

Metropolitan Transportation Commission Programming and Allocations Committee

January 13, 2016

Commission Agenda #8

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

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:	<p>(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.</p> <p>(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.</p> <p>The proposed program has been developed in cooperation with the transit operators over the last six months.</p>
Issues:	<p>1. <u>Preliminary Program Shortfall</u>. 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.</p> <p>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.</p>

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 requirements 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 guideway 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 allotted 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			
\$ 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 & Additional 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:

- Shortfall primarily in San Francisco-Oakland Urbanized Area

Year	Millions
FY2016	\$108
FY2017	\$117
FY2018	\$132
Total	\$357

- 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**

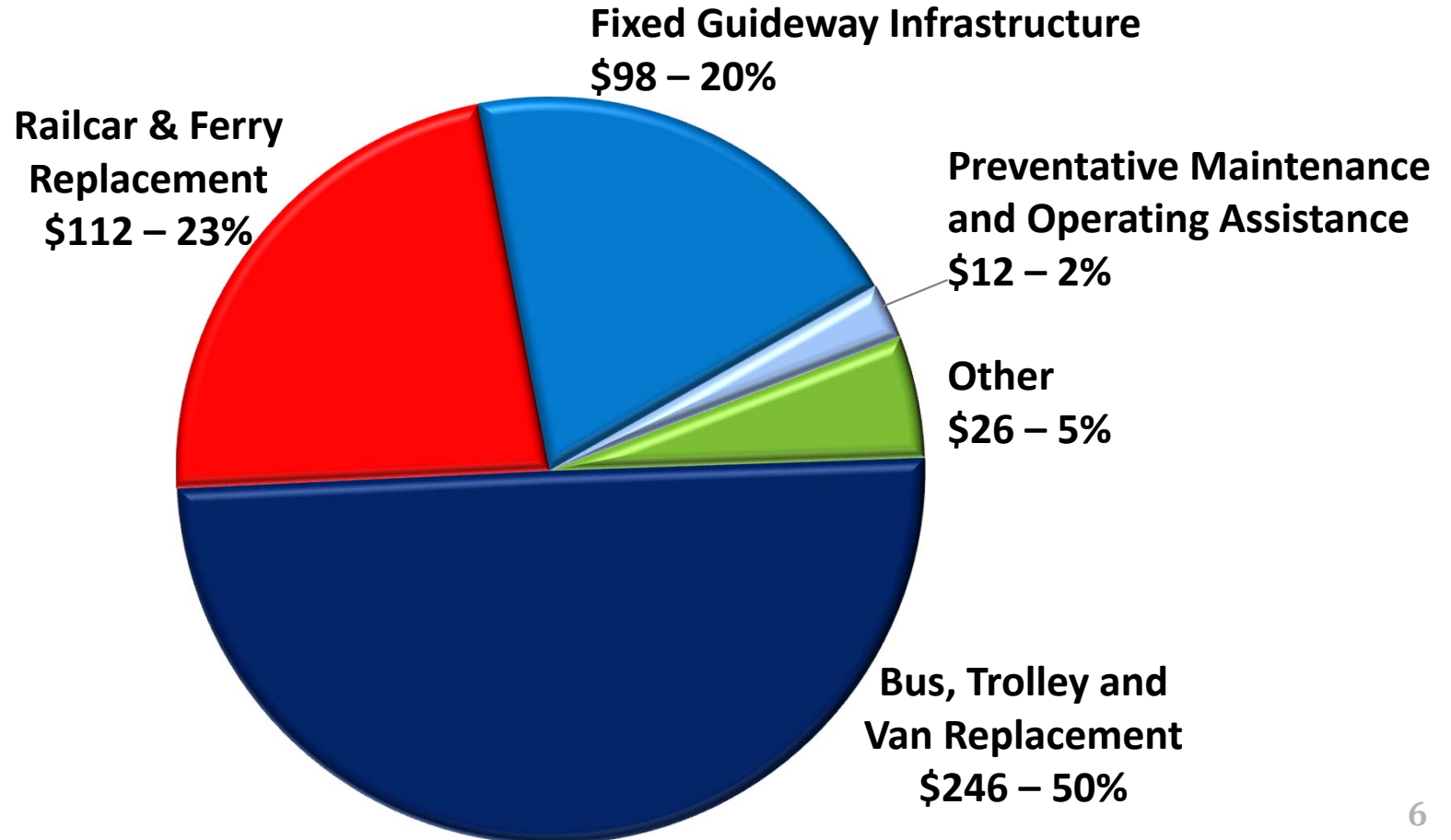
- ▣ SFMTA Fleet Replacement: \$230M
- ▣ BART Car Replacement: \$74M
- ▣ AC Transit Fleet Replacement: \$36M
- ▣ VTA Fleet Replacement: \$34M
- ▣ WETA Ferry Vessel Replacement: \$17M
- ▣ Caltrain Rail Car Replacement: \$39M (reserved)

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



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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.

