

# Metropolitan Transportation Commission

## Programming and Allocations Committee

May 8, 2019

Agenda Item 3a

**MTC Resolution Nos. 4169, Revised; 4212, Revised; 4242, Revised; 4262, Revised; 4263, Revised; and 4272, Revised. Transit Capital Priorities and Bridge Toll Program Revisions**

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**Subject:** Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Process and Criteria, the FY2015-16 and FY2016-17 through FY2019-20 TCP Programs, the FY2018-19 BATA Project Savings Fund program, and the FY2018-19 and FY2019-20 AB 664 Net Bridge Toll Revenues program and allocations.

**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 previously adopted by the Commission in order to reconcile the program with final FY2018-19 FTA apportionment amounts for the region's 12 urbanized areas (UZAs) and to make other revisions to the program.

**Revenues:** FTA apportionments for the Bay Area, which were released in March, totaled approximately \$476 million. This is roughly \$32 million above the projections used to develop the preliminary program due to the additional transit funding included in the Federal FY2018-19 Omnibus Appropriations Bill signed in to law in February ("bonus funds"). Of the increase, about \$27 million was in the large UZAs of San Francisco-Oakland (SF-O), Concord, and Antioch; our most heavily subscribed UZAs, and those for which we are proposing financing. Additionally, approximately \$3.8 million of Section 5307 funds that remained unprogrammed in the SF-O UZA (after January 2019 Commission action) and approximately \$6.1 million of 5307 and 5337 funds programmed to Debt Service, but not currently needed for that purpose due to changes in BART's project schedule, provide a total of nearly \$37 million in available funds for programming in those three UZAs.

**Caltrain:** In the preliminary program, Caltrain was estimated to receive \$120 million in financing proceeds for their new electric railcars (EMUs) being procured for the Peninsula Corridor Electrification Program. As a result of the increases to apportionments last year, in June 2018 the Commission approved using \$36 million in bonus funding from FY2017-18 to reduce the financing proceeds needed for Caltrain and replace them with Section 5307 funds. In order to complete the plan to remove Caltrain from financing, an additional \$21 million of Section 5307 from FY2018-19 bonus funds are proposed to be programmed to the EMUs from SF-O, with another \$2 million from the San Jose UZA.

**SFMTA:** SFMTA is currently procuring 68 light rail vehicles (LRVs) from Siemens to expand their fleet. Their existing fleet of 151 LRVs is nearing the end of their useful life, and SFMTA staff is proposing to accelerate their replacement. Included in the proposed actions today is \$13.2 million of FY2018-19 Section 5337 funds for this purpose. This, along with approximately \$60 million of Bridge Toll funds already programmed, represents MTC's first contribution toward the replacement of SFMTA's LRVs, estimated to cost around \$781 million. MTC's share of that cost is approximately \$586 million, or 75%, per the Core Capacity Challenge Grant Program (MTC Resolution 4123, Revised).

**Other Proposed Revisions:** Balancing the FY2018-19 TCP program to account for the other differences in final apportionments from the projections 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; and Increasing programming amounts in urbanized areas that received more apportionments than had been projected, primarily in the small UZAs.

This item also proposes other revisions to the program consistent with the regional TCP programming policy, summarized in Attachment A to this memo.

**Related Bridge Toll Funds:** AB 664 Net Bridge Toll Revenues are programmed annually to eligible transit operators to help meet the local match requirement for federal funds programmed through the TCP program. AB 664 funds are programmed in accordance with MTC Resolution No. 4015, in proportion to each operator's share of federal funds in the TCP program. AB 664 funds for projects included in the Core Capacity Challenge Grant Program (MTC Resolution 4123, Revised) are programmed separately based on the cash flow needs of the projects. The initial FY2018-19 AB 664 program, which was adopted by the Commission in March 2017, included funds for Core Capacity Projects for AC Transit and SFMTA only. Therefore, this item also proposes to program the remaining \$2.3 million of FY2018-19 AB 664 funds to other operators based on the final TCP program.

**ADA Set-Aside Tables:** The TCP Process and Criteria calls for updating the ADA Set-aside Percentages tables to reflect 2018 National Transit Database (NTD) statistics for the last two years of the program. Therefore, this item proposes to revise the ADA Set-Aside percentages table for those years using the more recent NTD data and to use these new percentages to revise the FY2018-19 and FY2019-20 programs. The changes are generally not significant and the transit operators are aware of these updates.

**Issues:**

1. The FTA funds proposed for programming to SFMTA's LRV replacement are conditioned on resolution of a number of mechanical issues with the new Siemens LRVs that came to light at the end of April. Until such time as these issues are resolved, these funds will not be amended in to the regional Transportation Improvement Program (TIP). Therefore, SFMTA will not yet be able to apply for an FTA grant for these funds. Staff will work with project partners to ensure a satisfactory resolution and will update the Commission on project progress.

2. Following action by the Commission in October 2016, staff has been pursuing financing against future FTA revenues to fund major capital projects in the TCP program. As part of this process, MTC requested a Letter of No Prejudice (LONP) from FTA to allow future FTA formula funds to be used to repay debt service on financing. The TCP program presented today continues to assume about \$1 billion in financing proceeds will be needed for the BART Car project, starting in FY2020-21. While FTA has approved MTC's request for an LONP, additional steps are needed before financing is finalized and BART can access these proceeds. Staff will return to the Commission in the coming months with more details about this process and to request authorization to proceed.

**Recommendation:** Refer Resolution Nos. 4169, Revised; 4212, Revised; 4242, Revised; 4262, Revised; 4263, Revised; and 4272, Revised, to the Commission for approval.

**Attachments:** Attachment A – Summary of other proposed programming changes  
Presentation  
MTC Resolution Nos. 4169, Revised; 4212, Revised; 4242, Revised; 4262, Revised; 4263,  
Revised; 4272, Revised



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Therese W. McMillan

### Summary of Other Proposed Programming Changes

Since the last Commission action in January, 2019, transit operators have requested the following changes to their programming, which are reflected in the revised resolutions included in this proposed action. These requested changes are consistent with the Transit Capital Priorities programming policy (MTC Resolution No. 4242, Revised):

- **BART:** Reprogram \$7 million in FY2018-19 Section 5337 funds from the Traction Power Rehabilitation project to the Elevator Rehabilitation Program; and nearly \$3 million of FY2018-19 Section 5307 funds (along with about \$6 million of Section 5337 funds reprogrammed from WETA fixed guideway projects, as discussed in Attachment A) are proposed to be added to the BART Railcar procurement programming, slightly reducing the need for financing for that project.
- **LAVTA:** Reprogram \$367,200 in FY2015-16 Concord UZA Section 5307 funds from Service Vehicle Procurement projects to ADA Operating Assistance as a result of cost savings;
- **Petaluma:** Program \$60,000 in FY2018-19 Section 5307 funds to the AVL System Upgrade project in the Petaluma UZA;
- **WestCat:** Add new project – Reprogram \$294,106 in FY2018-19 Section 5307 funds from a bus replacement project to the purchase and installation of a new AVL and APC system;
- **WETA:** Defer approximately \$6.8 million of FY2018-19 fixed guideway programming to a future year due to changes in project schedules; and
- **VTA:** In the San Jose UZA, there remained significant balances of 5307 and 5337 funds in FY2018-19 and FY2019-20 following development of the preliminary program. Working with VTA staff, we are proposing to program available San Jose balances to the following projects:
  - **Bus & Paratransit Fleet Replacements** – reduce programming to \$13.7 million of FY2018-19 and \$11.2 million of FY2019-20 5307 funds; \$3.5 million of FY2018-19 and \$3.1 million of FY2019-20 5339 funds.
  - **Rail Replacement Program** – reduce programming to \$5.7 million of FY2018-19 5337 funds.
  - **OCS Rehabilitation and Replacement** – program \$12.5 million of FY2018-19 5337 funds.
  - **Bridge Repair/Hamilton Structural Stabilization (LRV)** – \$1.1 million of FY2018-19 5337 funds.
  - **Various Bus and LRV security & technology items** – \$3.6 million of FY2018-19 and \$4.6 million of FY2019-20 5307 funds; \$4 million of FY2018-19 and \$13.7 million of FY2019-20 5337 funds.
  - **Various facility improvements and upgrades** – \$3.2 million of FY2018-19 and \$6.7 million of FY2019-20 5307 funds; \$800,000 of FY2018-19 and \$17.5 million of FY2019-20 5337 funds.

After the revisions outlined above, there remain substantial balances in the Vacaville UZA 5307 and 5339 programs. Staff will work with the operator to develop plans to utilize these funds before they become at risk of lapsing.

