

Metropolitan Transportation Commission

Programming and Allocations Committee

March 8, 2017

Agenda Item 3a

MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272

Subject: Programming of nearly \$500 million in FTA Formula Revenues, AB 664 Bridge Tolls, BATA Project Savings, and OBAG 2 funds for FY2016-17 for transit operator state-of-good-repair consistent with the Transit Capital Priorities Process and Criteria (TCP), including discussion of a proposed plan for financing against future FTA revenues.

Background: The TCP program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement other MTC transit funding programs.

This item proposes to program nearly \$500 million in TCP funds in FY2016-17 to support transit capital replacement and rehabilitation projects, and maintenance and operating costs.

This item originally came before this Committee in February as a four-year, \$2.2 billion proposed program. Following the FTA's decision to defer approval of the full funding grant agreement (FFGA) for the Caltrain Peninsula Corridor Electrification Program (PCEP), staff recommended deferring that item from the Commission agenda in order to consider adjustments to the Transit Capital Priorities (TCP) program, which includes additional funding for PCEP. To that end, the program is proposed to include only one year of revenue (FY 2016-17) while staff continues to address the full impact of this uncertainty over funding for PCEP to the FTA programs, as well as the potential for it to be a harbinger of risk in securing financing approval against the future FTA formula funds. The one year program allows transit operators to move forward with projects this year while maintaining flexibility to address the PCEP and financing risks for the remaining three years.

The proposed four-year program had been developed in cooperation with the transit operators over the last several months; staff is working with the operators on this one-year program as well. The proposed program is consistent with the Transit Capital Priorities Process and Criteria (MTC Resolution No. 4242, Revised) approved by the Commission in July 2016. Additional background on this item is included in the attached Memorandum.

Recommendation: Refer MTC Resolution Nos. 4169, Revised, 4202, Revised, 4262, 4263, and 4272 to the Commission for approval.

Attachments: Executive Director Memorandum
Presentation
MTC Resolution Nos. 4169, Revised, 4202 Attachment B-1, Revised, 4262, 4263, and 4272



METROPOLITAN
TRANSPORTATION
COMMISSION

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San Francisco, CA 94105
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Memorandum

TO: Programming and Allocations Committee

DATE: March 8, 2017

FR: Executive Director

RE: FY2016-17 Transit Capital Priorities Program

Summary

This item proposes to program nearly \$500 million in Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities funds; One Bay Area Grant Program Cycle 2 (OBAG 2) funds; and Bridge Toll Funds in FY2016-17 to support transit capital replacement and rehabilitation projects, and maintenance and operating costs.

Background

The Transit Capital Priorities (TCP) program provides FTA formula funds and other regional revenues for transit capital maintenance and rehabilitation. The main goals of the program are to fund basic capital requirements to achieve and maintain a state of good repair, to maintain reasonable fairness to all the operators in the region, and to complement other MTC transit funding programs.

The TCP program is funded by the region's FTA Formula funds, as well as Federal Highway Agency (FHWA) funds, and regional Bridge Toll funds which the Commission has designated to supplement FTA funds. MTC programs these funds to eligible transit operators to support transit capital replacement and rehabilitation projects and, to a lesser degree, preventive maintenance and operating costs. Program development is governed by the policies established by the region's Transit Capital Priorities (TCP) Process and Criteria, MTC Resolution 4242, Revised, which was updated in July 2016 primarily to reflect changes to FTA programs under the FAST Act authorizations.

This item originally came before this Committee in February as a four-year \$2.2 billion proposed program. Following the FTA's decision to defer approval of the full funding grant agreement (FFGA) for the Caltrain Peninsula Corridor Electrification Program (PCEP), staff recommended deferring that item from the Commission agenda in order to consider adjustments to the Transit Capital Priorities (TCP) program, which includes additional funding for PCEP. To that end, the proposed program was revised to include only FY2016-17 while staff continues to address the full impact of this uncertainty over funding.

The proposed program was developed from funding requests submitted by eligible transit operators. Outstanding issues are discussed below. The program is based on projected

apportionments of the federal funds, and will be revised to reconcile to the final annual apportionments, once released by FTA.

Issues

1. Caltrain. Programming to the Caltrain electric railcar procurement project over the original four-year program totaled approximately \$286 million and would nearly complete the regional commitment of \$315 million. There are several issues related to this project:
 - The FTA review of the application for \$647 million in FTA Section 5309 Core Capacity Program Funds for the Peninsula Corridor Electrification Program (PCEP) has been ongoing for many months. On February 17th, FTA notified Caltrain that FTA would not approve the Caltrain application at this time, and would delay a decision until the new administration has developed its FY2017-18 budget and Section 5309 funding proposals. We expect that the President's "long form" budget will not be submitted to Congress until May. Accordingly, Caltrain staff has secured an extension for providing a full notice to proceed to its contractors until June 30, at an expense of \$20 million in delay costs.
 - As part of Caltrain's application for an FFGA, FTA determined that the railcar procurement was not eligible to receive Section 5337 State of Good Repair formula funds. To meet the regional commitment to the project without relying on Section 5337 funds, staff is proposing to use a combination of financing against future Section 5307 Urbanized Area Formula Funds and a local funding exchange. The local funding exchange involves MTC programming approximately \$16 million of Section 5337 funds to Caltrain's South San Francisco Station Rehabilitation project in exchange for the San Mateo County Transportation Authority (SMCTA) programming an equal amount of local funds to the railcar procurement project.

FTA's delay and potential denial of Section 5309 funding would leave a gap in the PCEP funding plan that may affect project delivery. In order to move the TCP program forward and not delay other operators from getting their projects into the TIP and into grants with FTA, today's proposed program for FY2016-17 retains the \$16 million of FTA 5337 funds programmed to the South San Francisco Caltrain Station Rehabilitation project. As discussed above, this would be conditioned on the SMCTA allocating an equal amount of other funds to the Caltrain vehicle procurement in exchange. Staff is proposing to further condition programming for PCEP on Caltrain completing the funding plan for the project. Additionally, MTC would pursue financing for the project only after the FTA's decision on the FFGA is known.

