

# Metropolitan Transportation Commission Programming and Allocations Committee

June 8, 2011

Item Number 4a i

## Resolution Nos. 3831, Revised and 3880, Revised

**Subject:**

- 1) AC Transit Financial Review
- 2) Authorization of a funding exchange for \$17.5 million to complete a December 2009 action that provided AC Transit with additional operating funds
- 3) Approval of \$7 million in additional preventive maintenance funding (subject of item 4b)

**Background:**

In December 2009, in response to an AC Transit request, the Commission authorized the reassignment of \$35 million in CMAQ funds from the Alameda-Contra Costa Transit District (AC Transit) Berkeley/Oakland/San Leandro Bus Rapid Transit project to implement restructured AC Transit bus services due to the severe operating budget challenges facing AC Transit.

The Commission action to authorize the \$35 million funding exchange was conditioned on an independent agency financial review, an independent subregional analysis of service effectiveness as part of the Transit Sustainability Project, and AC Transit, if necessary, facilitating a funding exchange to complete the \$35 million reassignment.

In April 2010, the Commission authorized a funding exchange that released the first installment, \$17.5 million, to AC Transit to address these operating challenges in FY2009-10. Staff recommends that the Commission authorize a second funding exchange to release the final \$17.5 million based on AC Transit complying with the conditions described above. The proposed funding exchange includes AC Transit, the San Francisco Bay Area Rapid Transit District (BART) and the San Francisco Municipal Transportation Agency (SFMTA), and involves CMAQ, Proposition 1B, and Federal Transit Administration formula funds. The recommended action also revises MTC's Proposition 1B Transit program, MTC Resolution 3880, Revised.

Despite the significant efforts this past year by AC Transit to reduce costs and increase revenue stability, the District still faces near-term and longer-term operating deficits. AC Transit has requested to redirect an additional \$17 million in capital funds to operating. Staff recommends supporting a portion of the request, \$7 million in FY2010-11 (based on funding availability), and considering the balance next fiscal year subject to certain additional conditions.

The attached Executive Director Memorandum details the results of the AC Transit Financial Review and how the conditions have been satisfied.

**Issues:**

- (1) As part of the development of the FY2009-10 through FY2011-12 Transit Capital Priorities program, staff developed 10-year projections of transit capital replacement needs. The projections indicated that regional capital needs far outstrip annual revenues over the period and continuing to transfer federal capital replacement funds to support on-going operations will increase the challenge of maintaining the region's transit capital assets in the future.

**Executive Director's Memorandum**

**June 8, 2011**

**Page 2 of 2**

(2) Over the past decade, AC Transit has relied on preventive maintenance transfers at an average rate of \$10 million per year. This chronic practice effectively has helped to mask a structural operating budget deficit.

**Recommendation:** Refer MTC Resolution No. 3831, Revised and 3880, Revised to the Commission for approval.

**Attachments:** Executive Director Memorandum  
MTC Resolution No. 3831, Revised  
MTC Resolution No. 3880, Revised

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## *Memorandum*

TO: Programming and Allocations Committee

DATE: June 8, 2011

FR: Executive Director

RE: AC Transit Financial Review findings and recommended release of \$17.5 million in funding per a December 2009 action and approval of \$7 million in additional funding to support FY2011-12 operations

### **Summary**

Staff recommends that the Commission authorize a funding exchange to provide the Alameda-Contra Costa Transit District (AC Transit) with \$17.5 million to support transit operations in FY2011-12. Under a separate agenda item, Resolution 3916, staff recommends that the Commission permit AC Transit to direct \$7 million in federal funding, previously approved for bus purchases to support transit operations, subject to certain new conditions.

### **Background**

In December 2009, in response to an AC Transit request, the Commission authorized the reassignment of \$35 million in CMAQ funds from the AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit project to implement restructured AC Transit bus services due to the severe budget challenges facing AC Transit. One half of the \$35 million has been released to AC Transit. The release of the final \$17.5 million CMAQ was subject to the three conditions, outlined below, which have been met by AC Transit.

Since that time, AC Transit has made significant progress at controlling operating costs. However, the transfer of the remaining \$17.5 million in CMAQ funding and a request for an additional \$17 million (under Resolution 3916) in capital funding to support transit operations is still necessary to avoid additional service reductions in FY2011-12.