### Related Bridge Toll Funds

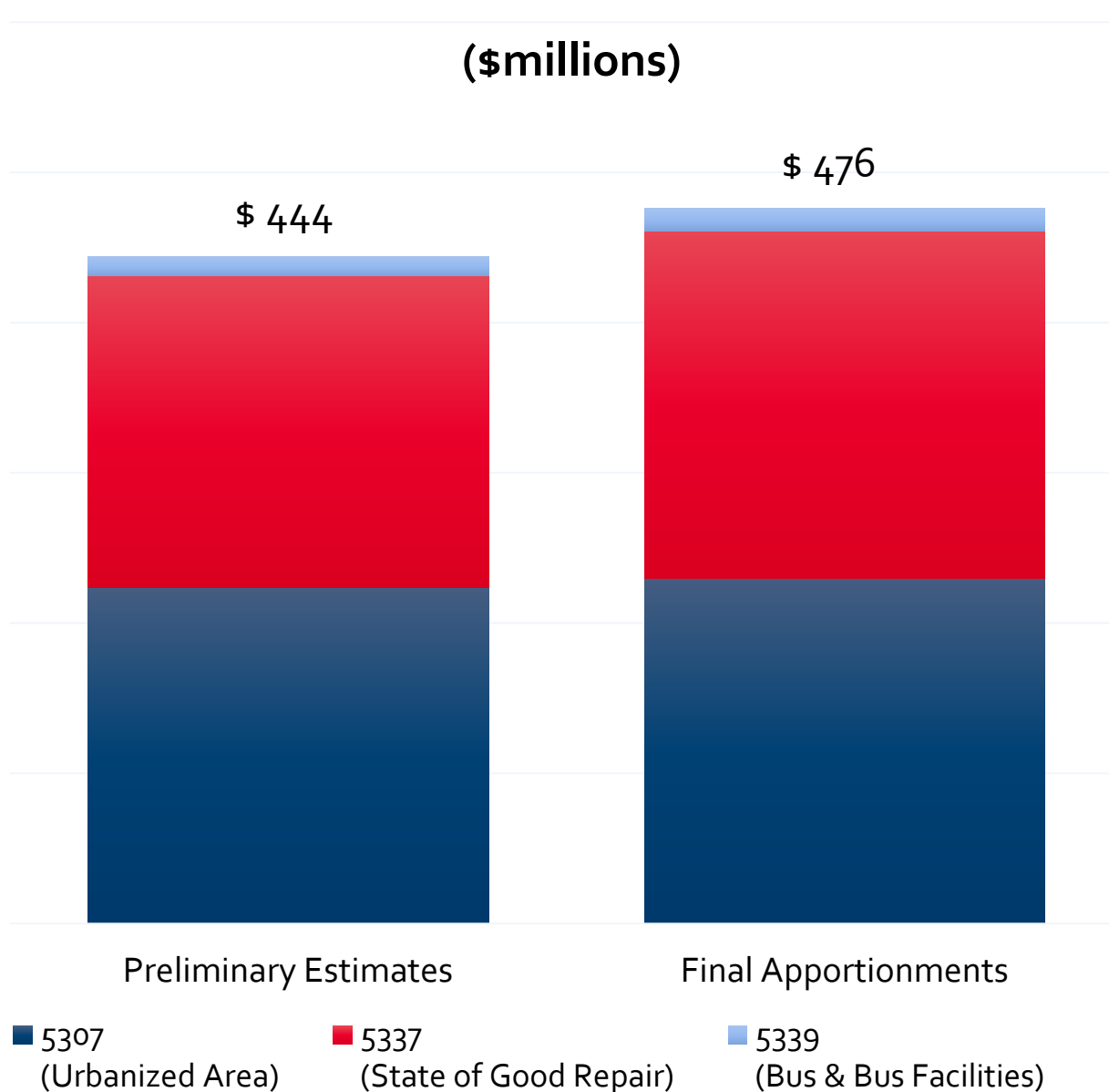
In January, the Commission approved programming FTA and Bridge Toll funds for various SFMTA projects as part of a local funding exchange to resolve a timing issue with STIP funds on their Central Subway Project. \$5 million of that programming was from the BATA Project Savings program, and was conditioned that if FY2018-19 FTA funding was sufficient after the release of final FTA apportionments, it would be replaced with available FTA revenues. Therefore, this item proposes to deprogram the BATA Project Savings programming of \$5 million for SFMTA Fixed Guideway Facilities Condition Assessment Implementation Projects, increasing the amount of FTA Section 5307 funds in the same amount in FY2018-19. The \$5 million of BATA Project Savings will now be available to other SFMTA projects in the future.



## FY2018-19 Transit Capital Priorities Update

Programming and  
Allocations Committee  
May 8, 2019  
Item 3a

# ***Federal Transit Administration Funds***



- FY2019 apportionments provide approximately \$32 million more across all three formula programs
- Largest increase in the 5337 program - \$24 million
- Due to other program revisions, additional \$10 million available
- Funds used for:
  - Complete Caltrain EMU Funding: \$23 million
  - SFMTA LRVs: \$13 million
  - BART Railcars: \$2 million
  - Other revisions in smaller UZAs: \$4 million



# ***Caltrain's New Electrified Fleet (EMUs)***

- Vehicle procurement for Caltrain Electrification (PCEP)

Programmed to date	Proposed in this TCP Action		Total
through FY18	FY19	FY20	(in millions)
\$ 149	\$ 68	\$ 98	\$ 315



# SFMTA Light Rail Vehicles (LRVs)

- SFMTA Fleet of 151 Breda LRVs nearing end of useful life; due for replacement in FY21
- Existing contract with Siemens for expansion LRVs includes option for the 151 replacements
- SFMTA plans to accelerate the replacement procurement with the contract option
- The FTA programming is conditioned on resolution of mechanical issues with the new Siemens LRVs that came to light at the end of April. These funds will not be amended into the TIP until the issues are resolved.



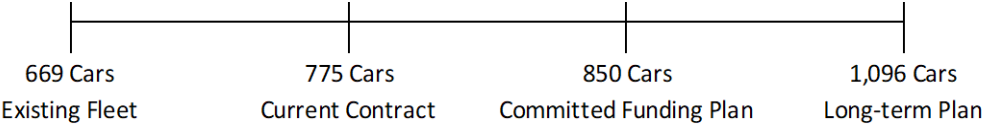
Estimated Project Cost (\$millions)	MTC Share*	Programmed to date (through FY18)^	Proposed for FY19†	Balance
781	586	60	13	513

*\* 75% share per Core Capacity Challenge Grant Program*  
*^ Consists of AB 664 and BATA Project Savings Bridge Toll funds*  
*† Proposed to consist of FY19 FTA Section 5337 funds*



# BART's Fleet of the Future

- Existing fleet of **669 railcars** is well beyond its useful life
- Current contract with Bombardier would replace the old fleet, and expand it to **775 railcars**
- Additional procurement plans call for long-term expansion to at least **1,096 railcars**
- MTC has committed to help fund 850 railcars: **\$1,924 million** through FY26
- To date, MTC has provided about **\$200 million** in FTA, FHWA, and Bridge Toll funds, and about \$380 million via exchange account
- To complete funding plan, MTC is pursuing Financing against future FTA funds, discussed further on next slide



## 850-Car Committed Funding Plan

(\$millions)	through FY18	FY19	Future	Total
MTC	202.7	331.1	1,390.2	1,924.0
BART	478.0	45.0	333.6	856.6
VTA	43.3	23.5	133.3	200.1
Total	724.0	399.5	1,857.1	2,980.7

\* \$380M Exchange Account funds shown in future years, when funds would be spent on the project.

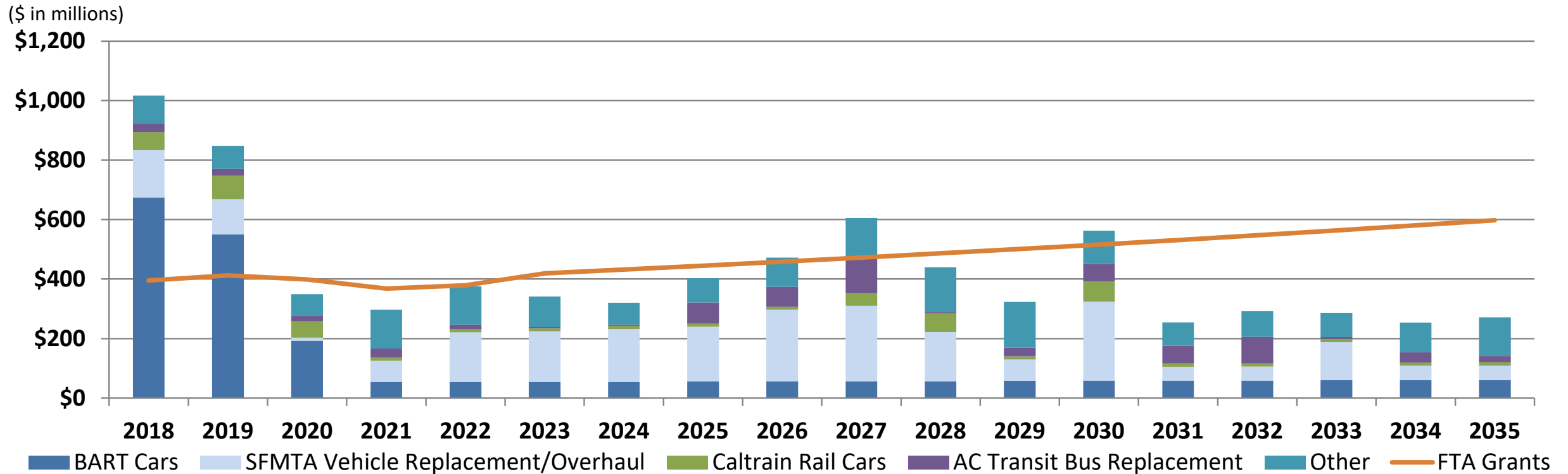
# FTA Financing

- Major spike in funding needs during the FY17-FY20 TCP Program:

Project Summary - FY2017-FY2020 Totals	
Operator	Funding (\$M)
Major Projects	2,478
<i>AC Transit Fleet Replacement</i>	121
<i>BART Fleet Replacement &amp; Expansion</i>	1,538
<i>Caltrain Fleet Replacement</i>	286
<i>SFMTA Fleet Replace/Rehab</i>	486
<i>WETA Ferry Vessel Replacement</i>	48
All Other Projects	918
Total Cost	3,397
Total Anticipated Revenues	2,411
Short-Term Timing Mismatch	(986)

- October 2016: Commission (as BATA) directed staff to move forward with FTA Financing plan
- MTC requested a Letter of No Prejudice (LONP) from FTA in August 2018, which was **approved in February 2019 for up to \$1.3 billion in financing costs** to be repaid from future FTA revenues.
- Proceeds of financing would be used on BART railcar project, the single largest project in the TCP Program.

