



TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, MAY 1, 2013, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, FISHBOWL CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|---|--------|
| 1. Introductions | 3 min |
| 2. Nomination of PTAC Vice Chair (<i>Glen Tepke, MTC</i>) | 5 min |
| 3. Legislative Update (<i>Rebecca Long, MTC</i>) | 5 min |
| 4. FY13 TCP POP Amendment Update* (<i>Glen Tepke, MTC</i>) | 10 min |
| 5. FY13 AB 664 Program & Allocations* (<i>Glen Tepke, MTC</i>) | 5 min |
| 6. Transit Performance Initiative – Incentive Program Update* (<i>Kenneth Folan, MTC</i>) | 5 min |
| 7. US DOT TIGER 5 Grant Program Update* (<i>Kenneth Folan, MTC</i>) | 5 min |
| 8. Regional Means-Based Transit Fare Pricing Study** (<i>Kristen Mazur, MTC</i>) | 5 min |
| 9. FTA Urbanized Area Formula Program Proposed Circular* (<i>Glen Tepke, MTC</i>) | 5 min |

Information Items / Other Items of Business:

- | | |
|---|-------|
| 10. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Adam Crenshaw, MTC</i>) | 5 min |
| 11. TIP Update* (<i>Adam Crenshaw, MTC</i>) | 5 min |
| 12. FTA Section 5310 FY12 Draft Regional Rankings* (<i>Drennen Shelton, MTC</i>) | 2 min |
| 13. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, June 5, 2013
10:00 A.M. – 12:00 P.M.
Fishbowl Conference Room, MTC Metro Center

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Glen Tepke of MTC at 510-817-5781 or gtepke@mtc.ca.gov if you have questions about this session.



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COMMISSION

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Memorandum

TO: Transit Finance Working Group

DATE: May 1, 2013

FR: Glen Tepke

RE: FY13 TCP POP Amendment Update

Summary

This item proposes several revisions to the FY13 and FY14 Transit Capital Priorities program, which are in addition to the revisions recommended to the TFWG in April. The revisions reflect the recommended resolutions to several programming issues that were identified when the Commission adopted the preliminary program in January, 2013, and are discussed below. The revisions will be presented to the MTC Programming & Allocations Committee on May 8 for approval. Except where noted, the revisions listed here, as well as the revisions recommended in April, will be amended into the 2011 TIP in May, with federal approval expected by early June, and into the 2013 TIP after the new TIP is adopted in the fall.

Attachments A through J present the revised TCP program, assuming the proposed revisions are adopted by the Commission. The 5307 tables (Attachments A and F) now include Lifeline projects funded from the 5307 Lifeline Set-Aside created when the 5316 JARC program was eliminated and folded into 5307 by MAP-21.

Issues

1. Caltrain and MOU Consistency. The preliminary program assigned Caltrain's \$25.2 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, but did not amend the funds amended into the TIP because Caltrain staff had requested these funds to support their fixed guideway rehabilitation projects. After further discussions between staff and Caltrain and the MOU partner agencies, staff recommends programming \$13.7 for rehabilitation projects and \$11.5 million for the Electrification project. The recommendation represents the maximum amount that can be programmed for rehabilitation projects while still meeting the MOU commitment of \$125 million in fixed guideway funds for electrification by 2019. The rehabilitation funds will be amended into the TIP at this time, while the electrification funds will continue to be reserved pending further discussion with Caltrain and the MOU partners on alternative funding sources or financing for electrification.

2. Solano County Urbanized Area Eligibility and Inter-city Buses. The preliminary program deferred 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 SRTP has not yet been completed, but STA and the operators have completed a proposed funding plan for the express buses. Based on the proposed funding plan, staff recommends programming \$400,000 of the reserved Fairfield funds for bus engine replacements that are required to extend the life of the express buses until they can be replaced, and to program the remainder of the reserved funds for operating assistance as requested by the operators.

Before programming FY2014-15 FTA Formula funds for Solano Transit operators, MTC will need to review a plan for the entire capital replacement funding program, including both local and intercity capital needs. The plan should also consider the amount of funding needed to maintain and operate planned service levels. Because FTA Formula funds have been used to support Solano transit operations in the past, it is likely that the amount of available funding for operations from this source will decrease in order to meet the future capital replacement needs.

The express bus funding plan requests that regional funds cover 20% of the Solano intercity bus replacement costs. MTC staff will evaluate this request in the context of other transit capital replacement needs in the region and for policy consistency, given that most FTA formula funds are dedicated exclusively to transit capital replacement (with no support available for operations/ preventive maintenance). This evaluation will occur with the next programming round and with the review of the SRTP.

3. ACE Electronic Fare Collection. The programming of ACE's FY2012-13 fixed guideway cap funds (\$1.7 million) for fare collection equipment replacement was reserved and not amended into the TIP pending 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. Based on the assessment, staff recommends programming the \$1.7 million, as well as \$22,000 in Transit Performance Initiative Incentive funds, for another ACE project, Positive Train Control. ACE will replace its fare collection system with other funding sources.
4. AC Transit & SFMTA Bus Replacements. Subsequent to the adoption of the preliminary program, Golden Gate and SamTrans requested to defer TCP-funded projects to FY2014-15, freeing up approximately \$33.4 million in the current program. Staff recommends programming these funds to advance funding for AC Transit and SFMTA bus replacement projects currently scheduled for FY2014-15 into FY2013-14. The new AC Transit buses will be used on their BRT line, which is currently scheduled to open in 2016. During Small Starts

reviews, FTA has identified the bus procurement schedule as a critical item for the BRT project.

