

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 12, 2017

Agenda Item 2f

MTC Resolution Nos. 4162, Revised and 4272, Revised

Subject: Revisions to the FY2014-15 and FY2016-17 through FY2019-20 Transit Capital Priorities Programs to reflect expected final FY2016-17 FTA apportionments and transfers of funding between projects.

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 One Bay Area Grant (OBAG) Cycle 2 Transit Capital Rehabilitation 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.

This item proposes revisions to the preliminary FY2016-17 through FY2019-20 TCP program adopted by the Commission in March 2017 in order to reconcile the program with expected final FY2016-17 FTA apportionment amounts for the region's 12 urbanized areas (UZAs).

The regional apportionments for the Section 5307, 5337 and 5339 programs were recalculated by staff based on the partial-year apportionments released by FTA in January 2017. Since these refined estimates are close to the original estimates used to develop the preliminary program, balancing the FY2016-17 TCP program requires only minor revisions, including:

- Transferring costs between the UZAs and programs to keep the total amounts received by the operators at the same level, where possible;
- Reducing amounts for specific projects, primarily operating assistance and preventive maintenance, where necessary to match apportionment amounts; and
- Increasing programming amounts in urbanized areas that received more apportionments than had been projected, primarily the Napa and Vallejo urbanized areas.

The largest reduction in expected apportionments relative to the original projections was in the San Jose UZA in the Section 5337 formula program. This reduction will not affect the amounts programmed to VTA or Caltrain in FY2016-17 due to carry-over funds from prior years. However, this has reduced the amount of carry-over available for programming in future years.

This item also proposes other minor adjustments to the FY2014-15 and FY2016-17 through FY2019-20 programs as requested by the operators that are consistent with the Regional TCP programming policy. These proposed revisions include transfers of funding between projects and adjustments to reflect changes in project scope and to address some fund eligibility issues, and are summarized below:

- AC Transit: \$17.3 million reduction in FY2016-17 programming, including removing four buses from the program that were funded from other sources, deferring the procurement of double-decker buses, and changes to the fleet fuel-type mixes for new bus procurements;

- Caltrain:
 1. Reprogram \$5.2 million in FY2014-15 Section 5337 funds from the South San Francisco Station Rehabilitation project to Systemwide Track Rehabilitation & Related Structures to allow for a grant revision to an older FTA grant, while reprogramming the same amount of FY2016-17 Section 5337 funds from Track Rehabilitation & Related Structures to the Station Rehabilitation project for a net-zero change to the affected projects;
 2. Reprogram \$5 million of FY2016-17 Section 5337 funds from the South San Francisco Station Rehabilitation project to the Revenue Vehicle Rehabilitation project to reduce the federal share on the station rehabilitation project to 80% or lower; the FTA funds will be replaced with local funds on the station project, also for a net decrease to the station project; and
 3. Reprogram \$175,410 from Revenue Vehicle Rehabilitation to a Ticket Vending Machine Rehabilitation and Clipper® Functionality Project;
- VTA: Reprogram \$800,000 of FY2016-17 Section 5337 funds from the Light Rail Vehicle CCTV Door Monitoring System project to Rail Substation Rehabilitation/Replacement (\$777,500) and the Vasona Back Gates project (\$22,500); and
- WETA: Deprogram \$9.9 million Section 5337 funds and \$7,730 Section 5307 funds in FY2016-17 from their Ferry Vessel Replacement project, which will be funded in future years.

Issues: Because FTA has not yet released final FY2016-17 apportionments for the formula funds, the revisions proposed here are based on expected final apportionments as calculated by staff. Staff has a high level of confidence that the revised estimates used to prepare the final TCP program will be close to the final official FY2016-17 apportionments because the final apportionments will use the same data sources (population, ridership, etc.) from the National Transit Database as FTA used for the partial-year apportionments. Revising the program (now based on the revised apportionment projections) will provide transit operators with more accurate programming amounts to use in the FTA grant applications, which are due to FTA before September for this fiscal year. Should revisions be necessary, they will be made via delegated action by the Executive Director or brought back to the Committee in September. Staff's objective is to ensure timely processing of grants to the maximum extent possible.

Recommendation: Refer Resolution Nos. 4162, Revised and 4272, Revised, to the Commission for approval.

Attachments: MTC Resolution Nos. 4162, Revised and 4272, Revised

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
07/26/17-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

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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.

This resolution was revised on July 26, 2017 to make minor programming changes to transfer funds between Caltrain projects consistent with the TCP policy.

