



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Commission

DATE: July 26, 2017

FR: Executive Director

Revisions to the FY2014-15 and FY2016-17 through FY2019-20 Transit

RE: Capital Priorities Programs to reflect expected final FY2016-17 FTA apportionments and transfers of funding between projects.

Attached is an updated version of Resolution No. 4272, Revised, the Transit Capital Priorities (TCP) program for FY2016-17, reflecting changes due to the Federal Transit Administration (FTA) release of the final FY2016-17 full-year apportionments for the Section 5307 Urbanized Area (UZA), Section 5337 State of Good Repair, and Section 5339 Bus & Bus Facilities Formula Programs after the Programming and Allocations Committee agenda and materials were finalized.

Due to a combination of programming changes in the San Francisco-Oakland UZA FTA 5307 program, and higher than anticipated apportionments in the FTA 5307 and 5337 programs, additional funding is available to program in FY2016-17. Staff is recommending these additional funds be programmed to operators as follows:

- BART: \$6 million to BART's Rail Procurement project from the Concord UZA 5307 and 5337 programs, reducing the need for other regional funds in FY2016-17, and saving those funds for use in future years;
- Caltrain: \$32 million to Caltrain's Electric-Multiple Unit railcar procurement from the San Francisco-Oakland (\$18 million) and San Jose (\$14 million) UZAs 5307 program, reducing the need for financing proceeds in the FY2016-17 program; and
- SFMTA: \$10 million to SFMTA's Trolley Coach Replacement project from the San Francisco-Oakland UZA 5337 program, reducing the need for other regional funds in FY2016-17, and saving those funds for use in future years.

In addition, staff proposes other, smaller revisions in order to reconcile the program to the actual FTA apportionments. In all cases, these revisions are less than a 1% change. Staff is recommending the revisions now to allow transit operators to use the reconciled amounts in their grant applications to FTA, which are due in August.

Proposed program revisions that were included in the original Committee item are highlighted in yellow. The cells highlighted in orange reflect the additional changes summarized above.

Additionally, in the summary sheet for the Programming and Allocations agenda item, staff refers to lower-than-expected apportionments in the San Jose UZA Section 5337 formula program. Upon receipt of the final apportionments, the final numbers are actually slightly above initial projections.

Staff is currently evaluating the projects and timing of the planned TCP financing, as well as the amount of financing needed to cover project cash flow needs. Staff will return to the Commission with recommendations regarding financing in the fall.

**Recommendations**

Staff recommends Commission approval of MTC Resolution Nos. 4162, Revised and 4272, Revised, as revised and attached here.

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Steve Heminger

**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

## COMMISSION AGENDA ITEM 7a

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

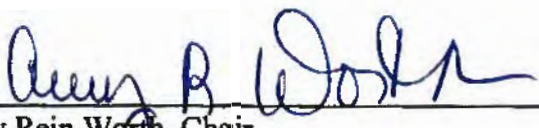
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

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

  
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Amy Rein Worth, Chair

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



FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>208,447,779</b>	<b>171,411,774</b>	<b>13,021,534</b>
<b>Previous Year Carryover</b>			<b>7,663,919</b>	<b>0</b>	<b>536,502</b>
<b>Funds Available for Programming</b>			<b>216,111,698</b>	<b>171,411,774</b>	<b>13,558,036</b>
<b>Lifeline Set-Aside (JARC Projects)</b>					
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856		
<b>ADA Operating Set-Aside</b>					
ALA990076	AC Transit	ADA Set-aside	3,913,691		
ALA050042	ACE	Preventive Maintenance	8,836		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,563,197		
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267		
CC-99T001	CCCTA	ADA Set-aside	1,178,716		
CC-030035	ECCTA	ADA Set-aside	523,153		
MRN130015	GGBHTD	Transit System Enhancements	307,963		
ALA990077	LAVTA	ADA Set-aside	335,328		
MRN110047	Marin Transit	ADA Set-aside	461,944		
NAP030004	Napa VINE	ADA Set-aside	38,496		
SON150007	Petaluma Transit	ADA Set-aside	82,649		
SM-990026	SamTrans	ADA Set-aside	1,112,576		
SM-070049	SamTrans	Facility/Equipment Rehab/Replacement	416,000		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	319,200		
SF-990022	SFMTA	ADA Set-aside	3,990,682		
SOL110025	SolTrans	ADA Set-aside	302,177		
SON030005	Sonoma City Transit	Preventive Maintenance	28,888		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,645,530		
CC-990045	WestCat	ADA Set-aside	243,804		
REG090057	WETA	Ferry Major Component Rehab/Replacement	5,133		
<b>Total Program Set-asides and Commitments</b>			<b>22,531,086</b>	<b>0</b>	<b>0</b>
<b>Funds Available for Capital Programming</b>			<b>193,580,612</b>	<b>171,411,774</b>	<b>13,558,036</b>
<b>Capital Projects</b>					
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594		
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433		
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720		
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,645		
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	

