

# Metropolitan Transportation Commission Programming and Allocations Committee

January 9, 2013

Item Number 4a

## Resolution Nos. 4035, Revised, 4072, Revised, and 4084

- Subject:** FY2012-13 and FY2013-14 Transit Capital Priorities and Transit Capital Rehabilitation Policy and Programs.
- Background:** This item updates the Transit Capital Priorities programming policy and programs roughly \$830 million in Federal Transit Administration (FTA) Sections 5307, 5309 Fixed Guideway, 5337 and 5339 funds, and Cycle 2 Surface Transportation Program funds to support transit capital replacement and rehabilitation projects, and operating costs in FY2012-13 and FY2013-14. This includes approximately \$13 million to support the transition year Transit Performance Initiative Incentive Program projects.
- Issues:**
1. Small Urbanized Areas. MTC has been serving as the agency responsible for programming FTA formula funds for the region's small urbanized areas (UAs) since 2004. Under MAP-21, the Governor or his designee (Caltrans) is specifically identified as being responsible for allocating FTA Section 5307 and 5339 funds to all small UAs in the state. FTA has recently interpreted this to mean that the Governor cannot delegate designated recipient status to regional or local agencies, but may, in practice, delegate to MTC the responsibility for selecting projects and recommending funding allocations if the Governor or his designee formally approves the final allocations. Caltrans staff has indicated their general agreement that MTC should continue to be responsible for programming small UA formula funds, but the new process has not yet been formally worked out. The proposed program includes small UA funds while MTC staff continues to work with Caltrans and FTA to resolve these issues.
  2. Caltrain and MOU Consistency. The proposed program assigns Caltrain's \$25 million in fixed guideway funds to the Positive Train Control/Electrification project, consistent with the High Speed Rail Early Investment Strategy memorandum of understanding (MOU) approved by MTC in March of 2012. The funds will not be amended into the TIP at this time because Caltrain staff have requested these funds to support their fixed guideway rehabilitation projects. Staff will amend the funds into the TIP following additional discussions between Caltrain and the MOU partner agencies and a final funding request that aligns with the MOU.
  3. Solano County Urbanized Area Eligibility and Inter-city Buses. The proposed program defers programming of half of the projected FY2013-14 Section 5307 funds in the Fairfield, Vacaville and Vallejo urbanized areas pending completion of the Solano County Short Range Transit Plan (SRTP). The SRTP is expected to include a funding plan for the replacement in FY 2016-17 of approximately 31 buses used for regional express bus service. The funding plan for the fleet replacements will rely primarily on FTA funds from the three Solano County urbanized areas and other funds provided by the county and the operators, and may require funds in excess of those available from FY2014-15 through FY2016-

17. Following completion of the SRTP, staff will work with the operators and the Solano Transportation Authority (STA) to confirm the programming request for the FY2013-14 reserve, and will return to the Commission with a program revision. Staff is not proposing to change SolTrans's UA eligibility to include the San Francisco-Oakland UA in the FY2012-13 – FY2013-14 policy as requested by STA, but may recommend adjusting UA eligibility in the future based on the review of the SRTP and an appropriate funding strategy for the fleet replacements.

4. VTA STP Request. VTA requested \$30.6 million in STP Transit Capital Rehabilitation funds for the costs of bus replacement projects that exceeded VTA's FTA funding apportionments. The regional policy is to use the STP funds for high-priority capital projects that cannot be funded within available FTA revenues. The proposed preliminary program includes only \$3.3 million of the \$30.6 million requested by VTA given that the bus projects could have been funded with prior-year TCP funds that VTA had used for preventive maintenance (PM). VTA staff requested funds on the grounds that the prior-year preventive maintenance programming had been offset by locally funded bus procurements, consistent with the TCP policy. However, the analysis provided by VTA indicated that PM programming in FY2010-11 and FY2011-12 exceeded the federal share of bus costs by approximately \$27.3 million. Therefore, staff recommends programming only the difference (\$30.6 million less the \$27.3 million, or \$3.3 million) to ensure that limited STP funds are reserved for Score 16 projects of operators that have only received FTA formula funds for high-scoring projects.

**Recommendation:** Refer MTC Resolution Nos. 4035, Revised, 4072, Revised, and 4084 to the Commission for approval.

**Attachments:** Executive Director Memo  
Executive Director Memo Attachment A, Solano Transportation Authority Letter  
Presentation Slides  
MTC Resolution Nos. 4035, Revised, 4072, Revised, and 4084



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## ***Memorandum***

TO: Programming and Allocations Committee                      DATE: January 9, 2013

FR: Executive Director

RE: FY2012-13 and FY2013-14 Transit Capital Priorities and Transit Capital Rehabilitation Policy and Programs, and Transit Performance Initiative

### **Summary**

This item updates the Transit Capital Priorities programming policy and programs roughly \$830 million in Federal Transit Administration Sections 5307, 5309 Fixed Guideway, 5337 and 5339 funds, and Cycle 2 Surface Transportation Program funds to support transit capital replacement and rehabilitation projects, and operating costs in FY2012-13 and FY2013-14. This includes approximately \$13 million to support the transition year Transit Performance Initiative (TPI) projects.

### **Background**

MTC is responsible for programming the region's Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307), Fixed Guideway Modernization (Section 5309 FG), State of Good Repair (Section 5337) and Bus & Bus Facilities (Section 5339) funds, as well as Cycle 2 Surface Transportation Program (STP) Transit Capital Rehabilitation funds which the Commission has designated to supplement the FTA funds. MTC programs these funds to eligible transit operators to support:

- Transit capital replacement and rehabilitation projects;
- Preventive maintenance and operating costs; and
- Transit Performance Initiative (TPI) projects.

Program development is governed by the programming policies established by the region's Transit Capital Priorities (TCP) Process and Criteria, MTC Resolution 4072. The TCP policy was updated by the Commission in October 2012 to reflect changes to the FTA programs under the MAP-21 authorization, and to establish the policy for programming TPI funds.

This item proposes a preliminary program for FY2012-13 and FY2013-14. The programming totals approximately \$828 million, including \$783 million in FTA funds for the TCP program, \$31 million in STP funds for Transit Capital Rehabilitation, and \$13 million in STP for the FY2012-13 TPI incentive program.

The proposed program was developed from funding requests submitted by eligible transit operators, and was reviewed by the Partnership Transit Finance Working Group. Outstanding issues are discussed below. The program is based on projected apportionments of the federal funds, and will be

revised to reconcile to the final annual apportionments, once released by FTA. Staff will bring an amendment that adds the preliminary program to the regional Transportation Improvement Program (TIP) to the Commission in February.

**Transit Performance Initiative: Incentive Program**

As noted above, the proposed program includes approximately \$13 million for the TPI Incentive Program for FY2012-13. In October 2012, the Commission committed \$60 million in OneBayArea Grant (OBAG) Cycle 2 STP/CMAQ funds to the TPI Incentive Program, including \$15 million in FY2012-13 distributed to all operators based on current ridership (FY2010-11 actual). Future year distribution of incentive funding will be based on a formula determined by the Commission. The TPI Incentive Program funds projects focused on increasing ridership and/or productivity, including youth and low-income pass programs.

The submitted projects meet the program goals and requirements established in MTC Resolution 4072, Revised, and staff recommends programming \$13.4 million to the projects listed in the chart below. The roughly \$1.6 million remaining will be held in reserve for operators to program at a later date. To meet eligibility requirements for the committed fund source, some project sponsors will receive funding for preventive maintenance and redirect other local funds to the TPI Incentive Program projects.

**Proposed TPI Incentive Programming: FY2012-13 Round 1**

<b>Project</b>	<b>Amount</b>
AC Transit - Spectrum Ridership Growth Project	\$1,802,676
Altamont Commuter Express - Fare Collection Equipment *	22,575
BART - Train Car Accident Repair	1,493,189
BART - 24th Street Train Control Upgrade	2,000,000
Marin Transit - Low Income Youth Pass Program **	99,289
SFMTA - Free Muni For Youth Program **	1,600,000
SFMTA - Light Rail Vehicle Rehabilitation Project	5,120,704
Santa Clara VTA - Low Income Fare Pilot Project **	1,302,018
<b>Total</b>	<b>\$13,440,451</b>

\* The programming of the Altamont Commuter Express project is conditioned on a review of the project's compatibility with Clipper and MTC Resolution 3866, Revised regarding regional coordination.