5. 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 small UAs. FTA revised its interpretation of the statute to mean that the Governor cannot delegate designated recipient status to regional or local agencies, but, in practice, may delegate to MTC the responsibility for selecting projects and recommending funding allocations if the Governor or his designee formally approves the final allocations. Staff has been working with FTA and Caltrans to resolve this issue, and Caltrans staff has indicated their intent to delegate programming responsibility for small UAs to MTC.
6. Final FTA Apportionments. The preliminary program was based on estimates of FTA apportionments of formula funds to the region's urbanized areas. As of April 22, FTA has not yet issued final apportionments for FY2012-13. If FTA issues the apportionments prior to the TFWG's meeting, staff will recommend additional revisions to the preliminary program to reconcile it to the actual apportionments if necessary.
7. Section 5339 Grant. As a reminder, MAP-21 specifies that only designated recipients (MTC for large urbanized areas, Caltrans for small urbanized areas) can be direct recipients of Section 5339 Bus & Bus Facilities grants. Accordingly, MTC and Caltrans will submit FTA grants for Section 5339 funds, and develop funding agreements to pass the funds through to operators.

Attachment A. FY2012-13 FTA Section 5307 Program of Projects

| TIP ID | Operator | Project Description | Total | Urbanized Area | | | | | | | | | | | |
|--------|----------|---------------------------------|--------------------|-----------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|------------------|
| | | | | San Francisco-Oakland | San Jose | Concord | Antioch | Santa Rosa | Vallejo | Fairfield | Vacaville | Napa | Livermore | Gilroy-Morgan Hill | Petaluma |
| | | Projected Apportionments | 207,321,572 | 126,465,369 | 35,076,840 | 20,646,795 | 6,722,968 | 4,133,261 | 4,248,874 | 2,464,868 | 1,695,589 | 1,883,771 | 1,465,616 | 1,426,715 | 1,090,906 |
| | | Previous Year Carryover | 32,285,636 | 23,401,761 | 135,152 | 1,728,963 | 0 | 0 | 2,992,209 | 0 | 1,662,947 | 0 | 2,337,901 | 21,545 | 5,158 |
| | | Total Available | 239,607,208 | 149,867,130 | 35,211,992 | 22,375,758 | 6,722,968 | 4,133,261 | 7,241,083 | 2,464,868 | 3,358,536 | 1,883,771 | 3,803,517 | 1,448,260 | 1,096,064 |

Lifeline Set-Aside (JARC Projects)

| | | | | | | | | | | | | | | | |
|-----------|---------------|---|------------------|------------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|
| REG110039 | AC Transit | Preservation of Existing Services in CoC (Alameda) | 525,429 | 525,429 | | | | | | | | | | | |
| REG110039 | AC Transit | Preserve Operations in CoC (Contra Costa) | 244,986 | 244,986 | | | | | | | | | | | |
| REG110039 | CCCTA | Preserve Operations in Community of Concern | 150,055 | | | 150,055 | | | | | | | | | |
| REG110039 | ECCTA | Route 200 & 201 | 126,353 | | | | 126,353 | | | | | | | | |
| REG110039 | Marin Transit | Route 257 Shuttle | 144,622 | 144,622 | | | | | | | | | | | |
| REG110039 | Santa Rosa | Roseland Operations | 156,864 | | | | | 156,864 | | | | | | | |
| REG110039 | SFMTA | Continuation of Bus Restoration Project | 911,746 | 911,746 | | | | | | | | | | | |
| REG110039 | VTA | Passthrough: Outreach Family Transportation Service | 688,400 | | 688,400 | | | | | | | | | | |
| REG110039 | WestCat | C3 Operations | 38,000 | 38,000 | | | | | | | | | | | |
| TBD | TBD | TBD - Reserved for future programming | 469,974 | | | | | | 138,107 | 94,651 | 41,073 | 71,632 | 31,800 | 61,111 | 31,600 |
| | | Total Lifeline Set-Aside | 3,456,429 | 1,864,783 | 688,400 | 150,055 | 126,353 | 156,864 | 138,107 | 94,651 | 41,073 | 71,632 | 31,800 | 61,111 | 31,600 |

ADA Set-Aside

| | | | | | | | | | | | | | | | |
|-----------|---------------|---|-------------------|-------------------|------------------|------------------|----------------|----------|----------------|----------|----------|----------|----------|----------------|----------|
| ALA990076 | AC Transit | ADA Set-aside | 3,933,205 | 3,933,205 | | | | | | | | | | | |
| ALA050042 | ACE | Preventive Maintenance | 503,096 | 212,321 | | 290,775 | | | | | | | | | |
| BRT99T01B | BART | ADA Paratransit Capital Accessibility Improve | 2,962,267 | 1,862,638 | | 950,220 | 149,409 | | | | | | | | |
| SM-050040 | Caltrain | ADA Set-aside | 947,771 | 421,618 | 526,153 | | | | | | | | | | |
| CC-99T001 | CCCTA | ADA Set-aside | 667,479 | | | 667,479 | | | | | | | | | |
| CC-030035 | ECCTA | ADA Set-aside | 522,888 | | | | 522,888 | | | | | | | | |
| MRN090033 | GGBHTD | ADA Set-aside | 445,751 | 445,751 | | | | | | | | | | | |
| ALA990077 | LAVTA | ADA Set-aside | 302,768 | | | 302,768 | | | | | | | 0 | | |
| MRN110047 | Marin Transit | ADA Set-aside | 668,627 | 668,627 | | | | | | | | | | | |
| NAP030004 | Napa VINE | ADA Set-aside | 29,557 | | | | | 29,557 | | | | | | | |
| SM-990026 | SamTrans | ADA Set-aside | 992,293 | 992,293 | | | | | | | | | | | |
| SF-990022 | SFMTA | ADA Set-aside | 3,732,102 | 3,732,102 | | | | | | | | | | | |
| SOL110025 | SoTrans | ADA Set-aside | 665,421 | 542,101 | | | | | 123,320 | | | | | | |
| SCL050046 | VTA | ADA Set-aside | 3,124,202 | | 2,981,531 | | | | | | | | | 142,671 | |
| CC-990045 | WestCat | ADA Set-aside | 107,889 | 107,889 | | | | | | | | | | | |
| | | Total ADA Set-Aside | 19,605,316 | 12,918,545 | 3,507,684 | 2,211,242 | 672,297 | 0 | 152,877 | 0 | 0 | 0 | 0 | 142,671 | 0 |