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, December 14, 2016, and July 12, 2017.

Date: December 17, 2014
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4162

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

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

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

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

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


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

RESOLVED, that MTC adopts the FY 2014-15 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

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

| FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | |
|--|---------------------|---|---------------------|---------------------|---------------------|
| TIP ID | Operator | Project Description | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| Actual Apportionments | | | 208,447,779 | 171,411,774 | 13,021,534 |
| Previous Year Carryover | | | 7,663,919 | 0 | 536,502 |
| Funds Available for Programming | | | 216,111,698 | 171,411,774 | 13,558,036 |
| Lifeline Set-Aside (JARC Projects) | | | | | |
| To be programmed | To be programmed | Reserved for future programming in Lifeline Transportation Program Cycle 4. | 2,889,856 | | |
| ADA Operating Set-Aside | | | | | |
| ALA990076 | AC Transit | ADA Set-aside | 3,913,691 | | |
| ALA050042 | ACE | Preventive Maintenance | 8,836 | | |
| BRT99T01B | BART | ADA Paratransit Capital Accessibility Improve | 2,563,197 | | |
| 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 | | |
| REG090057 | WETA | Ferry Major Component Rehab/Replacement | 5,133 | | |
| Total Program Set-asides and Commitments | | | 22,531,086 | 0 | 0 |
| Funds Available for Capital Programming | | | 193,580,612 | 171,411,774 | 13,558,036 |
| Capital Projects | | | | | |
| ALA010034 | AC Transit | Replace CAD/AVL/Radio System | 8,567,594 | | |
| ALA150018 | AC Transit | Replace (25) 40ft Urban Buses - Hybrids | 9,940,433 | | |
| ALA150018 | AC Transit | Replace (40) 40ft Urban Buses - Diesels | 13,953,720 | | |
| ALA150013 | AC Transit | Purchase (15) 40ft Expansion Urban Buses - Diesels | 5,232,645 | | |
| ALA990052 | AC Transit | ADA Paratransit Van Replacement | 1,363,034 | | |
| REG110044 | ACE | Positive Train Control | | 1,240,810 | |
| REG050020 | BART | BART Car Exchange Preventive Maintenance | 1,345,875 | 51,469,449 | |
| BRT030004 | BART | Train Control | | 11,000,000 | |
| BRT030005 | BART | Traction Power | | 4,000,000 | |
| BRT97100B | BART | Rail, Way, and Structures Program | | 14,875,097 | |
| ALA090065 | BART | Fare Collection Equipment | | 4,679,456 | |
| REG090037 | BART | Railcar Replacement | | 500,000 | |
| SM-050005 | BART | Preventive Maintenance | | 1,320,544 | |
| SM-170006 | Caltrain | South San Francisco Caltrain Station Improvements | | 5,234,766 | |
| SM-03006B | Caltrain | Systemwide Track Rehab and Related Structures | | 15,445,760 | |
| SM-050041 | Caltrain | Signal/Communication Rehab & Upgrades | | 560,000 | |
| CC-150006 | CCCTA | Replace (18) 30' Buses | 5,995,811 | | 852,829 |
| CC-150007 | CCCTA | Replace (13) 35' Buses | 5,106,140 | | |
| CC-150008 | CCCTA | Replace (3) Paratransit Vans | 295,200 | | |
| REG090045 | Clipper | Golden Gate Bus - Fare Collection Equipment Replacement | 918,823 | | |
| REG090045 | Clipper | AC Transit - Fare Collection Equipment Replacement | 4,000,957 | | |
| REG090045 | Clipper | MTC - Fare Collection Back Office Equipment Replacement | | 2,315,228 | |
| REG090045 | Clipper | SFMTA - Fare Collection Equipment Replacement | | 2,538,052 | |
| REG090045 | Clipper | Golden Gate Ferry - Fare Collection Equipment Replacement | | 195,958 | |
| REG090045 | Clipper | Golden Gate Bus - Fare Collection Equipment Replacement | | 1,228,907 | |
| CC-070092 | ECCTA | Replace (5), 45' diesel, over the road coaches | 2,038,393 | | 450,307 |
| CC-070092 | ECCTA | Replace (20) Ford four year gas cutaway/vans | 1,410,400 | | |
| CC-070092 | ECCTA | Replace (30) MDTs for paratransit fleet | 360,000 | | |
| SOL010006 | Fairfield | Fairfield Operating Assistance | 2,417,873 | | |
| SOL110041 | Fairfield | (2) 40' Transit Hybrid Buses | | | 284,891 |
| MRN990017 | GGBHTD | Ferry Channel and Berth Dredging | | 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 | |

