

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**December 14, 2016**

**Agenda Item 2c**

**Resolution Nos. 4162, Revised, 4163, Revised, 4169, Revised, and 4212, Revised**

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**Subject:** Revisions to FY2014-15 and FY2015-16 Transit Capital Priorities, AB664, and BATA Project Savings Programs to reconcile 5339 small urbanized area (UA) programming with FTA apportionments, and revise programming for Caltrain, LAVTA, and SFMTA.

**Background:** MTC is responsible for programming the region's Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307), State of Good Repair (Section 5337) and Bus & Bus Facilities (Section 5339) funds, as well as OBAG 2 Transit Capital Rehabilitation and regional Bridge Toll funds. MTC programs these funds to eligible transit operators to support capital replacement and rehabilitation projects, preventive maintenance, and operating costs through the Transit Capital Priorities (TCP) program.

Small UA Adjustments: This item proposes to revise the FY2014-15 and FY2015-16 TCP programs to reflect FTA Section 5339 apportionments that were different from our preliminary program, resulting in minor changes for VTA. Additionally, LAVTA has requested shifting funds among projects to reflect actual costs of their bus procurement and the removal of a Trapeze software upgrade project from the program. The action to shift LAVTA funds reduces their overall request in that year, making available additional funding in the Concord urbanized area to be used for other eligible operators. The above changes are consistent with the TCP Process and Criteria and have no negative impact on other operators in the region.

Caltrain: Caltrain has requested that \$28 million in FY2014-15 and FY2015-16 funding for their railcar replacement project be shifted to the South San Francisco Station project, with the railcar funds being replaced by SMCTA local sales tax funds transferred from the station project, due to fund eligibility issues. The board resolution from SMCTA certifying the transfer of funds from the South San Francisco Station project to the railcar replacement project is attached. The programming continues to count toward meeting MTC's commitment of \$315 million for the railcars.

SFMTA: In January 2015, SFMTA requested \$210 million from MTC to allow SFMTA to exercise a 40 LRV option on a base contract with Siemens, Inc. in order to keep their place in the production queue and to achieve savings in escalation costs. To meet this need, MTC programmed \$44 million in AB 664 bridge tolls and \$84 million in BATA Project Savings, and temporarily reprogrammed \$25 million of TCP funds from other projects. SFMTA also committed to fund \$57 million of the costs of the LRV option with local funds. All of these sources would otherwise be directed to SFMTA's rehabilitation and replacement needs, rather than to fleet expansion.

The \$153 million in MTC funds were intended to serve as a backstop for the receipt of future Cap and Trade funds via the Transit and Intercity Rail Capital Program (TIRCP), administered by the California State Transportation Agency (CalSTA). The regional funds were advanced with the following conditions for repayment: 1) SFMTA would pursue Cap and Trade funds and be required to repay the regional

investment if these funds were not secured; 2) SFMTA would also be required to develop an agreement with MTC on the terms of the replacement funding if Cap and Trade funds are not secured; and 3) SFMTA was to provide \$57 million in local funds to complete the \$210 million funding plan for the LRV option.

In June 2015, a grant of \$41 million in TIRCP funds was awarded to SFMTA by CalSTA, allowing the Commission to restore the TCP funds to the fixed guideway rehabilitation projects they were originally programmed to and restore \$16 million of the AB 664 funds for future programming to SFMTA's fleet replacement. In summer 2016, a second grant of \$45.1 million in TIRCP funds was awarded to SFMTA. As before, staff is proposing to restore \$22.1 million of AB 664 funds and \$23 million of BATA Project Savings for future SFMTA fleet replacement projects. A portion of the BATA Project Savings (\$61 million) will stay on the LRV project pending additional Cap and Trade awards. See Attachment A for a summary of these programming actions.

**Issues:**

1. Uncertainty of Cap and Trade funding for LRVs: SFMTA's LRV fleet expansion should be a strong candidate for additional TIRCP funds. The recent awards totaling \$86 million illustrate this, however the amount and timing of funding for the LRV project in future years is uncertain. SFMTA staff will continue to seek future Cap and Trade funds for the LRV project.