Prior-Year Commitments - Projects Deferred from FY2011-12

| | | | | | | | | | | | | | | | |
|-----------|------|---|------------------|------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| REG090067 | WETA | Ferry Fixed Guideway Connectors - Main Street Ter | 1,000,000 | 1,000,000 | | | | | | | | | | | |
| | | Total Prior-Year Commitments | 1,000,000 | 1,000,000 | 0 |

| | | | | | | | | | | | | | |
|---------------------------------|-------------------|-------------------|------------------|------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|
| Total Program Reductions | 24,061,745 | 15,783,328 | 4,196,084 | 2,361,297 | 798,650 | 156,864 | 290,984 | 94,651 | 41,073 | 71,632 | 31,800 | 203,782 | 31,600 |
|---------------------------------|-------------------|-------------------|------------------|------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|

| | | | | | | | | | | | | | |
|--|--------------------|--------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Funds Available for Programming | 215,545,463 | 134,083,802 | 31,015,908 | 20,014,461 | 5,924,318 | 3,976,397 | 6,950,099 | 2,370,217 | 3,317,463 | 1,812,139 | 3,771,717 | 1,244,478 | 1,064,464 |
|--|--------------------|--------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|

Attachment A. FY2012-13 FTA Section 5307 Program of Projects

| TIP ID | Operator | Project Description | Total | Urbanized Area | | | | | | | | | | | |
|-------------------------|---------------|---|--------------------|-----------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|------------------|
| | | | | San Francisco-Oakland | San Jose | Concord | Antioch | Santa Rosa | Vallejo | Fairfield | Vacaville | Napa | Livermore | Gilroy-Morgan Hill | Petaluma |
| Capital Projects | | | | | | | | | | | | | | | |
| ALA010034 | AC Transit | CAD/AVL | 5,000,000 | 5,000,000 | | | | | | | | | | | |
| ALA010034 | AC Transit | Radio communication system | 5,000,000 | 5,000,000 | | | | | | | | | | | |
| ALA990052 | AC Transit | Paratransit Van Leasing | 1,433,386 | 1,433,386 | | | | | | | | | | | |
| ALA110116 | AC Transit | (51) Diesel Particulate Filters for 30' Buses | 795,225 | 795,225 | | | | | | | | | | | |
| REG110044 | ACE | Positive Train Control (PTC) | 1,664,400 | | | 1,664,400 | | | | | | | | | |
| REG050020 | BART | BART Car Exchange Preventive Maintenance | 11,799,223 | | | 11,753,191 | 46,032 | | | | | | | | |
| ALA110090 | BART | Enterprise Asset Management System | 2,000,000 | 2,000,000 | | | | | | | | | | | |
| CC-110095 | CCCTA | CCCTA: Replace 7 30' Buses | 1,997,491 | | | 1,997,491 | | | | | | | | | |
| CC-110096 | CCCTA | CCCTA: Replace 6 22' Paratransit Vans | 401,592 | | | 401,592 | | | | | | | | | |
| CC-110097 | CCCTA | CCCTA: Replace 4 Paratransit Minivans | 180,236 | | | 180,236 | | | | | | | | | |
| CC-110098 | CCCTA | Purchase and Install 40 Electric Cooling Fans | 200,000 | | | 200,000 | | | | | | | | | |
| CC-070092 | ECCTA | Replace Ten, 2001 40' Gilligs | 5,364,802 | | | 5,364,802 | | | | | | | | | |
| CC-070092 | ECCTA | Replace Two, 2007 Chevrolet Minivans | 90,118 | | | 90,118 | | | | | | | | | |
| CC-070092 | ECCTA | Replace One, 2003 DR Cutaway/Van | 89,787 | | | 89,787 | | | | | | | | | |
| CC-070092 | ECCTA | Replace One, 2006 DR Cutaway/Van | 66,932 | | | 66,932 | | | | | | | | | |
| CC-030037 | ECCTA | Preventive Maintenance | 266,647 | | | 266,647 | | | | | | | | | |
| SOL010006 | Fairfield | Fairfield Operating Assistance | 2,370,217 | | | | | | | 2,370,217 | | | | | |
| MRN110045 | GGBHTD | Replace 7 - 40' Diesel Buses | 3,008,005 | 1,952,630 | | | | | | | | | | | 1,055,375 |
| ALA030030 | LAVTA | Preventative Maintenance | 1,399,366 | | | | | | | | | | 1,399,366 | | |
| MRN110043 | Marin Transit | Replace 7 Local Buses | 4,057,707 | 4,057,707 | | | | | | | | | | | |
| NAP970010 | Napa Vine | Napa Vine: Operating Assistance | 1,450,933 | | | | | | | | | | 1,450,933 | | |
| NAP090008 | Napa Vine | Equipment Replacement & Upgrades | 46,814 | | | | | | | | | | 46,814 | | |
| SON110051 | Petaluma | Replace 2 Paratransit Cutaways FY13 | 9,089 | | | | | | | | | | | | 9,089 |
| SM-110062 | Samtrans | Replacement of 1998 Gillig Buses | 17,397,271 | 17,397,271 | | | | | | | | | | | |
| SM-110070 | Samtrans | Replacement of 14 2009 Minivans | 619,597 | 619,597 | | | | | | | | | | | |
| SM-030023 | Samtrans | Preventive Maintenance | 6,896,630 | 6,896,630 | | | | | | | | | | | |
| SON090023 | Santa Rosa | Santa Rosa CityBus: Operating Assistance | 1,678,872 | | | | | 1,678,872 | | | | | | | |
| SON090024 | Santa Rosa | Santa Rosa CityBus: Preventative Maintenance | 1,273,603 | | | | | 1,273,603 | | | | | | | |
| SON030012 | Santa Rosa | Santa Rosa CityBus: Transit Enhancements | 29,823 | | | | | 29,823 | | | | | | | |
| SF-090043 | SFMTA | 45 40' NABI Replacement | 7,394,065 | 7,394,065 | | | | | | | | | | | |
| SF-090035 | SFMTA | 35 22' Paratransit vans | 4,163,725 | 4,163,725 | | | | | | | | | | | |
| SF-110050 | SFMTA | 58 40' Neoplan Bus Replacement | 15,815,991 | 15,815,991 | | | | | | | | | | | |
| SF-110051 | SFMTA | 26 60' Neoplan Bus Replacement | 16,742,037 | 16,742,037 | | | | | | | | | | | |
| SF-070045 | SFMTA | 60 60' New Flyer Trolley Bus Replacement | 0 | 0 | | | | | | | | | | | |
| SF-990003 | SFMTA | ITS Radio System Replacement | 5,000,000 | 5,000,000 | | | | | | | | | | | |
| SOL110040 | Soltrans | Operating Assistance | 6,221,981 | | | | | | 6,221,981 | | | | | | |
| SON030005 | Sonoma County | SCT Preventive Maintenance Program | 984,158 | | | | | 984,158 | | | | | | | |
| SON050021 | Sonoma County | SCT Bus Stop Enhancements | 9,941 | | | | | 9,941 | | | | | | | |
| SOL110042 | Vacaville | Additional FR Buses | 1,205,061 | | | | | | | | 1,205,061 | | | | |
| SOL010007 | Vacaville | Operating Assistance | 985,000 | | | | | | | | 985,000 | | | | |
| SCL990046 | VTA | VTA: Preventive Maintenance | 31,902,845 | | 30,658,368 | | | | | | | | | | 1,244,477 |
| SCL050045 | VTA | VTA: ADA Bus Stop Improvements | 357,540 | | 357,540 | | | | | | | | | | |
| CC-110092 | WestCat | Replacement of 8 (1988) 40' transit buses. | 3,502,672 | 3,502,672 | | | | | | | | | | | |
| SF-110053 | WETA | Replacement Vessel | 14,800,000 | 14,800,000 | | | | | | | | | | | |
| REG090057 | WETA | Ferry Major Component Rehabilitation - Solano | 1,600,000 | 1,600,000 | | | | | | | | | | | |
| REG090057 | WETA | Ferry Major Component Rehabilitation - Vallejo | 960,000 | 960,000 | | | | | | | | | | | |
| REG090055 | WETA | Ferry Propulsion System Replacement - Peralta | 4,208,000 | 4,208,000 | | | | | | | | | | | |
| REG090067 | WETA | Ferry Fixed Guideway Connectors - Main Street Ter | 224,000 | 224,000 | | | | | | | | | | | |
| | | Total Capital | 192,664,782 | 119,562,936 | 31,015,908 | 16,196,910 | 5,924,318 | 3,976,397 | 6,221,981 | 2,370,217 | 2,190,061 | 1,497,747 | 1,399,366 | 1,244,477 | 1,064,464 |
| | | Total Programmed | 216,726,527 | 135,346,264 | 35,211,992 | 18,558,207 | 6,722,968 | 4,133,261 | 6,512,965 | 2,464,868 | 2,231,134 | 1,569,379 | 1,431,166 | 1,448,259 | 1,096,064 |
| | | Net Balance | 22,880,681 | 14,520,866 | 0 | 3,817,551 | 0 | 0 | 728,118 | 0 | 1,127,402 | 314,392 | 2,372,351 | 1 | 0 |

