | | |
| New | WestCat | Fast Fare Electronic Farebox (1) | 14,249 | | |
| REG090057 | WETA | Ferry Major Component Rehab/Replacement - Taurus | | 2,100,000 | |
| REG090057 | WETA | Ferry Major Component Rehab/Replacement - Pisces | | 2,500,000 | |
| REG090057 | WETA | Ferry Engine Overhaul | | 400,000 | |
| REG090057 | WETA | Ferry Engine Overhaul | | 400,000 | |
| REG090067 | WETA | Ferry Passenger Float/Gangway | | 74,790 | |
| SF-110053 | WETA | Ferry Vessel Replacement | | 16,841,600 | |
| | | ***Total Capital Projects*** | **190,871,451** | **167,013,823** | **11,719,954** |
| | | ***Total Programmed*** | **211,149,130** | **221,924,152** | **11,719,954** |
| | | ***Fund Balance*** | **4,259,638** | **0** | **844,468** |

**FY2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes**

| | |
|---|---|
| 1. | Apportionment projections are based on a 1.8% increase for the 5307 program, 15.7% increase for the 5337 program, and a 6.9% decrease for the 5339 program relative to FY15 apportionments to be consistent with the FAST Act revenue projections. The program will be reconciled to the final apportionments after they are released by FTA. |
| 2. | AC Transit: $6.4M of BATA project savings have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional $18.5M is being programmed towards AC Transit's CCCGP projects in order to resolve the shortfall in the San Francisco - Oakland urbanized area. BATA Project Savings are being programmed in lieu of AB664 plus BATA Project Savings (both part of CCCGP funding plan) in order to reduce the number of fund sources. In the next program year, AB664 funds can be programmed in lieu of BATA project savings. |
| 3. | SFMTA: $8.2M of AB664 funds have been programmed to SFMTA's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional $13.7 million in AB664 funds have been programmed to SFMTA's CCCGP projects to enable SFMTA to execute a contract option that would result in earlier delivery of buses. |
| 4. | SFMTA: $15.3M of FY15 FG (Fixed Guideway) Cap deferred by formula based on grant balances to FY18 as SFMTA did not meet their fixed guideway spending target. This deferral is reduced to $5.3M due to a $10M voluntary deferral. |
| 5. | SFMTA: $500k programmed to Station Bike and Pedestrian Improvements project in exchange for $500k of SFMTA revenue bond funds for FG cap projects. |
| 6. | Caltrain: Caltrain did not meet their FG spending target. However, they are being exempted from a deferral of their FG Cap because Caltrain's FG Caps are still committed to the Electrification project so the program will continue to reserve the FG cap funds for that project and not towards their FG rehab projects. The program therefore reserves $12.6M of Caltrain's FG Cap for Electrification. |
| 7. | Clipper: $14.2M of Clipper's request for $19.2M is being deferred to FY17 in order to reduce shortfall in the San Francisco Oakland Urbanized Area, as this would not from a cash flow standpoint impede Clipper's ability to fund current equipment replacement or contracts. |
| 8. | BART Car Exchange PM: $24M of BART's request for $74.5M for the BART Car Replacement Project is being deferred to future years in order to reduce shortfall in the San Francisco Oakland Urbanized Area. |
| 9. | Caltrain: The current program reserves $39.4M in a vehicle procurement reserve for future programming. Depending on the timing of the contract award and contract needs, the reserved funds can be programmed either later in FY16 or in later years. Also, by agreement with VTA, SFMTA, and Caltrain, EMUs are being funded from San Jose in this cycle to help address the shortfall. Future EMU programming will come more from SF-O to maintain a 2/3-1/3 split overall. |
| 10. | GGBHTD: Voluntarily deferred $23,628,000 of fixed guideway cap funds from FY12 through FY16 to FY19. These funds will have priority for programming in FY19 as a prior-year commitment. GGBHTD voluntarily deferred their 67 40' Diesel Bus procurement to FY17; also exercised the Capital Exchange element of the TCP policy by deferring replacement of these vehicles until FY16-17. Total savings to the region equals $3,529,895, GGBHTD will utilize the option for using these savings towards their ACIS and Miscellaneous Facilities Rehab projects. |
| 11. | LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of seven 2002 40' diesel vehicles for life. Total savings to the region equals $1,769,700. LAVTA will utilize the option for using these savings towards their Service Vehicle Replacement and Preventive Maintenance projects. |
| 12. | WETA: Voluntarily deferred $1,517,210 of FG cap to FY17. These funds will have priority for programming in FY17 as a prior-year commitment. |