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

Staff therefore recommends keeping the conditions for repayment on the remaining \$61 million in BATA Project Savings for the LRV project.

**Recommendation:** Refer MTC Resolution Nos. 4162, Revised; 4163, Revised; 4169, Revised; and 4212, Revised, to the Commission for approval.

**Attachments:** Attachment A – Summary of SFMTA LRV Programming;  
Attachment B – SMCTA Board Resolution No. 2016-29; and  
MTC Resolution Nos. 4162, Revised; 4163, Revised; 4169, Revised; and 4212, Revised

**Attachment A – Summary of SFMTA LRV Programming**

\$ Millions

Date	Action	TIRCP	FTA	AB 664 Bridge Tolls <sup>1</sup>	BATA Project Savings <sup>2</sup>	SFMTA	SFCTA	Total
Dec-13	Orig. Core Capacity Challenge Grant commitment	210						210
Jan-15	Backstop Action		25	44	84	57		210
2015 & 2016	TIRCP awards	86						86
	Program revisions to reflect TIRCP awards		(25)	(44)	(23)		6	(86)
Dec-16	Current Project Funding	86	-	-	61	57	6	210

**Notes:**

1. \$22 million of AB 664 bridge tolls programmed to SFMTA motor coach replacement in FY2015-16, leaving \$22 million available for future programming.
2. \$23 million of BATA Project Savings available for future programming.

**RESOLUTION NO. 2016 – 29**

**BOARD OF DIRECTORS SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA**

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**RE-PROGRAMMING \$27,854,836 IN NEW MEASURE A FUNDS FROM THE  
SOUTH SAN FRANCISCO CALTRAIN STATION IMPROVEMENT PROJECT TO THE  
PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

**WHEREAS**, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as "Measure A," which increased the local sales tax in San Mateo County by one-half percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters; and

**WHEREAS**, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the New Measure A half-cent sales tax transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (TEP) beginning January 1, 2009; and

**WHEREAS**, Caltrain improvements are qualified expenditures and designated the number one priority under the 1988 TEP, and the 2004 TEP designated 16 percent of the New Measure A revenues to fund Caltrain projects; and

**WHEREAS**, at its February 5, 2015 meeting, by Resolution No. 2015-04, the TA programmed and allocated \$49.1 million of Measure A Caltrain Program Category funds to the South San Francisco (SSF) Caltrain Station Improvement Project; and

**WHEREAS**, staff from the Peninsula Corridor Joint Powers Board (JPB) have requested that \$27,854,836 of these Measure A Caltrain Program funds be re-programmed from the SSF Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project (PCEP); and

**WHEREAS**, JPB staff's request followed their being informed that the PCEP is not eligible for Federal Transit Administration (FTA) Section 5337 State of Good Repair grant funds previously programmed to the PCEP by the Metropolitan Transportation Commission (MTC), thereby creating a funding gap that puts the JPB and PCEP at risk of losing eligibility for a \$647 million Core Capacity Full Funding Grant Agreement with the FTA; and

**WHEREAS**, the SSF Caltrain Station Improvement Project is eligible for Section 5337 funds, and JPB and MTC staff have indicated that MTC intends to redirect the Section 5337 funds to the SSF Caltrain Station Improvement Project; and

**WHEREAS**, in light of the foregoing, the Executive Director recommends the TA re-program \$27,854,836 of Measure A Caltrain Program Category funds from the SSF Caltrain Station Improvement Project to the PCEP.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby re-programs \$27,854,836 of Measure A Caltrain Program Category funds from the South San Francisco Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project; and

**BE IT FURTHER RESOLVED** that the Executive Director or his designee is authorized to execute any necessary documents, and to take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 1<sup>st</sup> day of December, 2016 by the following vote:

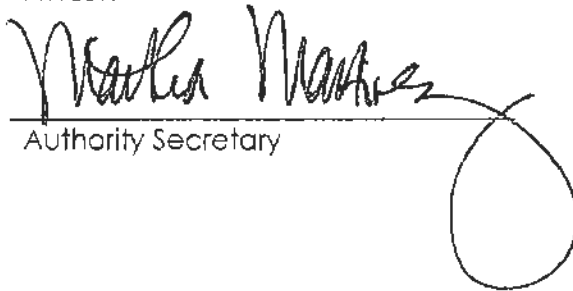
AYES: FRESCHET, IBARRA, JOHNSON, NIHART, MATSUMOTO

NOES: NONE

ABSENT: GROOM, HORSLEY

  
Chair, San Mateo County Transportation Authority

ATTEST:

  
Authority Secretary

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 04/27/16-C  
09/28/16-C 12/21/16-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.

This resolution was revised on April 27, 2016 to make minor revisions, including transfers of funding between projects and reductions in programming to reflect changes in project scope. The changes have been highlighted under Attachment A to this resolution.

This resolution was revised on September 28, 2016 to re-program funds to and from various BART projects by their request, consistent with TCP Process and Criteria.

This resolution was revised on December 21, 2016 to make minor revisions to the Transit Capital Priorities program for FY2014-15 to reconcile the program to final FTA Apportionments and to transfer programming between projects for Caltrain.

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, January 13, 2016, April 13, 2016, September 14, 2016, and December 14, 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

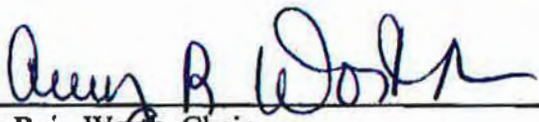
WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4140; and

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 the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
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Amy Rein Worth, Chair

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

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>208,447,779</b>	<b>171,411,774</b>	<b>13,021,534</b>
<b>Previous Year Carryover</b>			<b>7,663,919</b>	<b>0</b>	<b>536,502</b>
<b>Funds Available for Programming</b>			<b>216,111,698</b>	<b>171,411,774</b>	<b>13,558,036</b>
<b>Lifeline Set-Aside (JARC Projects)</b>					
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856		
<b>ADA Operating Set-Aside</b>					
ALA990076	AC Transit	ADA Set-aside	3,913,691		
ALA050042	ACE	Preventive Maintenance	8,836		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,563,197		
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267		
CC-99T001	CCCTA	ADA Set-aside	1,178,716		
CC-030035	ECCTA	ADA Set-aside	523,153		
MRN130015	GGBHTD	Transit System Enhancements	307,963		
ALA990077	LAVTA	ADA Set-aside	335,328		
MRN110047	Marin Transit	ADA Set-aside	461,944		
NAP030004	Napa VINE	ADA Set-aside	38,496		
SON150007	Petaluma Transit	ADA Set-aside	82,649		
SM-990026	SamTrans	ADA Set-aside	1,112,576		
SM-070049	SamTrans	Facility/Equipment Rehab/Replacement	416,000		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	319,200		
SF-990022	SFMTA	ADA Set-aside	3,990,682		
SOL110025	SolTrans	ADA Set-aside	302,177		
SON030005	Sonoma City Transit	Preventive Maintenance	28,888		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,645,530		
CC-990045	WestCat	ADA Set-aside	243,804		
REG090067	WETA	Ferry Major Component Rehab/Replacement	5,133		
<b>Total Program Set-asides and Commitments</b>			<b>22,531,086</b>	<b>0</b>	<b>0</b>
<b>Funds Available for Capital Programming</b>			<b>193,580,612</b>	<b>171,411,774</b>	<b>13,558,036</b>
<b>Capital Projects</b>					
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594		
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433		
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720		
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,648		
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	1,345,875	51,489,449	
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		4,679,456	
REG090037	BART	Railcar Replacement		500,000	
SM-050005	BART	Preventive Maintenance		1,320,544	
SF-040028	Caltrain	Railcar Replacement		5,234,766	
NEW	Caltrain	South San Francisco Caltrain Station Improvements		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		852,629
CC-150007	CCCTA	Replace (13) 35' Buses	5,108,140		
CC-150008	CCCTA	Replace (3) Paratransit Vans	295,200		
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement	918,823		
REG090045	Clipper	AC Transit - Fare Collection Equipment Replacement	4,000,957		
REG090045	Clipper	MTC - Fare Collection Back Office Equipment Replacement		2,315,228	
REG090045	Clipper	SFMTA - Fare Collection Equipment Replacement		2,538,052	
REG090045	Clipper	Golden Gate Ferry - Fare Collection Equipment Replacement		195,958	
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement		1,228,907	
CC-070092	ECCTA	Replace (5), 45' diesel, over the road coaches	2,038,393		450,307
CC-070092	ECCTA	Replace (20) Ford four year gas cutaway/vans	1,410,400		
CC-070092	ECCTA	Replace (30) MDTs for paratransit fleet	360,000		
SOL010006	Fairfield	Fairfield Operating Assistance	2,417,873		
SOL110041	Fairfield	(2) 40' Transit Hybrid Buses			284,891
MRN990017	GGBHTD	Ferry Channel and Berth Dredging		4,200,000	
MRN150015	GGBHTD	Replacement of Ferry Propulsion Systems		500,000	
MRN150014	GGBHTD	Ferry Major Components Rehab		500,000	
MRN030010	GGBHTD	Fixed Guideway Connectors		4,000,000	

