

# Metropolitan Transportation Commission

April 22, 2020

Agenda Item 6e

## **MTC Resolution No. 4272, Revised. Transit Capital Priorities Program Revisions**

**Subject:** Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program.

**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.

### **Staff proposes the following changes to the TCP program:**

Revisions to the preliminary FY2016-17 through FY2019-20 TCP program previously adopted by the Commission in order to reconcile the program with recently released final FY2019-20 FTA apportionment amounts for the Section 5339 Bus and Bus Facilities Formula Program for the region's small urbanized areas (UZAs). Balancing the program to account for differences in the final apportionments from the projections requires only minor revisions including transferring some costs between UZAs and FTA programs to keep the total amounts received by the operators at the same level where possible. The net effect to the program was an increase of \$438,472 in the Section 5339 program.

Minor revisions that are due to final FY2019-20 apportionments, affecting programming for Caltrain and the Golden Gate Bridge, Highway and Transportation District.

Reprogram \$7 million of FY2019-20 Section 5337 funds from BART's Traction Power Rehabilitation project to its Elevator Rehabilitation Program. This request is consistent with TCP policies and is part of a long-term project to rehabilitate or replace elevators throughout the BART system.

Program \$2.9 million of FY2019-20 Section 5307 funds to SMART's Preventive Maintenance project, an additional \$116,172 of FY2019-20 Section 5307 funds to Santa Rosa CityBus' Preventive Maintenance project, and an additional \$84,124 to Sonoma County Transit's Bus Procurement project. These requests are consistent with TCP policies, reflect SMART's new eligibility to receive FTA funds from the TCP program, and result from a renegotiated revenue sharing agreement (formal execution of agreement anticipated by the end of April) among the Santa Rosa UZA operators.

**Issues:** None

**Recommendation:** Staff requests the Commission approve MTC Resolution No. 4272, Revised.

**Attachments:** MTC Resolution No. 4272, Revised

  
Therese W. McMillan

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 06/26/19-C  
09/25/19-C 12/18/19-C  
03/25/20-C 04/22/20-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

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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.

Attachments C and D of this resolution were revised on June 26, 2019 to make revisions to the TCP program of projects as requested by operators, correct errata in GGBHTD's FY2019-20 programming, and reconcile the small urbanized area Section 5339 formula programming with final FY2018-19 FTA apportionments.

Attachments A, B, C, and E of this resolution were revised on September 25, 2019 to de-program \$2 million of FY2016-17 Section 5307 funds from the ECCTA Bus Replacement project and reprogram \$1 million of FY2017-18 and \$512,543 of FY2018-19 Section 5339 funds from ECCTA Fare Collection and Bus Replacement projects to the ECCTA Oakley Park & Ride project.

Attachments B and D of this resolution were revised on December 18, 2019 to reprogram \$5.6 million of FY2017-18 FTA Section 5337 funds from WETA Ferry Vessel Rehabilitation to Ferry Vessel Replacement, update project titles accordingly, and reprogram \$1 million of FY2019-20 FTA Section 5307 funds from SFMTA Paratransit Operations Assistance to SFMTA Zero-Emission Bus Procurement.

## ABSTRACT

MTC Resolution No. 4272, Revised

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Attachments A through E of this resolution were revised on March 25, 2020 to make revisions to the TCP program of projects as requested by operators and to reconcile the program to final FY2019-20 FTA apportionments.

Attachments D and E of this resolution were revised on April 22, 2020 to make revisions to reconcile the programming with final FY2019-20 FTA apportionments, add programming for Sonoma-Marin Area Rail Transit (SMART), and make other revisions at operators' request and consistent with the TCP Process and Criteria.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 8, 2017, July 12, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, June 12, 2019, September 4, 2019, December 11, 2019, and March 11, 2020, and the Commission summary sheet dated April 22, 2020.

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

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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.