2. Financing. The region is committed to funding major investments in state-of-good-repair and capacity expansion. In the short-term, projected revenues are insufficient to cover all of the highest-ranking Score 16 projects, even after applying project funding caps specified in the TCP Process and Criteria. However, over the long-term, revenues exceed regional needs, assuming a reasonable revenue growth rate. As a result, the proposed program assumes that MTC will pursue financing over the next several years to securitize future FTA revenues to cover our near-term shortfall, advancing major projects to expand capacity and improve the region's state-of-good-repair. Financing against future FTA revenues grows the regional

funding pie by freeing up current FTA and other regional funds for a greater number of projects.

FTA approval would be needed in order to use the FTA funds for debt service. Many similar transactions have been approved across the country in recent years. However, the experience with Caltrain's FFGA leads staff to be somewhat concerned that FTA approval may not be as routine as in the past. Therefore, staff will be working closely with BART and Caltrain to understand their projects' cash flow and timing of the need for financing, and particularly to understand the impacts of a potential delay in FTA approval. Additionally, staff will be working closely with MTC's financial advisors to consider whether any modifications to the financing approach would make sense in the current environment. Note that today's item does not specifically approve the terms of a financing transaction, although some financing is assumed in the development of this program, even the one year program. Staff anticipates returning to the Commission in the coming months to seek approval for the terms of financing.

3. VTA Fixed Guideway Cap Waiver. For the FY2016-17 through FY2019-20 TCP programming period, VTA requested a total of \$193 million in FTA funds, including \$82 million for fixed guideway (FG) infrastructure rehabilitation projects that are subject to the FG project caps specified in the TCP policy. These include replacement or rehabilitation of light rail track, crossovers, switches and other train control equipment, and traction power systems. VTA's FG cap is \$8.5 million per year, or \$34 million over the four years of the program, so VTA's request exceeded the caps by \$47 million. VTA staff requested that MTC waive the cap and program an additional \$47 million for the requests in excess of the caps. Projected revenues for the San Jose urbanized area (UZA), in which VTA is eligible, are sufficient to cover the request for additional programming. The purpose of the FG caps is to ensure that there are sufficient funds in the program for vehicle replacement projects, the highest priority for the program under Plan Bay Area, and in the case of the San Jose UZA, to ensure that there are sufficient funds to cover 1/3 of Caltrain's high-scoring needs (the TCP policy incorporates a Caltrain Joint Powers Board agreement that Caltrain's TCP projects are funded 2/3 from the San Francisco-Oakland UZA, and 1/3 from the San Jose UZA; VTA and Caltrain are the only operators currently eligible for funds in the San Jose UZA.) In the proposed program, both conditions have been met, with funds left over. Based on the VTA request, staff recommends programming \$13.5 million in FY2016-17 TCP funds to fixed guideway projects - \$5 million more than the cap amount.

It is important to highlight that the San Jose urbanized area is in a unique situation for the next several years, in that it is showing significant surpluses remaining, after funding vehicle projects, fixed guideway projects up to VTA's cap, and the ADA and Lifeline set asides. For example, for the six years from FY2016-17 through FY2021-22, the San Jose UZA is expected to have a surplus of about \$95 million, with the surplus forecast to grow even larger in later years. This is in stark contrast to the other UZAs in the region, for which high-scoring programming requests exceeded revenues by about \$1 billion for the upcoming years.

Funds cannot be moved from one urbanized area to another, in this case presenting an unfortunate policy conundrum for the region whereby we are proposing financing for the

highest priority projects in SF-O but programming surpluses to lower priority projects in the San Jose UZA. However, funds can be programmed to any transit operators with service in a given UZA. It has been MTC's long standing practice to reflect local agreements in the TCP program that constrain funding in certain UZAs, but that is a decision that MTC has imposed on ourselves and is not a federal requirement. For instance, the Caltrain agreement among its local partners that costs for capital projects are split equally among the three Caltrain counties (Santa Clara, San Mateo, and San Francisco) is reflected within the TCP policy, whereby Caltrain projects are funded one-third from the San Jose UZA and two-thirds from the San Francisco-Oakland UZA (SF-O includes San Francisco and San Mateo counties). Caltrain projects could be divided up differently in the TCP program. BART and VTA have a similar arrangement, whereby BART projects are funded in the TCP from SF-O, Concord and Antioch UZAs, but will not seek funding in the San Jose UZA even when the BART Berryessa and San Jose extensions open for service in Santa Clara County.

4. SFMTA Core Capacity Fleet Plan. MTC staff is continuing to work with SFMTA staff to refine their fleet plan that was originally included in the Core Capacity Challenge Grant Program (MTC Resolution No. 4123, Revised). When that program was developed in 2013, SFMTA's fleet plan anticipated programming approximately \$307 million in TCP funds from FY2016-17 through FY2019-20. However, due to subsequent revisions to its fleet plan, SFMTA requested \$528 million for vehicle projects. As these differences are worked out, MTC staff will return to the Commission with revisions to the Core Capacity Program fleet plan and likely the TCP program as well. The proposed action programs approximately \$217 million in FY2016-17 toward SFMTA fleet replacement and rehabilitation. When the Commission approved the FY2015-16 TCP program in January 2016, it also approved partial programs for FY2016-17 and FY2017-18 to commit funding to SFMTA bus replacement projects, allowing SFMTA to exercise a major contract option. The program proposed in this action will replace the FY2016-17 funds programmed to SFMTA last year, but the prior commitment of the FY2017-18 funds will remain.
5. Core Capacity Challenge Grant Program Revisions. As part of the plan for financing against future FTA revenues, staff is proposing to replace a majority of bridge toll funds originally committed to BART in the Core Capacity Program with proceeds of financing. At this time, staff is recommending these bridge toll funds be reprogrammed to SFMTA, with the condition that, should financing not be completed, these funds would be reprogrammed back to BART. Staff will return to the Commission with proposed revisions to MTC Resolution No. 4123, Revised, to reflect the programming proposed here and other changes to the funding plans for Core Capacity Program projects.

6. Unexpended Prior-Year Grants. Each rail and ferry operator receives a specified amount of funding annually for replacement and rehabilitation of tracks, bridges, tunnels, train control systems, ferry docks, and other infrastructure, referred to as a fixed guideway (FG) cap, based on each operator's share of projected FG replacement and rehab needs calculated for Plan Bay Area 2040. The TCP Process and Criteria conditions new programming of FG caps on the expenditure of prior-year grants (a "use it or lose it" policy) in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects. Staff monitors the progress of the region's FG operators on disbursing prior-year grants; as of September 2016, staff determined that all but two operators met or exceeded their disbursement target, summarized in the table at right. As a result of not meeting their targets, Caltrain and SFMTA had their FG caps in the proposed FY2016-17 program reduced by \$3.3 million and \$21.5 million, respectively. Staff will continue to monitor progress toward meeting the grant disbursement targets consistent with the Policy adopted by the Commission in the TCP Process and Criteria.