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Capital Projects, continued</b>					
ALA150017	LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	2,594,228		513,572
ALA150015	LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	2,486,240		
ALA150014	LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	2,345,200		
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,139,360		
MRN150001	Marin Transit	Replace (9) ADA Paratransit Vehicles	634,680		
MRN150002	Marin Transit	Replace (3) Stage Coach Vehicles	364,080		
MRN150003	Marin Transit	Install fareboxes on Marin County Paratransit Vehicles	76,260		
MRN150003	Marin Transit	Install fareboxes on Marin County Dial-A-Ride Vehicles	22,960		
MRN150003	Marin Transit	Replace Marin Transit Fixed Route Fareboxes	34,440		
MRN150001	Marin Transit	Replace Paratransit Radios	49,200		
MRN150001	Marin Transit	Replace Paratransit MDTs	29,520		
NAP090008	Napa Vine	Equipment Replacement & Upgrades			174,228
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,477,490		
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,859
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	
<b>Total Capital Projects</b>			<b>190,465,424</b>	<b>170,871,625</b>	<b>13,163,963</b>
<b>Total Programmed</b>			<b>212,996,510</b>	<b>170,871,625</b>	<b>13,163,963</b>
<b>Fund Balance</b>			<b>3,115,188</b>	<b>540,149</b>	<b>394,073</b>

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  
04/27/16-C 09/28/16-C  
12/21/16-C 07/26/17-C

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  
Referred By: PAC  
Revised: 07/26/17-C

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
<b>Final Apportionments</b>			<b>216,350,798</b>	<b>200,398,884</b>	<b>12,319,127</b>
<b>Previous Year Carryover</b>			<b>4,422,587</b>	<b>17,174,630</b>	<b>577,473</b>
<b>Funds Available for Programming</b>			<b>220,773,385</b>	<b>217,573,514</b>	<b>12,896,600</b>
<b>Lifeline Set-Aside</b>					
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,368,200		
<b>ADA Operating Set-Aside</b>					
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	175,440		
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	341,904		
MRN110047	Marin Transit	ADA Paratransit Assistance	701,236		
NAP030004	Napa Vine	ADA Operating Assistance	63,311		
SON150007	Petaluma	ADA Set-Aside	90,300		
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	25,581		
ALA170039	Union City	ADA Set-Aside	134,260		
SCL050046	VTA	ADA Operating Set-Aside	3,754,433		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	258,365		
SF-110053	WETA	Replace Ferry Vessels	7,770		
<b>Total Program Set-asides and Commitments</b>			<b>24,052,329</b>	<b>-</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>			<b>196,721,056</b>	<b>217,573,514</b>	<b>12,896,600</b>
<b>Capital Projects</b>					
NEW	AC Transit	Purchase 35 40-ft Hybrid-Electric Buses	14,472,150		
ALA170027	AC Transit	Purchase 10 Double-Decker Buses	7,891,650		
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	1,355,640	134,360	
NEW	ACE	Railcar Midlife Overhaul		3,080,000	
REG090037	BART	Railcar Procurement Program	364,117	6,062,179	
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	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	31,805,399		
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	2,493,081		
SOL110041	Fairfield	Bus Replacement			269,387
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	2,084,334		
NAP090008	Napa VINE	Replacement and Upgrades to Equipment	15,278		164,747
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	5,295,178		4,713,328
SF-170004	SFMTA	Replacement of 40' Trolley Coaches		95,660,612	

Date: March 22, 2016  
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Attachment A  
Resolution No. 4272  
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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		28,100,579	
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	1,824,023		366,316
SOL070032	SolTrans	Preventive Maintenance	837,984		
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	17,107,280		2,892,720
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-140053	WETA	Ferry Vessel Replacement - Express II		9,992,230	
<b>Total Capital Projects</b>			<b>192,049,764</b>	<b>210,254,617</b>	<b>10,507,012</b>
<b>Total Programmed</b>			<b>216,102,093</b>	<b>210,254,617</b>	<b>10,507,012</b>
<b>Fund Balance</b>			<b>4,671,292</b>	<b>7,318,897</b>	<b>2,389,588</b>



**Transit Capital Priorities / Transit Capital Rehabilitation Program Notes**

1	Program is based on final <del>estimated</del> apportionments, <del>and will be revised when final apportionments are issued by FTA.</del> 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	<del>WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored in FY17.</del>
7	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.
8	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.