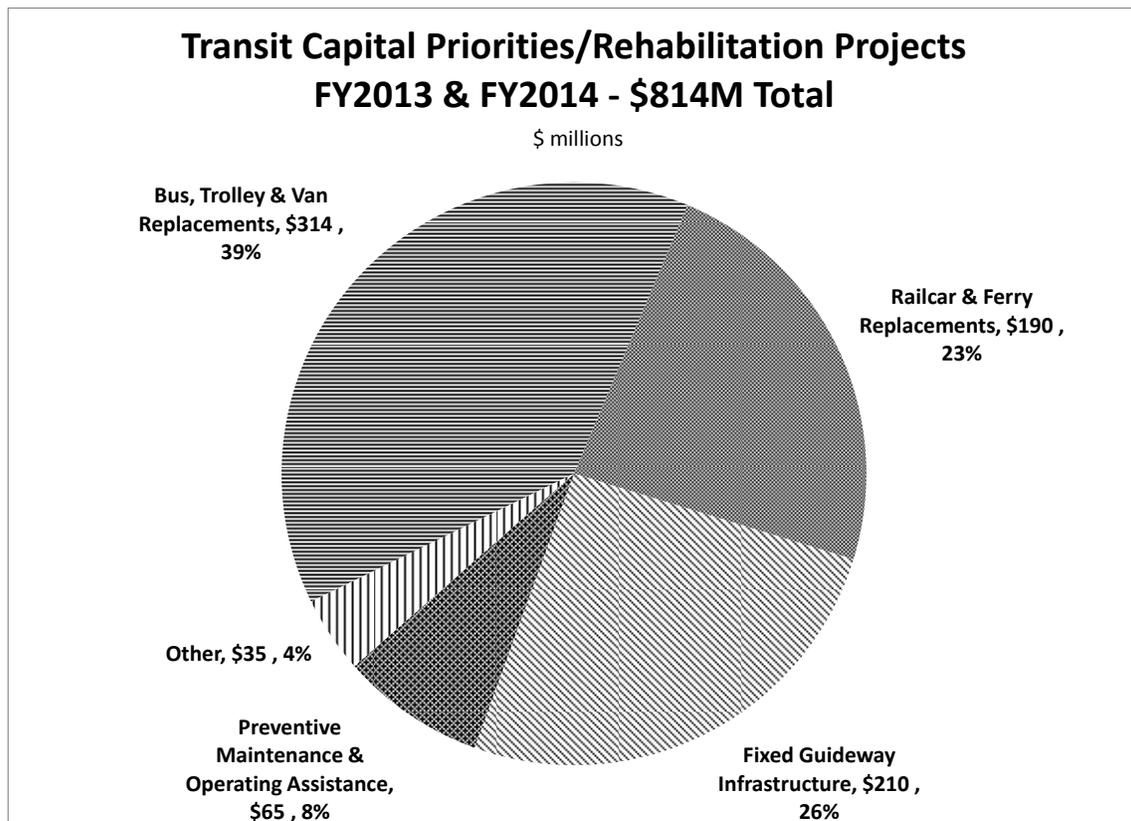
\*\* MTC will program these funding requests as preventive maintenance and the operators will use other local funds to cover these project costs.

**Transit Capital Priorities and Transit Capital Rehabilitation Programs**

Revenues available to support the Transit Capital Priorities and Rehabilitation programs in FY2012-13 and FY2013-14 are projected to total approximately \$836 million, as detailed in the table at right. The projections are based on MAP-21 authorizations, partial-year apportionments for FY2012-13 released by FTA, and unprogrammed balances of prior-year funds. The projected Section 5307 revenues exclude about \$6.3 million set aside to help fund the Lifeline program over the two years.

<b>Projected Transit Capital Priorities/Rehabilitation Revenues FY2013 &amp; FY2014</b>	
\$ millions	
Section 5307 Urbanized Area Formula	\$ 431.9
Section 5337 State of Good Repair	339.4
Section 5339 Bus & Bus Facilities	25.6
Section 5309 Fixed Guideway (prior year)	1.7
<b>Total FTA Programs</b>	<b>798.6</b>
Cycle 2 STP Transit Capital Rehabilitation	37.0
<b>Total Revenues</b>	<b>\$ 835.6</b>

In response to the call for projects issued by MTC, transit operators requested funds totaling about \$969 million. Projects were included in the proposed program based on TCP project score and urbanized area eligibility. TCP scores reflect the Commission’s priorities in Transportation 2035 and the transportation investment strategy adopted in preparation for Plan Bay Area, with vehicle replacement and fixed guideway infrastructure getting the highest scores (Score 16). Projected revenues were sufficient to cover all Score 16 projects after applying the project funding caps specified in the TCP policy. A breakdown of the types of projects included in the proposed \$814 million program is illustrated in the chart below.



Major projects funded in the proposed program include:

- \$314 million for replacing old buses, trolleys and vans throughout the region, including \$102 million for SFMTA vehicles and \$79 million for VTA vehicles (exchanged for preventive maintenance under the TCP policy's Funding Exchange element);
- \$150 million for the BART Car Replacement project, part of the \$871 million regional commitment to Phase 1 of the project made in MTC Resolution 3918;
- \$24 million for Caltrain Railcar Replacement and \$25 million for Caltrain Positive Train Control/Electrification project (held in reserve and not amended into the TIP pending resolution of issue noted under 'Caltrain and MOU Consistency' under Issues below), both part of the \$440 million regional commitment of future FTA funds to the Caltrain Electrification project made in MTC Resolution 4056.
- \$17 million for replacement of WETA's *MV Encinal* and *MV Vallejo* ferry vessels.

The program leaves unprogrammed balances of \$15.1 million in Section 5307 and 5339 funds due to eligibility constraints in non-competitive urbanized areas, and \$6.2 million in STP Transit Capital Rehabilitation funds, which will serve as a reserve to cover potential revenue shortfalls. Any funds not programmed in the current program will carry forward and be available for programming in FY2014-15.

Staff would like to highlight a few program and policy changes that are unique or will require some additional follow-up in coming months:

- ACE Electronic Fare Collection. The programming of ACE's FY2012-13 fixed guideway cap funds (\$1.7 million) for fare collection equipment replacement will be reserved and not amended into the TIP until completion of an assessment of the feasibility of using these funds to implement Clipper or a Clipper-compatible electronic fare collection system on ACE, and of the project's compatibility with MTC Resolution 3866 regarding regional coordination.
- Caltrain Vehicle Procurement Reserve. The program includes \$24 million for Caltrain's Railcar Replacement project, which will be held in a Vehicle Procurement Reserve pending development of the project schedule, and will be programmed in a future amendment.
- Marin County Transit. The Marin County Transit District (MCTD) was designated an eligible grantee by FTA in November 2012. MCTD previously received TCP funds via a pass-through agreement with Golden Gate Transit. Staff recommends that the Commission amend the Transit Capital Priorities policy to make MCTD eligible for TCP funds in the San Francisco-Oakland urbanized area. The proposed program includes MCTD vehicle replacement projects in FY2012-13 and FY2013-14.
- Santa Rosa Urbanized Area. Programming for Santa Rosa CityBus and Sonoma County Transit may be revised based on a renegotiated agreement between the two agencies to share

apportionments in the Santa Rosa urbanized area. Staff will return to request a program revision, as appropriate.

- Unexpended Prior-Year Grants. Staff is reviewing FTA grant disbursement reports and will contact operators with unexpended prior-year grants to request justification for additional programming for the same projects. In such cases, justification will need to be provided before the new funds are amended into the TIP in February.
- Coordinated Procurements. As a follow-up action on Transit Sustainability Project recommendations, MTC staff will convene the operators to discuss opportunities for coordinated procurement of vehicles and other equipment funded in the proposed program.