Operator	FY16 Grant Disbursement Targets vs. Actual Disbursements (\$M)		Met or Exceeded Target
	Targets	Disbursements	
ACE	\$0	\$0	X
BART	\$70	\$77	X
Caltrain	\$11	\$1	
GGBHTD	\$6	\$9	X
SFMTA	\$76	\$35	
WETA	\$1	\$1	X
Total	\$163	\$124	


7. Bridge Tolls. The program presented today programs AB 664 Bridge Toll revenues (MTC Resolution No. 4262) and BATA Project Savings (MTC Resolution 4169, Revised) for approximately \$52 million, which includes amounts consistent with the Core Capacity Challenge Grant Program and the proposed reprogramming of Bridge Tolls from BART to SFMTA as described above. However, the allocation actions for these Bridge Toll funds (AB 664 – MTC Resolution No. 4263; BATA Project Savings – MTC Resolution No. 4169, Revised) only allocate funding for FY2016-17 consistent with the Core Capacity Program funding plan. The allocation resolutions will be revised to reflect the annual fund estimates for the Bridge Toll Revenues as approved by the Commission in addition to the revisions to the Core Capacity Program resolution discussed above.
8. Transportation Improvement Program. Approval of the Transportation Improvement Program (TIP) amendment that is item 2d on today's agenda is contingent on Commission approval of this item. Normally staff prefers to adopt the program one month, and adopt the TIP amendment in a subsequent month. However, the deferral of the TCP item from last month means that the program and TIP are proposed for approval in the same month.

Next Steps

Staff will return in the future for actions pertaining to adding additional years of programming (FY2017-18 through FY2019-20), financing, BART Car Exchange Account withdrawals, and revisions to the Core Capacity Program. The schedule will be dependent on FTA actions related to PCEP, and project delivery and financing timelines.

Recommendations

Staff recommends the referral of MTC Resolution Nos. 4169, Revised, 4202 Attachment B-1, Revised, 4262, 4263, and 4272 to the Commission for approval.



Steve Heminger

SH:rj

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**METROPOLITAN
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COMMISSION**

Transit Capital Priorities Programming

March 8, 2017

Programming & Allocations Committee

What is the Transit Capital Priorities Program?

- Helps ensure limited Federal transit dollars go to most essential projects
- Three Main Goals:
 - ▣ Fund basic capital requirements to achieve and maintain a state of good repair
 - ▣ Maintain reasonable fairness to all operators
 - ▣ Complement other MTC transit funding programs

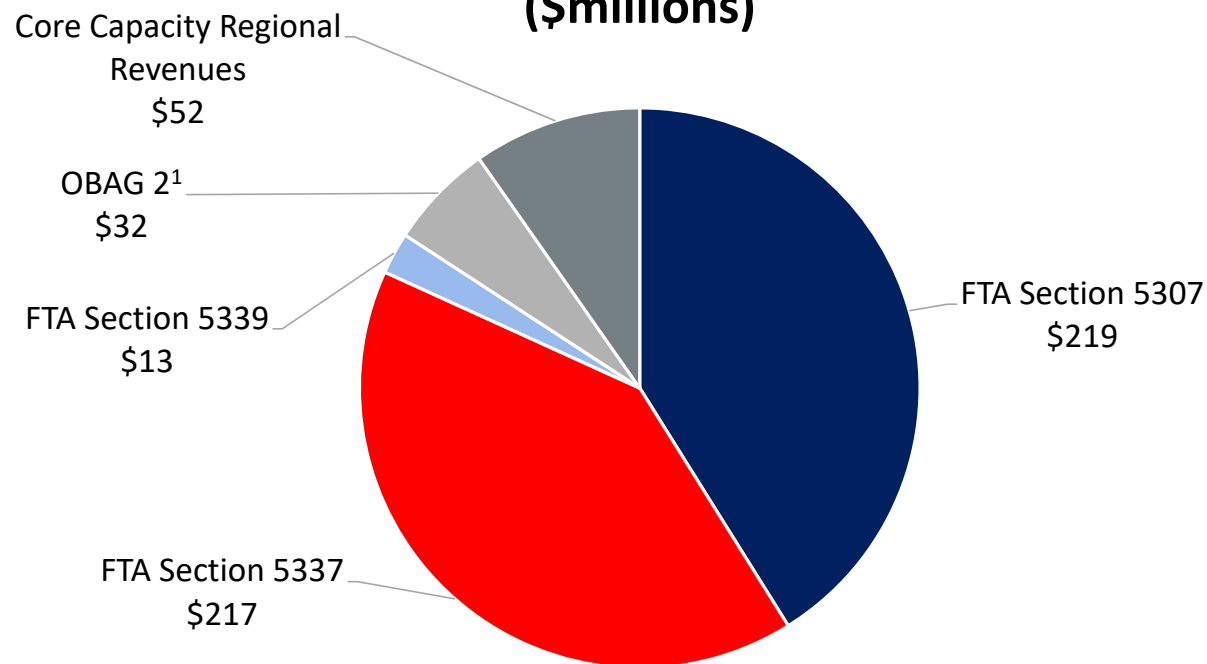
Transit Capital Priorities – Since February

- FTA informed Caltrain it would not sign the \$647 million full funding grant agreement for the Peninsula Corridor Electrification Program at this time
- Staff proposing to revise 4-year TCP program to a 1-year program, FY2016-17 –only
- Unchanged Elements:
 - ▣ Assumes financing during the next 4-5 year period
 - ▣ VTA granted fixed-guideway (FG) cap waiver to program additional \$5 million toward FG projects in FY2017
 - ▣ \$16 million of FTA 5337 programmed to South San Francisco Caltrain Station Rehabilitation conditioned on San Mateo County Transportation Authority programmed same to the Caltrain electric train procurement
 - Additional condition: Completion of PCEP funding plan