In addition to the proposed funding authorizations, the results of an independent financial review and a proposed strategy to address AC Transit's short and long-term financial sustainability are outlined below.

### **Condition #1: Independent Financial Review of AC Transit**

As a condition of the \$35 million reassignment, AC Transit agreed to an independent, comprehensive, financial review that considered cost control and revenue enhancement strategies sufficient to support AC Transit's long-term financial viability. This financial review revealed the following:

1. AC Transit's financial challenges are significant but not unique in the region.
2. AC Transit has implemented multiple strategies as part of the recent labor negotiations and other agency efforts to contain costs and stabilize revenues that have resulted in real cost savings and revenue increases in the short term and over a ten-year period.
3. Even with the cost control and revenue measures, a structural deficit is forecast to remain, estimated at roughly \$260 million over the next ten-year period, or roughly \$26 million on average annually.

**Executive Director’s Memorandum**

**June 8, 2011**

**Page 2 of 4**

- The financial review outlined potential solutions combining additional cost control measures and new revenues sources that could eliminate the deficit.

Chart 1 from the independent Financial Review illustrates the significant effect the cost control measures already undertaken or planned by AC Transit are projected to have on the 10-year operating deficit as compared to a forecast that maintains cost growth at historic rates. The historic growth rate of cost would lead to a shortfall exceeding \$700 million, while the cost containment scenario projects roughly \$260 million in 10-year cumulative deficits. The recent actions of the AC Transit Board and management should be commended. However, based on the review, additional challenges remain to maintain service levels without on-going emergency funding contributions from the region’s federal capital funds. It is neither prudent nor equitable to continue to divert a portion of these badly oversubscribed capital funds for the operating needs of only one transit agency.

**Chart 1**



Source: AC Transit Financial Review, Nancy Whelan and Associates

The Financial Review also highlights approximately \$35-40 million annually in potential cost and revenue strategies to address the remaining projected deficits. (Table 1 below)

**Table 1**

<i>Expenditures</i>	<i>Annual Impact (Millions)</i>
▪ Part Time Operators	(\$5.0)
▪ Split Shift Payments	(\$3.4)
▪ Remove Sign Off Times	(\$0.4)
▪ Extraboard to 25%	(\$2.5)
▪ Service Contracting (excluding capital)	(\$13.2 - \$17.6)
▪ Two-Tiered Pension Plan	TBD
<b><i>Subtotal, Expenditures</i></b>	<b>(\$24.5 - \$28.9)</b>
<b><i>Revenues</i></b>	
▪ Alameda Sales Tax Reauthorization	\$10.0
▪ Regional Funds (bridge tolls, gas tax)	TBD
<b><i>Subtotal, Revenues</i></b>	<b>\$10.0</b>

Source: AC Transit Financial Review, Nancy Whelan and Associates

## **Executive Director's Memorandum**

**June 8, 2011**

**Page 3 of 4**

### **Condition #2 – Independent Subregional Analysis of Service Effectiveness**

As a second condition of the \$35 million reassignment and consistent with the Commission's direction to proceed with subregional analysis of service effectiveness as part of the Transit Sustainability Project, AC Transit agreed to an independent, comprehensive operational analysis for the East Bay and Transbay service areas, in cooperation with BART and other service providers.

This effort is underway, in partnership with BART, and AC Transit staff is actively engaged in advancing the effort. The analysis will result in a comprehensive service and market review of AC Transit and associated BART service, and draft service concepts that examine coordination concepts between AC and BART services, identify gaps and/or duplication in terms of spatial and temporal coverage, and identify barriers to needed service provision, including resource requirements. The analysis is anticipated to be completed by the end of the calendar year.

### **Condition #3 – Address Eligibility for Fund Sources**

As the final condition of the \$35 million reassignment, AC Transit agreed to facilitate a funding exchange to reassign the \$35 million. In April 2010, the Commission authorized a funding exchange that included the San Francisco Municipal Transportation Agency (SFMTA) and included Proposition 1B funding. Staff recommends that the Commission authorize a second funding exchange to release the final \$17.5 million. This 1:1 funding exchange includes AC Transit, the San Francisco Bay Area Rapid Transit District (BART) and (SFMTA), involving CMAQ, Proposition 1B, and Federal Transit Administration Section 5307 funds. The recommended action also revises MTC Proposition 1B Transit program, MTC Resolution 3880, Revised.