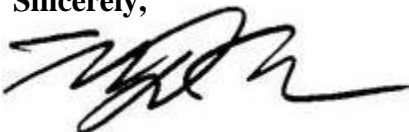
- The overall cost to execute this full option (Amendment #2) is \$284 million.
- Of that \$284 million, \$18.3 million has been identified through the FY16 TCP process currently underway.
- An additional \$47.9 million of Proposition K sales tax funding is expected to be secured from the San Francisco 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			
\$ 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,

ABSTRACT

MTC Resolution No. 3738, Revised

Page 2 of 2

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

A handwritten signature in black ink, appearing to read 'Jon Rubin', is written over a horizontal line.

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.

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

Attachment B
 Resolution No. 3738, Revised
 Page 1 of 2

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 CMAAs 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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 3

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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 4

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 Soscot 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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

\$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.

ABSTRACT

MTC Resolution No. 4035, Revised

Page 6

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,

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

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

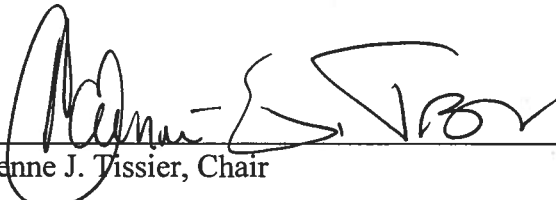
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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

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 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	\$0	\$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: Liveridge to Alhambra & I-680 to SR 4 Ph. 1	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Liveridge 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. PRIORITY 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	\$0	\$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

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

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 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				
<i>Regional PDA Implementation Priorities</i>				
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
<i>PDA Planning</i>				
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
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation 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
<i>Technical Assistance</i>				
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. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION		TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
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
<i>Transportation Demand Management</i>				
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 Infrastructure 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

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

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 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)				
<i>Specific projects TBD by CMAAs</i>				
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				
<i>Specific Projects TBD by Commission</i>				
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 Trolley 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				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - ACE Positive Train Control	SJRR/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

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

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 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				
<i>Specific projects TBD by North Bay CMAs</i>				
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

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

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 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

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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				
<i>Specific projects TBD by Alameda CMA</i>		\$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				
<i>Specific projects TBD by Contra Costa CMA</i>	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 Cerrito 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				
<i>Specific projects TBD by Marin CMA</i>	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				
<i>Specific projects TBD by Napa - NCTPA</i>	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				
<i>Specific projects TBD by San Francisco CMA</i>		\$3,393,000		\$0.46
<i>Specific projects TBD by San Francisco CMA</i>		\$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 Bicycle 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				
<i>Specific projects TBD by San Mateo CMA</i>		\$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
Carolyn 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 Preservation	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 Bicycle 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 Initiative)	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 Pedestrian 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				
<i>Specific projects TBD by Santa Clara CMA</i>		\$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 Pedestrian 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
Eagleberry 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 Pedestrian 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

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

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				
<i>Specific projects TBD by Solano CMA</i>		\$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
Ulati 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				
<i>Specific projects TBD by Sonoma - SCTA</i>		\$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 Bicycle 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
SONOMA COUNTY	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.

ABSTRACT

MTC Resolution No. 4084, Revised

Page 2

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.

ABSTRACT

MTC Resolution No. 4084, Revised

Page 3

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

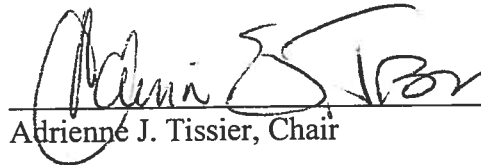
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

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.