## Regional Transit Project Needs and Expected Revenues



# Other TCP Programming Notes

- VTA programming revisions: \$105 million in FY19 and FY20 to state of good repair projects:

- Bus replacements
- Light rail track and facilities rehabilitation
- ADA accessibility
- Technology and security upgrades



- WETA has deferred about \$12 million of fixed guideway funding to beyond FY20.
- BART has requested to reprogram \$7 million in FY19 5337 funds from the Traction Power Rehabilitation Project to the Elevator Rehabilitation Project. This is expected to be an ongoing need for BART as they rehabilitate and improve station accessibility systemwide.



- **Staff Recommendation:** refer the following Resolutions to the Commission for approval:
  - **4169, Revised** – BATA Project Savings Program
  - **4212, Revised** – FY16 TCP Program
  - **4242, Revised** – FY17-FY20 TCP Policy
  - **4262, Revised** – FY17-FY20 AB 664 Bridge Toll Program
  - **4263, Revised** – FY17-FY20 AB 664 Bridge Toll Allocations
  - **4272, Revised** – FY17-FY20 TCP Program
- Staff will return to Commission in coming months with more information and to execute financing.
- **Questions?**

Date: January 28, 2015  
W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-C 01/27/16-C  
12/21/16-C 03/22/17-C  
12/20/17-C 06/27/18-C  
01/23/19-C 05/22/19-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects

Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of \$84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate \$24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

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

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

## ABSTRACT

MTC Resolution No. 4169, Revised

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This resolution was revised on December 20, 2017 program and allocate \$20,167,986 in BATA Project Savings funds to AC Transit and program \$83,921,695 and allocate \$8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

This resolution was revised on June 27, 2018 to allocate \$37,270,041 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and de-program \$26,867,000 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2017-18 and update the conditions associated with the programming to reflect the updated amount of BATA Project Savings funds programmed to the project.

This resolution was revised on January 23, 2019 to update the programming conditions on SFMTA's LRV Expansion programming from FY2014-15, program an additional \$24,999,671 and allocate \$59,118,014 to SFMTA's LRV Expansion, and program \$5 million for SFMTA projects to execute a funding exchange for their Central Subway project.

This resolution was revised on May 22, 2019 to deprogram \$5 million and remove a project from SFMTA's programming to reflect changes made in the Transit Capital Priorities Program.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, December 13, 2017, June 13, 2018, January 9, 2019, and May 8, 2019.

Date: January 28, 2015  
W.I.: 1511  
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4169

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and



WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in blue ink, appearing to read "Amy Rein Worth", is written over a horizontal line.

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 28, 2015.

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

**FY2014-15 Program of Projects**

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	This programming counts toward MTC share of replacment LRVs.
<b>Total FY2014-15 Programming:</b>		<b>34,118,343</b>	

**FY2015-16 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell		
	Purchase 10 double-decker diesel buses		
	<i>Total AC Transit Programming</i>	<i>24,922,916</i>	
<b>Total FY2015-16 Programming:</b>		<b>24,922,916</b>	

**FY2016-17 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 19 60-ft Artic Urban buses		
	<i>Total AC Transit Programming</i>	<i>5,248,522</i>	
SFMTA Projects			
	Replacement of 60' Trolley Coaches		
	<i>Total SFMTA Programming</i>	<i>12,967,639</i>	
<b>Total FY2016-17 Programming:</b>		<b>18,216,161</b>	

**FY2017-18 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase (59) 40-ft Urban Buses - Diesel		
	<i>Total AC Transit Programming</i>	<i>16,560,759</i>	
SFMTA Projects			
	Replacement of 40-ft Trolley Coaches		This programming action is conditioned on Commission approval and execution of final terms of financing, allowing for approximately \$46 million of BATA project savings to be reprogrammed from BART to SFMTA and replaced with proceeds of financing. Should financing not be completed, \$46 million would be reprogrammed back to BART.
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	<i>Total SFMTA Programming</i>	<i>79,638,569</i>	
<b>Total FY2017-18 Programming:</b>		<b>96,199,328</b>	

Date: January 28, 2015  
W.I.: 1511  
Referred by: PAC  
Revised: 09/23/15-C 01/27/16-C  
12/21/16-C 03/22/17-C  
12/20/17-C 06/27/18-C  
01/23/19-C 05/22/19-C

Attachment A  
Resolution No. 4169  
Page 2 of 2

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

**FY2018-19 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (24) 60-ft Urban Buses - Hybrid		
	<i>Total AC Transit Programming</i>	2,321,181	
SFMTA Projects			
	Fleet Expansion - LRV Purchase		Note: \$24,999,671 programmed in January 2019. Programming counts toward MTC share of replacement LRVs.
	<del>Facilities Condition Assessment Implementation Projects</del>		
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	<i>Total SFMTA Programming</i>	27,452,111	
<b>Total FY2018-19 Programming:</b>		<b>29,773,292</b>	

**FY2019-20 Program of Projects**

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (27) 40-ft Urban Buses - Hybrid		
	<i>Total AC Transit Programming</i>	1,286,046	
SFMTA Projects			
	Muni Rail Replacement		
	40-ft Motor Coach Midlife Overhaul		
	<i>Total SFMTA Programming</i>	1,830,686	
<b>Total FY2019-20 Programming:</b>		<b>3,116,732</b>	

Date: January 27, 2016  
W.I.: 1512  
Referred By: PAC  
Revised: 04/27/16-C 05/25/16-C  
06/22/16-C 12/21/16-C  
05/22/19-C

### ABSTRACT

#### Resolution No. 4212, Revised

This resolution approves the FY2015-16 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4213 and Resolution No. 4169, Revised, respectively, for FY2015-16 Transit Capital Priorities projects.

This Resolution includes the following attachment:

#### Attachment A – FY2015-16 Program of Projects

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

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

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

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



## ABSTRACT

MTC Resolution No. 4212, Revised

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urbanized areas to reflect actual apportionments.

This resolution was revised on May 22, 2019 to make minor revisions to programming for LAVTA projects due to cost savings on vehicle procurement projects.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocations Committee summary sheets dated January 13, 2016, April 13, 2016, May 11, 2016, June 8, 2016, December 14, 2016, and May 8, 2019.

Date: January 27, 2016  
W.I.: 1512  
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4212

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

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

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

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

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

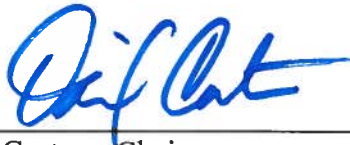
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2015-16 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