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Capital Projects, continued</b>					
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	2,345,200		
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,139,360		
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		
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,869
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	50,000		
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-950378	SFMTA	Muni Rail Replacement		6,318,972	
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	5,825,263		6,874,737
SF-150006	SFMTA	Replacement of (98) 60' Motor Coaches	20,000,000		
SOL110040	Soltrans	Operating Assistance	5,564,630		
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		
SOL100007	Vacaville	Operating Assistance	985,000		
SCL050045	VTa	ADA Bus Stop Improvements	358,222		
SCL050001	VTa	(51) 40' Hybrid Bus Procurement	30,683,245		3,026,424
SCL090046	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	
<b>Total Capital Projects</b>			<b>190,465,424</b>	<b>170,871,625</b>	<b>13,163,963</b>
<b>Total Programmed</b>			<b>212,996,510</b>	<b>170,871,625</b>	<b>13,163,963</b>
<b>Fund Balance</b>			<b>3,115,188</b>	<b>540,149</b>	<b>394,073</b>

**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.	<p><b>Caltrain/VTA:</b></p> <p>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.</p> <p>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:</p> <p>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.</p> <p>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.</p> <p>In December 2016, Caltrain requested that funds be shifted from the EMU procurement project to a South San Francisco Station rehab project, with the EMU funds being replaced by SMCTA local sales tax funds transferred from the station project. The programming continues to count toward meeting MTC's commitment of \$315M for the railcars.</p>
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). As a result of this, note 15 no longer applies and was therefore deleted.
16.	Union City Transit elected to defer \$128,318 of ADA Set-aside from FY15 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.

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 12/21/16-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.

This resolution was revised on December 21, 2016, to de-program the remainder of AB 664 funds previously programmed to SFMTA for their LRV project (\$22,077,343).

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, January 13, 2015, and December 14, 2016.



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

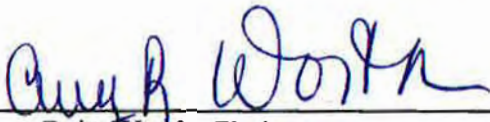
WHEREAS, MTC has adopted a transit capital priorities program which set forth the priorities for funding transit capital projects in the Transportation Improvement Program (TIP); and

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.L.: 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 12/21/16-C

Attachment A

Resolution No. 4163

Page 1 of 2

## PROGRAM OF AB 684 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	\$888,647
	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 <sup>7</sup>		389,114	
Region	Regional Transit Capital Inventory <sup>1</sup>	AB664		
	Total Amount Programmed to the Region		37,304	30,000
SFMTA	Light Rail Vehicle Purchase <sup>2,4</sup>	AB664		
	Total Amount Programmed to SFMTA's Light Rail Vehicle Purchase project			0
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 <sup>3,8</sup>			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	
SoItrans	Maintenance Facility	AB664		
	Total Amount Programmed to SoItrans		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		257,846	
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 <sup>5</sup>		1,333,001	
	Fund Balance		\$0	\$22,077,343