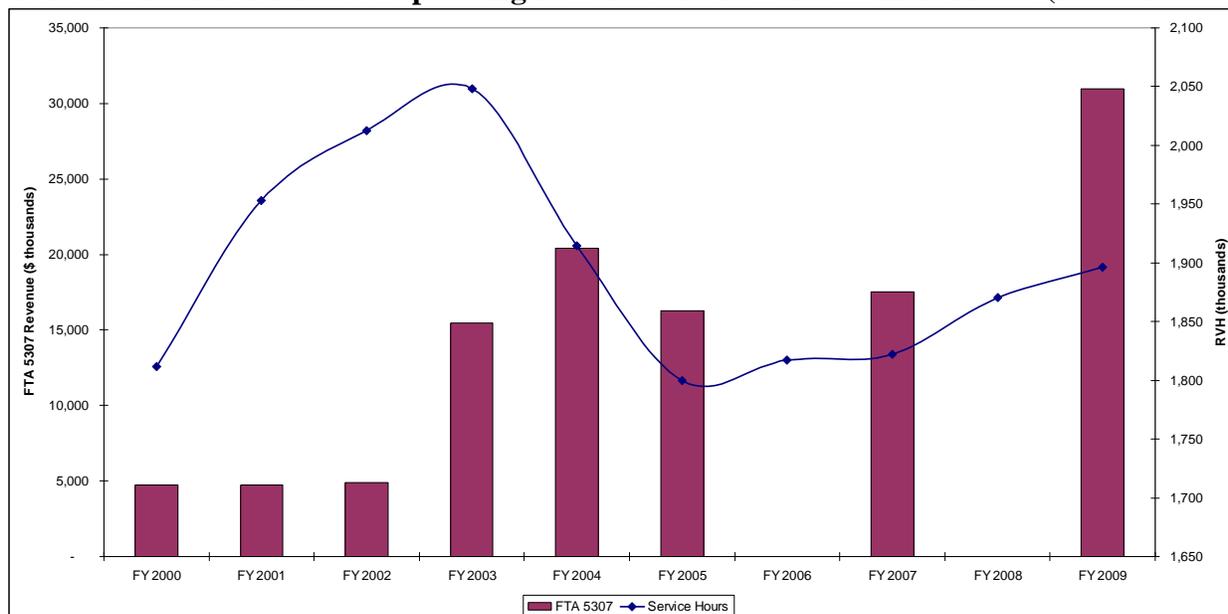
### **Proposed Strategy**

Staff recommends that MTC continue to work with AC Transit to achieve short and long-term financial sustainability, focused on the principles listed below. Under a separate item, Resolution 3916, staff is recommending an additional \$7 million in capital funds be made available to support transit operations. Staff recommends conditioning the release of the remaining \$10 million request on the AC Transit Board adopting a policy by January 2012 to achieve financial sustainability that addresses, at a minimum, the following recommendations:

#### *1. Spend federal capital funds on capital improvements and bus purchases*

While permitted by federal regulations, MTC policy discourages the practice of using federal Section 5307 capital funds for operating purposes. This practice results in an older vehicle fleet and capital assets that will ultimately require more service and maintenance, compounding the stress on the transit operating budgets. As illustrated in Chart 2 below, over the period from FY1999-00 to FY2008-09, AC Transit has consistently expended federal capital funding to support transit operations at an annual average rate of over \$10 million. This practice, in MTC's view, is not sustainable, especially when carried out on a year-to-year emergency basis. The most recent long-range plan, Transportation 2035, projected \$17 billion in unfunded transit capital replacement needs over 25-years even when directing all federal formula funds to replacement. Further, Chart 2 reveals that the preventive maintenance contributions were only marginally successful at maintaining service levels.

Chart 2: AC Transit FTA 5307 Operating Revenue and Revenue Vehicle Hours (Fixed Route Bus)



Source: MTC Statistical Summaries and FTA Adopted Programs

2. *Avoid or Limit Service Reductions*

AC Transit should continue to focus on cost control and revenue opportunities to avoid or limit service reductions on productive and lifeline routes. Additionally, working with MTC and partner agencies on the Transit Sustainability Project, opportunities may be available to improve existing service, remove duplicative service and provide improved travel times and trip coordination with its transit riders.

