

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 14, 2023

Agenda Item 2k - 23-0763

**MTC Resolution Nos. 4456, Revised, and 4510, Revised.
Transit Capital Priorities Program Revisions FYs 2020-21 - 2023-24**

Subject:

Update of Transit Capital Priorities (TCP) program; including amendments to the FY 2020-21 program and FYs 2021-22 through 2023-24 programming.

Background:

This item proposes updates to the FY 2020-21 and FYs 2021-22 through 2023-24 programming of Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair Funds, and 5339 Bus and Bus Facilities Funds 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 Urbanized Areas (UZAs) in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs.

Updates to FYs 2020-21 and FYs 2021-22 through 2023-24 Programming

TCP programming updates are proposed in FYs 2020-21 through FY 2023-24. AC Transit, Petaluma Transit, and Western Contra Costa Transit Authority (WestCat) have requested updates to their TCP programming, detailed below. Additional minor, net-neutral rebalancing changes to match FTA apportionments to annual programming are also proposed.

AC Transit Programming: AC Transit has requested to increase the amount of funding going to its 40-foot diesel bus replacements by reprogramming funding from its other bus procurements, in order to meet a funding gap caused by the dramatic recent increase in bus prices. The proposal would reprogram \$2.9 million allocated to the replacement of nineteen transbay buses (fourteen 45-foot diesel buses and five 42-foot double decker diesel buses) and \$3.9 million allocated to the replacement of ten 30-foot buses, for a total of \$6.8 million reprogrammed to the procurement of fifty 40-foot diesel buses (ALA210012). AC Transit is canceling its transbay bus procurement and deferring its 30-foot bus procurement. This would represent a substantial

increase in programming to the 40-foot buses at a per vehicle cost above the TCP bus/van pricelist for FY21.

The proposed changes to the FY 2020-21 AC Transit vehicle replacements are illustrated in the table below. The AC Transit (50) 40ft Urban Buses project, to which the \$6.8 million is being reprogrammed, currently has a mix of 5307 and 5339 FTA funds, AB 664 and BATA Project Savings committed through the Core Capacity Challenge Grant Program (CCCGP), and CRRSAA funds that were part of a fund swap.

FY 2020-21 Project Programming (\$ millions)	Current	Change	Proposed
Replace (50) 40ft Urban Buses – Diesel	20.78	6.82	27.59
<i>FY 2020-21 FTA Funds (5307 & 5339)</i>	<i>13.01</i>	<i>6.82</i>	<i>19.83</i>
<i>FY 2020-21 AB 664 Funds (CCCGP)</i>	<i>1.82</i>	<i>-</i>	<i>1.82</i>
<i>FY 2020-21 BATA PS Funds (CCCGP)</i>	<i>4.91</i>	<i>-</i>	<i>4.91</i>
<i>FY 2020-21 CRRSAA Swap</i>	<i>1.03</i>	<i>-</i>	<i>1.03</i>
Replace (10) 30ft Urban Buses - Diesel	3.92	(3.92)	-
Replace (14) 45ft Urban Buses - Diesel	1.85	(1.85)	-
Replace (5) 42ft Double Decker Buses - Diesel	1.05	(1.05)	-
Replace (9) Articulated Buses - Fuel Cell	10.42	-	10.42
FY 2020-21 AC Transit Programming Total	38.01	-	38.01

The TCP policy does not address the issue of funding vehicles beyond their pricelist amount by reprogramming from deferred or canceled replacements. This proposal echoes, but does not squarely fall within, several provisions of TCP policy:

- The Funding Exchange provision allows operators to locally fund a TCP-eligible project and take TCP funds for lower-scoring projects
- The Capital Exchange provision allows operators to remove an eligible capital project from TCP funding consideration in exchange for preventive maintenance funding
- The Compensation for Deferred Replacement allows operators to receive a portion of savings generated to the region by deferring their replacement of buses beyond their useful life.

Staff propose that this reprogramming take place subject to AC Transit removing \$6.8 million from future TCP consideration, in a manner similar to the Capital Exchange provision. However, staff believes it is in the interest of meeting the region’s state of good repair needs to update the TCP Policy in the coming months to address bus price inflation. Through the Transit Finance Working Group of the Partnership Board, staff is working with operators to develop and propose a new bus/van pricelist. This proposal could also include considerations for purchases taking place in this interim period where the pricelist has become out of sync with purchasing reality. Further, as part of conversations regarding optimal fleet size and vehicle types, MTC and AC Transit could revisit the fleet replacement commitments made under the Core Capacity Challenge Grant Program, of which these bus replacements are a part.

Petaluma Transit: Petaluma Transit has proposed a re-programming of its FYs 2020-21 through 2023-24 apportionments, including programming an additional \$1.5 million in available balances. The major change is the makeup of vehicle procurements in the programming window, from four 35-foot battery electric buses to five battery electric buses (two 35-foot buses and three 40-foot buses), shifting forward a procurement planned for later in the program. All buses have reached the end of their useful life and are eligible for replacement under the TCP Policy. As Petaluma Transit is the sole operator within the Petaluma UZA, no other operators are affected by these changes.