### Issues

1. Small Urbanized Areas. Prior to MAP-21, MTC served as the Designated Recipient (the agency responsible for programming FTA formula funds) for the region's small urbanized areas (UAs) – urban areas with population between 50,000 and 199,999 (Fairfield, Gilroy-Morgan Hill, Livermore, Napa, Petaluma, Vacaville, and Vallejo). Under MAP-21, the Governor or his designee (Caltrans) is specifically identified as the Designated Recipient for FTA Section 5307 and 5339 funds in small UAs, and as such is responsible for allocating funds to all small UAs in the state. This is unchanged from SAFETEA, but FTA has recently interpreted it to mean that the Governor cannot delegate designated recipient status to regional or local agencies. However, in practice, the Governor may delegate to MTC the responsibility for selecting projects and recommending funding allocations if the Governor or his designee formally approves the final allocations. Caltrans staff has indicated their general agreement that MTC should continue to be responsible for programming small UA Section 5307 funds, and that Caltrans will also delegate responsibility for programming small UA Section 5339 funds (a new program created by MAP-21) to MTC, but these delegations have not yet been formally approved. The proposed program includes small UA funds while MTC staff continues to work with Caltrans and FTA to resolve these issues. MTC's status as the Designated Recipient for the region's large UAs (population 200,000 and higher) is not affected.
2. Caltrain and MOU Consistency. The proposed program assigns Caltrain's \$25 million in fixed guideway funds to the Positive Train Control/Electrification project, consistent with the High Speed Rail Early Investment Strategy memorandum of understanding (MOU) approved by MTC in March of 2012. The funds will not be amended into the TIP at this time because Caltrain staff have requested these funds to support their fixed guideway rehabilitation projects. Staff will amend the funds into the TIP following additional discussions between Caltrain and the MOU partner agencies and a final funding request that aligns with the MOU.
3. Solano County Urbanized Area Eligibility and Inter-city Buses. The proposed program defers programming of half of the projected FY2013-14 Section 5307 funds in the Fairfield, Vacaville and Vallejo urbanized areas pending completion of the Solano County Short Range Transit Plan (SRTP) currently being prepared by the Solano Transportation Authority (STA) in cooperation with the county's transit operators. The SRTP is expected to include a capital replacement funding plan for each operator, including the replacement in FY 2016-17 of approximately 31 over-the-road coaches used for regional express bus service from Solano County. The funding plan for the fleet

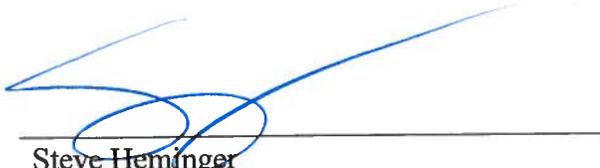
replacements will rely primarily on FTA funds from the three Solano County urbanized areas and other funds provided by the county and the operators, and may require funds in excess of those available from FY2014-15 through FY2016-17. Following completion of the SRTP, staff will work with the operators and STA to confirm the programming request for the FY2013-14 reserve, and will return to the Commission with a program revision. Staff is not proposing to change SolTrans's UA eligibility to include the San Francisco-Oakland UA in the FY2012-13 – FY2013-14 policy as requested by STA (see Attachment A, STA Letter), but may recommend adjusting UA eligibility in the future based on the review of the SRTP and an appropriate funding strategy for the fleet replacements.

Vacaville City Coach staff objected to the proposed reservation of Vacaville UA funds on the grounds that Vacaville maintains its own capital replacement program. However, the proposed reservation of funds is intended to promote the development of an equitable county-wide capital plan, and is not intended to prescribe how the capital plan is funded.

4. VTA STP Request. VTA requested \$30.6 million in STP Transit Capital Rehabilitation funds for the costs of bus replacement projects that exceeded VTA's FTA funding apportionments. The regional policy is to use the STP funds for high-priority capital projects that cannot be funded within available FTA revenues. The proposed preliminary program includes only \$3.3 million of the \$30.6 million requested by VTA given that the bus projects could have been funded with prior-year TCP funds that VTA had used for preventive maintenance (PM). VTA staff requested funds on the grounds that the prior-year preventive maintenance programming had been offset by locally funded bus procurements, consistent with the TCP policy. However, the analysis provided by VTA indicated that PM programming in FY2010-11 and FY2011-12 exceeded the federal share of bus costs by approximately \$27.3 million. Therefore, staff recommends programming only the difference (\$30.6 million less the \$27.3 million, or \$3.3 million) to ensure that limited STP funds are reserved for Score 16 projects of operators that have only received FTA formula funds for high-scoring projects.

#### **Recommendation**

Staff recommends the referral of MTC Resolution Nos. 4035, Revised, 4072, Revised, and 4084 to the Commission for approval.



Steve Heminger

Attachment: Letter from STA dated 11/30/12



Solano Transportation Authority

... working for you!

## SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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November 30, 2012

Alix Bockelman  
Director of Programming and Allocation  
Metropolitan Transportation Commission (MTC)  
101 Eighth Street  
Oakland, CA 94607

**RE: Future Replacement of SolanoExpress Buses and Eligibility for San Francisco/Oakland(SF/Oak) Urbanized Area (UZA) Funds**

Dear Alix:

I am writing on behalf of the Solano Transportation Authority (STA) to request the Metropolitan Transportation Commission (MTC) ensure that the replacement of SolanoExpress Buses remain eligible as part of the San Francisco/Oakland (SF/Oak) Urbanized Area (UZA). Recently, MTC took action to modify the eligible claimants for several Bay Area UZAs, including the SF/Oak and Vallejo UZAs. Meetings to discuss these changes took place without the participation of the STA which is the agency responsible for developing a funding plan to replace the estimated 34 Express Buses, that comprise the SolanoExpress Service, which are operated by either Solano County Transit (SolTrans) or Fairfield and Suisun Transit (FAST).

Historically, Vallejo Transit has been eligible to claim SF/Oak UZA funds to replace capital for the Vallejo Ferry Service and its Express Buses. This included the majority of the SolanoExpress Bus fleet purchased as part of the expansion of regional express bus service that has been funded, following the passage and implementation of Regional Measure 2 (RM 2), through a combination of RM 2 funds and local transit funds. As you are aware, the regional express bus service, which includes SolanoExpress Bus Service, is one of the priorities contained in MTC's Resolution 3434.

Currently, four of the seven SolanoExpress Bus Routes operate in the SF/Oak UZA and provide critical and frequent connections to Bay Area Rapid Transit (BART) stations located along the I-80 and I-680 corridors. Most of the SolanoExpress Buses were purchased in volume as part of the roll out of MTC's regional express bus expansion effort. An estimated 34 of these buses are scheduled to be retired from service this decade. STA has been working proactively with our two intercity transit operators, FAST and SolTrans, to set aside limited county transit funds to obtain the estimated local matching funds needed to replace these buses. Currently, funding has been identified and dedicated to fund the replacement of 6 of these 34 buses. With MTC recent action, it appears that the replacement of these Express Buses that support MTC's Resolution 3434 efforts, would no longer be eligible for replacement from this fund source, even though they continue to provide service within the SF/Oak UZA.

Based on our recent meeting, STA is requesting that MTC modify this recent action to ensure that the replacement of SolanoExpress Buses, consistent with Resolution 3434, which provide service to BART remain eligible for SF/Oak UZA funds.

If you have any questions regarding the specifics of this matter, please contact STA's Liz Niedziela at (707) 399-3217.

Sincerely,



Daryl K. Halls  
STA Executive Director

Cc: County Supervisor and MTC Commissioner Jim Sperring  
STA Board Members  
Mona Babauta, Solano County Transit (SolTrans)  
Wayne Lewis, Fairfield and Suisun Transit (FAST)  
Brian McLean, Vacaville City Coach  
Janet Koster, Dixon Read-Ride  
Matt Tuggle, County of Solano  
Liz Niedziela, STA



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**TRANSIT CAPITAL PRIORITIES/  
TRANSIT PERFORMANCE INITIATIVE  
PROGRAMMING UPDATE**

January 9, 2013

Programming & Allocations Committee

# Transit Capital Priorities & Transit Performance Initiative Programs

## **Transit Capital Priorities Funding (\$ millions)**

\$417	FTA Urbanized Area Formula
339	FTA State of Good Repair
25	FTA Bus & Bus Facilities
2	FTA Fixed Guideway (prior year)
31	Cycle 2 STP Transit Capital Rehabilitation

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\$814 Total TCP

## **Transit Performance Initiative Funding**

\$13	Cycle 2 STP Transit Capital Rehabilitation
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\$828 Total Program

