

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 14, 2021

Agenda Item 2k-21-0967

MTC Resolution No. 4456, Revised

Subject: FY2020-21 Transit Capital Priorities program revisions.

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:

Program a total of \$10.1 million across various projects in FTA formula funds for the City of Vacaville, consistent with the TCP Process and Criteria. These changes are requested to program uncommitted balances in the Vacaville urbanized area (UZA) in FTA 5307 and 5339 formula funds, particularly 5339 funds in danger of lapsing. The City of Vacaville had "banked" appropriations to the Vacaville UZA across the last several fiscal years in preparation for this electric bus procurement. Therefore, the City of Vacaville requests MTC program these funds for the procurement of ten electric buses (\$7.3 million), electric bus charging infrastructure (\$2.0 million), and an expansion to their transit building (\$0.8 million).

Issues: None.

Recommendation: Refer MTC Resolution No. 4456, Revised, to the Commission for approval.

Attachments: MTC Resolution No. 4456, Revised


Therese W. McMillan

Date: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 07/28/21-C

ABSTRACT

Resolution No. 4456, Revised

This resolution approves the FY2020-21 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. In addition, One Bay Area Grant Cycle 2 (OBAG 2) Transit Priorities funds are being programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4457 and Resolution No. 4169, respectively, for FY2020-21 Transit Capital Priorities projects.

This Resolution includes the following attachments:

Attachment A – FY2020-21 Program of Projects

Attachment B – FY2020-21 Programming Notes

Attachment A of this resolution was revised on July 28, 2021 to program \$10.1 million to the City of Vacaville, consisting of FY2020-21 apportionments and balances available from prior years.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated April 14, 2021 and July 14, 2021.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4456

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. 4444; and

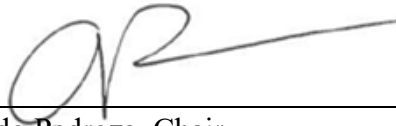
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY 2020-21 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 Attachments A-B 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

A handwritten signature in dark ink, appearing to be 'AP', is written above a horizontal line.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on April 28, 2021.

Date: April 28, 2021
W.I.: 1512
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Revised: 7/28/2021-C