Date: March 22, 2017

W.L.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C  
 05/22/19-C 06/26/19-C  
 12/18/19-C 03/25/20-C  
 04/22/20-C

Attachment D  
 Resolution No. 4272  
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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>Final Apportionments</b>			<b>470,042,633</b>	<b>239,075,753</b>	<b>214,847,302</b>	<b>16,119,578</b>
<b>Previous Year Carryover</b>			<b>19,576,203</b>	<b>11,656,876</b>	<b>5,847,758</b>	<b>2,071,569</b>
<b>Funds Available for Programming</b>			<b>489,618,836</b>	<b>250,732,629</b>	<b>220,695,060</b>	<b>18,191,147</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		
BRT99T01B	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-99T001	CCCTA	ADA Paratransit Assistance	1,218,311	1,218,311		
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	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	3,410,218	3,410,218		
SOL110025	SoTrans	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	VTa	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>59,477,945</b>	<b>28,307,945</b>	<b>31,170,000</b>	<b>-</b>
<b>Funds Available for Capital Programming</b>	<b>430,140,890</b>	<b>222,424,684</b>	<b>189,525,060</b>	<b>18,191,147</b>

**Capital Projects**

ALA170031	AC Transit	Replace (27) 40ft Urban Buses - Hybrid	14,400,164	5,733,468		8,666,696
ALA990052	AC Transit	Paratransit Van Capital Costs	1,523,374	1,523,374		
ALA170079	ACE	Railcar Midlife Overhaul	2,800,000		2,800,000	
ALA170049	ACE	FG: Capital Access Fees and Track/Signal Maintenance	1,770,000	1,435,563	334,437	
REG090037	BART	Railcar Replacement Program	84,433,454	31,403,598	53,029,856	
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	
ALA190014	BART	Elevator Renovation Program	7,000,000		7,000,000	
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	13,171,041		13,171,041	
SM-050041	Caltrain	Comm. System/Signal Rehab.	948,354		948,354	
SM-170010	Caltrain	TVM Rehab & Clipper Functionality (ADA Set-Aside)	441,258		441,258	
REG170022	Clipper	Clipper Next Gen Fare Collection System	14,127,879	14,127,879		
SOL010006	Fairfield	Operating Assistance	2,643,896	2,643,896		
SOL110041	Fairfield	Bus Replacement	350,255			350,255
MRN150014	GGBHTD	Ferry Major Components Rehab	11,390,000		11,390,000	
MRN030010	GGBHTD	Fixed Guideway Connectors	6,060,000		6,060,000	
MRN150015	GGBHTD	Ferry Propulsion Systems Replacement	5,610,000		5,610,000	
MRN170008	GGBHTD	Replace 67 Diesel Buses with Hybrid Buses	5,183,220	5,183,220		
MRN050025	GGBHTD	Facilities Rehab	2,219,491	2,219,491		
SF-170022	GGBHTD	Replace 2 Paratransit Vehicles	150,880	150,880		
NEW	MCTD	Replace 3 Articulated buses with 4 40-ft ZEBs	2,656,800	2,656,800		
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	2,703,862	2,703,862		
NAP090008	Napa Vine	Equipment Replacement & Upgrades	214,207			214,207
SON190004	Petaluma	Purchase (2) Replacement Paratransit Vans	150,880	-		150,880
SON170017	Petaluma	AVL System Upgrades	100,000	100,000		
SON170005	Petaluma	Transit Yard and Facility Improvements	90,528	85,432		5,096
SON190005	Petaluma	Upgrade Security System	40,000	40,000		

Date: February 22, 2017

W.L.: 1512

Referred by: PAC

Revised: 12/20/17-C 06/27/18-C  
05/22/19-C 06/26/19-C  
12/18/19-C 03/25/20-C  
04/22/20-C