Current Project Programming (\$ millions)	FY 21	FY 22	FY 23	FY 24	Total
ADA Operating Assistance	0.08	0.10	0.10	0.11	0.40
Purchase (4) Replacement Fixed Route Buses – 35’ BEB	1.05	1.49			2.54
Paratransit Replacements	0.06		0.17		0.22
Transit Yard and Facility Improvements	0.10		0.00	0.11	0.21
AVL Equipment			0.74		0.74
Current Programming Total	1.28	1.59	1.01	0.21	4.10
Proposed Project Programming (\$ millions)	FY 21	FY 22	FY 23	FY 24	Total
ADA Petaluma	0.08	0.10	0.10	0.11	0.40
Purchase (2) Replacement Fixed Route Buses - 35' BEB	0.58	0.93			1.52
Purchase (3) Replacement Fixed Route Buses - 40' BEB		0.62	1.05	0.87	2.54
Paratransit Replacements			0.42		0.42
Transit Yard and Facility Improvements	0.14		0.11		0.25
AVL Equipment	0.48				0.48

Proposed Programming Total	1.28	1.66	1.69	0.98	5.61
<i>Increase, Current to Proposed:</i>	<i>0.00</i>	<i>0.07</i>	<i>0.68</i>	<i>0.76</i>	<i>1.51</i>

WestCAT Programming: WestCAT has requested to change their FY 2021-22 bus procurement from two 45-foot double-decker buses to three 45-foot diesel buses. This results in a reduction of \$36,800 directly programmed to buses based on the pricelist. Since these funds are already in an FTA grant, the difference will be transferred to their preventive maintenance program, and reduced from future WestCAT TCP programming.

Balancing FTA Apportionments: Due to recent direction from FTA, MTC staff will indicate programming of each year’s apportionments within that year’s programming, as opposed to “carrying over” prior-year balances to coincide with actual project delivery. This requires some amendments to existing programming – while total project programming amounts remain the same, some projects will now be programmed across multiple fiscal years. The affected programming in today’s action includes:

- *SFMTA:* \$48.7 million for LRV replacements previously programmed in FY 2023-24 is now programmed in FY 2022-23
- *LAVTA:* \$0.5 million previously programmed in FY 2022-23 for eight 40-foot Hybrid bus replacements is now programmed in FY 2021-22
- *Soltrans, Napa Vine, and VTA:* Less than \$10,000 in 5339 funds that had been carried over as balance from FY 2021-22 to FY 2022-23 programming is returned to FY 2021-22

Next Steps

Following continued discussion with transit operators, other amendments to the FY 2020-21 and FYs 2021-22 through 2023-24 program 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:

The TCP is typically the major funder of bus replacements throughout the region. As seen in the discussion above of AC Transit programming, two issues related to bus replacement are increasingly prevalent in the region:

1. Cost: transit operators are seeing dramatic price inflation from bus manufacturers over the past couple years across all bus types. This inflation, in addition to the persistent price premium for zero-emission buses, puts increased pressure on the TCP as well as operators' budgets for local matches. MTC and transit operator staff have convened a subcommittee of the Partnership Transit Finance Working Group to discuss updates to the TCP's bus/van pricelist and other methods of addressing this situation.
2. Fleet size: enduring pandemic ridership and service impacts, including changed commuting patterns, have operators considering the appropriate makeup of their fleets, both overall size and vehicle type. The zero-emission bus transition is also a factor in fleet size consideration, as performance issues of battery electric buses will require close study of the appropriate spare ratio. As transit operators begin to look at optimizing their fleets, it may be in the region's interest to comprehensively address issues of service planning, provision, technology, and the corresponding vehicles needed.

Recommendation:

Staff recommends referral of MTC Resolutions 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:

MTC Resolution No. 4456, Revised (TCP FTA Program FY21)

MTC Resolution No. 4510, Revised (TCP FTA Program FY22-FY24)



Andrew B. Fremier

Date: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 07/28/21-C 03/22/23-C
06/28/23-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.

Attachment A of this resolution was revised on March 22, 2023 to revise \$6.2 million in VTA's 5337 programming, as requested by the operator.

Attachments A and B of this resolution were revised on June 28, 2023 to revise AC Transit and Petaluma programming, as requested by the operators, and to add a note regarding AC Transit.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated April 14, 2021, July 14, 2021, March 8, 2023, and June 14, 2023.

Date: April 28, 2021
W.I.: 1512
Referred By: PAC
Revised: 07/28/21-C 03/22/23-C
06/28/23-C

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

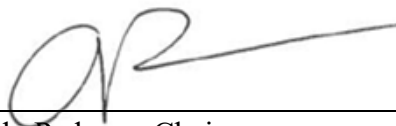
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

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 black ink, appearing to be 'AP', written over 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
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3/22/23-C
6/28/23-C

Attachment A
Resolution No. 4456, Revised
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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	SoTrans	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						
ALA210012	AC Transit	Replace (50) 40ft Urban Buses - Diesel	19,831,634	11,783,145	-	8,048,489
ALA210010	AC Transit	Replace (10) 30ft Urban Buses - Diesel	-	-	-	-
NEW	AC Transit	Replace (9) Articulated Buses - Fuel Cell	10,415,250	10,415,250	-	-
ALA210007	AC Transit	Replace (14) 45ft Urban Buses - Diesel	-	-	-	-
ALA210007	AC Transit	Replace (5) 42ft Double Decker Buses - Diesel	-	-	-	-
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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3/22/23-C
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Attachment A
Resolution No. 4456, Revised
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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 (2) Replacement Fixed Route Buses - 35' BEB	580,357	436,597	-	143,760
SON170017	Petaluma	AVL Equipment	480,000	480,000	-	-
SON170005	Petaluma	Transit Yard and Facility Improvements	144,134	144,134	-	-
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 Rehabil	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	Cerone Operations Command and Control Center	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	460,333,566	220,013,352	221,607,374	18,712,840
		Total Programmed	486,685,005	246,364,791	221,607,374	18,712,840
		Fund Balance	3,059,533	2,449,917	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	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. 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).
3	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. 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.
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-Marin 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	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. 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.
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	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: - 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.