Transit Capital Priorities - The Funding

Estimated FY2016-17 TCP Fund Sources

**Total: \$533
(\$millions)**

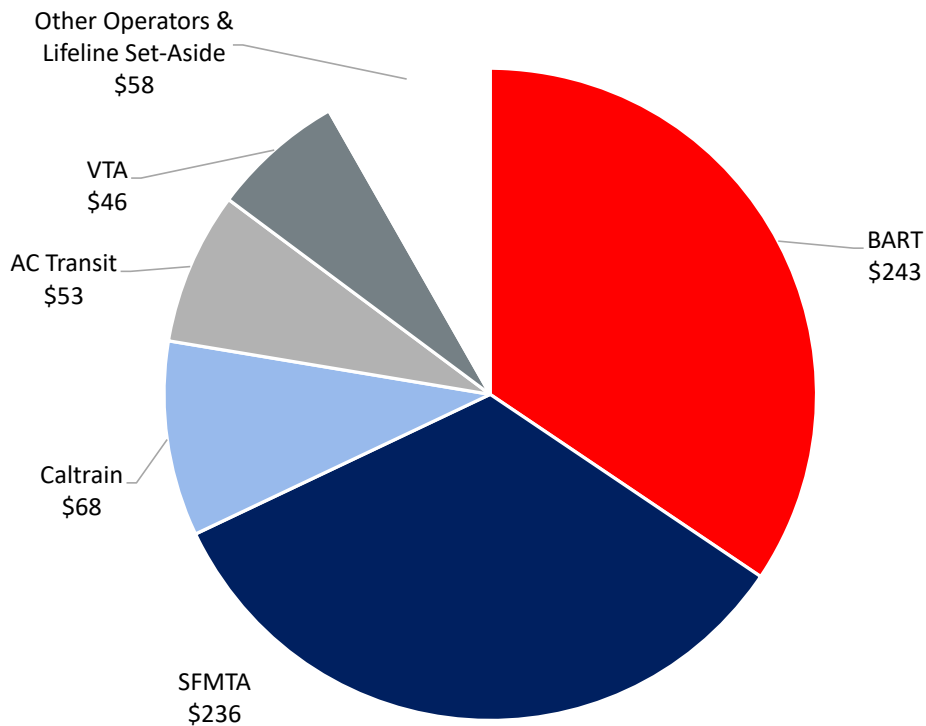


1. Includes \$7.5M of RM2, previously programmed

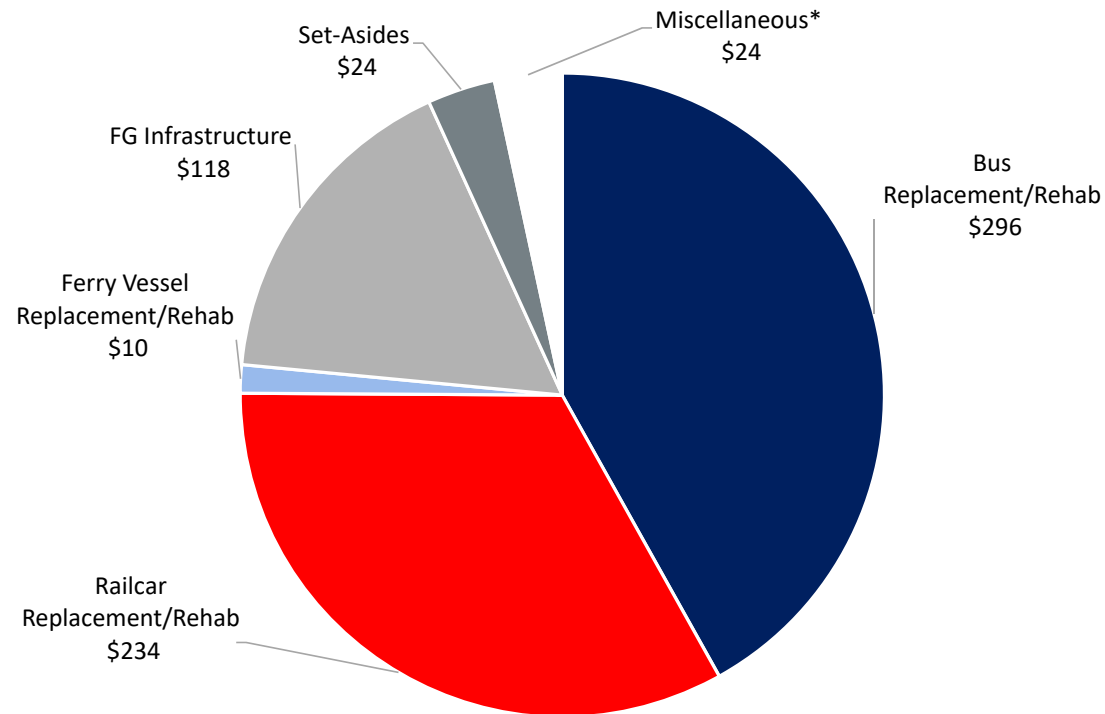
Proposed FY2017 TCP Program

Includes proceeds of proposed financing, \$205 million¹

Programming by Operator | Total \$705 (\$millions)



Program by Project Type | Total \$705 (\$millions)



**Includes preventive maintenance, operating assistance, and other miscellaneous projects*

1. Based on project schedules as of February

Program Issues

■ Caltrain

- ▣ Railcar Procurement Project: \$57 million in FY2017; part of \$315 million regional commitment
 - \$41 million proposed Financing
 - \$16 million South San Francisco Station Funding Exchange
- ▣ Project funding plan dependent on FTA Full-Funding Grant Agreement
- ▣ Not FTA Section 5337-eligible: fund exchange to program 5337 to South San Francisco Station with equal local funds programmed to railcar project by SMCTA



■ Financing

- ▣ FTA approval required, additional uncertainty in current environment
- ▣ Assessing project cash flow needs, timing, approach in coming months
- ▣ Will return to Commission for approvals as needed

Program Issues, continued

- **SFMTA Core Capacity Fleet Plan**

- ▣ Staff working with SFMTA to refine SFMTA's fleet plan and revise the Core Capacity Challenge Grant Program; may return to Commission with program revisions

- **Core Capacity Challenge Grant Program**

- ▣ \$165 million in bridge tolls originally dedicated to BART Railcar Procurement Project
- ▣ \$152 million proposed to be reprogrammed to SFMTA and replaced with proceeds of financing
- ▣ Staff will return to Commission with revisions to Core Capacity Program in the coming months
- ▣ May include revisions to SFMTA's fleet projects funding plan