# Transit Capital Priorities Overview

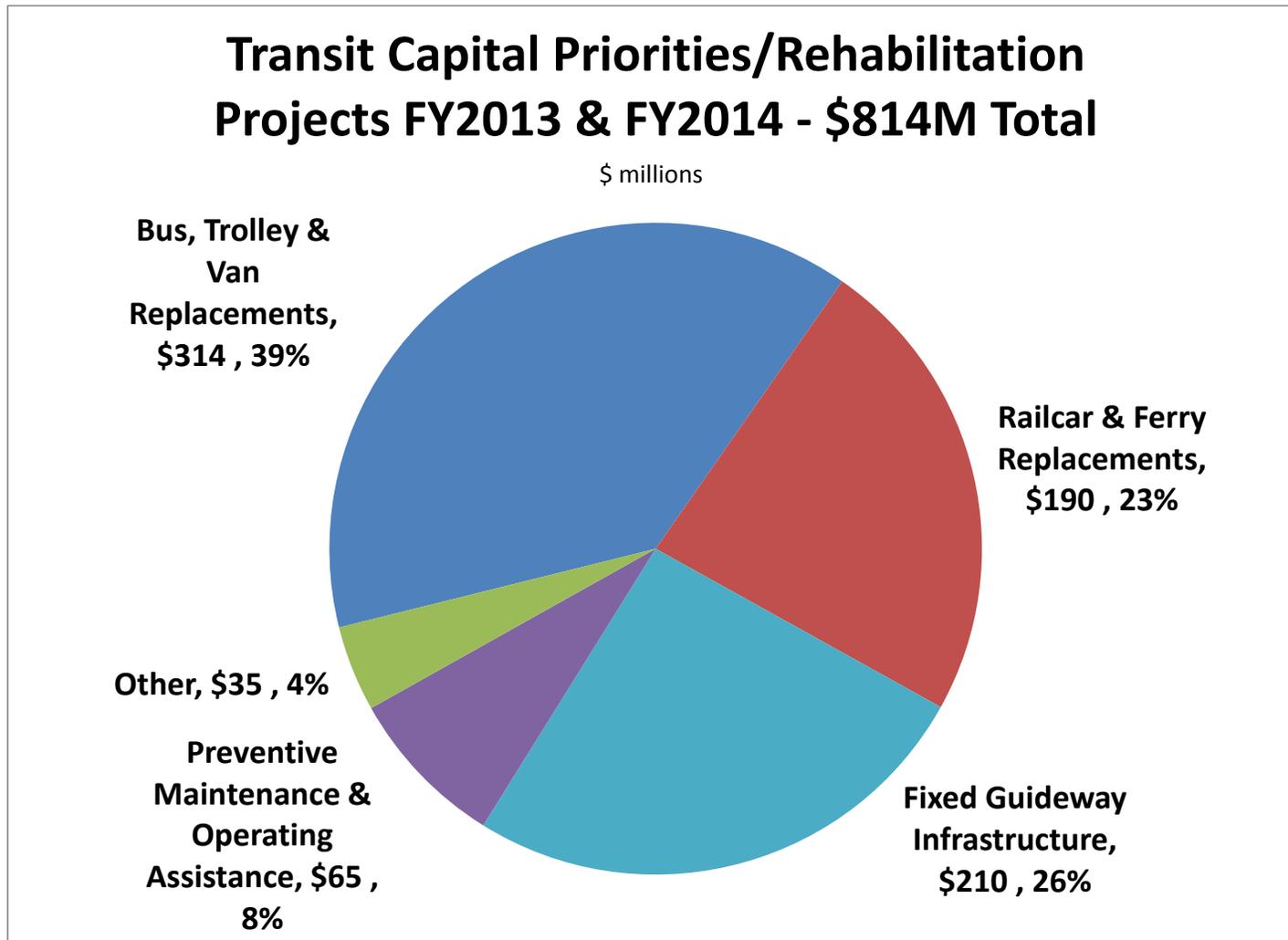
- Funding for transit capital replacement/rehab, preventive maintenance & operating assistance

<b>TCP Program Summary</b>		<b>\$ millions</b>
\$969	Requested by transit operators	
\$836	Projected revenues FY13 & FY14	
814	Proposed program	
\$21	Balance available for future program	

- Program includes priority “Score 16” projects: vehicle replacements and fixed guideway infrastructure, with project caps applied

# Transit Capital Priorities

## Project Summary



# Transit Capital Priorities

## Program Issues

### □ Small Urbanized Areas

- MTC has been serving as “designated recipient” for seven small urbanized areas (population <200k) since 2004
- FTA: Governor cannot delegate designated recipient status to MTC but can assign project selection and funding allocation if Caltrans approves final program
- Staff working with FTA and Caltrans to resolve

### □ Caltrain Electrification

- HSR Early Investment Strategy MOU directs Caltrain fixed guideway funds to electrification/positive train control (PTC) projects
- Caltrain requested funds for fixed guideway rehabilitation projects
- \$25 million programmed to electrification/PTC consistent with MOU; TIP amendment will be deferred pending sponsor resolution of issue

# Transit Capital Priorities

## Program Issues, cont.

- Solano County Express Buses & Urbanized Areas
  - Half of FY2014 funds in Fairfield, Vacaville and Vallejo urbanized areas reserved pending completion of Solano County Short-Range Transit Plan
  - SRTP to include funding plan for replacing 31 regional express buses in FY2017, may require reserved funds and additional regional funds
- VTA STP Request
  - VTA requested \$31 million STP for cost of bus replacements above available FTA revenues
  - STP used for high-scoring projects that exceed FTA funding
  - Proposed program includes \$3.3 million STP due to VTA's use of \$27 million prior-year FTA funds for low-scoring preventive maintenance

# TPI Incentive Program

## FY2012-13 Transition Year

- \$15 million distributed based on current ridership
  - Specific projects focused on increasing ridership or improving productivity, including pilot Youth or Low-Income Pass programs
- Staff recommends 8 projects, totaling \$13.4 million or 90% of available funding, based on requests to-date
- The remaining \$1.6 million will be held in reserve for operators to program at a later date

Agency	Funding (\$M)
AC Transit	\$ 1.8
BART	\$ 3.5
SFMTA	\$ 6.7
VTA	\$ 1.3
Other Operators/ Reserve	\$ 1.7
<b>Total</b>	<b>\$15.0</b>

# TPI Projects: Ridership and Productivity Improvement Focus

Agency	Project	TPI Amount	Description
AC Transit	Spectrum Ridership Growth	\$1.8 million	Passenger information systems, fare programs and marketing programs to increase ridership
ACE	Fare Equipment	\$22,575	Transition from paper to electronic ticketing (conditioned on compatibility with Clipper and regional coordination policy)
BART	Train Car Accident Repair	\$1.5 million	Repair and return two train cars to revenue service
BART	24 <sup>th</sup> Street Train Control Upgrade	\$2 million	Provide more operational flexibility allowing for faster and more efficient train turn back
SFMTA	Light Rail Vehicle Rehab	\$5.1 million	Rebuild key components of approx. 14 vehicles including wheels, motors, wiring and bearings

# TPI Projects: Youth and Low-Income Passes

Agency	Project	TPI Amount	Description
SFMTA	Free Muni for Youth	\$1.6 million	16-month pilot program beginning in March 2013 to provide free Muni via Clipper Cards for low and moderate income youth in San Francisco
Marin Transit	Low Income Youth Pass	\$99,000	Continue to provide free transit for low and moderate income youth in Marin County, augmenting local transportation sales tax funds
VTA	Low Income Fare Pilot Project	\$1.3 million	Provide up to 1,000 deeply discounted monthly passes to targeted low-income population, in coordination with county Department of Social Services

# TPI Upcoming Actions

Activity	Date
Approve formula for FY24-FY16 Incentive Program	February 2013
Progress Report on Round 1 Investment Projects	February 2013
Calls for projects for FY13 Investment carryover (reserve) funds, FY14 Incentive program, and Round 2 Investment program	Spring/Summer 2013

# Transit Capital Priorities & Transit Performance Initiative Programs

- Recommendation: Refer MTC Resolution Nos.
    - 4035, Revised – Cycle 2 STP Transit Capital Rehabilitation Program
    - 4072, Revised – Transit Capital Priorities Policy
    - 4084 – FTA Formula Funds Program
- to the Commission for approval

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C 11/28/12-C  
12/19/12-C 01/23/13-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; and to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

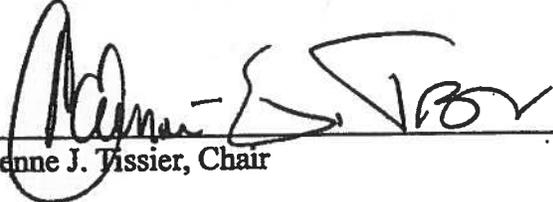
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Cycle 2

