

## Agenda Item 3a - HANDOUT



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

### *Memorandum*

TO: Programming and Allocations Committee

DATE: March 8, 2017

FR: Executive Director

RE: Caltrain – South San Francisco Station Rehabilitation Conditions in Agenda Item 3a - FY2016-17 Transit Capital Priorities Programming, AB 664 Bridge Toll Programming and Allocation, BATA Project Savings Programming Revisions, and OBAG 2 Programming Revisions

In the item before you today, staff proposes to condition the programming of \$16 million in FTA Section 5337 funds to the Caltrain South San Francisco Station Rehabilitation project on the San Mateo County Transportation Authority (SMCTA) programming an equal amount to the Peninsula Corridor Electrification Program (PCEP) and Caltrain completing the funding plan for PCEP. We recommend a minor revision to allow more flexibility as shown below in strike-through text:

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, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects.

A revised version of Attachment E to Resolution No, 4272 is attached; staff recommends approval of this resolution as revised, as part of Item 3a.



Steve Heminger

SH:rj

**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 <del>EMU procurement project in the same year and a completed funding plan for</del> PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects.</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.