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

FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>211,278,509</b>	<b>196,480,438</b>	<b>12,019,586</b>
<b>Previous Year Carryover</b>			<b>2,662,039</b>	<b>24,863,868</b>	<b>394,073</b>
<b>Funds Available for Programming</b>			<b>213,940,548</b>	<b>221,344,306</b>	<b>12,413,659</b>
<b>Lifeline Set-Aside (JARC Projects)</b>					
Reserved	Various	Reserved for programming in Lifeline Transportation Program Cycle 4	2,936,093		
<b>ADA Operating Set-Aside</b>					
ALA990076	AC Transit	ADA Set-aside	3,984,138		
ALA050042	ACE	Preventive Maintenance		8,996	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements		2,727,176	
REG090051	Caltrain	Revenue Vehicle Rehab Program		166,206	
CC-99T001	CCCTA	ADA Set-aside	1,199,933		
CC-030035	ECCTA	ADA Set-aside	532,570		
MRN130015	GGBHTD	Transit System Enhancements	156,753		
ALA990077	LAVTA	ADA Set-aside	708,567		
MRN110047	Marin Transit	ADA Set-aside	627,012		
NAP030004	Napa VINE	ADA Set-aside	41,320		
SON150007	Petaluma Transit	ADA Set-aside	84,261		
SM-990026	SamTrans	ADA Set-aside	1,584,235		
SM-150008	SamTrans	Replacement of Non-Revenue Vehicles	296,800		
SF-990022	SFMTA	ADA Set-aside	4,062,514		
SOL110025	SolTrans	ADA Set-aside	324,344		
SON030005	Sonoma City Transit	Preventive Maintenance	29,452		
New	Union City Transit	ADA Set-aside	0		
SCL050046	VTA	ADA Set-aside	3,711,401		
CC-990045	WestCat	ADA Set-aside	248,192		
REG090067	WETA	Fixed Guideway Connectors	5,225		
<b>Reserved for Future Programming</b>					
SF-010028	Caltrain	Railcar Replacement (Electrification)		17,174,630	
<b>Total Program Set-asides and Commitments</b>			<b>20,532,810</b>	<b>20,077,008</b>	<b>0</b>
<b>Funds Available for Capital Programming</b>			<b>193,407,738</b>	<b>201,267,298</b>	<b>12,413,659</b>
<b>Capital Projects</b>					
REG110044	ACE	Positive Train Control		1,387,000	
ALA150038	AC Transit	Purchase (10) Double-Deck Diesel Buses	3,636,463	1,500,000	
ALA150040	AC Transit	Replace (10) 40ft Urban Buses - Diesels	4,081,000		
ALA150039	AC Transit	Purchase (10) 40ft Urban Buses - Zero-emission Fuel Cell (PM swap)	979,153		
ALA150041	AC Transit	Replace (29) 60ft Artic Urban Buses - Diesels	753,998		
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,319,762		
BRT97100B	BART	Rail, Way & Structures program	11,317,223	5,752,805	
REG050020	BART	BART Car Exchange Preventive Maintenance	0	47,116,668	
BRT030004	BART	Train Control		13,000,000	
BRT030005	BART	Traction Power		13,000,000	
ALA090065	BART	Fare Collection Equipment		6,000,000	
REG090037	BART	Railcar Replacement		500,000	
SM-03006B	Caltrain	Systemwide Track Rehab & Related Struct.		11,406,500	
SM-050041	Caltrain	Signal/Communication Rehab. & Upgrades		1,200,000	
NEW	Caltrain	South San Francisco Caltrain Station Improvements		22,620,000	
MTC99002A	Clipper	Replacement of legacy Clipper fare collection system		5,000,000	
CC-070092	ECCTA	Replace (25), Ford Cutaways	1,392,642		411,358
CC-070092	ECCTA	Replace (3), Ford Cutaways	216,480		
SOL010006	Fairfield	Fairfield Operating Assistance	2,470,825		
SOL110041	Fairfield	2 Gillig Bus Replacements			262,709
MRN050025	GGBHTD	Misc Facilities Rehab	1,529,895		
ALA150031	LAVTA	Replacement purchase ( 11 ) 40' Hybrids	6,017,771		936,649
ALA150032	LAVTA	Replacement purchase ( 9 ) 30' Hybrids	5,357,880		
ALA150033	LAVTA	Service vehicles (2) trucks	0		
ALA150036	LAVTA	Service vehicles (3) road supervisor vehicles	0		
ALA150037	LAVTA	Service vehicles (4) shift trade vehicles	0		
ALA030030	LAVTA	Preventive Maintenance	1,313,720		
ALA150035	LAVTA	Farebox Replacement	398,242		



FY 2015-16 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Capital Projects, continued</b>					
MRN150011	Marin Transit	Replace (2) Cutaways for FR Service	200,080		
MRN150012	Marin Transit	Replacement Purchase (10) 40' Hybrid, (2) 35' electric, and (1) 30' diesel bus	7,899,880		
MRN150003	Marin Transit	On Board Vehicle Equipment for (15) replaced vehicles	172,200		
MRN150013	Marin Transit	Emergency Radio System	285,360		
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,865,913		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	14,635		160,663
SON150014	Petaluma	(2) 35' Diesel Hybrid Bus Replacement	1,072,534		116,982
SON150015	Petaluma	Clipper for (3) FR Buses	14,400		
SON150016	Petaluma	Communication equipment for (3) FR Buses	27,244		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	6,914,860		
SM-110068	Samtrans	Replacement of (55) NABI Articulated Buses	20,157,000		
SM-150010	Samtrans	Replacement of (9) Cutaway Buses	900,360		
SM-150011	Samtrans	Replacement of (10) Minivans	418,200		
SON070020	Santa Rosa	Diesel Bus Purchase	247,595		243,709
SON150017	Santa Rosa	Miscellaneous Capital Equipment	56,000		
SON030012	Santa Rosa	Bus Stop ADA Improvements	16,433		
SON150018	Santa Rosa	Garage Hoist for Bus Repairs	288,000		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,324,057		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventive Maintenance	400,000		
SF-150005	SFMTA	Replacement of 40' Motor Coaches	3,347,163		6,364,945
SF-150006	SFMTA	Replacement of 60' Motor Coaches	45,417,750		
SF-090035	SFMTA	Replacement of (27) Type II Paratransit Vans	1,948,320		
SF-150014	SFMTA	30-Foot Motor Coach Mid-Life Overhaul	13,125,926		
SF-150007	SFMTA	Farebox Replacement	2,228,800		
SF-95037B	SFMTA	Muni Rail Replacement		5,316,972	
SF-030013	SFMTA	Wayside Fare Collection		1,000,000	
SF-970170	SFMTA	Overhead Line Rehabilitation		6,684,663	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		5,000,000	
SF-99T002	SFMTA	Cable Car Infrastructure		2,000,000	
SF-970073	SFMTA	Cable Car Renovation Program		988,800	
SF-150004	SFMTA	Station Area and Pedestrian Improvements		500,000	
SF-150015	SFMTA	Replacement of (21) 40' Trolley Coaches		20,000,000	
SOL090034	Soltrans	Bus Purchase (4) 45' CNG Commuter Coaches	2,436,729		357,236
SOL070032	Soltrans	Preventive Maintenance	711,997		
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,221,660		
SON150013	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	467,090		176,479
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	0		
ALA150046	Union City	Union City: Midlife Rehab of (2) 35' CNG Vehicles	410,000		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL150019	VTA	Radio System Upgrade	0		
SCL050001	VTA	40' Hybrid Bus Procurement	33,824,944		2,805,456
SCL050049	VTA	Rail Substation Rehab/ Replacement		3,000,000	
SCL050002	VTA	Rail Replacement Program		3,600,000	
SCL110104	VTA	Light Rail Track Crossovers and Switches		777,500	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
CC-150014	WestCat	Replacement of (1) 40-Foot Revenue Vehicle	434,600		
CC-150015	WestCat	Fast Fare Electronic Farebox (1)	14,249		
REG090055	WETA	Ferry Propulsion System Replacement		2,880,000	
REG090057	WETA	Ferry Major Component Rehab/Replacement		7,912,000	
REG090067	WETA	Ferry Passenger Float/Gangway		74,790	
SF-110053	WETA	Ferry Vessel Replacement		11,449,600	
<b>Total Capital Projects</b>			<b>189,634,033</b>	<b>201,267,298</b>	<b>11,836,186</b>
<b>Total Programmed</b>			<b>210,166,843</b>	<b>221,344,306</b>	<b>11,836,186</b>
<b>Fund Balance</b>			<b>3,773,705</b>	<b>0</b>	<b>577,473</b>

Date: 1/27/2016

W.I.: 1512

Referred by: PAC

Revised: 04/27/16-C 05/25/16-C

06/22/16-C 12/21/16-C

05/22/19-C

Attachment A

Resolution No. 4212, Revised

Page 3 of 3

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

1.	Program is based on final apportionments issued by FTA in February 2016.
2.	AC Transit: \$6.4M of BATA project savings have been programmed to AC Transit's Core Capacity Challenge Grant Program (CCCCGP) projects proportionately according to the CCCCCGP funding plan. An additional \$18.5M is being programmed towards AC Transit's CCCCCGP projects in order to resolve the shortfall in the San Francisco - Oakland urbanized area. BATA Project Savings are being programmed in lieu of AB664 plus BATA Project Savings (both part of CCCCCGP funding plan) in order to reduce the number of fund sources. In the next program year, AB664 funds can be programmed in lieu of BATA project savings.
3.	SFMTA: \$8.2M of AB664 funds have been programmed to SFMTA's Core Capacity Challenge Grant Program (CCCCGP) projects proportionately according to the CCCCCGP funding plan. An additional \$13.7 million in AB664 funds have been programmed to SFMTA's CCCCCGP projects to enable SFMTA to execute a contract option that would result in earlier delivery of buses.
4.	SFMTA: \$15.3M of FY15 FG (Fixed Guideway) Cap deferred by formula based on grant balances to FY18 as SFMTA did not meet their fixed guideway spending target. This deferral is reduced to \$5.3M due to a \$10M voluntary deferral.
5.	SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
6.	Caltrain: Caltrain did not meet their FG spending target. However, they were exempted from a deferral of their FG Cap because Caltrain's FG Caps were still committed to the Electrification project at the time the preliminary program was adopted. The preliminary program was revised in June 2016 to program the full \$12.6 million FG cap to rehab projects. Caltrain's FY17 FG cap will be adjusted to reflect missing the FG spending target.
7.	Clipper: \$14.2M of Clipper's request for \$19.2M is being deferred to FY17 in order to reduce shortfall in the San Francisco Oakland Urbanized Area, as this would not from a cash flow standpoint impede Clipper's ability to fund current equipment replacement or contracts.
8.	BART Car Exchange PM: \$26.9M of BART's request for \$74.5M for the BART Car Replacement Project is being deferred to future years in order to reduce shortfall in the San Francisco Oakland Urbanized Area.
9.	Caltrain: The program reserved \$39.8M in a vehicle procurement reserve for future programming. \$22.6M of this reserve was reprogrammed to the EMU procurement project in FY16, with the remainder reserved for future programming. Also, by agreement with VTA, SFMTA, and Caltrain, EMUs are being funded from San Jose in this cycle to help address the shortfall. Future EMU programming will come more from SF-O to maintain a 2/3-1/3 split overall.  In December 2016, Caltrain requested that \$22.6 million be shifted from the EMU procurement project to a South San Francisco Station rehab project, with the EMU funds being replaced by SMCTA local sales tax funds transferred from the station project. The programming continues to count toward meeting MTC's commitment of \$315M for the railcars.
10.	GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY12 through FY16 to FY19. These funds will have priority for programming in FY19 as a prior-year commitment. GGBHTD voluntarily deferred their 67 40' Diesel Bus procurement to FY17; also exercised the Capital Exchange element of the TCP policy by deferring replacement of these vehicles until FY16-17. Total savings to the region equals \$3,529,895, GGBHTD will utilize the option for using these savings towards their ACIS and Miscellaneous Facilities Rehab projects.
11.	LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of seven 2002 40' diesel vehicles for life. Total savings to the region equals \$1,769,700. LAVTA will utilize the option for using these savings towards their Service Vehicle Replacement and Preventive Maintenance projects.
12.	WETA: Voluntarily deferred \$1,517,210 of FG cap to FY17. These funds will have priority for programming in FY17 as a prior-year commitment. WETA also transferred \$5,392,000 from Ferry Vessel Replacement (M/V Vallejo) to two fixed guideway rehab projects, reversing the deferral of \$5,392,000 in FY14 fixed guideway caps. The remaining \$11.5 million programmed for Ferry Vessel Replacement completes the regional share of the M/V Vallejo replacement project.
13.	Union City Transit elected to defer \$130,627 of ADA Set-aside from FY16 to FY17. This amount will be treated as a Prior-Year Commitment in the FY17 program.