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	SoTrans	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 Chevrolet 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

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

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Resolution No. 4084
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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 Rehabilitation - Solano	1,600,000			
REG090057	WETA	Ferry Major Component Rehabilitation - 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

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
01/27/16-C

Attachment A
Resolution No. 4084
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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

Date: January 23, 2013

W.L.: 1512

Referred by: PAC

Revised: 02/27/13-C

04/24/13-C

05/22/13-C

04/23/14-C

12/17/14-C

1/27/16-C

Attachment A

Resolution No. 4084

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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 exercised 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 exercised 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, 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

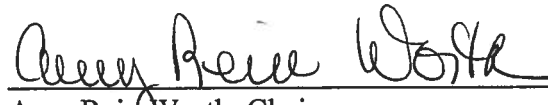
RESOLVED, that BART agrees that it will not request regional funds from MTC for a rehabilitation of its current fleet of railcars; and be it further

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, 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

ABSTRACT

MTC Resolution No. 4162, Revised

Page 2

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.

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	SoTrans	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		
SOL100006	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

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

01/27/16-C

Attachment A

Resolution No. 4162

Page 3 of 3

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 Rehabilitation 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 Maintenance with the following conditions: 1. VTA's agreement that one-third of Caltrain's Transit Capital Priorities (TCP) programming needs, including: a) electric vehicle procurement needs over the life of the railcar project, b) fixed guideway caps, and c) ADA operating set-asides, will be programmed from San Jose and Gilroy-Morgan Hill urbanized area (UA) funds. The VTA share of the railcars may be higher than one-third in certain years to help resolve shortfalls in the San Francisco – Oakland UA, but will be equal to one-third of total project costs. MTC shall strive to balance local shares within 10 years. The total regional-funded cost is currently estimated at \$365 million. 2. VTA's agreement that it will use non-TCP sources for their capital needs that are not covered by TCP funds, or reduce its use of TCP funds for preventive maintenance so that VTA's capital needs are covered with TCP funds, for the duration of Caltrain's Railcar Replacement project.
10. GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY11 through FY15 to FY17. These funds will have priority for programming in FY17 as a prior-year commitment.
11. SFMTA: Voluntarily deferred \$15,000,000 of its FY15 fixed guideway cap to FY18; also deferred their 21 40ft Trolley Coach procurement to FY15-16 in response to MTC's request for deferral of projects to reduce shortfall. An additional \$1,518,629 of SFMTA's FY15 FG Cap was deferred by formula based on grant balances to FY17.
12. SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
13. WestCAT exercised the Capital Exchange element of the TCP policy by deferring replacement of six 2002 40' diesel vehicles until FY16-17. Total savings to the region equals \$464,600. WestCAT will utilize the option for using 50% (\$232,300) of these savings for a non Score 16 project, preventive maintenance.
14. WETA: Voluntarily deferred \$3,424,000 of FG cap to FY17.
15. SFMTA received \$41.2 million in TIRCP (Cap and Trade) funds in June 2015. The TCP funds (\$24.7 million), that were intended as a back-stop for the Cap and Trade funds, were therefore reprogrammed to the projects they were originally programmed to i.e. SFMTA's fixed guideway rehabilitation projects (see note 15 above). As a result of this, note 15 no longer applies and was therefore deleted.

Date: December 17, 2014
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

ABSTRACT

Resolution No. 4163, Revised

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

The following attachment is provided with this resolution:

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

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

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

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

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

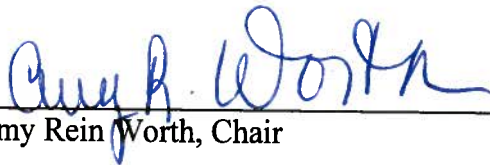
WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's Bridge Toll Revenue Allocation Policy; and

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

Page 1 of 2

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 ^{5,6}			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
Page 1 of 1

**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
Page 1 of 2

PROGRAM OF PROJECTS

BATA Project Savings Project Commitments

Project	Date	Total	Conditions
SFMTA Fleet Expansion (Light Rail Vehicle purchase)	January 28, 2015	\$84,000,000	<p>a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.</p> <p>b. The regional programming will serve as a back-stop for Cap and Trade (C&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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.</p>

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.
<i>Total</i>		<i>\$108,922,916</i>	

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

ABSTRACT

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.

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 (CCCCGP) projects proportionately according to the CCCCCGP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCCCGP 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 CCCCCGP 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 (CCCCGP) projects proportionately according to the CCCCCGP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCCCGP 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

ABSTRACT

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

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.

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

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.

Capital Projects

Attachment B
 Motion 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
		<i>Estimated Apportionments</i>	23,830,954	N/A	N/A
		<i>Funds Available for Programming</i>	N/A	N/A	N/A
		<i>Total Program Set-asides and Commitments</i>	0	0	0
		<i>Funds Available for Capital Programming</i>	N/A	N/A	N/A

Capital Projects

[illegible]