3. *Continue to Reduce Operating Costs*

Since December 2009, AC Transit has made significant progress in reducing operating costs, including reductions as part of administrative staff downsizing and recent labor negotiations. AC Transit should continue to pursue short and long-term cost savings based on the strategies identified in the Financial Review.

4. *Seek Additional Revenues*

As estimated in the financial review, an approximate \$26 million average annual deficit remains. While cost savings can and should reduce this deficit, additional dedicated funding is necessary over the 10-year time horizon to achieve financial sustainability. As the Alameda County Transportation Commission considers options for a potential reauthorization of the Measure B Sales Tax Measure and MTC considers placing a regional gas tax on the ballot, AC Transit should communicate the cost control measures underway and demonstrate the value to local residents of an additional annual investment in the public transportation system.

**Recommendation**

Staff recommends the referral of Resolutions 3831, Revised and 3880, Revised to the Commission for approval.

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Steve Heminger

Date: November 28, 2007  
W.I.: 1512  
Referred by: PAC  
Revised: 01/28/09-C  
12/16/09-C  
04/28/10-C  
06/22/11-C

ABSTRACT

Resolution No. 3831, Revised

This resolution adopts the policy and programming for the Third Cycle CMAQ Bonus Program. The policy contains the project categories that are to be funded with FY 2008-09 Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for inclusion in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Third Cycle Bonus Guiding Principles

Attachment B – Third Cycle Bonus Project List

Attachment B of this resolution was amended on January 28, 2009 to reflect changes associated with the 2008 Resolution 3434 Strategic Plan.

Attachment B of this resolution was amended on December 16, 2009 to reflect changes associated with the reassignment of \$35 million from the AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit project to implement restructured CMAQ eligible AC Transit bus services, subject to the conditions noted.

Attachment B of this resolution was further amended on April 28, 2010 to authorize a funding exchange to execute a portion of the \$35 million reassignment.

Attachment B of this resolution was further amended on June 22, 2011 to authorize a funding exchange to execute the final \$17.5 million of the \$35 million reassignment from the AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit to the SFMTA Central Subway project.

Further discussion of the Third Cycle CMAQ Bonus Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated November 14, 2007, the Programming and Allocations Committee summary sheet dated January 14, 2009 and the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated December 9, 2009 , April 14, 2010 and June 8, 2011.

**METROPOLITAN TRANSPORTATION COMMISSION  
SAFETEA THIRD CYCLE CMAQ BONUS Programming  
Project List\*  
Attachment B**

Project Category and Title	County	Implementing Agency	Third Cycle Funding (thousand \$)
<b>SAFETEA STP/CMAQ THIRD CYCLE BONUS PROGRAMMING</b>			
<b>1. Marin U.S. 101 HOV Gap Closure / PDA Plans</b>			
Marin 101 Gap Closure - Funding Exchange	Marin	TAM	Exchange
<i>Specific Priority Development Area (PDA) Plans TBD by the Commission *</i>	TBD	TBD	\$12,500
<b>SUBTOTAL</b>			<b>\$12,500</b>
<b>2. Golden Gate Bridge Median Barrier</b>			
Golden Gate Bridge Median Barrier	Marin/San Francisco	GGBHTD	Swap
<i>Specific project(s) TBD by the Commission **</i>	TBD	TBD	\$20,000
<b>SUBTOTAL</b>			<b>\$20,000</b>
<b>3. Ed Roberts Campus</b>			
<i>Ed Roberts Campus</i>	Alameda		\$4,500
<b>SUBTOTAL</b>			<b>\$4,500</b>
<b>4. Resolution 3434 Strategic Plan Reserve</b>			
AC Transit CMAQ Eligible New Operating Service - Funding Exchange ***	<b>Alameda</b>	<b>AC Transit</b>	<b>\$35,000</b>
<i>SFMTA Central Subway - Funding Exchange**** (part 1)</i>	San Francisco	SFMTA	\$17,500
<b><i>SFMTA Central Subway - Funding Exchange (part 2)</i></b>	<b>San Francisco</b>	<b>SFMTA</b>	<b>\$17,500</b>
<b>SUBTOTAL</b>			<b>\$35,000</b>
<b>Third Cycle CMAQ Bonus Total</b>			<b>\$72,000</b>

\* Flexible funding provided by TAM in exchange for the Third Cycle CMAQ funds will be available to PDA planning activities. The programming commitments in this category are subject to the evaluation and approval of projects by the Commission.