Date: July 27, 2016  
W.I.: 1512  
Referred By: PAC  
Revised: 12/21/16-C  
12/20/17-C  
05/22/19-C

### ABSTRACT

Resolution No. 4242, Revised

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria  
for FY2016-17 through FY2019-20

This resolution was revised on December 21, 2016 to add double-decker buses and low-floor cut-away vehicles to the vehicle list, correct errors to the ADA set-aside percentages, clarify the process for setting zero emission bus prices and implementing the Transit Asset Management Rule, and adjust the program development schedule.

This resolution was revised on December 20, 2017 to make changes to the time period for the second cycle of the grant spend-down policy.

## ABSTRACT

MTC Resolution No. 4242, Revised

Page 2

This resolution was revised on May 22, 2019 to update the ADA Set-Aside tables for FY2018-19 and FY2019-20 consistent with the Policy and Procedures set forth for those tables.

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheets dated July 13, 2016, December 14, 2016, December 13, 2017, and May 8, 2019.

Date: July 27, 2016  
W.I.: 1512  
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4242

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 has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities (TCP) Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2016-17 through FY2019-20, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



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Dave Cortese, Chair

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

Date: July 27, 2016  
W.I.: 1512  
Referred By: PAC  
Revised: 12/21/16-C  
12/20/17-C  
05/22/19-C

Attachment A Resolution  
No. 4242  
Revised Pages 30 and 31

**San Francisco Bay Area Transit Capital Priorities Process Criteria for FY2016-17 through  
FY2019-20**

**For Development of the FY2016-17 through FY2019-20  
Transit Capital Priorities and Transit Performance Initiative Project Lists**

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105



**Table 7: ADA Set-aside Amounts by Urbanized Area and Operator**

**New Formula – FY17 and FY18 ADA Set-Aside Percentages by Urbanized Area and Operator**

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	29.24%							
ACE	0.10%		1.8%					
BART	12.44%		32.6%	13.3%				
Caltrain	0.28%	3.7%						
CCCTA			56.8%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD <sup>4</sup>	1.33%							
LAVTA			8.8%			100.0%		
Marin County Transit <sup>4</sup>	5.32%							
Napa VINE					17.9%			
Petaluma Transit								77.9%
SamTrans	13.45%							
SFMTA	34.81%							
SolTrans					82.1%			
Sonoma Cty Transit								22.1%
SR City Bus	Not Applicable							
Tri-Delta				86.7%				
Union City	1.02%							
Vacaville	Not Applicable							
VTA		96.3%					100.0%	
WestCAT	1.96%							
WETA	0.06%							
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**Notes:**

- 1) Updated with 2014 NTD reporting
- 2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
- 2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
- 4) GGBHTD share split with Marin County Transit per agreement between the two operators. 20/80 split.
- 5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

**Table 7-A: ADA Set-aside Amounts by Urbanized Area and Operator – Updated for FY2019- and FY2020**

**New Formula – FY19 & FY20 ADA Set-Aside Percentages by Urbanized Area and Operator**

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	31.83%							
ACE	0.03%		0.44%					
BART	13.73%		34.66%	13.87%				
Caltrain	0.44%	4.22%						
CCCTA			53.92%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD <sup>4</sup>	1.24%							
LAVTA			10.98%			100.0%		
Marin County Transit <sup>4</sup>	4.98%							
Napa VINE					18.82%			
Petaluma Transit								73.01%
SamTrans	13.43%							
SFMTA	31.46%							
SolTrans					81.18%			
Sonoma Cty Transit								26.99%
SR City Bus	Not Applicable							
Tri-Delta				86.13%				
Union City	0.96%							
Vacaville	Not Applicable							
VTA		95.78%					100.0%	
WestCAT	1.77%							
WETA	0.12%							
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Notes:

- 1) Updated with 2016 NTD reporting
- 2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
- 2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
- 3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
- 4) GGBHTD share split with Marin County Transit per agreement between the two operators. 20/80 split.
- 5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

Date: March 22, 2017  
W.I.: 1514  
Referred by: PAC  
Revised: 04/26/17-C 07/26/17-C  
12/20/17-C 06/27/18-C  
01/23/19-C 05/22/19-C

### ABSTRACT

#### Resolution No. 4262, Revised

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

The following attachments are provided with this resolution:

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

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

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

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

Attachment A of this resolution was revised on April 26, 2017 to reprogram FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Attachment A of this resolution was revised on July 26, 2017 to program the remainder of the FY2016-17 AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachments B through D of this resolution were revised on December 20, 2017 to program AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 through FY2019-20 consistent with the Transit Capital Priorities Program and commitments of the Core Capacity

Challenge Grant Program, and to reprogram FY2013-14 funds for AC Transit, SFMTA, and WestCAT that had lapsed due to unforeseen project delays.

Attachments A and B of this resolution were revised on June 27, 2018 to program the remainder of the FY2017-18 AB 664 Bridge Toll funds based on the final revisions to the FY2017-18 Transit Capital Priorities program and make other minor revisions to the FY2016-17 program.

Attachment D of this resolution was revised on January 23, 2019 to add an additional eligible project in FY2019-20 for SFMTA to execute a fund swap for their Central Subway project.

Attachments C and D of this resolution were revised on May 22, 2019 to program the remainder of the FY2018-19 AB66 Bridge Toll funds based on the final revisions to the FY2018-19 Transit Capital Priorities (TCP) program and to make other revisions to the FY2018-19 and FY2019-2020 program consistent with TCP policy and commitments of the Core Capacity Challenge Grant Program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, June 13, 2018, January 9, 2019, and May 8, 2019.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4262

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's Bridge Toll Revenue Allocation Policy; and

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

WHEREAS, "claimants" certify that their respective projects programmed in the TIP are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State EIR Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

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

METROPOLITAN TRANSPORTATION COMMISSION



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Jake Mackenzie, Chair

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

**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

FY2018-19 Program			East Bay	West Bay
	<b>Revenue Projections</b>		<b>2,300,734</b>	<b>15,450,000</b>
	<b>Previous Year Carry-Over (if any)</b>			
	<b>Expirations and Rescissions</b>			
	<b>Total Funds Available</b>		<b>2,300,734</b>	<b>15,450,000</b>
<b>Sponsor</b>	<b>Eligible Capital Projects</b>	<b>Fund Source</b>		
<u>Current Year Programming</u>				
<u>AC Transit Core Capacity Projects</u>				
AC Transit	Replace (24) 60-ft Articulated Urban Buses - Hybrid	§ 5307		
	<i>Subtotal - Core Capacity projects</i>		700,734	-
	<b>Total Amount Programmed to AC Transit</b>		<b>700,734</b>	<b>-</b>
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	Revenue Vehicle Rehab	§ 5337 FG		
	<b>Total Amount Programmed to Caltrain</b>		<b>-</b>	<b>671,517</b>
ECCTA	Transit Bus Replacement (Paratransit)	§ 5339		
	<b>Total Amount Programmed to ECCTA</b>		<b>36,086</b>	<b>-</b>
LAVTA	Hybrid Bus Battery Pack Replacement	§ 5307/§ 5339		
	<b>Total Amount Programmed to LAVTA</b>		<b>11,957</b>	<b>-</b>
SamTrans	Purchase of Replacement Minivans	§ 5307		
	<b>Total Amount Programmed to SamTrans</b>		<b>-</b>	<b>28,483</b>
<u>SFMTA Core Capacity Projects</u>				
SFMTA	Replace 35 Paratransit Cutaway Vans	§ 5307		
SFMTA	40' Motor Coach Mid-Life Overhaul	§ 5307		
	<i>Subtotal - Core Capacity projects</i>		-	14,750,000
	<b>Total Amount Programmed to SFMTA</b>		<b>-</b>	<b>14,750,000</b>
SolTrans	Preventive Maintenance	§ 5307/§ 5339		
SolTrans	Bus Purchase Alternative Fuel	§ 5307/§ 5339		
	<b>Total Amount Programmed to SolTrans</b>		<b>102,711</b>	<b>-</b>
Westcat	AVL & APC System Procurement & Installation	§ 5307		
Westcat	Replacement of (9) 40ft Revenue Vehicles	§ 5307		
Westcat	Purchase of (9) Fast Fare Electronic Fareboxes	§ 5307		
Westcat	Replace (2) Minivans	§ 5307		
Westcat	Purchase of (2) Radio systems for (2) Cut Away Vans	§ 5307		
	<b>Total Amount Programmed to WestCAT</b>		<b>320,875</b>	<b>-</b>
WETA	Ferry Major Component Rehabilitation	§ 5337 FG		
WETA	Ferry Vessel Replacement - Bay Breeze	§ 5337 FG		
	<b>Total Amount Programmed to WETA</b>		<b>1,128,371</b>	<b>-</b>
Fund Balance			-	-



**PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS**

FY2019-20 Program				
			East Bay	West Bay
	Revenue Projections		388,240	15,755,174
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		388,240	15,755,174
Sponsor	Eligible Capital Projects	Fund Source		
Current Year Programming				
<i>AC Transit Core Capacity Projects</i>				
AC Transit	Replace (27) 40-ft Urban Buses - Hybrid	§ 5307		
	<i>Subtotal - Core Capacity projects</i>		388,240	-
	<b>Total Amount Programmed to AC Transit</b>		<b>388,240</b>	<b>-</b>
SFMTA	Cable Car Vehicle Renovation Program	§ 5307/§ 5337		
SFMTA	Muni Rail Replacement	§ 5307/§ 5337		
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	§ 5307/§ 5337		
SFMTA	Potrero Facility Planning	§ 5307/§ 5337		
	<b>Total Amount Programmed to SFMTA (1)</b>		<b>-</b>	<b>15,755,174</b>
Fund Balance			-	-

**Notes:**

- Resolution 4123 programs AB664 bridge tolls to SFMTA for fleet replacement projects as part of the Core Capacity Challenge Grant Program. Because fleet replacements were funded in earlier years from FTA formula funds due to project timing, bridge tolls in FY20 are programmed to other Score 16 SFMTA projects.

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 04/26/17-C 07/26/17-C  
12/20/17-C 06/27/18-C  
05/22/19-C

ABSTRACT

Resolution No. 4263, Revised

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

The following attachments are provided with this resolution:

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

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

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

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

Attachment A of this resolution was revised on April 26, 2017 to reallocate FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Attachment A of this resolution was revised on July 26, 2017 to allocate the remainder of the FY2016-17 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachment B of this resolution was revised on December 20, 2017 to allocate AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 consistent with the Transit Capital

**ABSTRACT**

MTC Resolution No. 4263, Revised

Page 2

Priorities Program and commitments of the Core Capacity Challenge Grant Program, and to reallocate FY2013-14 funds for AC Transit, SFMTA, SamTrans, and WestCAT that had lapsed due to unforeseen project delays.

Attachment B of this resolution was revised on June 27, 2018 to allocate \$40,771,236 to SFMTA consistent with the commitments of the Core Capacity Challenge Grant Program, and to allocate the remainder of the FY2017-18 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2017-18 Transit Capital Priorities program.

Attachment C of this resolution was revised on May 22, 2019 to allocate \$2,300,000 to operators based on the final revisions to the FY2018-19 Transit Capital Priorities program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, June 13, 2018, and May 8, 2019.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4263

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, MTC Resolution No. 4015 sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2016-17 through FY2019-20 for the projects and purposes set forth in Attachments A-D to this resolution, attached hereto and in MTC Resolution No. 4262, and incorporated herein as though set forth at length; and

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


WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A-D are in compliance with the requirements of the California Environmental

Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A-D are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2016-17 through FY2019-20 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution and consistent with MTC Resolution 4262.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Jake Mackenzie, Chair

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

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 05/22/19-C

Attachment C  
Resolution No. 4263  
Page 1 of 1

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE**

**FY 2018-19 Program**

<b>PO/Acct. Code</b>	<b>Project Sponsor</b>	<b>Project</b>	<b>East Bay Allocation</b>	<b>West Bay Allocation</b>	<b>Approval Date</b>
19-4263-01/5840	Caltrain	Capital projects programmed in MTC Resolution No. 4262	\$0	\$671,517	4/24/2019
19-4263-02/5840	ECCTA	Capital projects programmed in MTC Resolution No. 4262	\$36,086	\$0	4/24/2019
19-4263-03/5840	LAVTA	Capital projects programmed in MTC Resolution No. 4262	\$11,957	\$0	4/24/2019
19-4263-04/5840	SamTrans	Capital projects programmed in MTC Resolution No. 4262	\$0	\$28,483	4/24/2019
19-4263-05/5840	SolTrans	Capital projects programmed in MTC Resolution No. 4262	\$102,711	\$0	4/24/2019
19-4263-06/5840	WestCat	Capital projects programmed in MTC Resolution No. 4262	\$320,875	\$0	4/24/2019
19-4263-07/5840	WETA	Capital projects programmed in MTC Resolution No. 4262	\$1,128,371	\$0	4/24/2019
					<b>Grand Total</b>
Total Allocations			\$1,600,000	\$700,000	\$2,300,000

Date: March 22, 2017  
W.I.: 1512  
Referred By: PAC  
Revised: 07/26/17-C 12/20/17-C  
06/27/18-C 01/23/19-C  
05/22/19-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.

## ABSTRACT

MTC Resolution No. 4272, Revised

Page 2

Attachments A through E of this resolution were revised on December 20, 2017 to program the remainder of FY2017-18 through FY2019-20 TCP programming and make revisions to two projects in the FY2016-17 program of projects as requested by operators.

Attachments A through E of this resolution were revised on June 27, 2018 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2017-18 FTA apportionments.

Attachments C and E of this resolution were revised on January 23, 2019 to make revisions to the TCP program of projects to reflect a fund exchange with SFMTA for the Central Subway Project and make other revisions to programming as requested by Marin Transit and VTA.

Attachments C through E of this resolution were revised on May 22, 2019 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2018-19 FTA apportionments.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, July 12, 2017, December 13, 2017, June 13, 2018, January 9, 2019, and May 8, 2019.



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.

Date: March 22, 2017  
W.I.: 1512  
Referred by: PAC  
Revised: 12/20/17-C  
06/27/18-C  
01/23/19-C  
05/22/19-C

Attachment C  
Resolution No. 4272  
Page 1 of 2

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Actual Apportionments</b>			<b>476,223,189</b>	<b>229,832,145</b>	<b>230,892,790</b>	<b>15,498,254</b>
<b>Previous Year Carryover</b>			<b>9,464,371</b>	<b>5,907,190</b>	<b>1,961,180</b>	<b>1,596,001</b>
<b>Funds Available for Programming</b>			<b>485,687,560</b>	<b>235,739,335</b>	<b>232,853,970</b>	<b>17,094,255</b>

#### MTC Debt Service

REG170023	MTC	TCP Financing Repayment Obligations	-	-	-	
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#### Lifeline Set-Aside

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,508,001	3,508,001		
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#### ADA Operating Set-Aside

ALA990076	AC Transit	ADA Paratransit Assistance	4,394,476	4,394,476		
ALA170079	ACE	Railcar Midlife Overhaul	9,920	9,920		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	865,835	865,835		
CC-99T001	CCCTA	ADA Paratransit Assistance	1,207,623	1,207,623		
MRN130015	GGBHTD	ADA Set-Aside	171,757	171,757		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	406,769	406,769		
MRN110047	MCTD	ADA Paratransit Assistance	687,028	687,028		
NAP030004	Napa Vine	ADA Operating Assistance	68,209	68,209		
SON150007	Petaluma	ADA Set-Aside	86,485	86,485		
SON170003	Santa Rosa	ADA Operating Assistance	245,955	245,955		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,854,074	1,854,074		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,343,542	4,343,542		
SOL110025	SoTrans	ADA Paratransit Operating Subsidy	294,296	294,296		
SON150013	Sonoma County	Replacement Bus Purchase	31,966	31,966		
CC-030035	ECCTA	ADA Operating Assistance	556,469	556,469		
ALA170039	Union City	ADA Set-Aside	133,210	133,210		
SCL050046	VTA	ADA Operating Set-Aside	3,808,721	3,808,721		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	244,729	244,729		

<b>Total Program Set-asides and Commitments</b>	<b>22,919,064</b>	<b>22,919,064</b>	<b>-</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>	<b>462,768,496</b>	<b>212,820,271</b>	<b>232,853,970</b>	<b>17,094,255</b>