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ABSTRACT

Resolution No. 4510, Revised

This resolution approves the FY2021-22 through FY2023-24 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 programmed in MTC Resolution No. 4202, and AB 664 Bridge Toll revenues and BATA Project Savings are programmed in MTC Resolution No. 4513 and Resolution No. 4169, respectively, for FYs 2021-22 through 2023-24 Transit Capital Priorities projects. This resolution will be amended to add the remainder of the FY2021-22 through FY2023-24 Transit Capital Priorities program at a future date, and to adjust for actual FTA apportionments.

This Resolution includes the following attachments:

Attachment A – FY2021-22 Program of Projects

Attachment B – FY2022-23 Program of Projects

Attachment C – FY2023-24 Program of Projects

Attachment D – FY2021-22 through FY2023-24 Programming Notes

Attachments A through D of this resolution were revised on May 25, 2022 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators, to set aside funds for fixed guideway cap increases and zero emission bus infrastructure, and to reconcile the program to final FTA apportionments in FY 2021-22.

Attachments A through D of this resolution were revised on September 28, 2022 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to program fixed guideway cap increases and zero emission bus infrastructure set-asides.

ABSTRACT

MTC Resolution No. 4510

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Attachments A through D of this resolution were revised on March 22, 2023 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to reconcile the program to final FTA apportionments in FY 2022-23.

Attachments A through D of this resolution were revised on April 26, 2023 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 as requested by operators and to program fixed guideway cap increases and zero emission bus infrastructure set-asides.

Attachments A through D of this resolution were revised on June 28, 2023 to make revisions to the Transit Capital Priorities Program of Projects for FYs 2021-22 through 2023-24 for Petaluma Transit, WestCAT, SFMTA, LAVTA, Soltrans, Napa Vine, and VTA, as requested by operators.

Further discussion of the TCP program of projects is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022, May 11, 2022, September 14, 2022, March 8, 2023, April 12, 2023, and June 14, 2023.

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RE: San Francisco Bay Area Regional Transit Capital Priorities Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4510

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 Attachments A-C, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2021-22 through FY2023-24 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A-C; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachments A-D 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 black ink, consisting of a large, stylized 'A' followed by a long horizontal line extending to the right.

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 March 23, 2022.

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Attachment A
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FY 2021-22 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	652,980,135	309,591,917	329,005,589	14,382,629
			Previous Year Carryover	3,059,533	2,449,917	-	609,616
			Funds Available for Programming	656,039,668	312,041,834	329,005,589	14,992,245
MTC Debt Service							
REG170023	MTC	Debt Service	-	-	-	-	
Lifeline Set-Aside							
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-	
ADA Operating Set-Aside							
VAR210003	AC Transit	ADA Paratransit Assistance	6,729,308	6,729,308	-	-	
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,381,044	3,381,044	-	-	
VAR210003	CCCTA	ADA Paratransit Assistance	1,823,750	1,823,750	-	-	
VAR210003	ECCTA	ADA Operating Assistance	852,076	852,076	-	-	
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	546,984	546,984	-	-	
VAR210003	MCTD	ADA Paratransit Assistance	1,039,640	1,039,640	-	-	
VAR210003	Napa Vine	ADA Operating Assistance	442,601	442,601	-	-	
VAR210003	Petaluma	ADA Set-Aside	103,359	103,359	-	-	
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,589,649	2,589,649	-	-	
VAR210003	Santa Rosa	ADA Operating Assistance	313,314	313,314	-	-	
VAR210003	SFMTA	ADA Paratransit Operating Support	5,330,519	5,330,519	-	-	
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	475,285	475,285	-	-	
VAR210003	Union City	ADA Set-Aside	189,025	189,025	-	-	
VAR210003	VTA	ADA Operating Set-Aside	5,224,040	5,224,040	-	-	
VAR210003	Westcat	ADA Paratransit Operating Subsidy	359,148	359,148	-	-	
			Total Program Set-asides and Commitments	29,399,742	29,399,742	-	-
			Funds Available for Capital Programming	626,639,925	282,642,092	329,005,589	14,992,245
Capital Projects							
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,634,374	1,634,374	-	-	
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	8,223,620	1,270,692	-	6,952,928	
NEW	AC Transit	Construction of Hydrogen Fueling Infrastructure	5,557,743	5,557,743	-	-	
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,896,860	-	1,896,860	-	
NEW	ACE	ACE Railcar Replacement	3,200,000	-	3,200,000	-	
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-	
ALA090065	BART	Fare Collection Equipment	9,562,740	-	9,562,740	-	
ALA190014	BART	Elevator Renovation Program	7,000,000	-	7,000,000	-	
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	3,021,540	3,021,540	-	-	
BRT030004	BART	Train Control Renovation	11,320,000	-	11,320,000	-	
BRT030005	BART	Traction Power System Renovation	14,160,000	-	14,160,000	-	
BRT97100B	BART	Rail,Way, and Structures Program	19,206,000	-	19,206,000	-	
REG090037	BART	Railcar Replacement Program	126,236,167	89,369,064	36,867,103	-	
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,636,470	-	11,636,470	-	
SM-050041	Caltrain	Comm. System/Signal Rehab.	2,554,400	-	2,554,400	-	
SM-170010	Caltrain	TVM Project	2,080,000	-	2,080,000	-	
NEW	CCCTA	Replace 40ft Diesel Buses - Diesel	18,048,000	17,135,568	-	912,432	
NEW	CCCTA	Electric Bus Charging Infrastructure	1,478,018	1,478,018	-	-	
VAR190006	Fairfield	Operating Assistance	3,550,376	3,550,376	-	-	
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	359,148	359,148	-	-	
MRN990017	GGBHTD	Ferry Dredging	6,366,500	-	6,366,500	-	
MRN030015	GGBHTD	ZEB Infrastructure Design	1,012,172	1,012,172	-	-	
NEW	LAVTA	Replace (4) 40'Buses - Fuel Cell	2,082,357	1,894,450	-	187,907	
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	529,207	529,207	-	-	
VAR190007	MCTD	MCTD: Revenue Vehicle Rehabilitation	484,000	484,000	-	-	
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	412,000	412,000	-	-	
NEW	MCTD	ZEB Charging -- Site Prep	693,184	693,184	-	-	
VAR190007	MCTD	Preventive Maintenance	40,400	40,400	-	-	
REG10003	MTC	Bay Area Vanpool Program	-	-	-	-	
NAP170003	Napa Vine	NVTA- Vine Transit Bus Maintenance Facility	225,046	36,437	-	188,609	
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	1,447	-	-	1,447	
VAR190006	Napa Vine	Napa Vine Operating Assistance	3,416,847	3,416,847	-	-	
NEW	Petaluma	Purchase (2) Replacement Fixed Route Buses - 35' BEB	934,843	934,843	-	-	
NEW	Petaluma	Purchase (3) Replacement Fixed Route Buses - 40' BEB	619,833	481,449	-	138,384	
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	26,616,000	25,771,207	-	844,793	
NEW	SamTrans	Replace Paratransit Vehicles	3,845,520	3,845,520	-	-	