Attachment D  
Resolution No. 4272  
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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
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	752,414	752,414		
SF-970170	SFMTA	Muni Rail Replacement	4,288,000		4,288,000	
NEW	SFMTA	Zero-Emission Bus Procurement	1,000,000	1,000,000		
SOL110040	SolTrans	Operating Assistance	2,485,247	2,485,247		
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000		
SOL090034	SolTrans	Bus Purchase (Alternative Fuel)	476,244			476,244
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000		
SON170006	Sonoma County	SCT Replacement Bus Purchase	788,099	558,389		229,710
NEW	SMART	Preventive Maintenance	2,904,588	2,904,588		
NEW	Union City	Electric Bus Procurement	4,440,960	4,440,960		
SOL010007	Vacaville	Operating Assistance	890,000	890,000		
NEW	MTA	Rehabilitation of LRV System Elevators & Escalators	7,440,000		7,440,000	
SCL050001	MTA	Standard and Small Bus Replacement	7,220,578	3,521,503		3,699,075
NEW	MTA	Pedestrian Backgates - non-Vasona	6,560,000		6,560,000	
NEW	MTA	Downtown San Jose Speed Improvements (LRV)	4,920,000		4,920,000	
SCL150008	MTA	Track Intrusion Abatement	4,000,000	4,000,000		
SCL170047	MTA	Paratransit Fleet Program	3,978,116	3,978,116		
NEW	MTA	Facilities ADA Upgrades	2,560,000	2,560,000		
NEW	MTA	Guadalupe Steam Rack Improvements & Liner Replacement	2,400,000		2,400,000	
NEW	MTA	PA System Hardware & Software Upgrade	2,216,352		2,216,352	
NEW	MTA	Guadalupe Roll-up Doors	2,000,000		2,000,000	
NEW	MTA	Fuel Dispenser & UDC Replacement	1,920,000	1,920,000		
NEW	MTA	Cameras for MTA ACCESS Paratransit Vehicles	1,804,850	1,804,850		
NEW	MTA	Mobile Router/Passenger WiFi	1,200,000	1,200,000		
NEW	MTA	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	1,200,000	1,200,000		
NEW	MTA	Network & Gigabit Fiber Upgrade	1,200,000	1,200,000		
NEW	MTA	Guadalupe Entrance Security Improvements	1,000,000	-	1,000,000	
NEW	MTA	LRV Station Rehabilitation	776,000		776,000	
NEW	MTA	LRV Station Platform CCTV System Replacement	445,600		445,600	
NEW	MTA	Replace UPSs & PDU in OCC/EOC	377,361	377,361		
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>413,124,813</b>	<b>213,736,612</b>	<b>185,596,038</b>	<b>13,792,163</b>
<b>Total Programmed</b>			<b>472,602,758</b>	<b>242,044,557</b>	<b>216,766,038</b>	<b>13,792,163</b>
<b>Fund Balance</b>			<b>17,016,077</b>	<b>8,688,072</b>	<b>3,929,022</b>	<b>4,398,984</b>



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

1	Program is based on final apportionments as provided by FTA and Caltrans (Small UZA Section 5339 amounts). 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 (CCCCGP) projects, proportionately, according to the CCCGP 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 CCCGP projects, proportionately, according to the CCCGP funding plan in FY2016-17 through FY2019-20. Additionally, CCCGP 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.  In FY17, SFMTA's FG reduced by \$21,470,406 to \$12,555,594 due to failure to meet grant spend-down goals in FY16.
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.
23	In September 2019, ECCTA exercised the Cost Effective Bus Procurement element of the TCP Policy on their bus replacement projects, directing 50% of the \$512,543 of FY19 5339 funds to the Oakley Park & Ride Project. The balance of 5339 funds (\$256,271), in addition to \$989,240 of FY18 5339 funds programmed to a fare collection project is being reprogrammed to the same Oakley Park & Ride Project, consistent with the Capital Exchange element of the TCP Policy. ECCTA will repay the region in a future year (tent. FY23) by reducing the eligibility of a bus replacement project for TCP funds by the same amount (\$1,245,511).
24	In April 2020, programming for SMART added, consistent with TCP Policy. Requests from operators in Santa Rosa UZA for FY20 funds are able to be fully programmed with available funding. An updated revenue sharing agreement is expected to be executed between Santa Rosa UZA operators for FTA Section 5307 funds apportioned to that UZA.