\*\* The GGB is ineligible to receive CMAQ funding. Therefore, the funds must be swapped with other CMAQ-eligible projects. Attachment B will be revised once the projects to receive the fund swap are identified.

\*\*\* On December 16, 2009, the Resolution 3434 strategic plan reserve funding was redirected from the AC Transit BRT to CMAQ eligible operating purposes at AC Transit's request. The programming commitments in this category are subject to the following conditions:

1. Agency Financial Review: Prior to the release of the FY2010 portion of CMAQ funding, AC Transit agrees to an independent comprehensive, financial review that considers cost control and revenue enhancement strategies to support the District's long-term financial viability. AC Transit must take the necessary steps to implement the identified strategies before the release of the requested FY2011 portion of CMAQ funding.

2. East Bay Operations Analysis: Consistent with the Commission's direction to proceed with subregional analysis of service effectiveness as part of the Transit Sustainability Project, AC Transit agrees to an independent, comprehensive operational analysis for the east bay and transbay service areas, in cooperation with BART, WestCAT, Union City, and the Water Emergency Transportation Authority. Where financially feasible, AC Transit agrees to take all reasonable steps to implement the recommendations of this analysis.

3. Address Eligibility for Fund Sources: AC Transit will demonstrate to MTC and the Federal Transit Administration that the proposed operating expenses for the restructured service are eligible for CMAQ funds. If the proposed expenses are not CMAQ eligible, AC Transit will identify another project that can use the CMAQ funds in exchange for operating funds. In the event AC Transit does not have such a project in its own capital plan, AC Transit will be responsible for obtaining the agreement of another transit operator to assist in the exchange of funds.

\*\*\*\* On December 16, 2009, the Commission authorized the reassignment of \$35 million in CMAQ funds from the AC Transit BRT project to the AC Transit operating budget. On April 28th, 2010, the Commission authorized \$17.5 million funding exchange between AC Transit and SFMTA to execute the initial installment of this transfer. On June 22nd, 2011, the Commission authorized \$17.5 million funding exchange between AC Transit, BART and SFMTA to execute the final installment of this transfer. AC Transit shall comply with the conditions related to the original transfer, listed above.

# Attachment B

November 28, 2007  
Attachment B, MTC Resolution No. 3831  
Revised: 01/28/09-C  
12/16/09-C  
04/28/10-C  
06/22/11-C

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\June PAC\[tmp-3831\_Attach-B.xls]Third Cycle Bonus 06-22-2011

Date: December 17, 2008  
W.I.: 1515  
Referred by: PAC  
Revised: 04/22/09-C 11/18/09-C  
02/24/10-C 04/28/10-C  
02/23/11-C 05/25/11-C  
06/22/11-C

ABSTRACT

Resolution No. 3880, Revised

This resolution adopts priorities for the Proposition 1B – Regional Transit Program for the San Francisco Bay Area.

Attachment A Proposition 1B Transit Population-based Funds Project List

Attachment B Allocation Principles for Proposition 1B Transit Population-based Funds

Attachment A of this resolution was amended on April 22, 2009 to include requests for allocations in FY2008-09 – Round Two.

Attachment A of this resolution was amended on November 18, 2009 to include requests for allocations for remaining FY2007-08 and FY2008-09 funds.

Attachment A of this resolution was amended on February 24, 2010 to include requests for allocations for FY2009-10 – Round One, and to establish a pro rata distribution formula for the \$2.6 million in available bond proceeds for remaining FY2007-08 and FY2008-09 allocation requests.

Attachment A of this resolution was amended on April 28, 2010 to include requests for allocations for FY2009-10 – Round Two.

Attachment A of this resolution was amended on February 23, 2011 to include requests for allocations for FY2010-11 – Round One.

Attachment A of this resolution was amended through Commission action on May 25, 2011 to include requests for allocations in FY2009-10 and FY010-11.

Attachment A of this resolution was amended through Commission action on June 22, 2011 to include a request for allocation of \$17.5 million for the BART Fixed Guideway Project in FY 2010-11 as part of a funding exchange between AC Transit, BART, and SFMTA's Central Subway urban core project.

ABSTRACT  
MTC Resolution No. 3880, Revised  
Page 2

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated December 10, 2008 and the PAC summary sheets dated April 8, 2009; November 4, 2009; February 10, 2010, April 14, 2010, February 9, 2011, May 11, 2011 and June 8, 2011.