Date: 12/17/2014

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Attachment A

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| FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | |
|--|---------------|---|---------------------|---------------------|---------------------|
| TIP ID | Operator | Project Description | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| Capital Projects, continued | | | | | |
| 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 | | 126,859 |
| SON090030 | Petaluma | AVL/CAD Communications System | 352,302 | | |
| SON150005 | Petaluma | Purchase new Bus Radios | 1,476 | | |
| SM-150005 | Samtrans | Replacement of (60) 2003 Gillig Buses | 20,000,000 | | |
| SM-110068 | Samtrans | Replacement of (55) NABI articulated buses | 20,000,000 | | |
| SON150008 | Santa Rosa | Replace 40' New Flyer buses with new 40' Diesel Buses | 154,203 | | 273,017 |
| SON150008 | Santa Rosa | Equip new fixed route fleet buses with farebox | 24,000 | | |
| SON150008 | Santa Rosa | Equip new fixed route fleet buses with radio systems | 60,000 | | |
| SON030012 | Santa Rosa | Security improvements for access at bus stops | 43,724 | | |
| SON090023 | Santa Rosa | Santa Rosa CityBus: Operating Assistance | 1,645,512 | | |
| SON090024 | Santa Rosa | Santa Rosa CityBus: Preventative Maintenance | 408,030 | | |
| SON030012 | Santa Rosa | Santa Rosa CityBus: Transit Enhancements | 24,379 | | |
| SF-150004 | SFMTA | Station-Area Pedestrian and Bicycle Access Improvements | 500,000 | | |
| SF-95037B | SFMTA | Muni Rail Replacement | | 6,316,972 | |
| SF-030013 | SFMTA | Wayside Fare Collection | | 1,000,000 | |
| SF-970170 | SFMTA | Overhead Line Rehabilitation | | 10,481,371 | |
| SF-050024 | SFMTA | Wayside/Central Train Control & Trolley Signal Systems Rehabilitation | | 5,000,000 | |
| SF-99T002 | SFMTA | Cable Car Infrastructure | | 1,000,000 | |
| SF-970073 | SFMTA | Cable Car Renovation Program | | 960,000 | |
| SF-150005 | SFMTA | Replacement of (67) 40' Motor Coaches | 5,625,263 | | 6,874,737 |
| SF-150006 | SFMTA | Replacement of (98) 60' Motor Coaches | 20,000,000 | | |
| SOL110040 | Soltrans | Operating Assistance | 5,584,630 | | |
| SOL090033 | Soltrans | Maintenance Facility | | | 387,398 |
| SON030005 | Sonoma County | SCT Preventive Maintenance Program | 1,248,007 | | |
| SON110049 | Sonoma County | Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet | 442,294 | | 197,701 |
| SON050021 | Sonoma County | Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops | 17,654 | | |
| ALA130033 | Union City | Union City: Replacement of Two (2) Transit Buses | 588,728 | | |
| SOL010007 | Vacaville | Operating Assistance | 985,000 | | |
| SCL050045 | VTA | ADA Bus Stop Improvements | 358,222 | | |
| SCL050001 | VTA | (61) 40' Hybrid Bus Procurement | 30,683,245 | | 3,028,424 |
| SCL990046 | VTA | Preventive Maintenance | 1,845,840 | 10,625,493 | |
| SCL050002 | VTA | Rail Replacement Program | | 943,088 | |
| SCL110104 | VTA | Light Rail Track Crossovers and Switches | | 2,179,440 | |
| SCL150011 | VTA | North First Street Corridor Light Rail Speed Improvements | | 400,000 | |
| SCL150005 | VTA | Train to Wayside Communication System Upgrade | | 200,000 | |
| SCL150007 | VTA | Upgrade Ohlone/Chynoweth Interlocking | | 960,000 | |
| SCL150008 | VTA | Track Intrusion Abatement | | 1,600,000 | |
| SCL150009 | VTA | LR Signal Shop Modification | | 396,000 | |
| SCL150010 | VTA | Upgrade LR Ring #1 Communications Equipment | | 1,760,000 | |
| SCL150006 | VTA | Back-up Power Devices for Elevated Station | | 320,000 | |
| CC-150001 | WestCat | Replacement of (10) Cut Away Vans | 984,000 | | |
| CC-150004 | WestCat | Replacement of (1) 40 Ft Revenue Vehicle | 427,220 | | |
| CC-150005 | WestCat | Replacement of (1) 40 Ft Revenue Vehicle | 497,740 | | |
| CC-150002 | WestCat | Purchase of (10) Radio systems for (10) Cut Away Van's | 8,000 | | |
| CC-150003 | WestCat | Purchase of (2) Fast Fare Electronic Fareboxes | 28,498 | | |
| CC-030025 | WestCat | Preventive Maintenance | 232,200 | | |
| REG090057 | WETA | Ferry Major Component Rehab/Replacement | | 3,496,000 | |
| REG090055 | WETA | Ferry Propulsion System Replacement | | 2,288,000 | |
| REG090067 | WETA | Fixed Guideway Connectors | | 376,000 | |
| Total Capital Projects | | | 190,465,424 | 170,871,625 | 13,163,963 |
| Total Programmed | | | 212,996,510 | 170,871,625 | 13,163,963 |
| Fund Balance | | | 3,115,188 | 540,149 | 394,073 |