Regional Programs Project List  
FY 2012-13 through FY 2015-16  
January 2013

DO NOT PRINT

CLOSE GROUPING

Regional Programs Project List

Project Category and Title	County	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TA/TFCA	Total Cycle 2	
<b>CYCLE 2 PROGRAMMING</b>			<b>\$231,167,451</b>	<b>\$204,019,549</b>	<b>\$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>	
<b>1. REGIONAL PLANNING ACTIVITIES (PL)</b>								
ABAG Planning	Region-Wide	ABAG	\$2,673,000		\$2,673,000	\$0	\$2,673,000	
BCDC Planning	Region-Wide	BCDC	\$1,341,000		\$1,341,000	\$0	\$1,341,000	
MTC Planning	Region-Wide	MTC	\$2,673,000		\$2,673,000	\$0	\$2,673,000	
<b>1. REGIONAL PLANNING ACTIVITIES (PL)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$6,687,000</b>	<b>\$0</b>	<b>\$6,687,000</b>	
<b>2. REGIONAL OPERATIONS (RO)</b>								
Clipper® Fare Media Collection	Region-Wide	MTC	\$12,300,000	\$9,100,000	\$21,400,000	\$0	\$21,400,000	
511 - Traveler Information	Region-Wide	MTC	\$32,500,000	\$16,270,000	\$48,770,000	\$0	\$48,770,000	
<b>SUBTOTAL</b>			<b>\$44,800,000</b>	<b>\$25,370,000</b>	<b>\$70,170,000</b>	<b>\$0</b>	<b>\$70,170,000</b>	
FSP/Incident Management	Region-Wide	MTC/SAFE	\$14,290,000	\$10,840,000	\$25,130,000	\$0	\$25,130,000	
<b>SUBTOTAL</b>			<b>\$14,290,000</b>	<b>\$10,840,000</b>	<b>\$25,130,000</b>	<b>\$0</b>	<b>\$25,130,000</b>	
<b>2. REGIONAL OPERATIONS (RO)</b>			<b>TOTAL:</b>	<b>\$36,210,000</b>	<b>\$95,300,000</b>	<b>\$0</b>	<b>\$95,300,000</b>	
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>								
Regional Performance Initiatives Implementation	Region-Wide	MTC		\$5,750,000	\$5,750,000	\$0	\$5,750,000	
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$4,000,000	\$4,000,000	\$8,000,000	\$0	\$8,000,000	
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC		\$5,000,000	\$5,000,000	\$0	\$5,000,000	
<b>SUBTOTAL</b>			<b>\$4,000,000</b>	<b>\$14,750,000</b>	<b>\$18,750,000</b>	<b>\$0</b>	<b>\$18,750,000</b>	
<b>Ramp Metering and TOS Elements</b>								
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	Contra Costa	MTC/SAFE	\$750,000		\$750,000	\$0	\$750,000	
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Contra Costa	Caltrans		\$11,800,000	\$11,800,000	\$0	\$11,800,000	
FPI - Various Corridors Caltrans PE and Right of Way	Region-Wide	Caltrans		\$1,000,000	\$1,000,000	\$0	\$1,000,000	
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans		\$29,700,000	\$29,700,000	\$0	\$29,700,000	
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Alameda	Caltrans		\$0	\$0	\$11,000,000	\$11,000,000	
FPI - SOL I-80: I-505 to Yolo Co. Line.	Solano	Caltrans		\$0	\$0	\$23,000,000	\$23,000,000	
<b>SUBTOTAL</b>			<b>\$750,000</b>	<b>\$42,500,000</b>	<b>\$43,250,000</b>	<b>\$34,000,000</b>	<b>\$77,250,000</b>	
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>			<b>TOTAL:</b>	<b>\$4,750,000</b>	<b>\$57,250,000</b>	<b>\$62,000,000</b>	<b>\$96,000,000</b>	
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>								
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000		\$1,200,000	\$0	\$1,200,000	
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000		\$6,000,000	\$0	\$6,000,000	
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$7,200,000</b>	<b>\$0</b>	<b>\$7,200,000</b>	
<b>5. PRIORITY DEVELOPMENT AREA (PDA) IMPLEMENTATION</b>								
<b>Regional PDA Implementation and Transit Oriented Affordable Housing (TOAH)</b>								
Specific Projects TBD by Commission	TBD	TBD	\$20,000,000		\$20,000,000	\$0	\$20,000,000	
<b>SUBTOTAL</b>			<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>	
<b>County PDA Planning</b>								
PDA Planning - Alameda	Alameda	ACTC	\$3,905,000		\$3,905,000	\$0	\$3,905,000	
PDA Planning - Contra Costa	Contra Costa	CCTA	\$2,745,000		\$2,745,000	\$0	\$2,745,000	
PDA Planning - Marin	Marin	TAM	\$750,000		\$750,000	\$0	\$750,000	
PDA Planning - Napa	Napa	NCTPA	\$750,000		\$750,000	\$0	\$750,000	
PDA Planning - San Francisco	San Francisco	SF City/County	\$2,380,000		\$2,380,000	\$0	\$2,380,000	
PDA Planning - San Mateo	San Mateo	SMCCAG	\$1,608,000		\$1,608,000	\$0	\$1,608,000	
PDA Planning - Santa Clara	Santa Clara	VTA	\$5,349,000		\$5,349,000	\$0	\$5,349,000	
PDA Planning - Solano	Solano	STA	\$1,066,000		\$1,066,000	\$0	\$1,066,000	
PDA Planning - Sonoma	Sonoma	SCTA	\$1,447,000		\$1,447,000	\$0	\$1,447,000	
<b>SUBTOTAL</b>			<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>	
<b>5. PRIORITY DEVELOPMENT AREA (PDA) IMPLEMENTATION</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>	
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>								
Climate Strategies	TBD	TBD		\$14,000,000	\$14,000,000	\$6,000,000	\$20,000,000	
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$14,000,000</b>	<b>\$6,000,000</b>	<b>\$20,000,000</b>	
<b>7. SAFE ROUTES TO SCHOOL (SR2S)</b>								
<i>Specific projects TBD by CMAQs</i>								
SR2S - Alameda	Alameda	ACTC		\$4,293,000	\$4,293,000	\$0	\$4,293,000	
SR2S - Contra Costa	Contra Costa	CCTA		\$3,289,000	\$3,289,000	\$0	\$3,289,000	
SR2S - Marin	Marin	TAM		\$633,000	\$633,000	\$0	\$633,000	
SR2S - Napa	Napa	NCTPA		\$420,000	\$420,000	\$0	\$420,000	
SR2S - San Francisco	San Francisco	SFCTA		\$1,439,000	\$1,439,000	\$0	\$1,439,000	
SR2S - San Mateo	San Mateo	SMCCAG		\$1,905,000	\$1,905,000	\$0	\$1,905,000	
SR2S - Santa Clara	Santa Clara	VTA		\$5,386,000	\$5,386,000	\$0	\$5,386,000	
SR2S - Solano	Solano	STA		\$1,256,000	\$1,256,000	\$0	\$1,256,000	
SR2S - Sonoma	Sonoma	SCTA		\$1,379,000	\$1,379,000	\$0	\$1,379,000	
<b>7. SAFE ROUTES TO SCHOOL (SR2S)</b>			<b>TOTAL:</b>	<b>\$0</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>	
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>								
Specific Transit Capital Rehabilitation Program projects	TBD	TBD	\$6,153,384		\$6,153,384	\$0	\$6,153,384	
Specific Transit Performance Initiative Incentive Program projects	TBD	TBD		\$46,559,549	\$46,559,549	\$0	\$46,559,549	
Specific Transit Performance Initiative Investment Program projects	TBD	TBD	\$52,000,000		\$52,000,000	\$0	\$52,000,000	
SolTrans - Preventive Maintenance	Solano	SolTrans	\$1,000,000		\$1,000,000	\$0	\$1,000,000	
Clipper Fare Collection Equipment Replacement	Regional	MTC	\$9,994,633		\$9,994,633	\$0	\$9,994,633	
SFMTA - New 60' Flyer Trolley Bus Replacement	San Francisco	SFMTA	\$15,502,261		\$15,502,261	\$0	\$15,502,261	
VTA Preventive Maintenance	Santa Clara	VTA	\$3,349,722		\$3,349,722	\$0	\$3,349,722	
Unanticipated Cost Reserve	TBD	TBD	\$2,000,000		\$2,000,000	\$0	\$2,000,000	
AC Transit - Spectrum Ridership Growth Project	Alameda	AC Transit	\$1,802,676		\$1,802,676	\$0	\$1,802,676	
ACE - Fare Collection Equipment *	Alameda	SJRRRC	\$22,575		\$22,575	\$0	\$22,575	
Marin Transit - Preventive Maintenance (for Marin Transit low income youth pass)	Marin	Marin Transit	\$99,289		\$99,289	\$0	\$99,289	
BART - Train Car Accident Repair	Regional	BART	\$1,493,189		\$1,493,189	\$0	\$1,493,189	
BART - 24th Street Train Control Upgrade	San Francisco	BART	\$2,000,000		\$2,000,000	\$0	\$2,000,000	
SFMTA - Preventive Maintenance (for SFMTA low income youth pass)	San Francisco	SFMTA	\$1,600,000		\$1,600,000	\$0	\$1,600,000	
SFMTA - Light Rail Vehicle Rehabilitation	San Francisco	SFMTA	\$5,120,704		\$5,120,704	\$0	\$5,120,704	
VTA - Preventive Maintenance (for VTA low income fare pilot)	Santa Clara	VTA	\$1,302,018		\$1,302,018	\$0	\$1,302,018	
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>			<b>TOTAL:</b>	<b>\$103,440,451</b>	<b>\$46,559,549</b>	<b>\$150,000,000</b>	<b>\$0</b>	<b>\$150,000,000</b>