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FY 2021-22 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NEW	SamTrans	South Base Near-Term Battery Electric Bus (BEB) Charging Infra	2,907,693	2,907,693	-	-
NEW	Santa Rosa	Replace (2) 40' Diesel Buses - Electric	1,774,400	884,693	-	889,707
VAR190006	Santa Rosa	Operating Assistance	1,601,036	1,601,036	-	-
VAR190007	Santa Rosa	Preventive Maintenance	345,274	345,274	-	-
NEW	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	24,272,000	-	24,272,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	108,635,101	-	108,635,101	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	1,557,360	1,557,360	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	17,706,666	17,706,666	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	2,293,334	-	2,293,334	-
SF-95037B	SFMTA	Muni Rail Replacement	9,970,560	-	9,970,560	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,930,000	-	2,930,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	2,483,000	-	2,483,000	-
VAR190007	SMART	Preventive Maintenance	3,963,022	3,963,022	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	2,661,600	2,239,008	-	422,592
SOL090034	SolTrans	SolanoExpress Bus Replacement	310,772	-	-	310,772
VAR190006	SolTrans	Operating Assistance	618,791	618,791	-	-
VAR190007	SolTrans	Preventive Maintenance	1,000,000	1,000,000	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	889,458	686,285	-	203,173
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
NEW	Union City	Electric Vehicle Charging Infrastructure	141,091	141,091	-	-
ALA190029	Union City	Bus Purchases	953,600	953,600	-	-
VAR190006	Vacaville	Operating Assistance	1,300,000	1,300,000	-	-
SOL210004	Vacaville	Electric Bus Fleet	221,978	6,682	-	215,296
NEW	VTA	Hybrid and Electric Bus Replacement 2022	45,598,000	42,337,143	-	3,260,857
SCL050001	VTA	Electric 40' Bus Replacement 2023	1,305	-	-	1,305
NEW	VTA	North 1st Street/Tasman Drive - EB Tack Switch Addition Proj. - T	1,640,000	-	1,640,000	-
NEW	VTA	Network Switch Replacement/Upgrade	3,680,000	-	3,680,000	-
NEW	VTA	Axle Press Replacement	1,736,300	-	1,736,300	-
SCL050002	VTA	Rail Replacement and Rehabilitation	6,876,000	-	6,876,000	-
SCL090044	VTA	OCS Rehab & Replacement Program	13,120,000	-	13,120,000	-
SCL150008	VTA	Track Intrusion Abatement FY22/23	2,227,200	-	2,227,200	-
NEW	Westcat	Revenue Vehicle Replacement	1,641,600	1,641,600	-	-
VAR190007	Westcat	Preventive Maintenance	230,400	230,400	-	-
NEW	WETA	Ferry Vessel Replacement - MV Mare Island	21,157,300	19,958,399	1,198,901	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,455,920	-	2,455,920	-
REG090057	WETA	Vessel Engine Overhaul - Pyxis Class Vessels	1,810,560	-	1,810,560	-
REG090057	WETA	Waterjet Control System Upgrade - Pyxis Class Vessel	600,000	-	600,000	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Gemini	3,590,000	-	3,590,000	-
		Total Capital Projects	603,014,711	272,025,960	316,458,549	14,530,202
		Total Programmed	632,414,453	301,425,702	316,458,549	14,530,202
		Fund Balance	23,625,215	10,616,132	12,547,040	462,043