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 FY2014-15 and \$45.1 million in FY2015-16. 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. In December 2016, \$22.1 million of the AB664 funds on the LRV project were de-programmed and replaced with TIRCP funding from FY2015-16.
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: January 28, 2015  
W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-C  
01/27/16-C  
12/21/16-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.

This resolution was revised on December 21, 2016 to de-program \$23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, and December 14, 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  
12/21/16-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	\$60,985,343	<p>a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.</p> <p>b. The regional programming will serve as a back-stop for Cap and Trade (C&amp;T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&amp;T Transit and Intercity Rail program, and to pursue C&amp;T funding for the LRVs when C&amp;T funding is made available.</p> <p>c. If C&amp;T funds are secured for the expansion LRVs, the \$61 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.</p> <p>d. If C&amp;T funds are not secured for the expansion LRVs, SFMTA will replace the \$61 million of BATA project savings for SFMTA's LRV replacement project with local funds.</p> <p>e. If C&amp;T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the LRV replacement projects.</p> <p>MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds if these conditions are not met.</p>



<b>Project</b>	<b>Date</b>	<b>Total</b>	<b>Conditions</b>
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>		<b>\$85,908,259</b>	



Date: January 27, 2016  
W.I.: 1512  
Referred By: PAC  
Revised: 04/27/16-C  
05/25/16-C  
06/22/16-C  
12/21/16-C

### ABSTRACT

#### Resolution No. 4212, Revised

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

This resolution was revised on April 27, 2016 to make revisions to several projects in the Transit Capital Priorities program for FY2015-16 to reconcile the program to final FTA Apportionments for the year.

This resolution was revised on May 25, 2016 to make minor revisions to the Transit Capital Priorities program for FY2015-16: transferring programming between projects for WETA, programming of operating assistance for Vacaville Transit, and reducing the programmed amount for a Marin Transit bus replacement due to revised scope.

This resolution was revised on June 22, 2016 to program funds that had previously been reserved for Caltrain Electrification to Caltrain's Railcar Replacement and infrastructure rehab projects.

This resolution was revised on December 21, 2016 to make minor revisions to the Transit Capital Priorities program for FY2015-16: transferring programming between projects for LAVTA and Caltrain, and reducing the programmed amount for FTA Section 5339 funding in the small

## ABSTRACT

MTC Resolution No. 4212, Revised

Page 2

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheets dated January 13, 2016, April 13, 2016, May 11, 2016, June 8, 2016 and December 14, 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



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Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on January 27, 2016.

