

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 10, 2024

Agenda Item 2c - 24-0366

**MTC Resolution Nos. 4444, Revised, 4169, Revised, 4272, Revised, 4456, Revised, 4510,
Revised, and 4513, Revised.
Transit Capital Priorities Policy and Program Revisions FYs 2016-17 through 2019-20, FY
2020-21, and FYs 2021-22 through 2023-24**

Subject:

Update of the Transit Capital Priorities (TCP) Process and Criteria, programming of \$15.0 million and reprogramming of \$10.1 million in FTA Formula Revenues, and reprogramming of \$11.1 million in AB 664 and BATA Project Savings bridge toll funding, for FYs 2016-17 through 2019-20, FY 2020-21, and FYs 2021-22 through 2023-24, for transit operator state-of-good-repair.

Background:

This item proposes an update to the TCP Process and Criteria (the Policy), to conform the Policy's ADA funding formula to the Census 2020-induced changes to the Urbanized Areas (UZAs). Additionally, this item proposes updates to the FYs 2016-17 through 2019-20, FY 2020-21, and the FYs 2021-22 through 2023-24 programming of Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5337 State of Good Repair Funds, including the distribution of remaining balances to support transit capital replacement and rehabilitation projects and maintenance and operating costs. MTC is the designated recipient of these FTA formula funds for the large UZAs in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs.

Policy Changes

The TCP Policy governs the TCP program of projects to fund basic capital requirements and maintain reasonable fairness to all operators, both through incorporation of federal requirements and MTC-specific rules. Today's item proposes updated ADA formulas by UZA, based on 2022 National Transit Database data on demand response ridership, demand response operating expenses, and annual overall ridership. This formula determines each eligible paratransit operator's share of the overall 10% 5307 set-aside for ADA paratransit service operating costs. More detail on the formula and the changes can be found in Attachment A.

Interim Bus/Van Pricelist Policy Programming

Per this body's approval of the Interim Bus/Van Pricelist Policy in March 2024, today's item proposes a 20% increase to existing TCP funding to two operators' bus procurements in the FYs 2021-22 through 2023-24 program. LAVTA will receive a \$1.9 million increase toward its FYs 2021-22 and 2022-23 purchase of eight fuel cell electric buses (FCEBs) and four hybrid buses, and County Connection (CCCTA) will receive a \$0.9 million increase for its FY 2023-24 purchase of 10 diesel buses. More detail on funding levels and the interim policy can be found in Attachment A to this memo.

Today's item will also reflect bus technology changes made by AC Transit and SamTrans to their zero-emission transition plans. Both operators had initially intended to purchase battery electric buses (BEBs) as part of their transition, but due to difficulty securing sufficient power to support BEBs, they have opted to focus on FCEBs as their main bus technology. Today's item updates SamTrans' FYs 2022-23 and 2023-24 programming and funding levels from the existing pricelist for BEBs to the existing pricelist for FCEBs, adding \$12.2 million in programming. Under the interim policy, due to the price of FCEBs being far higher than the pricelist, SamTrans will be eligible to use these funds to purchase 80% of their current bus programming and return for the remaining 20% in a later programming year. SamTrans is also purchasing only 40' buses, transitioning the 35' buses programmed in FY 2023-24 to 40' buses (allowable under the Policy). AC Transit, due to receipt of a discretionary Low or No Emission grant from FTA supporting their FCEB purchase, has not requested additional funds; today's item updates only their programming of AB 664 and BATA Project Savings funds (MTC Resolution Nos. 4513 and 4169, respectively) to reflect the purchase of FCEBs rather than BEBs. Additional programming detail can be found in Attachment A to this memo.

Other Updates to FYs 2021-22 through 2023-24 TCP Programming

Today's item incorporates projected FY 2023-24 apportionments based on FTA's partial apportionments, released in March 2024. This includes projected apportionments for the two redrawn UZAs, Concord-Walnut Creek and Livermore-Pleasanton-Dublin. Notably, as a large UZA with fixed guideway service, the Livermore-Pleasanton-Dublin UZA now generates 5337 funding, which is applied to ACE and BART. The update to the ADA percentages is carried out

using the projected apportionment amounts. Finally, the updated apportionments make minor changes to project funding that programs the entire balance available to a UZA (for example, FAST operating assistance). MTC staff will return to this committee to update the FY 2023-24 apportionments to actuals once they are released.

Updates to FYs 2016-17, 2018-19, and 2020-21 Programming

Programming updates are proposed for the FYs 2016-17 and 2018-19 TCP (MTC Resolution No. 4272) and for the FY 2020-21 TCP (MTC Resolution No. 4456). The updates to the FYs 2016-17 and 2018-19 TCP are limited to Golden Gate Bridge, Highway, and Transportation District (GGBHTD)'s funding. Due to project savings and delays, GGBHTD has requested the reprogramming of \$6.5 million from the GGBHTD Facilities project to the San Rafael Transit Center (SRTC) Replacement project. Because the original FYs 2016-17 and 2018-19 funding was initially part of compensation for project savings, it is permitted as a below score-16 project. This item would reprogram \$1.0 million in FY 2016-17 and \$5.5 million in 2018-19.

The update for the FY 2020-21 program reflects the removal of the Lifeline program from the TCP (due to the funding source for that program shifting out of the TCP). Balances are now shown in the FY 2020-21 program, and rolled forward to apply to the FYs 2021-22 through 2023-24 program.

Next Steps

Following continued discussion with transit operators, other amendments to the FYs 2016-17 through 2019-20, FY 2020-21, and FYs 2021-22 through 2023-24 programs will be brought to the Commission for consideration as appropriate.

Following Commission approval of the TCP program, staff will include projects and funding in upcoming administrative modifications and amendments to the regional Transportation Improvement Program (TIP) as applicable.

Issues:

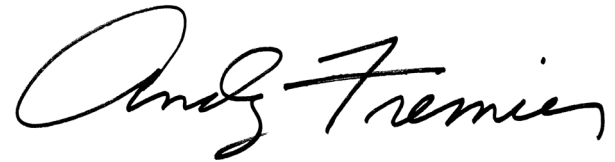
None.

Recommendation:

Staff recommends referral of MTC Resolutions 4444, Revised, 4169, Revised, 4513, Revised, 4272, Revised, 4456, Revised, and 4510, Revised, to the Commission for approval. Staff will return to this Committee in the coming months for any additional programming.

Attachments:

- Attachment A: Transit Capital Priorities Policy and Program Revisions FYs 2015-2019, FY 2020-21, and FYs 2022-2024 Detail
- MTC Resolution No. 4444, Revised (TCP Process and Criteria)
- MTC Resolution No. 4169, Revised (BATA Project Savings Programming)
- MTC Resolution No. 4513, Revised (AB 664 Program FY22-FY24)
- MTC Resolution No. 4272, Revised (TCP FTA Program FY17-FY20)
- MTC Resolution No. 4456, Revised (TCP FTA Program FY20-21)
- MTC Resolution No. 4510, Revised (TCP FTA Program FY22-FY24)



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