Program Issues, continued

■ **VTA Fixed Guideway Cap Waiver**

- ▣ VTA requested waiver of FG cap to program additional \$5 million for FG projects
- ▣ Staff is recommending a waiver for FG cap to fund VTA requests above cap amounts
- ▣ San Jose UA surplus funds reflect unique policy situation, given overall regional shortfall
- ▣ Future (FY2018-FY2020) programming above FG cap conditioned on staff assessment of VTA future capital needs

Program Issues, Continued

■ Prior-Year Grant Balances

- TCP policy conditions programming on expenditure of prior year grants for infrastructure rehab

Operator	FY16 Grant Disbursement Targets vs. Actual Disbursements (\$M)		Met or Exceeded Target
	Targets	Disbursements	
ACE	\$0	\$0	X
BART	\$70	\$77	X
Caltrain	\$11	\$1	
GGBHTD	\$6	\$9	X
SFMTA	\$76	\$35	
WETA	\$1	\$1	X
Total	\$163	\$124	

- New programming for infrastructure projects in FY2017 reduced for operators that missed their target
 - Caltrain: -\$3.3 million
 - SFTMA: -\$21.5 million

Transit Capital Priorities Program

- **Recommendation:** Refer MTC Resolutions to the Commission for approval
 - **4169**, Revised – BATA Project Savings Program & Allocations
 - **4202**, Revised – OBAG 2 Program, Transit Capital Funding
 - **4262 & 4263** – FY2016-17 AB664 Program & Allocations
 - **4272** – FY2016-17 TCP Program
- Staff will return to Commission for approval of financing terms, agreements, etc., and for FY18-FY20 programming

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-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

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.

This resolution was revised on March 22, 2017 to program and allocate \$5,248,522 in BATA Project Savings funds to AC Transit and program \$23,040,236 and allocate \$4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.

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, December 14, 2016, and March 8, 2017.

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 03/22/17-C

Attachment A
Resolution No. 4169
Page 1 of 1

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

Operator	Project	Date	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	1/28/2015	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&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 \$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&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&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>
AC Transit	Replace 29 40-ft Artic Urban buses	1/27/2016	18,472,132	
AC Transit	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell	1/27/2016	4,957,547	
AC Transit	Purchase 10 double-decker diesel buses	1/27/2016	1,493,237	
AC Transit	Purchase 19 60-ft Artic Urban buses	3/22/2017	5,248,522	
SFMTA	Replacement of 60' Trolley Coaches	3/22/2017	23,040,236	This programming action is conditioned on Commission approval and execution of final terms of financing, allowing for approximately \$18 million of BATA project savings to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, \$18 million would be reprogrammed back to BART.
Total Programming:			114,197,017	

Date: January 28, 2015

W.I.: 1511

Referred by: PAC

Revised: 09/23/15-C 01/27/16-C

12/21/16-C 03/22/17-C

Attachment B

Resolution No. 4169

Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Replace 29 40-ft Artic Urban buses	1/27/2016	18,472,132	16-4169-01	See Notes below
AC Transit	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell	1/27/2016	4,957,547	16-4169-01	See Notes below
AC Transit	Purchase 10 double-decker diesel buses	1/27/2016	1,493,237	16-4169-01	See Notes below
AC Transit	Purchase 19 60-ft Artic Urban buses	2/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Replacement of 60' Trolley Coaches	2/22/2017	4,649,495	17-4169-02	See Notes below
Total Allocations:			34,820,933		

Notes:

- 1 Acceptance of allocations requires operator agreement 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 to herein.

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy 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) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – Project Selection Criteria and Programming Policy
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and

ABSTRACT

MTC Resolution No. 4202, Revised

Page 2

\$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), and March 8, 2017.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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 state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming 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), county Transportation Authorities (TAs), 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, will develop a program of projects to be funded with these funds for inclusion in the federal 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 Criteria and Programming Policy" for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed 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 requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; 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, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2017

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ
OBAG 2 REGIONAL PROGRAMS*			
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	Regionwide	MTC	\$9,555,000
1. REGIONAL PLANNING ACTIVITIES		TOTAL:	\$9,555,000
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	Regionwide	MTC	\$1,500,000
Pavement Technical Advisory Program (PTAP)	Regionwide	MTC	\$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	Regionwide	MTC/Caltrans	\$250,000
2. PAVEMENT MANAGEMENT PROGRAM		TOTAL:	\$9,250,000
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation	Regionwide	MTC	\$18,500,000
Community-Based Transportation Plan (CBTP) Updates	Regionwide	MTC	\$1,500,000
3. PDA PLANNING & IMPLEMENTATION		TOTAL:	\$20,000,000
4. CLIMATE INITIATIVES			
Climate Initiatives Program of Projects	TBD	TBD	\$22,000,000
Spare the Air Youth Program - 2	Regionwide	MTC	\$1,417,000
SMART Multi-Use Pathway - 2nd to Andersen (from WETA RM2)	Marin	SMART	\$1,000,000
4. CLIMATE INITIATIVES		TOTAL:	\$24,417,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
AOM Implementation	Regionwide	MTC	\$22,500,000
511 Next Gen	Regionwide	MTC	\$37,215,000
Rideshare			
Rideshare Implementation	Regionwide	MTC	\$720,000
Carpool Program	Regionwide	MTC	\$7,280,000
Vanpool Program	Regionwide	MTC	\$2,000,000
Commuter Benefits Implementation	Regionwide	MTC	\$674,000
Commuter Benefits Program	Regionwide	MTC	\$1,111,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Alameda	AC Transit	\$1,200,000
Pilot Transbay Express Bus Routes	Alameda	AC Transit	\$800,000
Eastbay Commuter Parking	Alameda	MTC	\$2,500,000
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	Contra Costa	WestCat	\$2,000,000
Columbus Day Initiative (CDI)			
Freeway Performance	Regionwide	MTC	\$43,000,000
US 101/Marin Sonoma Narrows B2 Phase 2	Sonoma	SCTA	\$1,000,000
Arterial/Transit Performance	Regionwide	MTC	\$18,000,000
Connected Vehicles/Shared Mobility	Regionwide	MTC	\$5,000,000
Transportation Management System			
Field Equipment Devices O&M	Regionwide	MTC	\$19,000,000
Incident Management	Regionwide	MTC	\$13,000,000
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		TOTAL:	\$177,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	Various	BART	\$110,000,000
GGB Suicide Deterrent (BART Car Exchange)	SF/Marin	GGBH&TD	\$40,000,000
Clipper	Regionwide	MTC	\$24,000,000
Unprogrammed Balance			\$15,283,000
6. TRANSIT CAPITAL PRIORITIES		TOTAL:	\$189,283,000
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Program			
Peninsula, Southern and Eastern Counties PCA Program	TBD	MTC/CCC	\$8,200,000
Local Northbay PCA Program			
Marin PCA Program	Marin	TAM	\$2,050,000
Napa PCA Program	Napa	NCTPA	\$2,050,000
Solano PCA Program	Solano	STA	\$2,050,000
Sonoma PCA Program	Sonoma	SCTA	\$2,050,000