Sponsor	Project	Category			Population-based Total	MTC Approval Date
		Lifeline	Urban Core	Small Operators/ North Counties		
<b>FY2007-08 Allocations</b>						
MTC	TransLink@ *	2,420,000			2,420,000	12/19/07
MTC	Regional Transit Connectivity *	9,858,000			9,858,000	12/19/07
BART	BART Earthquake Safety Program		11,000,000		11,000,000	12/19/2007, 7/22/09
CCCTA	Diablo Valley Transit Center			1,089,177	1,089,177	12/19/07
ECCTA	Bus Purchase			607,111	607,111	12/19/07
Fairfield/Suisun Transit	Bus Purchase			400,000	400,000	12/19/07
GGBHTD	Maintenance Facility Improvements			414,019	414,019	12/19/07
LAVTA	Bus Rapid Transit - Route 10			429,294	429,294	12/19/07
Marin Transit	Shuttle Vehicles			151,610	151,610	12/19/07
NCTPA	Bus Purchase			300,170	300,170	12/19/07
VTA	Line 522/523 Bus Rapid Transit		9,726,977		9,726,977	12/19/07
Santa Rosa Citybus	Bus Purchase			501,869	501,869	12/19/07
Sonoma County Transit	Bus Purchase			569,657	569,657	12/19/07
Union City	Bus Purchase			158,878	158,878	12/19/07
Vacaville City Coach	Bus Purchase			240,000	240,000	12/19/07
Vallejo Transit	Bus Purchase			304,082	304,082	12/19/07
WestCat	Bus Purchase			150,701	150,701	12/19/07
AC Transit	Bus Purchase	2,998,588			2,998,588	04/23/08
BART	Ashby BART Station Elevator	2,000,000			2,000,000	04/23/08
LAVTA	LAVTA Bus Shelters	100,000			100,000	04/23/08
BART	Oakland Airport Connector		13,000,000		13,000,000	07/22/09
<b>FY2007-08 Subtotal</b>		<b>17,376,588</b>	<b>33,726,977</b>	<b>5,316,568</b>	<b>56,420,133</b>	
<i>The Commission adopted the above projects as part of Resolution 3834, which was last revised on July 22, 2009. Projects are listed here for informational purposes.</i>						
Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population-based Total	MTC Approval Date
<b>FY2008-09 Allocations</b>						
BART	BART Pittsburg/Bay Point Station Improvements	320,000			320,000	12/17/08
BART	eBART		3,999,373		3,999,373	12/17/08
BART	Intermodal Access Improvements at West County BART Stations	482,251			482,251	12/17/08
BART	BART Balboa Park Station Westside Entrance and Walkway	1,153,610			1,153,610	12/17/08
CCCTA	Bus Purchase	844,805		613,564	1,458,369	12/17/08
CCCTA	Bus Stop Access and Amenity Improvements - Martinez	100,000			100,000	12/17/08

\*Allocations to MTC Regional Programs increase Lifeline Program access to STA flexible funds - up to \$32 million will be exchanged per Resolution 3814.

Date: December 17, 2008  
W.L.: 1515  
Referred by: PAC  
Revised: 04/22/09-C  
11/18/09-C, 02/24/10-C  
04/28/10-C, 02/23/11-C  
05/25/11-C, 06/22/11-C