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FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
			Projected Apportionments	666,330,759	317,144,789	14,975,117
			Previous Year Carryover	17,516,208	4,508,422	460,746
			Funds Available for Programming	683,846,967	321,653,211	15,435,863
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	6,872,342	6,872,342	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,439,303	3,439,303	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,839,033	1,839,033	-	-
VAR210003	ECCTA	ADA Operating Assistance	859,178	859,178	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	552,153	552,153	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,061,738	1,061,738	-	-
VAR210003	Napa Vine	ADA Operating Assistance	514,749	514,749	-	-
VAR210003	Petaluma	ADA Set-Aside	104,136	104,136	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,644,693	2,644,693	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	319,581	319,581	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,443,822	5,443,822	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	525,607	525,607	-	-
VAR210003	Union City	ADA Set-Aside	193,043	193,043	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,269,739	5,269,739	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	366,782	366,782	-	-
			Total Program Set-asides and Commitments	29,639,117	30,005,899	-
			Funds Available for Capital Programming	654,207,850	291,647,311	15,435,863
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,907,830	1,907,830	-	-
NEW	AC Transit	Replace (23) Articulated 60ft Buses - FCB	27,634,500	19,442,829	-	8,191,671
NEW	AC Transit	Rehabilitate Maintenance Bays for ZEBs	5,557,743	5,557,743	-	-
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,594,000	-	1,594,000	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
ALA090065	BART	Fare Collection Equipment	8,860,685	-	8,860,685	-
ALA190014	BART	Elevator Renovation Program	6,200,000	-	6,200,000	-
ALA190014	BART	BART – Elevator Modernization (for Vanpool)	2,000,000	2,000,000	-	-
BRT030004	BART	Train Control Renovation	12,740,685	-	12,740,685	-
BRT030005	BART	Traction Power System Renovation	12,740,685	-	12,740,685	-
BRT97100B	BART	Rail,Way, and Structures Program	20,706,685	-	20,706,685	-
REG090037	BART	Railcar Replacement Program	128,941,273	49,791,482	79,149,791	-
NEW	Caltrain	Caltrain Replacement Railcars	12,800,000	-	12,800,000	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	10,729,630	-	10,729,630	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	4,468,240	-	4,468,240	-
NEW	CCCTA	Replace 22' Vehicles	1,440,000	1,440,000	-	-
CC-070092	ECCTA	ECCTA: Transit Bus Replacements	1,499,232	566,671	-	932,561
VAR190006	Fairfield	Operating Assistance	1,653,353	1,653,353	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	1,383,282	366,782	1,016,500	-
MRN990017	GGBHTD	Ferry Dredging	5,350,000	-	5,350,000	-
NEW	GGBHTD	Collision Avoidance System	840,000	840,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	4,000,000	4,000,000	-	-
NEW	LAVTA	AVL	332,429	332,429	-	-
NEW	LAVTA	Fareboxes	205,190	205,190	-	-
NEW	LAVTA	Radios	40,128	40,128	-	-
NEW	LAVTA	Replace (4) 40'Buses - Fuel Cell	1,962,443	830,384	-	1,132,059
NEW	LAVTA	Replace (8) 40' Buses - Hybrid	5,097,393	5,097,393	-	-
NEW	LAVTA	LAVTA Bus Bay Rehabilitation	530,159	530,159	-	-
NEW	MCTD	MCTD: Replace 2 Rural Cutaway vehicles	188,800	188,800	-	-
NEW	MCTD	MCTD: Replace 3 Demand Response Cutaways with Vans	252,000	252,000	-	-
NEW	MCTD	MCTD: Replace 4 Demand Response Vans	336,000	336,000	-	-
NEW	MCTD	MCTD: Replace 7 local 35ft Hybrid Vehicles	4,855,200	4,855,200	-	-
NEW	MCTD	MCTD: Replace one(1) Shuttle Vehicle	94,400	94,400	-	-
NEW	MCTD	MCTD: ZEB Charging Site Preparation	693,184	693,184	-	-