#### Capital Projects

ALA170081	AC Transit	Replace (24) 60ft Artic Urban Buses - Hybrid	13,254,330	5,795,565	-	7,458,765
ALA990052	AC Transit	Paratransit Van Capital Costs	1,580,574	1,580,574		
ALA170080	AC Transit	Replace (10) 24ft Cut-Away Vans	637,000	637,000		
ALA170038	AC Transit	Replace (6) 24ft Cut-Away Vans	382,200	382,200		
ALA170079	ACE	Railcar Midlife Overhaul	3,070,079	1,409,473	1,660,606	
ALA170048	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,490,000		1,490,000	
REG090037	BART	Railcar Replacement Program	45,467,236	22,228,344	23,238,892	
ALA090065	BART	Fare Collection Equipment	6,211,000	6,211,000		
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	10,000,000		10,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	1,896,182		1,896,182	
NEW	BART	Elevator Renovation Program	7,000,000		7,000,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	67,582,236	67,582,236		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	222,104		222,104	
CC-070092	ECCTA	Transit Bus Replacements (Paratransit)	512,546			512,546
SOL010006	Fairfield	Operating Assistance	2,597,033	2,597,033		
SOL110041	Fairfield	Bus Replacement	337,469			337,469
MRN050025	GGBHTD	Facilities Rehabilitation	8,600,000	8,600,000		
MRN030010	GGBHTD	Ferry Fixed Guideway Connectors	13,500,000		13,500,000	
MRN150015	GGBHTD	Ferry Vessel Propulsion Systems Rehab	500,000		500,000	
MRN170024	GGBHTD	Replace 14 Paratransit Vehicle	1,044,680			1,044,680
NEW	LAVTA	Hybrid Bus Battery Pack Replacement	169,830			169,830
MRN170006	MCTD	Replace Articulated Vehicles	7,216,000	7,216,000		
NAP970010	Napa Vine	Operating Assistance	2,623,951	2,623,951		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	206,388			206,388
NEW	Petaluma	AVL Model Upgrade	60,000	60,000		
SM150011	SamTrans	Purchase of Replacement Minivans	619,920	619,920		
SON090023	Santa Rosa	Operating Assistance	1,095,895	1,095,895		
SON150008	Santa Rosa	Fixed Route Bus Replacement	1,309,308	431,309		877,999
SON090024	Santa Rosa	Preventive Maintenance	611,309	611,309		
SF-170019	SFMTA	40' Motor Coach Mid-Life Overhaul	16,928,241	16,928,241		
SF-170018	SFMTA	60' Motor Coach Mid-Life Overhaul	19,392,931	19,392,931		
SF-150007	SFMTA	Farebox Replacement	336,000	336,000		
SF-970170	SFMTA	Muni Rail Replacement	16,736,000		16,736,000	

Date: February 22, 2017  
W.I.: 1512  
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06/27/18-C  
01/23/19-C  
5/22/19-C

Attachment C  
Resolution No. 4272  
Page 2 of 2

FY 2018-19 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation	8,640,000		8,640,000	
SF-970170	SFMTA	Overhead Line Rehabilitation	20,000,000		20,000,000	
NEW	SFMTA	LRV Replacement	13,220,000		13,220,000	
SF-99T005	SFMTA	Rehab Historic Streetcars	8,000,000		8,000,000	
NEW	SFMTA	L-Taraval Improvement Project - SGR Project Elements	4,070,000		4,070,000	
NEW	SFMTA	Muni Metro East Facility - Boiler Replacement	4,100,000		4,100,000	
SF 99T002	SFMTA	Cable Car Infrastructure	4,000,000		4,000,000	
NEW	SFMTA	Van Ness BRT - SGR Project Elements	1,830,000		1,830,000	
SF-970073	SFMTA	Cable Car Vehicle Renovation Program	1,042,907		1,042,907	
SF-030013	SFMTA	Wayside Fare Collection	2,000,000		2,000,000	
NEW	SFMTA	Fixed Guideway Facilities Condition Assessment Implementation Projects	5,900,000	5,000,000	900,000	
SF-170006	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	1,000,000		1,000,000	
SOL110040	SoiTrans	Operating Assistance	2,419,610	2,419,610		
SOL070032	SoiTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SoiTrans	Bus Purchase Alternative Fuel	458,859			458,859
SON030005	Sonoma County	Preventive Maintenance	1,280,000	1,280,000		
SON150013	Sonoma County	Replacement Bus Purchase	220,141			220,141
SON170006	Sonoma County	Replacement Bus Purchase	446,684	446,684		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTA	Standard & Small Bus Replacement	17,204,124	13,664,526	-	3,539,598
SCL 050002	VTA	Rail Replacement Program	5,692,305		5,692,305	
NEW	VTA	Bus CCTV Replacement	2,640,000	2,640,000		
NEW	VTA	Transit Center Park & Ride Rehabilitation	1,600,000	1,600,000		
NEW	VTA	Gigabit Ethernet Network	960,000	960,000		
NEW	VTA	HVAC Replacement	1,448,265	1,448,265		
NEW	VTA	Chaboya Yard Well Removal	120,000	120,000		
SCL110099	VTA	LRV Bridge Repair/Hamilton Structural Stabilization	1,080,000		1,080,000	
SCL090044	VTA	OCS Rehabilitation Program	12,520,000		12,520,000	
SCL170010	VTA	Replace Guadalupe Train Wash	800,000		800,000	
SCL150008	VTA	Track Intrusion Abatement	4,000,000		4,000,000	
CC-170010	WestCAT	Replacement of (9) 40ft Revenue Vehicles	3,877,781	3,877,781		
NEW	WestCAT	AVL & APC System Procurement & Installation	294,105	294,105		
CC-170020	WestCAT	Replace (2) Minivans	255,840	255,840		
CC-170011	WestCAT	Purchase of (9) Fast Fare Electronic Fareboxes	128,241	128,241		
CC-170013	WestCAT	Purchase of (2) Radio systems for (2) Cut Away Vans	1,600	1,600		
SF-110053	WETA	Ferry Vessel Replacement - Bay Breeze	15,306,920		15,306,920	
REG090057	WETA	Ferry Major Component Rehabilitation	720,000		720,000	
<b>Total Capital Projects</b>			<b>443,750,824</b>	<b>202,365,633</b>	<b>226,558,916</b>	<b>14,826,275</b>
<b>Total Programmed</b>			<b>466,669,888</b>	<b>225,284,697</b>	<b>226,558,916</b>	<b>14,826,275</b>
<b>Fund Balance</b>			<b>19,017,672</b>	<b>10,454,638</b>	<b>6,295,054</b>	<b>2,267,980</b>

Date: March 22, 2017  
W.I.: 1512  
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FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Estimated Apportionments</b>			<b>452,519,976</b>	<b>228,462,093</b>	<b>210,941,101</b>	<b>13,116,782</b>
<b>Previous Year Carryover</b>			<b>19,017,672</b>	<b>10,454,638</b>	<b>6,295,054</b>	<b>2,267,980</b>
<b>Funds Available for Programming</b>			<b>471,537,648</b>	<b>238,916,731</b>	<b>217,236,155</b>	<b>15,384,762</b>

#### MTC Debt Service

REG170023	MTC	TCP Financing Repayment Obligations	35,070,000	3,900,000	31,170,000	
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#### Lifeline Set-Aside

Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439		
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#### ADA Operating Set-Aside

ALA990076	AC Transit	ADA Paratransit Assistance	4,461,934	4,461,934		
ALA170079	ACE	Railcar Midlife Overhaul	14,346	14,346		
BRT99701B	BART	ADA Paratransit Capital Accessibility Improvements	2,800,403	2,800,403		
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	62,350	62,350		
CC-997001	CCCTA	ADA Paratransit Assistance	1,218,311	1,218,311		
MRN110047	GGBHTD	ADA Set-Aside	174,393	174,393		
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	412,325	412,325		
MRN110047	MCTD	ADA Paratransit Assistance	697,574	697,574		
NAP030004	Napa Vine	ADA Operating Assistance	70,704	70,704		
SON150007	Petaluma	ADA Set-Aside	89,821	89,821		
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,882,536	1,882,536		
SON170003	Santa Rosa	ADA Operating Assistance	251,035	251,035		
SF-990022	SFMTA	ADA Paratransit Operating Support	4,410,218	4,410,218		
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	305,060	305,060		
SON170006	Sonoma County	SCT Replacement Bus Purchase	33,199	33,199		
CC-030035	ECCTA	ADA Operating Assistance	571,422	571,422		
ALA170039	Union City	ADA Set-Aside	135,255	135,255		
SCL050046	UTA	ADA Operating Set-Aside	3,970,716	3,970,716		
CC-990045	Westcat	ADA Paratransit Operating Subsidy	248,485	248,485		
REG090057	WETA	Ferry Major Component Rehabilitation	17,418	17,418		

<b>Total Program Set-asides and Commitments</b>	<b>60,477,945</b>	<b>29,307,945</b>	<b>31,170,000</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>	<b>411,059,702</b>	<b>209,608,786</b>	<b>186,066,155</b>	<b>15,384,762</b>