Attachment B. FY2012-13 FTA Section 5309 FG Program of Projects

| Tip ID | Operator | Project Description | Total | Urbanized Area | | | |
|--------|----------|---------------------------------|------------------|-----------------------|----------------|----------|----------|
| | | | | San Francisco-Oakland | San Jose | Concord | Antioch |
| | | <i>Projected Apportionments</i> | 0 | | | | |
| | | <i>Previous Year Carryover</i> | 1,683,597 | 726,392 | 957,204 | 1 | 0 |
| | | <i>Total Available</i> | 1,683,597 | 726,392 | 957,204 | 1 | 0 |

Capital Projects

| | | | | | | | |
|-----------|------|-----------------------------------|------------------|----------------|----------------|----------|----------|
| BRT97100B | BART | Rail, Way, and Structures Program | 726,393 | 726,392 | | 1 | |
| SCL050002 | VTA | VTA: Rail Replacement Program | 957,204 | | 957,204 | | |
| | | <i>Total Capital</i> | 1,683,597 | 726,392 | 957,204 | 1 | 0 |
| | | <i>Total Programming</i> | 1,683,597 | 726,392 | 957,204 | 1 | 0 |
| | | <i>Net balance</i> | 0 | 0 | 0 | 0 | 0 |

Attachment C. FY2012-13 FTA Section 5337 Program of Projects

| Tip ID | Operator | Project Description | Total | Urbanized Area | | | |
|--------|----------|---------------------------------|--------------------|-----------------------|-------------------|-------------------|------------------|
| | | | | San Francisco-Oakland | San Jose | Concord | Antioch |
| | | <i>Projected Apportionments</i> | 168,550,717 | 113,805,406 | 24,050,683 | 26,310,060 | 4,384,568 |
| | | <i>Previous Year Carryover</i> | 0 | | | | |
| | | <i>Total Available</i> | 168,550,717 | 113,805,406 | 24,050,683 | 26,310,060 | 4,384,568 |