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FY 2022-23 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
NEW	MTC	Blue Ribbon: Transit Transformation Plan	1,375,860	1,375,860	-	-
REG10003	MTC	Bay Area Vanpool Program	3,477,459	3,477,459	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	225,046	27,788	-	195,811
VAR190006	Napa Vine	Napa Vine Operating Assistance	3,444,426	3,444,426	-	-
NEW	Petaluma	Purchase (3) Replacement Fixed Route Buses - 40' BEB	1,054,807	912,233	-	142,574
NEW	Petaluma	Paratransit Replacements	423,200	423,200	-	-
SON170005	Petaluma	Transit Yard and Facility Improvements	106,443	106,443	-	-
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	36,160,000	36,160,000	-	-
SM-210201	SamTrans	SamTrans South Base BEB Charging Infrastructure	2,907,693	2,907,693	-	-
SON090024	Santa Rosa	Preventive Maintenance	1,040,765	1,040,765	-	-
VAR190006	Santa Rosa	Operating Assistance	1,633,056	1,633,056	-	-
NEW	SFMTA	Facility Development -- Battery Electric Buses	6,312,271	6,312,271	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilit	30,071,560	-	30,071,560	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	115,990,381	48,653,399	67,336,982	-
SF-090035	SFMTA	Paratransit Fleet Replacement Procurements	3,087,000	3,087,000	-	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	10,542,385	10,542,385	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	11,666,666	-	11,666,666	-
SF-95037B	SFMTA	Muni Rail Replacement	3,837,000	-	3,837,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,500,000	-	2,500,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	3,247,000	-	3,247,000	-
VAR190007	SMART	Preventive Maintenance	3,997,642	3,997,642	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	1,808,000	1,369,352	-	435,387
SOL090034	SolTrans	SolanoExpress Replacement Buses	2,287,576	1,965,021	-	320,181
VAR190006	SolTrans	Operating Assistance	1,600,000	1,600,000	-	-
VAR190007	SolTrans	Preventive Maintenance	1,001,167	1,001,167	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	932,847	724,067	-	208,780
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,400,000	1,400,000	-	-
NEW	VTA	Signal Improvements Guadalupe	12,607,300	-	12,607,300	-
NEW	VTA	North Yard Tire Awning	320,000	-	320,000	-
NEW	VTA	Facilities Maint. Equipment Program	1,742,100	1,742,100	-	-
NEW	VTA	Cerone Operations Command and Control Center	2,280,000	-	2,280,000	-
NEW	VTA	Non-Revenue Vehicle Replacements	1,601,009	1,601,009	-	-
NEW	VTA	Transit Center Park and Ride and Bus Stop Rehabilitation	1,600,000	1,600,000	-	-
NEW	VTA	Farebox Upgrades & Equipment Purchase	840,446	840,446	-	-
NEW	VTA	Chaboya Bus Yard Expansion For EVs	4,296,000	4,296,000	-	-
NEW	VTA	Cerone Bus Yard Expansion for EVs	5,112,500	5,112,500	-	-
NEW	VTA	NEW Emergency Operations Center	941,600	941,600	-	-
NEW	VTA	Traction Power Substation Replacement 2023	3,480,000	-	3,480,000	-
SCL050001	VTA	Electric 40' Bus Replacement 2023	26,891,452	23,526,451	-	3,365,001
SCL050002	VTA	Rail Replacement and Rehabilitation	12,133,000	-	12,133,000	-
SCL110099	VTA	Bridge and Structures Repairs FY22/23	192,000	-	192,000	-
SCL150008	VTA	Track Intrusion Abatement FY22/23	407,000	-	407,000	-
SCL190026	VTA	HVAC Replacement Project	404,450	-	404,450	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Pisces	3,697,700	-	3,697,700	-
REG090057	WETA	Vessel Engine Injectors Replacement - MV Dorado	117,100	-	117,100	-
REG090057	WETA	Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus	3,601,600	-	3,601,600	-
REG090057	WETA	Vessel Engine Overhaul - MV Carina and MV Peralta	554,800	-	554,800	-
REG090067	WETA	Vallejo Ferry Terminal Reconfiguration	1,198,900	-	1,198,900	-
		Total Capital Projects	616,916,513	275,549,996	336,009,959	14,924,025
		Total Programmed	646,555,630	305,555,895	336,009,959	14,924,025
		Fund Balance	37,291,337	16,097,315	10,747,934	511,838

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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
			Projected Apportionments	684,294,742	325,610,252	15,272,181
			Previous Year Carryover	27,357,088	16,097,315	511,838
			Funds Available for Programming	711,651,829	341,707,568	15,784,019
MTC Debt Service						
REG170023	MTC	Debt Service	-	-	-	-
Lifeline Set-Aside						
TBD	TBD - Lifeline	TBD - Reserved for future programming	-	-	-	-
ADA Operating Set-Aside						
VAR210003	AC Transit	ADA Paratransit Assistance	7,050,765	7,050,765	-	-
VAR210003	BART	ADA Paratransit Capital Accessibility Improvements	3,542,554	3,542,554	-	-
VAR210003	CCCTA	ADA Paratransit Assistance	1,910,869	1,910,869	-	-
VAR210003	ECCTA	ADA Operating Assistance	892,778	892,778	-	-
VAR210003	LAVTA	ADA Paratransit Operating Subsidy	573,111	573,111	-	-
VAR210003	MCTD	ADA Paratransit Assistance	1,089,304	1,089,304	-	-
VAR210003	Napa Vine	ADA Operating Assistance	463,742	463,742	-	-
VAR210003	Petaluma	ADA Set-Aside	108,296	108,296	-	-
VAR210003	SamTrans	ADA Paratransit Operating Subsidy	2,713,356	2,713,356	-	-
VAR210003	Santa Rosa	ADA Operating Assistance	325,972	325,972	-	-
VAR210003	SFMTA	ADA Paratransit Operating Support	5,585,157	5,585,157	-	-
VAR210003	SolTrans	ADA Paratransit Operating Subsidy	497,987	497,987	-	-
VAR210003	Union City	ADA Set-Aside	198,055	198,055	-	-
VAR210003	VTA	ADA Operating Set-Aside	5,473,567	5,473,567	-	-
VAR210003	Westcat	ADA Paratransit Operating Subsidy	376,305	376,305	-	-
			Total Program Set-asides and Commitments	30,801,818	30,801,818	-
			Funds Available for Capital Programming	680,850,012	310,905,750	15,784,019
Capital Projects						
ALA990052	AC Transit	ADA Operating Depreciation Costs from 3 Vendors	1,945,987	1,945,987	-	-
NEW	AC Transit	Replace (23) 40ft Urban Buses - Diesel	141,371	141,371	-	-
NEW	AC Transit	Replace (24) Urban Buses - Diesel	10,548,000	2,302,200	-	8,245,800
ALA170048	ACE	ACE Fixed Guideway (Capitalized Maintenance)	1,864,590	-	1,864,590	-
ALA210008	ACE	ACE Capital Access Fee	1,426,707	1,426,707	-	-
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	-
REG090037	BART	Railcar Replacement Program	10,230,107	-	10,230,107	-
SM-03006B	Caltrain	Systemwide Track Rehabilitation	11,500,000	-	11,500,000	-
SM-050041	Caltrain	Comm. System/Signal Rehab.	1,100,000	-	1,100,000	-
SM-170010	Caltrain	TVM Project	226,231	-	226,231	-
NEW	Caltrain	Caltrain Railcar Replacement Program	17,600,000	-	17,600,000	-
NEW	CCCTA	Replace (10) 30ft Urban Buses	7,616,000	6,640,790	-	975,210
NEW	CCCTA	Replacement Vans	177,600	177,600	-	-
SOL110041	Fairfield	Bus Replacement	330,739	-	-	330,739
VAR190006	Fairfield	Operating Assistance	3,747,245	3,747,245	-	-
MRN150014	GGBHTD	Ferry Major Component Rehabilitation	5,726,305	376,305	5,350,000	-
NEW	GGBHTD	Replace Conventional OTR Coaches	10,544,000	10,544,000	-	-
NEW	GGBHTD	Replace Conventional OTR Coaches with ZEBs	2,748,000	2,748,000	-	-
NEW	GGBHTD	Replacement Ferry -- CARB Compliance	12,000,000	11,403,217	596,783	-
NEW	MCTD	MCTD: Vehicle Replacement - 5 Paratransit Vehicles	428,000	428,000	-	-
NEW	MTC	Blue Ribbon: Transit Transformation Plan	12,413,372	12,413,372	-	-
REG10003	MTC	Bay Area Vanpool Program	6,586,592	6,586,592	-	-
REG170022	MTC	Clipper Next Gen Fare Collection System	3,153,905	3,153,905	-	-
NAP090005	Napa Vine	NVTA ZEB Bus Procurement	234,138	31,866	-	202,272
VAR190006	Napa Vine	Napa Vine Operating Assistance	1,841,954	1,841,954	-	-
NEW	Petaluma	Purchase (3) Replacement Fixed Route Buses - 40' BEB	867,160	719,875	-	147,285
NEW	SamTrans	Replace 40ft Diesel Buses - Battery	55,248,000	55,248,000	-	-
NEW	SamTrans	Replace Paratransit Vehicles	2,420,471	2,420,471	-	-
NEW	SamTrans	Replace 35ft Diesel Buses - Battery	3,860,000	3,860,000	-	-
VAR190006	Santa Rosa	Operating Assistance	1,665,717	1,665,717	-	-