Attachment A  
Resolution No. 3880

Sponsor		Project	Lifeline	Urban Core	Small Operators/ North Counties	Population- based Total	MTC Approval Date
Dixon	Bus Purchase		75,000			75,000	12/17/08
ECCCTA	Bus Purchase				342,003	342,003	12/17/08
ECCCTA	Bus Shelters and Amenities for Communities of Concern		200,000			200,000	12/17/08
Fairfield	Bus Stop Improvements		300,000			300,000	12/17/08
Fairfield	DART Paratransit Replacement Vehicles		41,600			41,600	12/17/08
Fairfield	Vacaville Bus Shelters		109,800			109,800	12/17/08
GGBHTD	Ferry Terminal Public Restroom Facilities Rehabilitation				318,635	318,635	12/17/08
Healdsburg Transit	Bus Purchase		49,000			49,000	12/17/08
LAVTA	Route 10 Rapid Bus (BRT) Project				241,834	241,834	12/17/08
Marin Transit	Canal Neighborhood Transit Improvements		435,638			435,638	12/17/08
NCTPA	Bus Purchase		274,290		169,094	443,384	12/17/08
Santa Rosa CityBus	Bus Purchase		483,744		131,237	614,981	12/17/08
SFMTA	Central Subway			15,000,000		15,000,000	12/17/08
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements		480,000			480,000	12/17/08
SFMTA	SFMTA Persia Triangle Improvements		802,734			802,734	12/17/08
SMCTD	East Palo Alto Bus Stop Improvements		72,000			72,000	12/17/08
SMCTD	Van Purchase for Shelter Network		28,000			28,000	12/17/08
Sonoma County	Bus Purchase		483,744			483,744	12/17/08
Union City	Bus Purchase				89,500	89,500	12/17/08
Vallejo	Install Bus Shelters and Stops		361,010			361,010	12/17/08
WestCat	Bus Purchase		69,785			69,785	12/17/08
WestCat	Bus Purchase				84,894	84,894	12/17/08
Petaluma	Bus Purchase				138,021	138,021	04/22/09
SMCTD	Bus Purchase		900,000			900,000	04/22/09
Sonoma County	Bus Purchase				319,596	319,596	04/22/09
Vallejo	Bus Purchase				531,829	531,829	04/22/09
VTA	Hybrid Bus Replacements		2,310,367			2,310,367	11/18/09
SFMTA	Central Subway **			1,070,739		1,070,739	11/18/09
BART	BART to Warm Springs **			1,336,440		1,336,440	11/18/09
Healdsburg Transit	Bus Purchase				14,767	14,767	11/18/09
<b>FY2008-09 Subtotal</b>			<b>10,377,378</b>	<b>21,406,552</b>	<b>2,994,974</b>	<b>34,778,904</b>	

\*\* Funds were advanced to these Urban Core projects from the Lifeline category, and the funds will be returned to Lifeline in FY2009-10.

Date: December 17, 2008  
W.L.: 1515  
Referred by: PAC  
Revised: 04/22/09-C  
11/18/09-C, 02/24/10-C  
04/28/10-C, 02/23/11-C  
05/25/11-C, 06/22/11-C

Attachment A  
Resolution No. 3880

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population- based Total	MTC Approval Date
<b>FY2009-10 Allocations</b>						
AC Transit	Bus Purchase	458,241			458,241	02/24/10
Alameda County	Meekland Avenue Transit Access Improvements	2,500,000			2,500,000	02/24/10
Alameda County	Hacienda Avenue Transit Access Improvements	160,181			160,181	02/24/10
BART	Environmental Justice Access to Berkeley/North Berkeley BART	224,749			224,749	02/24/10
BART	Richmond Station Improvements	262,549			262,549	02/24/10
BART	Hillcrest Park-and-Ride Lot Improvements	595,328			595,328	02/24/10
BART	Warm Springs Extension		8,338,268		8,338,268	02/24/10
CCCTA	Bus Purchase			616,288	616,288	02/24/10
Fairfield	Bus Stop Improvements	119,088			119,088	02/24/10
Fairfield	Downtown Suisun City/Fairfield Transportation Flex Shuttle	60,000			60,000	02/24/10
GGBHTD	Marin City Transit Hub	75,119			75,119	02/24/10
GGBHTD	Canal Neighborhood Transit Improvements	209,162			209,162	02/24/10
GGBHTD	Larkspur Ferry Channel and Berth Dredging*			320,049	320,049	02/24/10
LAVTA	Bus Engine Rehabilitation			242,907	242,907	02/24/10
NCTPA	Bus Stop Improvements	178,992			178,992	02/24/10
NCTPA	Replacement of Paratransit Vehicles			169,845	169,845	02/24/10
Petaluma	Bus Purchase			132,187	132,187	02/24/10
Santa Rosa CityBus	Hybrid Bus Purchase	331,662		139,861	471,523	02/24/10
SFMTA	Central Subway		8,338,268		8,338,268	02/24/10
Sonoma County Transit	Replacement CNG Bus Purchase	331,661		319,581	651,242	02/24/10
Union City	Bus Purchase			89,898	89,898	02/24/10
Vallejo	Bus Shelters and Stops	400,004			400,004	02/24/10
WestCat	Real Time Signage Installation			85,271	85,271	02/24/10
SFMTA	Balboa Park Station Improvements	270,819			270,819	04/28/10
SFMTA	Hunter's View Accessibility to Transit Improvements	510,160			510,160	04/28/10
SMCTD	Bus Stop Improvements	196,867			196,867	04/28/10
SMCTD	San Bruno Bus Stop Improvements	201,600			201,600	04/28/10
SMCTD	San Bruno Belle Air Transit Circulation Improvements	151,251			151,251	04/28/10
SMCTD	Bus Purchase - San Bruno	100,000			100,000	04/28/10
SMCTD	Daly City Bus Stop Improvements	187,181			187,181	04/28/10
SMCTD	Bus Purchase - Pacifica	56,221			56,221	04/28/10
VTA	Paratransit Vehicle and Equipment Purchase	3,475,650			3,475,650	04/28/10
ECCCTA	30 Bus Replacement			343,521	343,521	05/25/11
SFMTA	Central Subway**		216,000		216,000	05/25/11
SFMTA	Balboa Park Station Eastside Connections	592,891			592,891	05/25/11
SFMTA	Randolph/Farallones/Orizaba Transit Access Improvements	395,000			395,000	05/25/11
Sonoma County Transit	Replacement Bus Purchase			14,672	14,672	05/25/11
Vallejo	Intercity Bus Replacement			534,190	534,190	05/25/11
<b>FY2009-10 Subtotal</b>		<b>12,044,376</b>	<b>16,892,536</b>	<b>3,008,270</b>	<b>31,945,182</b>	