Capital Projects

| | | | | | | | |
|-----------|----------|---|--------------------|--------------------|-------------------|-------------------|------------------|
| BRT030004 | BART | Train Control | 13,000,000 | | | 13,000,000 | |
| BRT030005 | BART | Traction Power | 13,000,000 | | | 13,000,000 | |
| BRT97100B | BART | Rail, Way, and Structures Program | 12,273,607 | 7,803,477 | | 305,973 | 4,164,157 |
| ALA090065 | BART | Fare Collection Equipment | 6,067,914 | 6,067,914 | | | |
| REG050020 | BART | BART Car Exchange Preventive Maintenance | 60,200,777 | 59,976,279 | | 4,087 | 220,411 |
| REG090037 | BART | Railcar Replacement | 500,000 | 500,000 | | | |
| SM-010054 | Caltrain | San Mateo Bridges Replacement | 4,507,581 | 4,507,581 | | | |
| SM-050041 | Caltrain | Caltrain: Signal/Communication Rehab. & Upgrades | 1,153,437 | 1,153,437 | | | |
| SM-110076 | Caltrain | Caltrain TVM Replacement | 980,000 | 980,000 | | | |
| REG110030 | Caltrain | Positive Train Control/Electrification - RESERVED - see Notes | 4,258,982 | 661,982 | 3,597,000 | | |
| SF-95037B | SFMTA | Muni Rail Replacement | 26,992,086 | 26,992,086 | | | |
| SF-970073 | SFMTA | Cable Car Renovation Program | 960,000 | 960,000 | | | |
| SF-990003 | SFMTA | Radio Replacement | 2,600,000 | 2,600,000 | | | |
| SCL990046 | VTA | VTA: Preventive Maintenance | 2,601,175 | | 2,601,175 | | |
| SCL050002 | VTA | VTA: Rail Replacement Program | 705,379 | | 705,379 | | |
| | | <i>Total Capital</i> | 149,800,938 | 112,202,756 | 6,903,554 | 26,310,060 | 4,384,568 |
| | | <i>Total Programming</i> | 149,800,938 | 112,202,756 | 6,903,554 | 26,310,060 | 4,384,568 |
| | | <i>Net balance</i> | 18,749,779 | 1,602,650 | 17,147,129 | 0 | 0 |

Attachment D. FY2012-13 FTA Section 5339 Program of Projects

| TIP ID | Operator | Project Description | Total | Urbanized Area | | | | | | | | | | | |
|-------------------------|---------------|--|-------------------|-----------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------|----------------|
| | | | | San Francisco-Oakland | San Jose | Concord | Antioch | Santa Rosa | Vallejo | Fairfield | Vacaville | Napa | Livermore | Gilroy-Morgan Hill | Petaluma |
| | | <i>Projected Apportionments</i> | 12,689,186 | 6,716,626 | 2,752,075 | 842,388 | 431,918 | 464,594 | 381,011 | 280,203 | 195,612 | 171,363 | 169,424 | 159,197 | 124,775 |
| | | <i>Previous Year Carryover</i> | 0 | | | | | | | | | | | | |
| | | Total Available | 12,689,186 | 6,716,626 | 2,752,075 | 842,388 | 431,918 | 464,594 | 381,011 | 280,203 | 195,612 | 171,363 | 169,424 | 159,197 | 124,775 |
| Capital Projects | | | | | | | | | | | | | | | |
| CC-110095 | CCCTA | CCCTA: Replace 7 30' Buses | 842,388 | | | 842,388 | | | | | | | | | |
| CC-070092 | ECCTA | Replace Ten, 2001 40' Gilligs | 431,918 | | | | 431,918 | | | | | | | | |
| NAP090008 | Napa Vine | Equipment Replacement & Upgrades | 171,363 | | | | | | | | | 171,363 | | | |
| SON110051 | Petaluma | Replace 2 Paratransit Cutaways FY13 | 124,775 | | | | | | | | | | | | 124,775 |
| SON070020 | Santa Rosa | Santa Rosa CityBus: Diesel-Electric Hybrid Fixed-Route Replacement Bus | 232,297 | | | | | 232,297 | | | | | | | |
| SF-090043 | SFMTA | 45 40' NABI Replacement | 6,716,626 | 6,716,626 | | | | | | | | | | | |
| SOL110038 | Soltrans | Technology Enhancements | 225,930 | | | | | | 225,930 | | | | | | |
| SON110049 | Sonoma County | Replacement of One (1) CNG 40-Foot Orion Bus in SCT's Fixed-Route Fl | 232,297 | | | | | 232,297 | | | | | | | |
| SOL110042 | Vacaville | Additional FR Buses | 195,612 | | | | | | | | 195,612 | | | | |
| SCL050001 | VTA | VTA: Standard and Small Bus Replacement | 2,911,272 | | 2,752,075 | | | | | | | | | 159,197 | |
| | | Total Capital | 12,689,186 | 6,716,626 | 2,752,075 | 842,388 | 431,918 | 464,594 | 225,930 | 0 | 195,612 | 171,363 | 0 | 159,197 | 124,775 |
| | | Total Programming | 12,084,478 | 6,716,626 | 2,752,075 | 842,388 | 431,918 | 464,594 | 225,930 | 0 | 195,612 | 171,363 | 0 | 159,197 | 124,775 |
| | | Net balance | 604,708 | 0 | 0 | 0 | 0 | 0 | 155,081 | 280,203 | 0 | 0 | 169,424 | 0 | 0 |

Attachment E. FY2012-13 Cycle 2 STP Transit Capital Rehabilitation Program of Projects

| Tip ID | Operator | Project Description | Total |
|--------|----------|---------------------------------|-------------------|
| | | <i>Projected Apportionments</i> | 37,000,000 |
| | | <i>Previous Year Carryover</i> | 0 |
| | | <i>Total Available</i> | 37,000,000 |

Reserve

| | | | |
|--|--|---|-----------|
| | | Unanticipated Costs Reserve - RESERVED | 1,000,000 |
| | | <i>Total Reserves</i> | 1,000,000 |

| | |
|--|-------------------|
| <i>Total Program Reductions</i> | 1,000,000 |
| <i>Funds Available For Programming</i> | 36,000,000 |

Capital Projects

| | | | |
|-----------|---------|---|-------------------|
| REG090045 | Clipper | Clipper Fare Collection Equipment Replacement | 4,995,817 |
| SF-070045 | SFMTA | 60 60' New Flyer Trolley Bus Replacement | 15,502,261 |
| SCL990046 | VTA | VTA: Preventive Maintenance | 3,349,722 |
| | | <i>Total Capital</i> | 23,847,800 |
| | | <i>Total Programming</i> | 24,847,800 |
| | | <i>Net balance</i> | 12,152,200 |