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
March 2017

MTC Res. No. 4202 Attachment B-1
 Adopted: 11/18/15-C
 Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	COUNTY	SPONSOR	TOTAL STP/CMAQ
OBAG 2 REGIONAL PROGRAMS*			
7. PRIORITY CONSERVATION AREA (PCA)		TOTAL:	\$16,400,000
8. LOCAL HOUSING PRODUCTION INCENTIVE			
Local Housing Production Incentive	TBD	TBD	\$30,000,000
8. LOCAL HOUSING PRODUCTION INCENTIVE		TOTAL:	\$30,000,000
OBAG 2 REGIONAL PROGRAMS *			TOTAL: \$475,905,000

*NOTE: Does not include \$583,000 balance remaining from WETA RM2 Exchange, available for reprogramming at a later date

Date: March 22, 2017
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4262

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2016-17 through FY2019-20. The initial program consists of funds programmed to SFMTA and AC Transit towards their fleet replacement projects in FY2016-17 consistent with the Transit Capital Priorities Program, and reprogramming of FY2012-13 AB 664 funds for BART and SFMTA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of FY2016-17 programming and attachments for FY2017-18 through FY2019-20 AB 664 program in conjunction with final revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities program.

The following attachments are provided with this resolution:

Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FY2016-17

Attachment B – Program of AB 664 Net Bridge Toll Revenue Projects FY2017-18

Attachment C – Program of AB 664 Net Bridge Toll Revenue Projects FY2018-19

Attachment D – Program of AB 664 Net Bridge Toll Revenue Projects FY2019-20

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017.

Date: March 22, 2017
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4262

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 FY2016-17 through FY2019-20 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California on March 22, 2017.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2016-17 Program				
			East Bay	West Bay
	Revenue Projections		\$1,584,460	\$22,000,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		5,597,158	1,792,280
	Total Funds Available		\$7,181,618	\$23,792,280
Sponsor	Eligible Capital Projects	Fund Source		
<u>Current Year Programming</u>				
AC Transit	Purchase 19 60-ft Articulated Urban Buses	FY17 5307		
	Total Amount Programmed to AC Transit's Core Capacity projects		\$1,584,460	\$0
BART	ADA Paratransit Capital Accessibility Improvements	\$ 5307		
BART	Strategic Maintenance Program	\$ 5307/\$ 5309 FG		
BART	General Mainline Renovation	\$ 5307/\$ 5309 FG		
BART	Train Control Renovation	\$ 5309/37 FG		
BART	Traction Power	\$ 5307/\$ 5309/37 FG		
BART	Rail, Way and Structures Program	\$ 5307/\$ 5309/37 FG		
BART	Fare Collection Equipment	\$ 5307/\$ 5309/37 FG		
BART	Station Renovations	\$ 5307/\$ 5309 FG		
BART	L-intrusion Barrier	\$ 5307/\$ 5309 FG		
BART	Lake Merritt Subway	\$ 5307/\$ 5309 FG		
BART	Platform Edge Tile Replacement	\$ 5307/\$ 5309 FG		
	Total Amount Programmed to BART(1)		\$3,717,116	\$0
<u>SFMTA Non-Core Capacity Projects</u>				
SFMTA	45 40' NABI Replacement	\$ 5307/\$ 5339 FG		
SFMTA	35 22' Paratransit vans	\$ 5307		
SFMTA	58 40' Neoplan Bus Replacement	\$ 5307		
SFMTA	26 60' Neoplan Bus Replacement	\$ 5307		
SFMTA	60 60' New Flyer Trolley Bus Replacement	\$ 5307		
SFMTA	ITS Radio System Replacement	\$ 5307/\$ 5337		
SFMTA	Muni Rail Replacement	\$ 5337		
SFMTA	Cable Car Renovation Program	\$ 5337		
SFMTA	Accessible Light Rail Stops	\$ 5309		
SFMTA	ATCS Inductive Loop Cable in the Muni Metro Subway	\$ 5307		
SFMTA	Automatic Fare Collection Equip	\$ 5307/\$ 5309		
SFMTA	Central Control & Communication (C3)	\$ 5307/\$ 5309		
SFMTA	Enterprise Asset Management System	\$ 5309		
SFMTA	Escalator Rehabilitation	\$ 5307/\$ 5309		
SFMTA	Historic Vehicle Renovation	\$ 5307/\$ 5309		
SFMTA	Misc. Security Expenditures	\$ 5307		
SFMTA	Overhead Lines Rehab	\$ 5309		
SFMTA	Replace 6 Paratransit Minivans	AB664		
SFTMA	Farebox Replacement	AB664		
SFMTA	Cable Car Infrastructure	AB664		
SFMTA	Rehabilitation of 16 Ex-SEPTA PCCs	\$ 5307/\$ 5309		
SFMTA	Wayside Fare Collection	AB664		
SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	AB664		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab	AB664		
SFMTA	Signal Rehab on 2nd Street	\$ 5307		
	Subtotal - Non-Core Capacity Projects (2)		\$0	18,310,178
<u>SFMTA Core Capacity Projects</u>				
SFMTA	Replacement of 60' Trolley Coaches	AB664		
	Subtotal - Core Capacity projects (3)		\$0	\$5,482,102
	Total Amount Programmed to SFMTA (2)		\$0	\$23,792,280
WETA	Replacement Vessel	\$ 5307		
WETA	Ferry Major Component Rehabilitation	\$ 5307		
WETA	Ferry Propulsion System Replacement	\$ 5307		
WETA	Ferry Fixed Guideway Connectors	\$ 5307		
	Total Programmed to WETA (4)		\$1,880,042	
		Fund Balance	\$0	\$0

Notes:

- 1 Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
- 2 Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
- 3 These programming actions are conditioned on Commission approval and execution of final terms of financing, allowing for a total of \$69,443,401 of AB 664 funds to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, these funds would be reprogrammed back to BART, including \$18,213,416 in FY17.
- 4 Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 4263

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2016-17 through FY2019-20. The initial allocation will be for FY2016-17 for AC Transit and SFMTA projects consistent with the Transit Capital Priorities Program, and reallocation of FY2012-13 AB 664 funds for BART, SFMTA, and WETA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of the FY2016-17 AB 664 allocations in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2019-20.