Attachment B-1

MTC Res. No. 4035, Attachment B-1  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 11/28/12-C  
 12/19/12-C  
 01/23/13-C

Cycle 2  
 Regional Programs Project List  
 FY 2012-13 through FY 2015-16  
 January 2013

DO NOT PRINT  
 CLOSE GROUPING

Regional Programs Project List

Project Category and Title	County	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other RTIP/TA/TFCA	Total Cycle 2
<b>CYCLE 2 PROGRAMMING</b>			<b>\$231,167,451</b>	<b>\$204,019,549</b>	<b>\$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>
* ACE - Fare Collection Equipment - Conditioned on MTC staff determination of project consistency with regional fare policy.							
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>							
<b>TPI - Capital Program</b>							
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit		\$10,515,624	\$10,515,624	\$0	\$10,515,624
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA		\$5,383,109	\$5,383,109	\$0	\$5,383,109
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA		\$5,383,860	\$5,383,860	\$0	\$5,383,860
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA		\$4,133,031	\$4,133,031	\$0	\$4,133,031
VTA - Light Rail Transit Signal Priority	Santa Clara	VTA		\$1,587,176	\$1,587,176	\$0	\$1,587,176
VTA - Stevens Creek - Limited 323 Transit Signal Priority	Santa Clara	VTA		\$712,888	\$712,888	\$0	\$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD		\$2,284,312	\$2,284,312	\$0	\$2,284,312
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI) TOTAL:</b>			<b>\$0</b>	<b>\$30,000,000</b>	<b>\$30,000,000</b>	<b>\$0</b>	<b>\$30,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>							
<i>Specific projects TBD by Commission</i>							
<b>10. PRIORITY CONSERVATION AREA (PCA) TOTAL:</b>			<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Cycle 2 Total</b>			<b>\$231,167,451</b>	<b>\$204,019,549</b>	<b>\$435,187,000</b>	<b>\$40,000,000</b>	<b>\$475,187,000</b>

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# Attachment B-2

MTC Resolution No. 4035, Attachment B-2  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 12/19/12-C  
 01/23/13-C

## Cycle 2 OBAG Project List FY 2012-13 through FY 2015-16 January 2013

### OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TA	Total Cycle 2
<b>CYCLE 2 COUNTY OBAG PROGRAMMING</b>		<b>\$301,964,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>
<b>ALAMEDA COUNTY</b>				
<i>Specific projects TBD by Alameda CMA</i>	TBD	\$50,233,000	\$3,726,000	\$53,959,000
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
<b>CMA Planning Activities Augmentation - Alameda</b>	<b>ACTC</b>	<b>\$3,270,000</b>	<b>\$0</b>	<b>\$3,270,000</b>
<b>Alameda County Safe Routes to School Program</b>	<b>ACTC</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>ALAMEDA COUNTY</b>	<b>TOTAL:</b>	<b>\$59,339,000</b>	<b>\$3,726,000</b>	<b>\$63,065,000</b>
<b>CONTRA COSTA COUNTY</b>				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$38,620,000	\$2,384,000	\$41,004,000
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
<b>CMA Planning Activities Augmentation - Contra Costa</b>	<b>CCTA</b>	<b>\$1,164,000</b>	<b>\$0</b>	<b>\$1,164,000</b>
<b>CONTRA COSTA COUNTY</b>	<b>TOTAL:</b>	<b>\$42,820,000</b>	<b>\$2,384,000</b>	<b>\$45,204,000</b>
<b>MARIN COUNTY</b>				
<i>Specific projects TBD by Marin CMA</i>	TBD	\$4,730,000	\$707,000	\$5,437,000
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
<b>CMA Planning Activities Augmentation - Marin</b>	<b>TAM</b>	<b>\$418,000</b>	<b>\$0</b>	<b>\$418,000</b>
<b>Central Marin Ferry Bike/Ped Connection</b>	<b>Marin County</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$1,500,000</b>
<b>MARIN COUNTY</b>	<b>TOTAL:</b>	<b>\$9,321,000</b>	<b>\$707,000</b>	<b>\$10,028,000</b>
<b>NAPA COUNTY</b>				
<i>Specific projects TBD by Napa</i>	TBD	\$3,557,000	\$431,000	\$3,988,000
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
<b>NAPA COUNTY</b>	<b>TOTAL:</b>	<b>\$6,230,000</b>	<b>\$431,000</b>	<b>\$6,661,000</b>
<b>SAN FRANCISCO COUNTY</b>				
<i>Specific projects TBD by San Francisco CMA</i>	TBD	\$33,106,000	\$1,910,000	\$35,016,000
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$36,674,000</b>	<b>\$1,910,000</b>	<b>\$38,584,000</b>
<b>SAN MATEO COUNTY</b>				
<i>Specific projects TBD by San Mateo CMA</i>	TBD	\$21,860,000	\$1,991,000	\$23,851,000
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
<b>SAN MATEO COUNTY</b>	<b>TOTAL:</b>	<b>\$24,533,000</b>	<b>\$1,991,000</b>	<b>\$26,524,000</b>
<b>SANTA CLARA COUNTY</b>				
<i>Specific projects TBD by Santa Clara CMA</i>	TBD	\$67,776,000	\$4,350,000	\$72,126,000
CMA Base Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	SCVTA	\$1,754,000	\$0	\$1,754,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$10,000,000	\$0	\$10,000,000
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$83,776,000</b>	<b>\$4,350,000</b>	<b>\$88,126,000</b>
<b>SOLANO COUNTY</b>				
<i>Specific projects TBD by Solano CMA</i>	TBD	\$11,350,000	\$0	\$11,350,000
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
West B Street Bicycle/Pedestrian RxR Undercrossing	Dixon	\$1,394,000	\$1,141,000	\$2,535,000
Various Streets and Roads Preservation	Solano County	\$1,094,000	\$0	\$1,094,000
Vallejo Downtown Streetscape - Phase 3	Vallejo	\$784,000	\$0	\$784,000
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$17,628,000</b>	<b>\$1,141,000</b>	<b>\$18,769,000</b>
<b>SONOMA COUNTY</b>				
<i>Specific projects TBD by Sonoma CMA</i>	TBD	\$12,370,000	\$1,396,000	\$13,766,000
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
SMART Vehicle Purchase	SMART	\$6,600,000	\$0	\$6,600,000
<b>SONOMA COUNTY</b>	<b>TOTAL:</b>	<b>\$21,643,000</b>	<b>\$1,396,000</b>	<b>\$23,039,000</b>

# Attachment B-2

MTC Resolution No. 4035, Attachment B-2  
Adopted: 05/17/12-C  
Revised: 10/24/12-C  
12/19/12-C  
01/23/13-C

## Cycle 2 OBAG Project List FY 2012-13 through FY 2015-16 January 2013

### OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TA	Total Cycle 2
<b>CYCLE 2 COUNTY OBAG PROGRAMMING</b>		<b>\$301,964,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>
<b>Cycle 2 Total</b>	<b>TOTAL:</b>	<b>\$301,964,000</b>	<b>\$18,036,000</b>	<b>\$320,000,000</b>

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Date: October 24, 2012  
W.I.: 1512  
Referred By: PAC  
Revised: 01/23/13-C

ABSTRACT

Resolution No. 4072, Revised

This resolution approves the process and establishes the criteria for programming the FY2012-13 and FY2013-14 FTA Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities, and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds in the San Francisco Bay Area.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Criteria for FY2012-13 and FY2013-14 FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds

This resolution was revised on January 23, 2013 to make the Marin County Transit District eligible for Transit Capital Priorities funds in the San Francisco-Oakland urbanized area.

Further discussion of the Transit Capital Priorities Policy is contained in the Programming and Allocation Committee Executive Director memoranda dated October 10, 2012 and January 9, 2013.

Date: October 24, 2012  
W.I.: 1512  
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4072

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 has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

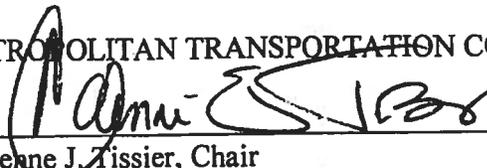
WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5309 FG, 5337 and 5339 funds for FY2012-13 and FY2013-14 and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds for FY2012-13 through FY2015-16 to finance transit projects in the San Francisco Bay Area region; 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

  
\_\_\_\_\_  
Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on October 24, 2012.