Attachment F. FY2013-14 FTA Section 5307 Program of Projects

| TIP ID | Operator | Project Description | Total | Urbanized Area | | | | | | | | | | | |
|--------|----------|---------------------------------|--------------------|-----------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|------------------|
| | | | | San Francisco-Oakland | San Jose | Concord | Antioch | Santa Rosa | Vallejo | Fairfield | Vacaville | Napa | Livermore | Gilroy-Morgan Hill | Petaluma |
| | | Projected Apportionments | 210,184,503 | 128,211,746 | 35,561,221 | 20,931,910 | 6,815,806 | 4,190,337 | 4,307,548 | 2,498,906 | 1,719,003 | 1,909,784 | 1,485,855 | 1,446,416 | 1,105,971 |
| | | Previous Year Carryover | 22,880,681 | 14,520,866 | 0 | 3,817,551 | 0 | 0 | 728,118 | 0 | 1,127,402 | 314,392 | 2,372,351 | 1 | 0 |
| | | Total Available | 233,065,184 | 142,732,612 | 35,561,221 | 24,749,461 | 6,815,806 | 4,190,337 | 5,035,666 | 2,498,906 | 2,846,405 | 2,224,176 | 3,858,206 | 1,446,417 | 1,105,971 |

Lifeline Set-Aside (JARC Projects)

| | | | | | | | | | | | | | | | |
|-----|-----|---------------------------------------|------------------|------------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|
| TBD | TBD | TBD - Reserved for future programming | 2,889,856 | 1,445,109 | 580,429 | 124,656 | 127,649 | 135,550 | 140,014 | 95,958 | 41,640 | 72,621 | 32,239 | 61,954 | 32,037 |
| | | Total Lifeline Set-Aside | 2,889,856 | 1,445,109 | 580,429 | 124,656 | 127,649 | 135,550 | 140,014 | 95,958 | 41,640 | 72,621 | 32,239 | 61,954 | 32,037 |

ADA Set-Aside

| | | | | | | | | | | | | | | | |
|-----------|---------------|---|-------------------|-------------------|------------------|------------------|----------------|----------|----------------|----------|----------|----------|----------------|----------------|----------|
| ALA990076 | AC Transit | ADA Set-aside | 3,987,520 | 3,987,520 | 0 | 0 | 0 | | 0 | | | | 0 | 0 | |
| ALA050042 | ACE | Preventive Maintenance | 510,043 | 215,253 | 0 | 294,790 | 0 | | 0 | | | | 0 | 0 | |
| BRT99T01B | BART | ADA Paratransit Capital Accessibility Improve | 3,003,174 | 1,888,360 | 0 | 963,342 | 151,472 | | 0 | | | | 0 | 0 | |
| SM-050040 | Caltrain | ADA Set-aside | 960,859 | 427,441 | 533,418 | 0 | 0 | | 0 | | | | 0 | 0 | |
| CC-99T001 | CCCTA | ADA Set-aside | 676,696 | 0 | 0 | 676,696 | 0 | | 0 | | | | 0 | 0 | |
| CC-030035 | ECCTA | ADA Set-aside | 530,109 | 0 | 0 | 0 | 530,109 | | 0 | | | | 0 | 0 | |
| MRN090033 | GGBHTD | ADA Set-aside | 451,907 | 451,907 | 0 | 0 | 0 | | 0 | | | | 0 | 0 | |
| ALA990077 | LAVTA | ADA Set-aside | 306,948 | 0 | 0 | 169,233 | 0 | | 0 | | | | 137,715 | 0 | |
| MRN110047 | Marin Transit | ADA Set-aside | 677,860 | 677,860 | | | | | | | | | | | |
| NAP030004 | Napa VINE | ADA Set-aside | 29,966 | 0 | 0 | 0 | 0 | | 29,966 | | | | 0 | 0 | |
| SM-990026 | SamTrans | ADA Set-aside | 1,005,996 | 1,005,996 | 0 | 0 | 0 | | 0 | | | | 0 | 0 | |
| SF-990022 | SFMTA | ADA Set-aside | 3,783,639 | 3,783,639 | 0 | 0 | 0 | | 0 | | | | 0 | 0 | |
| SOL110025 | SolTrans | ADA Set-aside | 674,610 | 273,821 | 0 | 0 | 0 | | 400,789 | | | | 0 | 0 | |
| SCL050046 | VTA | ADA Set-aside | 3,167,346 | 0 | 3,022,704 | 0 | 0 | | 0 | | | | 0 | 144,642 | |
| CC-990045 | WestCat | ADA Set-aside | 109,379 | 109,379 | 0 | 0 | 0 | | 0 | | | | 0 | 0 | |
| | | Total ADA Set-Aside | 19,876,052 | 12,821,176 | 3,556,122 | 2,104,061 | 681,581 | 0 | 430,755 | 0 | 0 | 0 | 137,715 | 144,642 | 0 |

| | | | | | | | | | | | | | |
|---------------------------------|-------------------|-------------------|------------------|------------------|----------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|
| Total Program Reductions | 22,765,908 | 14,266,285 | 4,136,551 | 2,228,717 | 809,230 | 135,550 | 570,769 | 95,958 | 41,640 | 72,621 | 169,954 | 206,596 | 32,037 |
|---------------------------------|-------------------|-------------------|------------------|------------------|----------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|

| | | | | | | | | | | | | | |
|--|--------------------|--------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Funds Available for Programming | 210,299,276 | 128,466,327 | 31,424,670 | 22,520,744 | 6,006,576 | 4,054,787 | 4,464,897 | 2,402,948 | 2,804,765 | 2,151,555 | 3,688,252 | 1,239,821 | 1,073,934 |
|--|--------------------|--------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|