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FY 2023-24 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	Total FTA Program	FTA Section 5307	FTA Section 5337	FTA Section 5339
VAR190007	Santa Rosa	Preventive Maintenance	713,879	713,879	-	-
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabil	18,212,000	-	18,212,000	-
SF-090012	SFMTA	Light Rail Vehicle Replacement Procurements	156,516,855	24,090,508	132,426,347	-
SF-170018; S	SFMTA	Motor Coach & Trolley Coach Midlife Overhauls	23,131,367	23,131,367	-	-
SF-170021	SFMTA	Historic Streetcar & Cable Car Restorations	13,082,666	-	13,082,666	-
SF-95037B	SFMTA	Muni Rail Replacement	6,887,000	-	6,887,000	-
SF-970170	SFMTA	Overhead Line Rehabilitation	2,225,000	-	2,225,000	-
SF-99T002	SFMTA	Cable Car Infrastructure	6,000,000	-	6,000,000	-
VAR190007	SMART	Preventive Maintenance	4,078,615	4,078,615	-	-
SOL090034	SolTrans	Bus Replacement Alternative Fuel	3,683,200	3,233,492	-	449,708
VAR190007	SolTrans	Preventive Maintenance	1,085,190	1,085,190	-	-
SON170006	Sonoma County	SCT Replacement Bus Purchase	977,104	760,178	-	216,926
VAR190007	Sonoma County	SCT Preventive Maintenance	1,280,000	1,280,000	-	-
VAR190006	Vacaville	Operating Assistance	1,450,000	1,450,000	-	-
NEW	VTA	Signal Improvements Guadalupe	4,524,670	-	4,524,670	-
SCL050001	VTA	Electric 40' bus replacement 2024	18,768,000	15,285,583	-	3,482,417
SCL050002	VTA	Rail Replacement and Rehabilitation	8,827,200	-	8,827,200	-
SCL110099	VTA	Bridge and Structures Repairs FY24	680,000	-	680,000	-
SCL170005	VTA	Paratransit Fleet Procurement	1,445,547	1,445,547	-	-
SCL090044	VTA	OCS Rehab & Replacement Program	11,400,000	-	11,400,000	-
SCL150008	VTA	Track Intrusion Abatement FY24	1,452,000	-	1,452,000	-
SCL190026	VTA	HVAC Replacement Project	765,560	-	765,560	-
NEW	Westcat	Revenue Vehicle Replacement	1,115,200	1,115,200	-	-
REG090054	WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	2,605,500	-	2,605,500	-
REG090057	WETA	Ferry Major Component Rehabilitation	8,062,400	-	8,062,400	-
REG090057	WETA	Ferry Mid-Life Refurbishment - MV Taurus	3,929,200	-	3,929,200	-
REG090057	WETA	Vessel Engine Injectors Replacement	222,600	-	222,600	-
REG090067	WETA	Passenger Float Rehabilitation - Oakland Ferry Terminal	2,067,000	-	2,067,000	-
Total Capital Projects			544,625,944	207,492,733	323,082,854	14,050,356
Programmatic Set-Asides						
TBD	TBD	Fixed Guideway Cap Increase	22,719,410	-	22,719,410	-
TBD	TBD	Zero Emission Bus Facilities Program	23,501,770	23,501,770	-	-
Total Programmed			621,648,941	261,796,321	345,802,264	14,050,356
Fund Balance			90,002,888	79,911,247	8,357,979	1,733,662