Date: October 24, 2012  
W.I.: 1512  
Referred By: PAC  
Revised: 01/23/13-C

Attachment A  
Resolution No. 4072  
Page 1 of 40

**San Francisco Bay Area Transit Capital Priorities Criteria for FY2012-13 and FY2013-14  
FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds**

**For development of the FY2012-13 and FY2013-14  
Transit Capital Priorities and Transit Performance Initiative Project Lists**

Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607

as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

**Table 1. Urbanized Area Eligibility**

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, <b>Marin County Transit District</b> , SFMTA, SamTrans, Union City Transit, Solano County Transit (ADA Paratransit Operating Set-Aside only), Water Emergency Transportation Authority, WestCAT
San Jose	ACE, Caltrain, VTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, ECCTA
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	Napa Vine on behalf of American Canyon, Solano County Transit
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, VTA
Petaluma	GGBHTD, Petaluma Transit, Sonoma County Transit

- (i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area’s urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.
- (ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with previous agreements (75% Santa Rosa City Bus and 25% Sonoma County).
- (iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an

Date: January 23, 2013  
W.I.: 1512  
Referred By: PAC

ABSTRACT

Resolution No. 4084

This resolution approves the FY2012-13 and FY2013-14 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 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities.

This Resolution includes the following attachment:

Attachment A – FY2012-13 and FY2013-14 Program of Projects

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocation Committee Executive Director memorandum dated January 9, 2013.

Date: January 23, 2013  
W.I.: 1512  
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4084

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 5309 Fixed Guideway Modernization, 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 small urbanized area funds 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 and with Caltrans in the region 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. 4072; and

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

RESOLVED, that MTC adopts the FY2012-13 and FY 2013-14 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachments A; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A as necessary to reflect the programming of projects as the projects are revised in the TIP; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on January 23, 2013.

FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program							
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG	FTA Section 5337	FTA Section 5339	
			<b>Projected Apportionment</b>	<b>203,865,143</b>	<b>0</b>	<b>168,550,717</b>	<b>12,689,186</b>
			<b>Previous Year Carryover</b>	<b>20,778,776</b>	<b>1,683,597</b>	<b>0</b>	<b>0</b>
			<b>Funds Available for Programming</b>	<b>224,643,919</b>	<b>1,683,597</b>	<b>168,550,717</b>	<b>12,689,186</b>
<b>ADA Operating Set-Aside</b>							
ALA990076	AC Transit	ADA Set-aside	3,933,205				
ALA050042	ACE	ADA Set-aside	503,096				
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,962,267				
REG090051	Caltrain	ADA Set-aside	947,771				
CC-99T001	CCCTA	ADA Set-aside	667,479				
CC-030035	ECCTA	ADA Set-aside	522,888				
MRN99T001	GGBHTD	ADA Set-aside	1,114,378				
ALA990077	LAVTA	ADA Set-aside	302,767				
NAP030004	Napa VINE	ADA Set-aside	29,557				
SM-990026	SamTrans	ADA Set-aside	992,293				
SF-990022	SFMTA	ADA Set-aside	3,732,102				
SOL990040	SolTrans	ADA Set-aside	665,421				
SCL050046	VTA	ADA Set-aside	3,124,203				
CC-990045	WestCat	ADA Set-aside	107,889				
<b>Prior-Year Commitments - Projects Deferred from FY2011-12</b>							
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	1,000,000				
			<b>Total Program Set-asides and Commitments</b>	<b>20,605,318</b>	<b>0</b>	<b>0</b>	
			<b>Funds Available for Capital Programming</b>	<b>204,038,601</b>	<b>1,683,597</b>	<b>168,550,717</b>	
<b>Capital Projects</b>							
New	AC Transit	CAD/AVL	5,000,000				
New	AC Transit	Radio communication system	5,000,000				
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386				
New	AC Transit	(51) Diesel Particulate Filters for 30' Buses	795,225				
New	ACE	Fare Collection Equipment	1,664,400				
BRT030004	BART	Train Control			13,000,000		
BRT030005	BART	Traction Power			13,000,000		
BRT97100B	BART	Rail, Way, and Structures Program		726,393	12,273,607		
ALA090065	BART	Fare Collection Equipment			6,067,914		
REG050020	BART	BART Car Exchange Preventive Maintenance	12,023,721		59,976,279		
REG090037	BART	Railcar Replacement			500,000		
REG110030	Caltrain	Positive Train Control - RESERVED - see Notes			10,900,000		
New	CCCTA	CCCTA: Replace 7 30' Buses	1,993,404		4,087	842,388	
New	CCCTA	CCCTA: Replace 6 22' Paratransit Vans	401,592				
New	CCCTA	CCCTA: Replace 4 Paratransit Minivans	180,236				
New	CCCTA	Purchase and Install 40 Electric Cooling Fans	200,000				
New	ECCTA	Replace Ten, 2001 40' Gilligs	5,144,391		220,411	431,918	
New	ECCTA	Replace Two, 2007 Chevrolet Minivans	90,118				
New	ECCTA	Replace One, 2003 DR Cutaway/Van	89,787				
New	ECCTA	Replace One, 2006 DR Cutaway/Van	66,932				
New	ECCTA	Preventive Maintenance	266,647				
SOL010006	Fairfield	Fairfield Operating Assistance	2,370,217				
New	GGBHTD	Replace 7 - 40' Diesel Buses	3,008,005				
ALA030030	LAVTA	Preventative Maintenance	1,399,366				
New	Marin Transit	Replace 7 Local Buses	4,057,707				
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,450,933				
New	Napa Vine	VINE Transit Maintenance Facility	46,814			171,363	
New	Petaluma	Replace 2 Paratransit Cutaways FY13	9,089			124,775	

FY 2012-13 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5309 FG	FTA Section 5337	FTA Section 5339
<b>Capital Projects, continued</b>						
SM-110062	Samtrans	Replacement of 1998 Gillig Buses	17,397,271			
New	Samtrans	Replacement of 14 2009 Minivans	619,597			
SM-030023	Samtrans	Preventive Maintenance	6,896,630			
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,678,872			
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	1,273,603			
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	29,823			
SON070020	Santa Rosa	Diesel-Electric Hybrid Fixed-Route Replacement Bus				232,297
SF-090043	SFMTA	45 40' NABI Replacement	9,394,065			6,716,626
SF-090035	SFMTA	35 22' Paratransit vans	4,163,725			
New	SFMTA	50 40' Neoplan Bus Replacement	9,815,991			
New	SFMTA	26 60' Neoplan Bus Replacement	10,064,549			
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement	12,677,488			
SF-990003	SFMTA	ITS Radio System Replacement	5,000,000			
SF-95037B	SFMTA	Muni Rail Replacement			29,592,086	
SF-970073	SFMTA	Cable Car Renovation Program			960,000	
New	Soltrans	Operating Assistance	6,221,981			
New	Soltrans	Technology Enhancements				225,930
SON030005	Sonoma County	SCT Preventive Maintenance Program	984,158			
SON050021	Sonoma County	SCT Bus Stop Enhancements	9,941			
New	Sonoma County	Replacement of One CNG 40-Foot Orion Bus				232,297
New	Vacaville	Additional FR Buses	1,205,061			195,612
SOL010007	Vacaville	Operating Assistance	985,000			
SCL990046	VTA	VTA: Preventive Maintenance	31,902,845		2,601,175	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	357,540			
SCL050002	VTA	VTA: Rail Replacement Program		957,204	705,379	
SCL050001	VTA	VTA: Standard and Small Bus Replacement				2,911,272
New	WestCat	Replacement of 8 (1988) 40' transit buses.	3,508,672			
New	WETA	Replacement Vessel	14,800,000			
REG090057	WETA	Ferry Major Component Rehabilitation - Solano	1,600,000			
REG090057	WETA	Ferry Major Component Rehabilitation - Vallejo	960,000			
REG090055	WETA	Ferry Propulsion System Replacement - Peralta	4,208,000			
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	224,000			
		<b>Total Capital Projects</b>	<b>192,670,783</b>	<b>1,683,597</b>	<b>149,800,938</b>	<b>12,084,479</b>
		<b>Total Program</b>	<b>213,276,100</b>	<b>1,683,597</b>	<b>149,800,938</b>	<b>12,084,479</b>
		<b>Fund Balance</b>	<b>11,367,819</b>	<b>0</b>	<b>18,749,779</b>	<b>604,707</b>

FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<i>Projected Apportionment</i>			<b>207,294,648</b>	<b>170,886,111</b>	<b>12,863,587</b>
<i>Previous Year Carryover</i>			<b>11,367,819</b>	<b>18,749,779</b>	<b>604,707</b>
<i>Funds Available for Programming</i>			<b>218,662,467</b>	<b>189,635,890</b>	<b>13,468,294</b>
<b>ADA Operating Set-Aside</b>					
ALA990076	AC Transit	ADA Set-aside	3,987,520		
ALA050042	ACE	ADA Set-aside	510,043		
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	3,003,173		
REG090051	Caltrain	ADA Set-aside	960,859		
CC-99T001	CCCTA	ADA Set-aside	676,696		
CC-030035	ECCTA	ADA Set-aside	530,109		
MRN99T001	GGBHTD	ADA Set-aside	1,129,767		
ALA990077	LAVTA	ADA Set-aside	306,948		
NAP030004	Napa VINE	ADA Set-aside	29,966		
SM-990026	SamTrans	ADA Set-aside	1,005,996		
SF-990022	SFMTA	ADA Set-aside	3,783,639		
SOL990040	SolTrans	ADA Set-aside	674,610		
SCL050046	VTA	ADA Set-aside	3,167,345		
CC-990045	WestCat	ADA Set-aside	109,379		
<b>Vehicle Procurement Reserve</b>					
New	Caltrain	Railcar Replacement - RESERVED		24,054,512	
<b>Total Program Set-asides and Commitments</b>			<b>19,876,050</b>	<b>24,054,512</b>	<b>0</b>
<b>Funds Available for Capital Programming</b>			<b>198,786,417</b>	<b>165,581,378</b>	<b>13,468,294</b>
<b>Capital Projects</b>					
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386		
New	AC Transit	Replace (28) 2000 40' Urban buses	12,280,348		
New	AC Transit	Replace (40) 2002 40' Urban buses	17,543,354		
New	ACE	Positive Train Control (PTC)	1,664,400		
BRT030004	BART	Train Control		13,000,000	
BRT030005	BART	Traction Power		13,000,000	
BRT97100B	BART	Rail, Way, and Structures Program		13,000,000	
ALA090065	BART	Fare Collection Equipment		6,067,914	
REG050020	BART	BART Car Exchange Preventive Maintenance	23,059,987	53,940,013	
REG090037	BART	Railcar Replacement		500,000	
REG110030	Caltrain	TBD - RESERVED - see Notes		14,313,000	
New	CCCTA	Replace 18 40' Heavy Duty Diesel Over the Road Buses	8,329,631	4,144	853,965
New	CCCTA	CCCTA: Replace 15 40' Heavy Duty Diesel Transit Buses	6,578,760		
New	ECCTA	Replace Ten, 2001 40' Gilligs	5,248,271	223,465	437,854
New	ECCTA	Replace Four, 2010 Dodge Minivans	183,572		
New	ECCTA	Preventive Maintenance	55,042		
SOL010006	Fairfield	Fairfield Operating Assistance	1,201,475		
New	Fairfield	Bus Replacement			564,257
New	GGBHTD	Replace 14 - 45' OTR Coaches	4,482,085	3,227,505	
ALA030030	LAVTA	Preventative Maintenance	196,984		
New	Marin Transit	13 Paratransit Vehicles	891,338		
New	Marin Transit	4 Local Buses	2,235,772		
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,471,103		
New	Napa Vine	VINE Transit Maintenance Facility	48,009		173,718
New	Petaluma	Replace 2 Paratransit Cutaways FY14	10,638		126,490

FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
<b>Capital Projects, continued</b>					
New	SamTrans	Replacement of Articulated Bus Fleet	20,000,000		
New	SamTrans	Replacement of 19 2007 Cutaway Buses	1,837,710		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,702,376		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	1,308,303		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	30,411		
SON070020	Santa Rosa	Diesel-Electric Hybrid Fixed-Route Replacement Bus			235,490
New	SFMTA	50 40' Neoplan Bus Replacement	11,842,769		6,808,940
New	SFMTA	26 60' Neoplan Bus Replacement	10,794,107		
New	SFMTA	8 40' Neoplan Bus Replacement	4,643,523		
SF-95037B	SFMTA	Muni Rail Replacement		34,592,086	
SF-970073	SFMTA	Cable Car Renovation Program		960,000	
New	SolTrans	Operating Assistance	656,223		
SOL090034	SolTrans	Bus Purchase	1,360,848		541,328
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,003,560		
SON050021	Sonoma County	SCT Bus Stop Enhancements	10,137		
New	Sonoma County	Replacement of One CNG 40-Foot Orion Bus			235,490
New	Union City	Replacement of Two (2) Transit Buses	953,135		
SOL010007	Vacaville	Operating Assistance	492,500		
SCL990046	VTA	VTA: Preventive Maintenance	32,300,837	2,637,216	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	363,653		
SCL050049	VTA	VTA: Rail Substation Rehab/ Replacement		3,342,000	
SCL090044	VTA	VTA: TP OCS Rehab and Replacement		3,342,000	
SCL050002	VTA	VTA: Rail Replacement Program		3,432,034	
SCL050001	VTA	VTA: Standard and Small Bus Replacement			2,951,285
New	WestCat	Replacement of 2 40' suburban diesel transit buses	438,584		
New	WestCat	Replacement of 1 40' suburban diesel transit bus	550,685		
REG090054	WETA	Ferry Channel Dredging	1,600,000		
REG090057	WETA	Ferry Major Component Replacement	2,000,000		
REG090067	WETA	Ferry Fixed Guideway Connectors	800,000		
New	WETA	Replacement Vessel	2,592,000		
<b>Total Capital Projects</b>			<b>184,195,515</b>	<b>165,581,378</b>	<b>12,928,817</b>
<b>Total Program</b>			<b>204,071,565</b>	<b>189,635,890</b>	<b>12,928,817</b>
<b>Fund Balance</b>			<b>14,590,902</b>	<b>0</b>	<b>539,477</b>

**FY2012-13 - FY2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes**

1. Apportionment projections are based on MAP-21 authorizations and FY13 partial-year apportionments released by FTA. The program will be reconciled to the final apportionments for each year after they are released by FTA.
2. Operators in the Fairfield, Napa, Petaluma, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3. ACE Fare Collection Equipment project funding is conditioned on MTC staff determination of project consistency with regional fare policy.
4. Caltrain deferred \$1,706,500 of its FY13 fixed guideway cap to FY14. Caltrain's FY13 and FY14 fixed guideway cap funds (\$25,213,000 total) for Positive Train Control/Electrification project are reserved pending discussions with HSR Early Investment Strategy MOU partner agencies and a final request that aligns with the MOU.
5. \$24,054,512 for Caltrain's Railcar Replacement project will be held in a Vehicle Procurement Reserve pending development of the project schedule, and will be programmed in a future amendment.
6. ECCTA exercised the Capital Exchange element of the TCP policy by deferring replacement of two 1998 40' diesel buses to FY22 in exchange for \$266,647 for Preventive Maintenance in FY13, and by deferring replacement of two 2001 Trolley Replicas to FY25 in exchange for \$55,042 in Preventive Maintenance in FY14.
7. 50% of Fairfield Urbanized Area FY14 Section 5307 funds will be held in reserve pending review of the Solano County SRTP and discussions with the Solano Transportation Authority and the Solano County operators on funding plans for capital replacement, including regional express buses, and will be programmed in a future amendment.
8. GGBHTD deferred \$22,074,000 of fixed guideway cap funds from FY11, FY12, FY13 and FY14 to FY15. These funds will have priority for programming in FY15 as a prior-year commitment.
9. LAVTA exercised the Capital Exchange element of the TCP policy by deferring replacement of nine 2006 22' cutaways to FY20 in exchange for \$1,157,841 for Preventive Maintenance in FY13. LAVTA also deferred replacement of five 2000 40' hybrid buses to FY15 in exchange for \$241,525 in Preventive Maintenance in FY13, and deferred replacement of eight 2002 40' hybrid buses to FY15 in exchange for \$196,984 in Preventive Maintenance in FY14.
10. Programming for Santa Rosa CityBus and Sonoma County Transit may be revised based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
11. SFMTA deferred \$5,000,000 of its FY13 fixed guideway cap to FY15 in exchange for advancing funding for two bus replacement projects from FY14 to FY13.
12. 50% of Vacaville Urbanized Area FY14 Section 5307 funds will be held in reserve pending review of the Solano County SRTP and discussions with the Solano Transportation Authority and the Solano County operators on funding plans for capital replacement, including regional express buses, and will be programmed in a future amendment.
13. 50% of Vallejo Urbanized Area FY14 Section 5307 funds will be held in reserve pending review of the Solano County SRTP and discussions with the Solano Transportation Authority and the Solano County operators on funding plans for capital replacement, including regional express buses, and will be programmed in a future amendment.
14. VTA deferred \$1,138,534 of its fixed guideway cap from FY13 to FY14.
15. WestCAT deferred \$849,920 for replacement of two buses from FY13 to FY15 in exchange for advancing funding for two different bus replacements from FY15 to FY14.
16. WETA deferred \$2,592,000 of its FY14 fixed guideway cap funds to FY15 in exchange for advancing funding for a ferry vessel replacement from FY16 to FY14.