#### Capital Projects

ALA170031	AC Transit	Replace (27) 40ft Urban Buses - Hybrid	14,400,164	7,464,518		6,935,646
ALA990052	AC Transit	Paratransit Van Capital Costs	1,523,374	1,523,374		
ALA170049	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,770,000	1,439,102	330,898	
ALA170079	ACE	Railcar Midlife Overhaul	2,800,000		2,800,000	
REG090037	BART	Railcar Replacement Program	75,104,713	26,234,439	48,870,274	
BRT97100B	BART	Rail, Way, and Structures Program	17,000,000		17,000,000	
BRT030005	BART	Traction Power	17,000,000		17,000,000	
BRT030004	BART	Train Control	10,000,000		10,000,000	
ALA090065	BART	Fare Collection Equipment	6,211,000		6,211,000	
SF-010028	Caltrain	Caltrain Electrification - EMU Procurement	97,987,868	97,987,868		
SM-03006B	Caltrain	Systemwide Track Rehabilitation	13,193,000		13,193,000	
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000		1,200,000	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	167,653		167,653	
REG170022	Clipper	Clipper Next Gen Fare Collection System	14,127,879	14,127,879		
SOL100006	Fairfield	Operating Assistance	2,646,501	2,646,501		
SOL110041	Fairfield	Bus Replacement	286,829			286,829
MRN170010	GGBHTD	Replace 6 Fixed Route 45' Buses with 7 40' Hybrids	5,183,220	5,183,220		
MRN050025	GGBHTD	Facilities Rehab	3,750,000	3,750,000		
SF-170022	GGBHTD	Replace 2 Paratransit Vehicles	150,880	150,880		
MRN990017	GGBHTD	Ferry Dredging	17,000,000		17,000,000	
MRN030010	GGBHTD	Fixed Guideway Connectors	6,060,000		6,060,000	
NEW	MCTD	Replace Paratransit Vehicles	1,207,040	1,207,040		
MRN150011	MCTD	Replace Nine (9) Shuttle Vehicles	952,020	952,020		
MRN170007	MCTD	Replace 2- 35ft diesel vehicles	697,000	697,000		
MRN110040	MCTD	Preventative Maintenance	70,520	70,520		
NAP970010	Napa Vine	Operating Assistance	1,620,432	1,620,432		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	175,414			175,414
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528	90,528		
NEW	Petaluma	Purchase (2) Replacement Paratransit Vans	150,881	23,157		127,723
SM150011	SamTrans	Replacement of Cut-away Buses	1,375,140	1,375,140		
SON090023	Santa Rosa	Operating Assistance	1,535,279	1,535,279		
SON090024	Santa Rosa	Preventive Maintenance	636,242	636,242		

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FY 2019-20 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
SF-970170	SFMTA	Muni Rail Replacement	4,288,000		4,288,000	
SOL110040	SolTrans	Operating Assistance	2,216,981	2,216,981		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	390,035			390,035
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	SCT Replacment Bus Purchase	660,545	474,265		186,280
ALA170092	Union City	Replacement of Heavy-Duty Transit Vehicles	1,251,960	1,251,960		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
SCL050001	VTa	Standard and Small Bus Replacement	10,312,842	7,232,821		3,080,021
SCL170047	VTa	Paratransit Fleet Program	3,978,116	3,978,116		
NEW	VTa	Mobile Router/Passenger WiFi	1,200,000	1,200,000		
NEW	VTa	Facilities ADA Upgrades	2,560,000	2,560,000		
NEW	VTa	Fuel Dispenser & UDC Replacement	1,920,000	1,920,000		
NEW	VTa	Replace UPSs & PDU in OCC/EOC	377,361	377,361		
NEW	VTa	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	1,200,000	1,200,000		
NEW	VTa	Newwork & Gigabit Fiber Upgrade	1,200,000	1,200,000		
NEW	VTa	Guadalupe Entrance Security Improvements	1,000,000	1,000,000		
NEW	VTa	Cameras for VTA ACCESS Paratransit Vehicles	1,804,850	1,804,850		
NEW	VTa	Rehabilitation of LRV System Elevators & Escalators	7,440,000		7,440,000	
NEW	VTa	Downtown San Jose Speed Improvements (LRV)	4,920,000		4,920,000	
NEW	VTa	LRV Station Rehabilitation	776,000		776,000	
NEW	VTa	SCADA Hardware, Software, & Network Upgrade	4,447,296		4,447,296	
NEW	VTa	PA System Hardware & Software Upgrade	2,216,352		2,216,352	
NEW	VTa	LRV Station Platform CCTV System Replacement	445,600		445,600	
NEW	VTa	Pedestrian Backgates - non-Vasona	6,560,000		6,560,000	
NEW	VTa	Guadalupe Roll-up Doors	2,000,000		2,000,000	
NEW	VTa	Guadalupe Steam Rack Improvements & Liner Replacement	2,400,000		2,400,000	
CC-170008	WestCAT	Replacement of 6 40' Revenue Vehicles	2,745,360	2,745,360		
CC-170009	WestCAT	Purchase of 6 Fast Fare Electronic Fareboxes	85,494	85,494		
REG090067	WETA	Ferry Fixed Guideway Connectors	6,000,000		6,000,000	
REG090057	WETA	Ferry Major Component Rehabilitation	3,554,140		3,554,140	
<b>Total Capital Projects</b>			<b>397,194,510</b>	<b>201,132,347</b>	<b>184,880,213</b>	<b>11,181,950</b>
<b>Total Programmed</b>			<b>457,672,456</b>	<b>230,440,293</b>	<b>216,050,213</b>	<b>11,181,950</b>
<b>Fund Balance</b>			<b>13,865,192</b>	<b>8,476,439</b>	<b>1,185,941</b>	<b>4,202,812</b>

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

1	FY17, FY18, & FY19 Programs are based on final apportionments. FY20 Program is based on estimated apportionments, and will be revised when final apportionments are issued by FTA. Program assumes availability of financing proceeds, subject to future Commission authorization. If financing is not secured, this program will be revised accordingly.
2	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 (CCCCG) projects, proportionately, according to the CCCCCG funding plan from FY2016-17 through FY2019-20.  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.
3	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.  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.  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.
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	SFMTA: \$12,741,300 of BATA Project Savings and \$6,283,687 of AB 664 Bridge Toll funds have been programmed to SFMTA's CCCCCG projects, proportionately, according to the CCCCCG funding plan in FY2016-17 through FY2019-20. Additionally, CCCCCG Funds totalling \$152 million (\$69,443,401 of AB 664 and \$83,000,000 of BATA Project Savings) have been reprogrammed from BART to SFMTA in the FY17-FY20 program period. Allocation of these funds will be committed upon the execution of financing.  <del>In FY17, SFMTA's FG cap reduced by \$21,470,406 to \$12,555,504 due to failure to meet grant spend-down goals in FY16.</del>
7	WETA: \$4,941,210 of FG caps voluntarily deferred in FY15 (\$3,424,000) and FY16 (\$1,517,210) are being restored through FY20.
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.
9	GGBHTD: \$23,628,000 of FG caps voluntarily deferred from FY11 through FY16 are being restored in FY19.
10	In FY20, MCTD will request less than bus list price for 2 35-ft diesel buses, and apply 1/12 of savings to a PM project.
11	Petaluma is using compensation for deferred replacement of a paratransit vehicle from FY15 to FY18 and another from FY16 to FY18. They are applying compensation to purchase a service vehicle in FY18 (\$28,000).  Petaluma is using compensation for deferred replacement of two paratransit vehicles from FY17 to FY20. They are applying compensation to Transit Yard Facility Project in FY20 (\$90,528).
12	VTA and Caltrain are executing a local fund swap in FY18 and FY19, with VTA applying \$300K of local sales tax funds on a Score 16 FG project for Caltrain and Caltrain directing \$300K of FTA funds for a FG project for VTA. Caltrain's FY18 programming for Systemwide Track Rehab was reduced by \$300K in the San Jose UZA, and VTA's FY19 programming for their Rail Replacement Program was increased by \$300K.
13	WestCat is deferring replacement of 4 40-ft diesel buses from FY17 to FY19. They are applying compensation from deferred replacement to supplement funding for the replacement of 4 40-ft diesel buses with 4 40-ft TBD buses in FY19. The FY19 TCP program will need to be revised to specify the type of buses being procured before WestCAT includes these funds in an FTA grant.
14	WETA is exercising a fund swap, using local funds for ferry vessel replacement purchases and applying FTA funds in the same amount to Richmond Ferry Service expansion in FY18.
15	BART's FY18 FG cap reduced by \$436,918 to \$49,774,082 due to failure to meet grand spend-down goals in FY17.
16	Caltrain's FY18 FG cap reduced by \$380,691 to \$14,012,309 due to failure to meet grand spend-down goals in FY17.
17	SFMTA's FY18 FG cap reduced by \$14,023,663 to \$20,002,337 due to failure to meet grand spend-down goals in FY17.
18	WETA is voluntarily deferring \$11,801,652 of FG caps during the 4-year programming period, to be restored after FY20.
19	In FY19, \$20.75M of SFMTA's \$25M voluntary deferred FG cap funding from FY15 and FY16 is being restored as part of the funding exchange for Central Subway discussed in Note 20.
20	In FY19, SFMTA, SFCTA, and MTC executed a funding swap to provide \$61.75 million in funding for SFMTA's Central Subway to make up for a delay in receipt of State Transportation Improvement Program (STIP) funds. The swap consists of \$20 million of funds from SFMTA, \$21 million from SFCTA, and \$20.75 million from MTC. MTC's share is reprogrammed from the FTA 5337 portion of the Debt Service Repayment project to Muni Rail Replacement, Wayside/Central Train Control & Trolley Signal Systems Rehab, Muni Metro East Facility - Boiler Replacement, L-Taraval Improvement Project - SGR Project Elements, Van Ness BRT - SGR Project Elements, and FG Facilities Condition Assessments Implementation Projects in exchange for local funds from those projects being reprogrammed to Central Subway. Future STIP funds will be repaid to the TCP Program to make up for this programming action.
21	\$13.2 million of FTA Section 5337 funds programmed to SFMTA's LRV replacement in FY19 are conditioned on resolution of mechanical issues with the replacement LRVs that came to light in April 2019. These funds will not be amended into the TIP until resolved.
22	FG Caps for FY20 for all FG operators will be revised if necessary based on performance against grant spend-down targets as specified in TCP policy.