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>211,278,509</b>	<b>196,480,438</b>	<b>12,019,586</b>
<b>Previous Year Carryover</b>			<b>2,862,039</b>	<b>24,863,868</b>	<b>394,073</b>
<b>Funds Available for Programming</b>			<b>213,940,548</b>	<b>221,344,306</b>	<b>12,413,659</b>
<b>Lifeline Set-Aside (JARC Projects)</b>					
Reserved	Various	Reserved for programming in Lifeline Transportation Program Cycle 4	2,936,093		
<b>ADA Operating Set-Aside</b>					
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	341,367		
MRN110047	Marin Transit	ADA Set-aside	627,012		
NAP030004	Napa VINE	ADA Set-aside	41,320		
SON150007	Petaluma Transit	ADA Set-aside	84,261		
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	324,344		
SON030005	Sonoma City Transit	Preventive Maintenance	29,452		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,711,401		
CC-990045	WestCat	ADA Set-aside	248,192		
REG090067	WETA	Fixed Guideway Connectors	5,225		
<b>Reserved for Future Programming</b>					
SM-03006B	Caltrain	Positive Train Control/Electrification		42,606,609	
SF-010028	Caltrain	Railcar Replacement (Electrification)		17,174,630	
<b>Total Program Set-asides and Commitments</b>			<b>20,165,610</b>	<b>20,077,008</b>	<b>0</b>
<b>Funds Available for Capital Programming</b>			<b>193,774,938</b>	<b>201,267,298</b>	<b>12,413,659</b>
<b>Capital Projects</b>					
REG110044	ACE	Positive Train Control		1,387,000	
ALA150038	AC Transit	Purchase (10) Double-Deck Diesel Buses	3,636,463	1,500,000	
ALA150040	AC Transit	Replace (10) 40ft Urban Buses - Diesels	4,081,000		
ALA150039	AC Transit	Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell (PM swap)	979,153		
ALA150041	AC Transit	Replace (29) 80ft Artic Urban Buses - Diesels	753,998		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,319,762		
BRT97100B	BART	Rail, Way & Structures program	11,317,223	5,752,805	
REG050020	BART	BART Car Exchange Preventive Maintenance	0	47,116,668	
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	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Struct.		11,406,500	
SM-050041	Caltrain	Signal/Communication Rehab. & Upgrades		1,200,000	
SF-010028	Caltrain	Railcar Replacement		22,620,000	
NEW	Caltrain	South San Francisco Caltrain Station Improvements		22,620,000	
MTC99002A	Clipper	Replacement of legacy Clipper fare collection system		5,000,000	
CC-070092	ECCTA	Replace (25), Ford Cutaways	1,392,642		411,358
CC-070092	ECCTA	Replace (3), Ford Cutaways	216,480		
SOL010006	Fairfield	Fairfield Operating Assistance	2,470,825		
SOL110041	Fairfield	2 Gillig Bus Replacements			262,709
MRN050025	GGBHTD	Misc Facilities Rehab	1,529,895		
ALA150031	LAVTA	Replacement purchase ( 11 ) 40' Hybrids	6,017,771		936,649
ALA150032	LAVTA	Replacement purchase ( 9 ) 30' Hybrids	5,357,880		
ALA150033	LAVTA	Service vehicles (2) trucks	81,600		
ALA150036	LAVTA	Service vehicles (3) road supervisor vehicles	122,400		
ALA150037	LAVTA	Service vehicles (4) shift trade vehicles	163,200		
ALA150034	LAVTA	Trapeze Upgrade	430,000		
ALA030030	LAVTA	Preventive Maintenance	1,313,720		
ALA150035	LAVTA	Farebox Replacement	398,242		