The following attachments are provided with this resolution:

Attachment A – Allocation of AB 664 Net Bridge Toll Revenue FY2016-17

Attachment B – Allocation of AB 664 Net Bridge Toll Revenue FY2017-18

Attachment C – Allocation of AB 664 Net Bridge Toll Revenue FY2018-19

Attachment D – Allocation of AB 664 Net Bridge Toll Revenue FY2019-20

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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, 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, 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 FY2016-17 through FY2019-20 for the projects and purposes set forth in Attachments A-D to this resolution, attached hereto and in MTC Resolution No. 4262, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4262 programs Net Bridge Toll Revenues for FY2016-17 through FY2019-20; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A-D 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-D 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 FY2016-17 through FY2019-20 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution and consistent with MTC Resolution 4262.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California on March 22, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2016-17 Program

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
17-4263-01/5850	AC Transit	Capital projects programmed in MTC Resolution No. 4262	\$1,584,460		3/22/17
17-4263-02/5850	BART ¹	Capital projects programmed in MTC Resolution No. 4262	\$3,717,116		3/22/17
17-4263-03/5850	SFMTA ²	Capital projects programmed in MTC Resolution No. 4262		\$5,578,864	3/22/17
17-4263-04/5850	WETA ³	Capital projects programmed in MTC Resolution No. 4262	\$1,880,042		3/22/17
					Grand Total
Total Allocations			\$7,181,618	\$5,578,864	\$12,760,482

Notes:

1. Includes BART reallocation of lapsed FY2012-13 funds \$3,717,116
2. Includes SFMTA reallocation of lapsed FY2012-13 funds \$1,792,280
3. Includes WETA reallocation of lapsed FY2012-13 funds \$1,880,042

Date: March 22, 2017
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4272

This resolution approves the FY2016-17 through FY2019-20 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Formula Programs and initially only programs funds in the first year -FY2016-17. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4262 and Resolution No. 4169, Revised, respectively, for FY2016-17 through FY2019-20 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2016-17 through FY2019-20 Transit Capital Priorities program at a future date.

This resolution supersedes and replaces MTC Resolution No. 4219.

This Resolution includes the following attachments:

- Attachment A – FY2016-17 Program of Projects
- Attachment B – FY2017-18 Program of Projects
- Attachment C – FY2018-19 Program of Projects
- Attachment D – FY2019-20 Program of Projects
- Attachment E – FY2016-17 through FY2019-20 Programming Notes

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017.

Date: March 22, 2017
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4272

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region and with Caltrans to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4242; and

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

RESOLVED, that MTC adopts the FY 2016-17 through FY2019-20 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-D; and, be it further

RESOLVED, that this resolution supersedes and replaces MTC Resolution 4219, previously approved and adopting a program of projects for the FY2016-17 and FY2017-18 Transit Capital Priorities program; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-E 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

Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California on March 22, 2017.

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Estimated Apportionments			214,823,726	199,824,602	12,259,978
Previous Year Carryover			4,422,587	17,174,630	577,473
Funds Available for Programming			219,246,313	216,999,232	12,837,451
Lifeline Set-Aside					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200		
ADA Operating Set-Aside					
ALA990076	AC Transit	ADA Paratransit Assistance	3,856,331		
NEW	ACE	ADA Set-Aside	51,578		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,415,999		
REG090051	Caltrain	Revenue Vehicle Rehab Program	175,410		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,778		
CC-030035	ECCTA	ADA Operating Assistance	541,024		
MRN130015	GGBHTD	Transit System Enhancements	175,309		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	342,169		
MRN110047	MCTD	ADA Paratransit Assistance	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311		
SON150007	Petaluma	ADA Set-Aside	90,340		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,773,353		
NEW	Santa Rosa	ADA Operating Assistance	236,154		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,591,625		
SOL110025	SoiTrans	ADA Paratransit Operating Subsidy	290,178		
NEW	Sonoma County	SCT Replacement Bus Purchase	25,592		
NEW	Union City	ADA Set-Aside	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,628		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365		
SF-110053	WETA	Replace Ferry Vessels	7,770		
Total Program Set-asides and Commitments			24,060,610	-	-
Funds Available for Capital Programming			195,185,703	216,999,232	12,837,451
Capital Projects					
NEW	AC Transit	Purchase 19 60-ft Articulated Urban Buses	13,987,873		1,336,665
NEW	AC Transit	Purchase 18 40-ft Hybrid-Electric Buses	10,810,800		
NEW	AC Transit	Purchase 10 Double-Decker Buses	7,891,650		
NEW	AC Transit	PM Swap - Replace 9 40' Urban Buses - Battery	5,405,400		
NEW	AC Transit	Preventive Maintenance (deferred comp)	2,080,000		
ALA990052	AC Transit	Paratransit Van Capital Costs	1,168,994		
NEW	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,358,025	131,975	
NEW	ACE	Railcar Midlife Overhaul		3,080,000	
BRT030005	BART	Traction Power	12,777,726	4,222,274	
BRT030004	BART	Train Control	10,000,000		
BRT97100B	BART	Rail, Way, and Structures Program		17,000,000	
ALA090065	BART	Fare Collection Equipment		6,211,000	
SM-170005	Caltrain	South San Francisco Station Rehabilitation		15,972,834	
SM-03006B	Caltrain	Systemwide Track Rehabilitation		9,928,174	
SM-050041	Caltrain	Communications System/Signal Rehabilitation		1,200,000	
CC-070092	ECCTA	Transit Bus Replacements	2,043,440		
SOL010006	Fairfield	Operating Assistance	2,501,423		
SOL110041	Fairfield	Bus Replacement			267,963
MRN050025	GGBHTD	Facilities Rehabilitation	4,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors		3,000,000	
NEW	GGBHTD	Replacing 8 Paratransit 22' Gas Cut-away Vehicles			583,840
NEW	Marin Transit	Replace 3 Paratransit Vehicle	218,940		
NEW	Marin Transit	Replace 2 Paratransit Vehicles with Vans	85,280		
NAP970010	Napa VINE	Operating Assistance	1,515,636		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	16,149		163,876
NEW	Petaluma	Purchase 1 Replacement Paratransit Vehicle	45,100		
NEW	Petaluma	Transit Yard & Facilities Improvements	45,100		
SM-150005	SamTrans	Replacement of 2003 Gillig Buses	1,976,200		
SON090023	Santa Rosa	Operating Assistance	1,526,857		
SON090024	Santa Rosa	Preventive Maintenance	455,861		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	63,128,520		
SF-150006	SFMTA	Replacement of 60' Motor Coaches	5,317,445		4,691,061
NEW	SFMTA	Replacement of 40' Trolley Coaches		95,660,612	
NEW	SFMTA	Replacement of 60' Trolley Coaches		18,027,982	
SOL090034	SoiTrans	Bus Purchase (Alternative Fuel)	1,825,959		364,381
SOL070032	SoiTrans	Preventive Maintenance	646,510		
NEW	SoiTrans	Technology Enhancements	320,000		

FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
NEW	SoTrans	Facilities & Amenities Improvements	240,000		
SON030005	Sonoma County	Preventive Maintenance	1,280,000		
NEW	Sonoma County	SCT Replacement Bus Purchase	430,080		180,009
NEW	Union City	Replace 2009 Paratransit Cut-away vehicle	846,240		
NEW	Union City	Replace 2003 Paratransit Sedan	141,040		
SOL010007	Vacaville	Operating Assistance	890,000		
SCL050001	VTA	Standard and Small Bus Replacement	17,138,435		2,861,565
NEW	VTA	Paratransit Vehicle Procurement	2,893,751		
NEW	VTA	Replace Rail Crossing Control Equipment		4,368,000	
SCL050002	VTA	Rail Replacement Program		4,334,405	
NEW	VTA	Replace Fault Monitoring System on LRVs		2,255,200	
SCL050049	VTA	Rail Substation Rehab/Replacement		1,867,341	
NEW	VTA	Guadalupe Train Wash Replacement		1,448,000	
SCL110099	VTA	Light Rail Bridge & Structure SGR		1,440,000	
NEW	VTA	Vasona Pedestrian Back Gates		1,185,059	
SCL150005	VTA	Train-to-Wayside Communications System Upgrade		1,084,600	
NEW	VTA	LRV CCTV Door Monitoring System		800,000	
NEW	VTA	Pedestrian Swing Gates Replacement		704,000	
NEW	VTA	Chaboya Yard Well Removal		196,000	
NEW	WestCAT	Replacement of 2 40' Revenue Vehicles	882,320		
NEW	WestCAT	Purchase of 2 Fast Fare Electronic Fareboxes	28,498		
SF-110053	WETA	Ferry Vessel Replacement - Express II		9,992,230	
Total Capital Projects			176,519,252	204,109,686	10,449,360
Total Programmed			200,579,862	204,109,686	10,449,360
Fund Balance			18,666,451	12,889,546	2,388,091

Date: 3/22/2017
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4272
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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>	219,215,849	203,275,633	12,517,436
		<i>Previous Year Carryover</i>	18,666,451	12,889,546	2,388,091
		<i>Funds Available for Programming</i>	237,882,300	216,165,179	14,905,527
Capital Projects					
SF-150006	SFMTA	Replacement of 60' Motor Coaches	23,830,954		
		<i>Total Capital Projects</i>	23,830,954	-	-
		<i>Total Programmed</i>	23,830,954	-	-
		<i>Fund Balance</i>	214,051,346	216,165,179	14,905,527

Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on estimated apportionments, and will be revised when final apportionments are issued by FTA. Program assumes availability of approximately \$1.1B in financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	<p>AC Transit: \$25,416,508 of BATA Project Savings and \$7,672,907 of AB 664 Bridge Toll funds have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCGP) projects, proportionately, according to the CCCGP funding plan from FY2016-17 through FY2019-20.</p> <p>AC Transit is exercising a Preventive Maintenance Funding Exchange in FY2016-17 for electric battery buses (\$5,405,400), using 5307 for PM in place of local funds for the bus purchases. They are also using compensation for deferred replacement of 40 40-foot diesel electric hybrids for one year (from FY17 to FY18) for \$2,080,000.</p>
3	<p>Caltrain's FY17 FG cap reduced by \$3,264,826 (\$1,570,770 from FY16 and \$1,694,056 from FY17) to \$11,128,174 due to failure to meet grant spend-down goals in FY15 and FY16.</p> <p>Programming of 5337 funds to the South San Francisco Station Project in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the EMU procurement project in the same year and a completed funding plan for PCEP.</p>
4	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY12 to FY17. They are applying compensation to Transit Yard Facility Project in FY17 (\$45,100).
5	SamTrans, in FY17, is applying for the incremental cost difference between 10 diesel and 10 hybrid 40-foot buses that were programmed in FY15 and FY16. This will help fund the increased cost of purchasing 10 electric buses from the 60 bus replacement project (SM150005) for a demonstration project.
6	<p>SFMTA: \$12,741,300 of BATA Project Savings and \$6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17. Additionally, CCCGP Funds totalling \$152 million have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. This consists of \$18,213,416 of AB 664 and \$18,390,741 of BATA Project Savings. This is conditioned on execution of financing.</p> <p>In FY17, SFMTA's FG reduced by \$21,470,406 to \$12,555,594 due to failure to meet grant spend-down goals in FY16. Additionally, \$25,000,000 of previously voluntarily deferred caps (\$15M from FY15 and \$10M from FY16) will be restored in FY18.</p>
7	WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored in FY17.
8	FG Caps for FY18 to FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.
9	VTA requested and was granted a waiver to program \$5M in FG projects above FG cap amounts in FY17. VTA to produce an SRTP or similar by the end of FY17 so that staff can ensure sufficient FTA funds are available to cover VTA capital needs before granting exceptions for FY18-FY20.