Date: 12/17/2014
W.I.: 1512
Referred by: PAC
Revised: 01/28/15-C 03/25/15-C
05/27/15-C 07/22/15-C
09/23/15-C 01/27/16-C
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Attachment A
Resolution No. 4162
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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>Caltrain/VTA:</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 regionally-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> <p>In July 2017, the \$5,234,766 of Section 5337 funds programmed to the South San Francisco Station Rehab project in December 2016 were reprogrammed to Systemwide Track Rehab to allow Caltrain to revise an older grant from the FTA TEAM system.</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: March 22, 2017
W.I.: 1512
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ABSTRACT

Resolution No. 4272, Revised

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

Attachment A of this resolution was revised on July 26, 2017 to make revisions to the Transit Capital Priorities (TCP) program of projects for FY2016-17 as requested by operators and to reconcile the program to expected final FTA apportionments for the same year.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017 and July 12, 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 |
| Final Apportionments | | | 216,505,984 | 194,037,769 | 12,254,037 |
| Previous Year Carryover | | | 4,422,587 | 17,174,630 | 577,473 |
| Funds Available for Programming | | | 220,928,571 | 211,212,399 | 12,831,510 |
| 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 | | |
| REG090054 | Caltrain | Revenue Vehicle Rehab Program | 175,410 | | |
| NEW | Caltrain | TVM Rehab and Clipper Functionality | 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 | 342,149 | | |
| MRN110047 | Marin Transit | 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 | | |
| SON170003 | Santa Rosa | ADA Operating Assistance | 236,154 | | |
| SF-990022 | SFMTA | ADA Paratransit Operating Support | 4,591,625 | | |
| SOL110025 | SolTrans | ADA Paratransit Operating Subsidy | 290,178 | | |
| SON110049 | Sonoma County | SCT Replacement Bus Purchase | 25,592 | | |
| ALA170039 | 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-140053 | WETA | Replace Ferry Vessels | 7,770 | | |
| Total Program Set-asides and Commitments | | | 24,052,820 | - | - |
| Funds Available for Capital Programming | | | 196,875,751 | 211,212,399 | 12,831,510 |
| Capital Projects | | | | | |
| NEW | AC Transit | Purchase 35 40-ft Hybrid-Electric Buses | 14,472,150 | | |
| ALA170027 | AC Transit | Purchase 10 Double-Decker Buses | 7,891,660 | | |
| ALA170032 | AC Transit | Purchase 19 60-ft Articulated Urban Buses | 4,587,713 | | 1,336,665 |
| ALA170029 | AC Transit | PM Swap - Replace 9 40' Urban Buses - Battery | 3,003,000 | | |
| ALA990052 | AC Transit | Paratransit Van Capital Costs | 1,168,994 | | |
| ALA170030 | AC Transit | Preventive Maintenance (deferred comp) | 780,640 | | |
| ALA170048 | ACE | FG: Capital Access Fees and Track/Signal Maintenance | 1,357,845 | 132,155 | |
| 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 | | 16,207,600 | |
| SM-03006B | Caltrain | Systemwide Track Rehabilitation | | 4,693,408 | |
| REG090051 | Caltrain | Revenue Vehicle Rehab Program | | 5,000,000 | |
| SM-050041 | Caltrain | Communications System/Signal Rehabilitation | | 1,200,000 | |
| CC-070092 | ECCTA | Transit Bus Replacements | 2,043,440 | | |
| SOL010006 | Fairfield | Operating Assistance | 2,497,054 | | |
| SOL110041 | Fairfield | Bus Replacement | | | 267,964 |
| MRN050025 | GGBHTD | Facilities Rehabilitation | 4,600,000 | | |
| MRN030010 | GGBHTD | Ferry Fixed Guideway Connectors | | 3,000,000 | |
| MRN170009 | GGBHTD | Replacing 8 Paratransit 22' Gas Cut-away Vehicles | | | 583,840 |
| MRN170003 | Marin Transit | Replace 3 Paratransit Vehicle | 218,940 | | |
| MRN170004 | Marin Transit | Replace 2 Paratransit Vehicles with Vans | 85,280 | | |
| NAP970010 | Napa VINE | Operating Assistance | 2,085,641 | | |
| NAP090008 | Napa VINE | Replacement and Upgrades to Equipment | 16,150 | | 163,875 |
| SON170004 | Petaluma | Purchase 1 Replacement Paratransit Vehicle | 45,100 | | |
| SON170005 | 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 | 5,330,228 | | 4,678,278 |
| SF-170004 | SFMTA | Replacement of 40' Trolley Coaches | | 95,660,612 | |