Attachment A
Resolution No. 4456, Revised
Page 1 of 2

FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
Actual Apportionments			472,533,014	239,947,924	217,678,352	14,906,738
Previous Year Carryover			17,211,524	8,866,784	3,929,022	4,415,718
Funds Available for Programming			489,744,538	248,814,708	221,607,374	19,322,456
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
Reserved	Various	Reserved for programming in Lifeline Transportation Program	3,580,439	3,580,439	-	-
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Paratransit Assistance	5,196,319	5,196,319	-	-
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improvements	2,610,785	2,610,785	-	-
CC-99T001	CCCTA	ADA Paratransit Assistance	1,408,267	1,408,267	-	-
CC-030035	ECCTA	ADA Operating Assistance	657,884	657,884	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	277,332	277,332	-	-
ALA990077	LAVTA	ADA Paratransit Operating Subsidy	422,316	422,316	-	-
MRN110047	MCTD	ADA Paratransit Assistance	802,802	802,802	-	-
NAP030004	Napa Vine	ADA Operating Assistance	89,968	89,968	-	-
SON150007	Petaluma	ADA Set-Aside	79,781	79,781	-	-
SM-990026	SamTrans	ADA Paratransit Operating Subsidy	1,999,707	1,999,707	-	-
SON170003	Santa Rosa	ADA Operating Assistance	243,683	243,683	-	-
SF-990022	SFMTA	ADA Paratransit Operating Support	4,116,185	4,116,185	-	-
SOL110025	SolTrans	ADA Paratransit Operating Subsidy	366,722	366,722	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	42,959	42,959	-	-
ALA170039	Union City	ADA Set-Aside	145,964	145,964	-	-
SCL050046	VTA	ADA Operating Set-Aside	4,032,995	4,032,995	-	-
CC-990045	Westcat	ADA Paratransit Operating Subsidy	277,332	277,332	-	-
Total Program Set-asides and Commitments			26,351,439	26,351,439	-	-
Funds Available for Capital Programming			463,393,099	222,463,269	221,607,374	19,322,456
Capital Projects						
NEW	AC Transit	Replace (50) 40ft Urban Buses - Diesel	13,014,934	4,966,445	-	8,048,489
NEW	AC Transit	Replace (10) 30ft Urban Buses - Diesel	3,922,500	3,922,500	-	-
NEW	AC Transit	Replace (9) Articulated Buses - Fuel Cell	10,415,250	10,415,250	-	-
NEW	AC Transit	Replace (14) 45ft Urban Buses - Diesel	1,845,200	1,845,200	-	-
NEW	AC Transit	Replace (5) 42ft Double Decker Buses - Diesel	1,049,000	1,049,000	-	-
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
NEW	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
NEW	ACE	ACE Revenue Vehicle Communication Equipment	500,000	-	500,000	-
ALA090065	BART	Fare Collection Equipment	6,360,000	-	6,360,000	-
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-
BRT030004	BART	Train Control Renovation	10,240,000	-	10,240,000	-
BRT030005	BART	Traction Power System Renovation	10,240,000	-	10,240,000	-
BRT97100B	BART	Rail,Way, and Structures Program	17,406,000	-	17,406,000	-
NEW	BART	Next Generation Fare Gates	7,000,000	-	7,000,000	-
REG090037	BART	Railcar Replacement Program	85,837,237	22,083,048	63,754,189	-
NEW	Caltrain	Preventive Maintenance	2,220,000	-	2,220,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	7,953,000	-	7,953,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,200,000	-	1,200,000	-
SM-170010	Caltrain	TVM Project	2,300,000	-	2,300,000	-
TBD	CCCTA	Operating Assistance (CRRSAA Swap)	3,688,131	3,688,131	-	-
REG170022	Clipper	Clipper Next Gen Fare Collection System	47,740,655	47,740,655	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	4,608,000	3,599,872	-	1,008,128
NEW	ECCTA	Operating Assistance (CRRSAA Swap)	2,456,412	2,456,412	-	-
SOL110041	Fairfield	Bus Replacement	322,825	-	-	322,825
SOL010006	Fairfield	Operating Assistance	2,636,194	2,636,194	-	-
MRN030010	GGBHTD	Fixed Guideway Connectors	40,000	-	40,000	-
MRN150014	GGBHTD	Ferry Major Components Rehab	4,670,000	-	4,670,000	-
MRN990017	GGBHTD	Ferry Dredging	640,000	-	640,000	-
MRN030015	GGBHTD	Transit System Enhancements	544,000	544,000	-	-
NEW	LAVTA	AVL	417,792	417,792	-	-
NEW	LAVTA	Fareboxes	265,613	265,613	-	-
NEW	LAVTA	Radios	50,432	50,432	-	-
NEW	LAVTA	Replacement Vehicles	10,841,000	7,446,964	-	3,394,036
NEW	LAVTA	Operating Assistance (CRRSAA Swap)	1,636,697	1,636,697	-	-
NEW	MCTD	MCTD: ADA Bus Stop Improvements	242,400	242,400	-	-
NEW	MCTD	MCTD-Vehicle Replacement - 5 Accessible Vans	404,000	404,000	-	-

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Attachment A
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Page 2 of 2