Date: January 27, 2016
W.I.: 1514
Referred By: PAC

<u>ABSTRACT</u>

Resolution No. 4213

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2015-16. The initial program consists of $21,922,657 being programmed to SFMTA towards their fleet replacement projects consistent with the Core Capacity Challenge Grant Program funding plan. This resolution will be amended to add the remainder of the FY2015-16 AB 664 program in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Program of AB 664 Net Bridge Toll Revenue Projects FY2015-16

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated January 13, 2016.

Date: January 27, 2016
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in Fiscal Year 2015-16

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4213

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 FY2015-16 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

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Dave Cortese, 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 27, 2016.

Date: January 27, 2016
W.I.: 1514
Referred by: PAC

Attachment A
Resolution No. 4213


**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

| FY2015-16 Program | | | | |
|---|---|---|---|---|
| | | | **East Bay** | **West Bay** |
| | **Revenue Projections** | | **$0** | **$21,922,657** |
| | **Previous Year Carry-Over (if any)** | | | |
| | **Expirations and Rescissions** | | | |
| | **Total Funds Available** | | **$0** | **$21,922,657** |
| **Sponsor** | **Eligible Capital Projects** | **Fund Source** | | |
| Current Year Programming | | | | |
| SFMTA | Replacement of 40' Motor Coaches | AB664 | | $21,922,657 |
| | **Total Amount Programmed to SFMTA's Core Capacity projects[1]** | | **0** | **$21,922,657** |
| | | | | |
| | | Fund Balance | **$0** | **$0** |

**Notes:**

1. The allocation of the $21.9 million in AB664 funds programmed above are conditioned on:
a) budgeting of $5.5 M of Prop B funds by SFMTA to replace AB 664 for the LRVs, and;
b) commitment to allocate $48 M of Prop K funds by SFCTA to complete the bus procurement project funding plan.

Date: January 27, 2016
W.I.: 1512
Referred By: PAC


ABSTRACT

Resolution No. 4219

This resolution approves the FY2016-17 and FY2017-18 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The initial program includes only one SFMTA project funded with FTA Section 5307 Urbanized Area funds in FY2016-17 and FY2017-18. This resolution will be amended to add the rest of the FY2016-17 and FY2017-18 program, which will include additional projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds.

This Resolution includes the following attachments:

Attachment A – FY2016-17 Program of Projects
Attachment B – FY2017-18 Program of Projects

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated January 13, 2016.

Date: January 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4219

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 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 2016-17 and FY 2017-18 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A and Attachment B; 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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Dave Cortese, 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 27, 2016.

Date: January 27, 2016
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4219
Page 1

**FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program**

| TIP ID | Operator | Project Description | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
|---|---|---|---|---|---|
| | | ***Estimated Apportionments*** | **23,830,954** | **N/A** | **N/A** |
| | | ***Funds Available for Programming*** | **N/A** | **N/A** | **N/A** |
| | | ***Total Program Set-asides and Commitments*** | **0** | **0** | **0** |
| | | ***Funds Available for Capital Programming*** | **N/A** | **N/A** | **N/A** |
| **Capital Projects** | | | | | |
| SF-150005 | SFMTA | Replacement of 40' Motor Coaches | $23,830,954 | | |
| **Total** | | | $ 23,830,954 | | |

Date: January 27, 2016
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4219
Page 1

| FY 2017-18 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | |
|---|---|---|---|---|---|
| **TIP ID** | **Operator** | **Project Description** | **FTA Section 5307** | **FTA Section 5337** | **FTA Section 5339** |
| | | ***Estimated Apportionments*** | **23,830,954** | **N/A** | **N/A** |
| | | ***Funds Available for Programming*** | **N/A** | **N/A** | **N/A** |
| | | ***Total Program Set-asides and Commitments*** | **0** | **0** | **0** |
| | | ***Funds Available for Capital Programming*** | **N/A** | **N/A** | **N/A** |
| **Capital Projects** | | | | | |
| SF-150006 | SFMTA | Replacement of 60' Motor Coaches | $ 23,830,954 | | |
| **Total** | | | $ 23,830,954 | | |