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Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1	Program is based on actual apportionments for FY 2021-22 and FY 2022-23, and estimates for FY 2023-24. 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: \$11,719,686 of AB 664 Bridge Toll funds and \$24,493,576 of BATA Project Savings, for a total of \$36,213,262, have been programmed to AC Transit as part of the Core Capacity Challenge Grant Program (CCCGP). These FY2021-22 funds will support AC Transit's purchase of 65 40ft urban buses.
3	BART: The program has assumed the need for financing proceeds of approximately \$840,000,000 will be needed for the BART Railcar Replacement Project, starting in FY2021-22, with programming largely limited to debt service. Due to the influx of FTA formula funds from the BIL, there is an opportunity to provide significant pay-go funds in FYs 2021-22, 2022-23, and 2023-24. \$323,931,484 in funds were programmed in May 2022 toward pay-go. This amount was reduced to \$266,207,546 in April 2023 to account for SFMTA LRV cashflow needs.
4	VTA: VTA is programmed 5337 funds above its \$8,103,000 fixed guideway cap in each year of the program. The totals above the cap are \$19,440,200 in FY2021-22; \$17,236,000 in FY2022-23, and \$19,546,430 in FY2023-24, totaling \$56,222,630 over the three-year cap total of \$24,309,000 and for a total of \$80,531,630 in fixed guideway programming. 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. VTA is also provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$40,359,250 is waived its \$20,359,250 over the cap. The FY2022-23 bus procurement at \$26,891,452 is waived its \$6,891,452 over the cap.
5	Santa Rosa UZA: Santa Rosa CityBus, Sonoma County Transit and Sonoma-Marin 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 FY2021-22, \$2,333,370 is available to Sonoma County Transit, \$3,222,272 to Santa Rosa CityBus, and \$4,148,529 to SMART for 5307. For FY2022-23, \$2,541,098 is available to Sonoma County Transit, \$3,509,136 to Santa Rosa CityBus, and \$3,997,642 to SMART for 5307. For FY2023-24, \$2,394,574 is available for Sonoma County Transit, \$3,306,792 for Santa Rosa CityBus, and \$4,257,328 for SMART for 5307.
6	SFMTA: SFMTA's FY2021-22 request for \$113,635,101 for light rail vehicle replacement procurement will be partially funded with \$5,000,000 in BATA Project Savings, as committed through MTC Res. 4123. The remaining funds are obligated in the 5337 program.
7	WETA: WETA has opted to reinstate deferred caps from prior years in the proposed program. WETA had previously deferred \$15,313,252 in FG cap funds that is programmed across the three years of the program toward their fixed guideway needs. In FY 2021-22, WETA deferred its \$1.9 M FG cap increase. In FY2023-24, WETA borrows \$160,728 against its FY2024-25 cap of \$6,310,000, which will be reflected in any additional FY 2023-24 programming.
8	SamTrans: SamTrans is provided a waiver to the \$20,000,000 cap on bus replacements, as funds are available to cover the entire request. The FY2021-22 bus procurement at \$26,616,000 is waived its \$6,616,000 over the cap. The FY2022-23 bus procurement at \$36,160,000 is waived its \$16,160,000 over the cap. Finally, the FY2023-24 bus procurement at \$59,108,000 is waived its \$39,108,000 over the cap.
9	Vacaville: Vacaville Transit is programmed \$221,978 in FY2021-22 funds (\$215,296 in 5339 and \$6,682 in 5307) toward their Electric Bus Fleet project, replacing lapsed FY2018-19 5339 funds that were programmed in the FY2020-21 TCP but did not get put into a grant in time.
10	GGBHTD: Golden Gate is programmed \$4,000,000 in FY 2022-23 and \$12,000,000 in FY 2023-24 for the design and construction of a replacement ferry vessel pending required compliance with CARB zero emission regulations. The funds are programmed but will not be entered in to the TIP until finalization of the CARB regulations and design and construction estimates. As of April 2023, GGBHTD has clarified its ferry vessel replacement plan and the funds will be programmed in to the TIP.
11	Petaluma: Petaluma's automatic vehicle location (AVL) equipment request was for \$680,000 in FY2021-22 and \$80,000 in FY2022-23. With only \$67,000 remaining after programming their other requests in FY2021-22, the total request of \$740,000 is programmed FY2022-23.
12	CCCTA (County Connection): CCCTA's FY2021-22 bus procurement request, at \$28,880,000 exceeds the Concord UZA's available funds in that fiscal year by \$1,235,962; thus, that amount is programmed to the bus procurement project in FY2022-23. This request is also granted a waiver of the \$20,000,000 bus replacement cap, waiving its \$8,880,000 over the cap.
13	Vanpool: MTC's vanpool program is funded using 5307 funds for the first time in FY2021-22. The program receives 100% of its expected need, estimated at \$400 per van per month, and going up to \$600 per van per month starting in July 2022. FTA policy guiding vanpool service allows vanpool passenger fares that exceed operating expenses to be re-invested in capital equipment and to be counted toward a recipient's local match requirement. These programming amounts assume the use of this provision. Staff will reevaluate annually.