FY 2020-21 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	2,632,711	2,435,279	-	197,432
NEW	Petaluma	Purchase (1) replacement paratransit van	55,640	55,640	-	-
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses	1,049,598	905,838	-	143,760
SON170005	Petaluma	Transit Yard and Facility Improvements	99,253	99,253	-	-
SM150011	SamTrans	SamTrans-Purchase of Replacement Minivans	568,000	568,000	-	-
SON090023	Santa Rosa	Operating Assistance	1,535,205	1,535,205	-	-
SON090024	Santa Rosa	Preventive Maintenance	657,945	657,945	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	28,931,000	-	28,931,000	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	7,344,308	-	7,344,308	-
SF-95037B	SFMTA	Muni Rail Replacement	7,026,000	-	7,026,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	1,617,000	-	1,617,000	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,655,692	17,655,692	-	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	2,872,800	2,872,800	-	-
NEW	SMART	Preventive Maintenance	2,957,733	2,957,733	-	-
SOL190017	SolTrans	SolTrans Electric Bus Charging Infrastructure	438,947	-	-	438,947
SOL110040	SolTrans	Operating Assistance	2,951,888	2,951,888	-	-
SOL070032	SolTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	696,339	484,604	-	211,735
SON030005	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
NEW	Vacaville	Electric Bus Fleet	7,296,000	5,747,599	-	1,548,401
NEW	Vacaville	Bus Charging Infrastructure	2,000,000	2,000,000	-	-
NEW	Vacaville	Transit Building Expansion	800,000	800,000	-	-
NEW	VTA	Upgrade Ohlone/Chynoweth Interlocking	2,720,000	-	2,720,000	-
NEW	VTA	LRV Electronic Equipment Modernization	6,209,088	-	6,209,088	-
NEW	VTA	Bus Charging at Cerone	280,000	280,000	-	-
NEW	VTA	Security Enhancement at Chaboya Parking Lot	480,000	480,000	-	-
NEW	VTA	Guadalupe Signal Assessment/SCADA System Replacement	4,140,000	-	4,140,000	-
SCL050001	VTA	Electric Bus Replacement 2021	240,000	240,000	-	-
SCL050001	VTA	Hybrid Bus Replacement 2021	22,344,258	18,945,171	-	3,399,087
SCL050049	VTA	Traction Power Substation #11 Replacement FY22/23	7,640,000	-	7,640,000	-
SCL110099	VTA	Bridge and Structures Repairs FY22/23	1,312,000	-	1,312,000	-
SCL190053	VTA	Guadalupe Steam Rack Improvements	160,000	-	160,000	-
SCL190026	VTA	HVAC Replacement Project	1,622,600	1,622,600	-	-
SCL050002	VTA	Rail Replacement and Rehabilitation	8,592,389	-	8,592,389	-
SCL170005	VTA	Paratransit Fleet Procurement	5,417,120	5,417,120	-	-
SCL190047	VTA	Downtown San Jose Speed Improvements	8,480,000	8,480,000	-	-
CC-170008	Westcat	Paratransit Revenue Vehicle Replacement	912,000	912,000	-	-
REG090054	WETA	Ferry Channel Dredging	2,798,400	-	2,798,400	-
SF-110053	WETA	Ferry Vessel Replacement - MV Intintoli	21,157,300	21,157,300	-	-
Total Capital Projects			460,333,567	220,013,353	221,607,374	18,712,840
Total Programmed			486,685,006	246,364,792	221,607,374	18,712,840
Fund Balance			3,059,532	2,449,916	0	609,616