| FY 2016-17 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | |
|--|-----------------|---|--------------------|----------------------|-------------------|
| TIP ID | Operator | Project Description | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| SF-170005 | SFMTA | Replacement of 60' Trolley Coaches | | 18,027,982 | |
| SOL090034 | SolTrans | Bus Purchase (Alternative Fuel) | 1,825,960 | | 364,380 |
| SOL070032 | SolTrans | Preventive Maintenance | 840,660 | | |
| NEW | SolTrans | Technology Enhancements | 320,000 | | |
| SOL170003 | SolTrans | Facilities & Amenities Improvements | 240,000 | | |
| SON030005 | Sonoma County | Preventive Maintenance | 1,280,000 | | |
| SON150013 | Sonoma County | SCT Replacement Bus Purchase | 430,080 | | 180,009 |
| ALA170014 | Union City | Replace 6 2009 Paratransit Cut-away vehicles | 846,240 | | |
| ALA170015 | Union City | Replace 1 2003 Paratransit Vehicle | 141,040 | | |
| SOL010007 | Vacaville | Operating Assistance | 890,000 | | |
| SCL050001 | VTA | Standard and Small Bus Replacement | 17,122,563 | | 2,877,437 |
| SCL170005 | VTA | Paratransit Vehicle Procurement | 2,893,751 | | |
| SCL170011 | VTA | Replace Rail Crossing Control Equipment | | 4,368,000 | |
| SCL050002 | VTA | Rail Replacement Program | | 4,334,405 | |
| SCL050049 | VTA | Rail Substation Rehab/Replacement | | 2,644,841 | |
| SCL170006 | VTA | Replace Fault Monitoring System on LRVs | | 2,255,200 | |
| SCL170010 | VTA | Guadalupe Train Wash Replacement | | 1,448,000 | |
| SCL110099 | VTA | Light Rail Bridge & Structure SGR | | 1,440,000 | |
| SCL170008 | VTA | Vasona Pedestrian Back Gates | | 1,207,559 | |
| SCL150005 | VTA | Train-to-Wayside Communications System Upgrade | | 1,084,600 | |
| SCL170004 | VTA | LRV CCTV Door Monitoring System | | 800,000 | |
| SCL170007 | VTA | Pedestrian Swing Gates Replacement | | 704,000 | |
| SCL170009 | 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 | | | 159,943,551 | 194,117,636 | 10,452,448 |
| Total Programmed | | | 183,996,371 | 194,117,636 | 10,452,448 |
| Fund Balance | | | 36,932,200 | 17,094,763 | 2,379,062 |

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 (\$3,003,000), 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 \$780,640.</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 and Revenue Vehicle Rehab projects in FY17 is conditioned on action by the SMCTA Board to program an equal dollar amount to the PCEP, fixed guideway projects (up to Caltrain's cap amount) or other Score 16 projects.</p> <p>In July 2017, \$5.2M of 5337 reprogrammed from Systemwide Track Rehab to the South San Francisco Station project to offset an equal reprogramming from the station project to track rehab in the FY15 program. Also, \$5.2 million of 5337 reprogrammed from South San Francisco station project (to be replaced with San Mateo local funds) to the Revenue Vehicle Rehab project; there is no net decrease in funding to the station project from these actions.</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. |