Attachment F. FY2013-14 FTA Section 5307 Program of Projects

| TIP ID | Operator | Project Description | Total | Urbanized Area | | | | | | | | | | | |
|-------------------------|---------------|---|--------------------|-----------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|------------------|
| | | | | San Francisco-Oakland | San Jose | Concord | Antioch | Santa Rosa | Vallejo | Fairfield | Vacaville | Napa | Livermore | Gilroy-Morgan Hill | Petaluma |
| Capital Projects | | | | | | | | | | | | | | | |
| ALA990052 | AC Transit | Paratransit Van Leasing | 1,433,386 | 1,433,386 | | | | | | | | | | | |
| ALA110117 | AC Transit | Replace (28) 2000 40' Urban buses | 12,280,348 | 12,280,348 | | | | | | | | | | | |
| ALA110118 | AC Transit | Replace (40) 2002 40' Urban buses | 17,543,354 | 17,543,354 | | | | | | | | | | | |
| New | AC Transit | Replace (27) 2003 60' articulated buses | 20,000,000 | 20,000,000 | | | | | | | | | | | |
| REG110044 | ACE | Positive Train Control (PTC) | 1,664,400 | | | 1,664,400 | | | | | | | | | |
| REG050020 | BART | BART Car Exchange Preventive Maintenance | 19,604,872 | 13,364,838 | | 5,943,808 | 296,226 | | | | | | | | |
| CC-110100 | CCCTA | CCCTA: Replace 18 40' Heavy Duty Diesel Over the | 8,333,775 | | | 8,333,775 | | | | | | | | | |
| CC-110099 | CCCTA | CCCTA: Replace 15 40' Heavy Duty Diesel Transit B | 6,578,760 | | | 6,578,760 | | | | | | | | | |
| CC-070092 | ECCTA | Replace Ten, 2001 40' Gilligs | 5,471,736 | | | 5,471,736 | | | | | | | | | |
| CC-070092 | ECCTA | Replace Four, 2010 Dodge Minivans | 183,572 | | | 183,572 | | | | | | | | | |
| CC-030037 | ECCTA | Preventive Maintenance | 55,042 | | | 55,042 | | | | | | | | | |
| SOL010006 | Fairfield | Fairfield Operating Assistance | 2,002,949 | | | | | | | 2,002,949 | | | | | |
| SOL110044 | Fairfield | Intercity Bus Engine Replacements | 400,000 | | | | | | | 400,000 | | | | | |
| MRN110046 | GGBHTD | Replace 14 - 45' OTR Coaches | 7,709,590 | 6,646,294 | | | | | | | | | | | 1,063,296 |
| ALA030030 | LAVTA | Preventive Maintenance | 196,984 | | | | | | | | | | 196,984 | | |
| MRN110044 | Marin Transit | 13 Paratransit Vehicles | 891,338 | 891,338 | | | | | | | | | | | |
| MRN110042 | Marin Transit | 4 Local Buses | 2,235,772 | 2,235,772 | | | | | | | | | | | |
| NAP970010 | Napa Vine | Napa Vine: Operating Assistance | 1,471,103 | | | | | | | | | 1,471,103 | | | |
| NAP090008 | Napa Vine | Equipment Replacement & Upgrades | 48,009 | | | | | | | | | 48,009 | | | |
| SON110052 | Petaluma | Replace 2 Paratransit Cutaways FY14 | 10,638 | | | | | | | | | | | | 10,638 |
| SM-110053 | SamTrans | Advanced Communication System Upgrades | 2,653,250 | 2,653,250 | | | | | | | | | | | |
| SM-110069 | SamTrans | Replacement of 19 2007 Cutaway Buses | 1,837,710 | 1,837,710 | | | | | | | | | | | |
| SON090023 | Santa Rosa | Santa Rosa CityBus: Operating Assistance | 1,702,376 | | | | | 1,702,376 | | | | | | | |
| SON090024 | Santa Rosa | Santa Rosa CityBus: Preventative Maintenance | 1,308,303 | | | | | 1,308,303 | | | | | | | |
| SON030012 | Santa Rosa | Santa Rosa CityBus: Transit Enhancements | 30,411 | | | | | 30,411 | | | | | | | |
| SF-110050 | SFMTA | 50 40' Neoplan Bus Replacement | 5,842,769 | 5,842,769 | | | | | | | | | | | |
| SF-110051 | SFMTA | 26 60' Neoplan Bus Replacement | 4,116,619 | 4,116,619 | | | | | | | | | | | |
| SF-110050 | SFMTA | 8 40' Neoplan Bus Replacement | 4,643,523 | 4,643,523 | | | | | | | | | | | |
| SF-070045 | SFMTA | 60 60' New Flyer Trolley Bus Replacement | 12,677,488 | 12,677,488 | | | | | | | | | | | |
| New | SFMTA | 42 40' Neoplan Bus Replacement | 5,000,000 | 5,000,000 | | | | | | | | | | | |
| New | SFMTA | 49 60' Neoplan Bus Replacement | 8,365,234 | 8,365,234 | | | | | | | | | | | |
| SOL110040 | SolTrans | Operating Assistance | 4,464,897 | | | | | | | 4,464,897 | | | | | |
| SOL090034 | SolTrans | Bus Purchase | 0 | | | | | | | 0 | | | | | |
| SON030005 | Sonoma County | SCT Preventive Maintenance Program | 1,003,560 | | | | | 1,003,560 | | | | | | | |
| SON050021 | Sonoma County | SCT Bus Stop Enhancements | 10,137 | | | | | 10,137 | | | | | | | |
| ALA110114 | Union City | Replacement of Two (2) Transit Buses | 953,135 | 953,135 | | | | | | | | | | | |
| SOL010007 | Vacaville | Operating Assistance | 985,000 | | | | | | | | 985,000 | | | | |
| SCL990046 | VTA | VTA: Preventive Maintenance | 32,300,838 | | 31,061,017 | | | | | | | | | 1,239,821 | |
| SCL050045 | VTA | VTA: ADA Bus Stop Improvements | 363,653 | | 363,653 | | | | | | | | | | |
| CC-110093 | WestCat | Replacement of 1 40' suburban diesel transit bus | 438,584 | 438,584 | | | | | | | | | | | |
| CC-110094 | WestCat | Replacement of 1 40' suburban diesel transit bus | 550,685 | 550,685 | | | | | | | | | | | |
| REG090054 | WETA | Ferry Channel Dredging | 1,600,000 | 1,600,000 | | | | | | | | | | | |
| REG090057 | WETA | Ferry Major Component Replacement | 2,000,000 | 2,000,000 | | | | | | | | | | | |
| REG090067 | WETA | Ferry Fixed Guideway Connectors | 800,000 | 800,000 | | | | | | | | | | | |
| SF-110053 | WETA | Replacement Vessel | 2,592,000 | 2,592,000 | | | | | | | | | | | |
| | | Total Capital | 204,355,800 | 128,466,327 | 31,424,670 | 22,520,743 | 6,006,576 | 4,054,787 | 4,464,897 | 2,402,949 | 985,000 | 1,519,112 | 196,984 | 1,239,821 | 1,073,934 |
| | | Total Programmed | 227,121,708 | 142,732,612 | 35,561,221 | 24,749,460 | 6,815,806 | 4,190,337 | 5,035,666 | 2,498,907 | 1,026,640 | 1,591,733 | 366,938 | 1,446,417 | 1,105,971 |
| | | Net Balance | 5,943,476 | 0 | 0 | 1 | 0 | 0 | 0 | -1 | 1,819,765 | 632,443 | 3,491,268 | 0 | 0 |