\*\* Funds were advanced to this Urban Core project from the Lifeline category, and the funds will be returned to Lifeline in FY2010-11.

Sponsor	Project	Lifeline	Urban Core	Small Operators/ North Counties	Population- based Total	MTC Approval Date
<b>FY2010-11 Allocations</b>						
BART	BART Warm Springs Extension		6,987,098		6,987,098	02/23/11
BART	eBART		12,662,433		12,662,433	02/23/11
CCCTA	Rolling Stock Replacement			1,463,184	1,463,184	02/23/11
CCCTA	Facility Rehabilitation			1,259,757	1,259,757	02/23/11
GGBHTD	Refurbishment of the MS San Francisco*			320,049	320,049	02/23/11
GGBHTD	Purchase One 34-Passenger Shuttle			365,000	365,000	02/23/11
GGBHTD	Purchase One 18-Passenger Shuttle			102,716	102,716	02/23/11
GGBHTD	Purchase 14 Vehicles			546,355	546,355	02/23/11
GGBHTD	Bus Stop Revitalization			400,000	400,000	02/23/11
LAVTA	Engine Rehabilitation and Replacement Buses			1,073,235	1,073,235	02/23/11
NCTPA	Farebox Replacement Modernization Project			750,425	750,425	02/23/11
Santa Rosa CityBus	Replacement Buses			889,008	889,008	02/23/11
SFMTA	Central Subway		37,167,911		37,167,911	02/23/11
Sonoma County Transit	Replacement Bus Purchase			1,471,964	1,471,964	02/23/11
VTA	Santa Clara Line 522/523 Bus Rapid Transit		10,000,000		10,000,000	02/23/11
WestCat	Bus Purchase			376,753	376,753	02/23/11
WestCat for Petaluma	Facilities Upgrade and Bus Purchase			317,844	317,844	02/23/11
ECCCTA	30 Bus Replacement			1,517,777	1,517,777	05/25/11
BART	Fixed Guideway Project**		17,500,000		17,500,000	06/22/11
<b>FY2010-11 Subtotal</b>		0	84,317,442	10,534,018	77,671,509	
<b>Total</b>		39,798,342	156,343,507	21,853,830	200,815,728	

\*GGBHTD's Refurbishment of the MS San Francisco project, replaces the previously submitted project, Larkspur Ferry Channel and Berth Dredging. The MTC approval date for the Refurbishment project is 2/23/11, however the funding is from FY2009-10.

\*\*The \$17.5M for BART's Fixed Guideway Project is part of a 1:1 funding exchange between AC Transit, BART and SFMTA that MTC approved on June 22, 2011 (see also MTC Reso. 3831, Revised). Through this exchange, SFMTA will receive \$17.5M in CMAQ funding instead of Prop 1B PTMISEA Urban Core funding.