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Capital Projects, continued</b>					
MRN150011	Marin Transit	Replace (2) Cutaways for FR Service	200,080		
MRN150012	Marin Transit	Replacement Purchase (10) 40' Hybrid, (2) 35' electric, and (1) 30' diesel bus	7,899,880		
MRN150003	Marin Transit	On Board Vehicle Equipment for (15) replaced vehicles	172,200		
MRN150013	Marin Transit	Emergency Radio System	285,360		
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,865,913		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	14,635		160,663
SON150014	Petaluma	(2) 35' Diesel Hybrid Bus Replacement	1,072,534		116,982
SON150015	Petaluma	Clipper for (3) FR Buses	14,400		
SON150016	Petaluma	Communication equipment for (3) FR Buses	27,244		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	6,914,860		
SM-110068	Samtrans	Replacement of (55) NABI Articulated Buses	20,157,000		
SM-150010	Samtrans	Replacement of (9) Cutaway Buses	900,360		
SM-150011	Samtrans	Replacement of (10) Minivans	418,200		
SON070020	Santa Rosa	Diesel Bus Purchase	247,595		243,709
SON150017	Santa Rosa	Miscellaneous Capital Equipment	56,000		
SON030012	Santa Rosa	Bus Stop ADA Improvements	16,433		
SON150018	Santa Rosa	Garage Hoist for Bus Repairs	288,000		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,324,057		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventive Maintenance	400,000		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	3,347,183		6,364,945
SF-150006	SFMTA	Replacement of 60' Motor Coaches	45,417,750		
SF-090035	SFMTA	Replacement of (27) Type II Paratransit Vans	1,948,320		
SF-150014	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	
SF-150015	SFMTA	Replacement of (21) 40' Trolley Coaches		20,000,000	
SOL090034	Soltrans	Bus Purchase (4) 45' CNG Commuter Coaches	2,436,729		357,236
SOL070032	Soltrans	Preventive Maintenance	711,997		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,221,660		
SON150013	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	467,090		176,479
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	0		
ALA150046	Union City	Union City: Midlife Rehab of (2) 35' CNG Vehicles	410,000		
SOL010007	Vacaville	Operating Assistance	995,000		
SCL150019	VTA	Radio System Upgrade	0		
SCL050001	VTA	40' Hybrid Bus Procurement	33,824,944		2,805,456
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	
CC-150014	WestCat	Replacement of (1) 40-Foot Revenue Vehicle	434,600		
CC-150015	WestCat	Fast Fare Electronic Farebox (1)	14,249		
REG090055	WETA	Ferry Propulsion System Replacement		2,880,000	
REG090057	WETA	Ferry Major Component Rehab/Replacement		7,912,000	
REG090067	WETA	Ferry Passenger Float/Gangway		74,790	
SF-110053	WETA	Ferry Vessel Replacement		11,449,600	
<b>Total Capital Projects</b>			<b>190,001,233</b>	<b>201,267,298</b>	<b>11,836,186</b>
<b>Total Programmed</b>			<b>210,166,843</b>	<b>221,344,306</b>	<b>11,836,186</b>
<b>Fund Balance</b>			<b>3,773,705</b>	<b>0</b>	<b>577,473</b>

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

1.	Program is based on final apportionments issued by FTA in February 2016.
2.	AC Transit: \$6.4M of BATA project savings have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCGP projects in order to resolve the shortfall in the San Francisco - Oakland urbanized area. BATA Project Savings are being programmed in lieu of AB664 plus BATA Project Savings (both part of CCCGP funding plan) in order to reduce the number of fund sources. In the next program year, AB664 funds can be programmed in lieu of BATA project savings.
3.	SFMTA: \$8.2M of AB664 funds have been programmed to SFMTA's Core Capacity Challenge Grant Program (CCCGP) projects proportionately according to the CCCGP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCGP projects to enable SFMTA to execute a contract option that would result in earlier delivery of buses.
4.	SFMTA: \$15.3M of FY15 FG (Fixed Guideway) Cap deferred by formula based on grant balances to FY18 as SFMTA did not meet their fixed guideway spending target. This deferral is reduced to \$5.3M due to a \$10M voluntary deferral.
5.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
6.	Caltrain: Caltrain did not meet their FG spending target. However, they were exempted from a deferral of their FG Cap because Caltrain's FG Caps were still committed to the Electrification project at the time the preliminary program was adopted. The preliminary program was revised in June 2016 to program the full \$12.6 million FG cap to rehab projects. Caltrain's FY17 FG cap will be adjusted to reflect missing the FG spending target.
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: \$26.9M 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 program reserved \$39.8M in a vehicle procurement reserve for future programming. \$22.6M of this reserve was reprogrammed to the EMU procurement project in FY16, with the remainder reserved for future programming. 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.  In December 2016, Caltrain requested that \$22.6 million be shifted from the EMU procurement project to a South San Francisco Station rehab project, with the EMU funds being replaced by SMCTA local sales tax funds transferred from the station project. The programming continues to count toward meeting MTC's commitment of \$315M for the railcars.
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. WETA also transferred \$5,392,000 from Ferry Vessel Replacement (M/V Vallejo) to two fixed guideway rehab projects, reversing the deferral of \$5,392,000 in FY14 fixed guideway caps. The remaining \$11.5 million programmed for Ferry Vessel Replacement completes the regional share of the M/V Vallejo replacement project.
13.	Union City Transit elected to defer \$130,627 of ADA Set-aside from FY16 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.