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	<p>AC Transit: \$1,821,000 of AB 664 Bridge Toll funds and \$4,912,063 of BATA Project Savings, for a total of \$6,733,063, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCGP). These FY2020-21 funds will support AC Transit's purchase of 50 40ft urban buses.</p> <p>AC Transit will be the recipient of CRRSAA funds in a fund swap. The replacement of 49 40' Urban Buses - Diesel is funded via regular 5307 funds at \$11,284,008; 5339 funds at \$8,048,489, and CRRSAA funds in place of TCP funds at \$1,027,003 (for a total project cost of \$20,359,500). (See note 13 for additional discussion of fund swap).</p>
3	<p>BART: The program assumes that financing will be used to meet all score 16 needs in the region. After meeting all FY2020-21 non-BART car Score 16 needs from the San Francisco-Oakland, Antioch, and Concord UZAs using Section 5307 and 5337 funds, a balance of \$86,730,705 remains. To minimize long-term financing costs to the region, this balance will be used directly on the BART Car Replacement project, as opposed to debt service. The program assumes BART will work with MTC to finance the railcar replacement program beginning in FY2021-22.</p> <p>BART is advancing \$5,600,000 above its FY2020-21 fixed guideway cap of \$52,646,000. This borrows against future cap amounts while keeping the five-year total the same. While this one-year program only programs out FY2020-21, the reduced totals across the five-year period will be enforced.</p>
4	Caltrain: \$2,200,000 of the \$13,673,000 FY2020-21 fixed guideway cap will be used for preventive maintenance, per TCP policy to allow one-year waiver for other capital projects. Caltrain has demonstrated that FY21 PM will be fully funded through this, and that its other capital projects will not be adversely affected.
5	VTA: VTA is programmed \$30.8 M in 5337, \$22.7 million above their \$8.1 M fixed guideway cap. VTA staff requested and was granted a waiver of the cap due to additional funds available in the San Jose UZA after meeting other VTA funding needs and in recognition of the Caltrain funding agreement.
6	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marín Area Rail Transit District (SMART) apportion Santa Rosa urbanized area funding in accordance with an agreement first in effect for FY2020 funds. The portion of FTA 5307 funds within the Santa Rosa urbanized area to be divided by the City and the County is the prior year's subtotal apportioned to those two operators, modified by the same rate as the modification to the FTA 5307 funds nationwide (ex.a 2% increase). That modified amount is divided between the two operators per the agreement in effect starting with FY2014 (58% Santa Rosa City Bus and 42% Sonoma County). The portion of the appropriated funds not divided by Santa Rosa and Sonoma County is distributed to SMART. For FY2020-21, \$1,764,604 is programmed to Sonoma County Transit, \$2,193,150 to Santa Rosa CityBus, and \$2,957,733 to SMART for 5307.
7	Clipper Next Gen Fare Collection total funding amount results from fund timing concerns related to Regional Measure 3 (RM3). The total is for three components of the project: Clipper Next Gen Fare Collection System (\$11,088,675); Collection System Open Payments (\$9,220,777); and Collection System funding in lieu of RM3 (\$27,431,203).
8	SFMTA: SFMTA's FY2020-21 request for \$20,720,222 for light rail vehicle replacement procurement will be funded with \$14,727,570 in AB 664 funds and \$5,992,652 in BATA Project Savings, as committed through MTC Res. 4123.
9	<p>SFMTA: Motor Coach and Trolley Overhauls programming includes \$5M to complete fund swap of BATA Project Savings funds for FTA funds. \$5M of BATA project savings was previously re-programmed to the Central Subway project.</p> <p>SFMTA also restored \$4.25 M from its voluntary deferred fixed guideway cap funding from FY15 and FY16. \$25 M was deferred as part of a funding swap executed in FY2018-19; \$20.75M was restored in FY2019-20 and the remaining \$4.25 M is restored in FY2020-21. The \$4.25 M voluntary restored cap is included in the Wayside/Central Train Control & Trolley Signal Systems Rehab project. Thus, SFMTA receives their full FY2020-21 fixed guideway cap amount of \$33,324,000 plus \$4,250,000 restored deferral, for a total of \$37,574,000 programmed to SFMTA fixed guideway projects in FY2020-21.</p>
10	LAVTA: The replacement of four 29' buses (two 2007 29' Gillig Hybrids and two 2009 29' Gillig Hybrids) with four 40' Gillig Hybrids is considered a replacement and not an expansion because it coincides with the phase out of replacing paratransit vehicles, as LAVTA switched to a brokerage model for paratransit and no longer supplies paratransit vehicles.
11	Marin Transit: Marin Transit will defer the purchase of ten replacement paratransit vehicles: five vehicle replacements for one year, and another five for three years, for a total of ten deferred vehicle replacements at \$808,000.
12	WETA: WETA has opted to defer its entire fixed guideway cap of \$6,310,000 for FY2020-21 for use in a later program year.
13	<p>Coronavirus Response and Relief Supplementary Appropriations Act (CRRSAA) fund swaps: Due to the CRRSAA's UZA restrictions, what would have been CCCTA, ECCTA, and LAVTA's share of CRRSAA funds are now being accommodated through the TCP; and part of AC Transit's TCP request will be funded via CRRSAA to allow for this needed flexibility. The fund swap works as follows:</p> <ul style="list-style-type: none"> - BART absorbs an additional \$6.75 million in CRRSAA funds (SF-O UZA), which is offset by decreasing their TCP programming in the Concord and Antioch UZAs - AC Transit absorbs an additional \$1.03 million in CRRSAA funds (SJ UZA), which is offset by decreasing their TCP programming in SF-O UZA and moving it in to San Jose UZA - CCCTA, ECCTA, and LAVTA are programmed a total of \$7.78 million in regular TCP 5307 funds: CCCTA and LAVTA from Concord, and ECCTA from Antioch.