Attachment G. FY2013-14 FTA Section 5337 Program of Projects

| Tip ID | Operator | Project Description | Total | Urbanized Area | | | |
|------------------------------------|----------|--|--------------------|-----------------------|-------------------|-------------------|------------------|
| | | | | San Francisco-Oakland | San Jose | Concord | Antioch |
| | | <i>Projected Apportionments</i> | 170,886,111 | 115,382,263 | 24,383,923 | 26,674,605 | 4,445,320 |
| | | <i>Previous Year Carryover</i> | 18,749,779 | 1,602,650 | 17,147,129 | 0 | 0 |
| | | Total Available | 189,635,890 | 116,984,913 | 41,531,052 | 26,674,605 | 4,445,320 |
| Vehicle Procurement Reserve | | | | | | | |
| New | Caltrain | Railcar Replacement - RESERVED | 24,054,512 | | 24,054,512 | | |
| | | Total Vehicle Procurement Reserve | 24,054,512 | 0 | 24,054,512 | 0 | 0 |
| | | Total Program Reductions | 24,054,512 | 0 | 24,054,512 | 0 | 0 |
| | | Funds Available For Programming | 165,581,378 | 116,984,913 | 17,476,540 | 26,674,605 | 4,445,320 |

Capital Projects

| | | | | | | | |
|-----------|----------|---|------------------------|------------------------|-----------------------|-----------------------|----------------------|
| BRT030004 | BART | Train Control | 13,000,000.000 | | | 13,000,000.000 | |
| BRT030005 | BART | Traction Power | 13,000,000.000 | | | 13,000,000.000 | |
| BRT97100B | BART | Rail, Way, and Structures Program | 13,000,000.000 | 8,107,684.000 | | 670,461.000 | 4,221,855.000 |
| ALA090065 | BART | Fare Collection Equipment | 6,067,914.000 | 6,067,914.000 | | | |
| REG050020 | BART | BART Car Exchange Preventive Maintenance | 57,395,128.000 | 57,167,519.000 | | 4,144.000 | 223,465.000 |
| REG090037 | BART | Railcar Replacement | 500,000.000 | 500,000.000 | | | |
| SM-03006B | Caltrain | Caltrain: Systemwide Track Rehab & Related Struct. | 7,058,982.000 | 3,461,982.000 | 3,597,000.000 | | |
| REG110030 | Caltrain | Positive Train Control/Electrification - RESERVED - see Notes | 7,254,018.000 | 6,127,728.000 | 1,126,290.000 | | |
| SF-95037B | SFMTA | Muni Rail Replacement | 34,592,086.000 | 34,592,086.000 | | | |
| SF-970073 | SFMTA | Cable Car Renovation Program | 960,000.000 | 960,000.000 | | | |
| SCL990046 | VTA | VTA: Preventive Maintenance | 2,637,216.000 | | 2,637,216.000 | | |
| SCL050049 | VTA | VTA: Rail Substation Rehab/ Replacement | 3,342,000.000 | | 3,342,000.000 | | |
| SCL090044 | VTA | VTA: TP OCS Rehab and Replacement | 3,342,000.000 | | 3,342,000.000 | | |
| SCL050002 | VTA | VTA: Rail Replacement Program | 3,432,034.000 | | 3,432,034.000 | | |
| | | Total Capital | 165,581,378.000 | 116,984,913.000 | 17,476,540.000 | 26,674,605.000 | 4,445,320.000 |
| | | Total Programming | 189,635,890.000 | 116,984,913.000 | 41,531,052.000 | 26,674,605.000 | 4,445,320.000 |
| | | Net balance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

Attachment H. FY2013-14 FTA Section 5339 Program of Projects

| TIP ID | Operator | Project Description | Total | Urbanized Area | | | | | | | | | | | |
|-------------------------|---------------|---|-------------------|-----------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------|----------------|
| | | | | San Francisco-Oakland | San Jose | Concord | Antioch | Santa Rosa | Vallejo | Fairfield | Vacaville | Napa | Livermore | Gilroy-Morgan Hill | Petaluma |
| | | Projected Apportionments | 12,863,587 | 6,808,940 | 2,789,900 | 853,965 | 437,854 | 470,980 | 386,247 | 284,054 | 198,301 | 173,718 | 171,753 | 161,385 | 126,490 |
| | | Previous Year Carryover | 604,708 | 0 | 0 | 0 | 0 | 0 | 155,081 | 280,203 | 0 | 0 | 169,424 | 0 | 0 |
| | | Total Available | 13,468,295 | 6,808,940 | 2,789,900 | 853,965 | 437,854 | 470,980 | 541,328 | 564,257 | 198,301 | 173,718 | 341,177 | 161,385 | 126,490 |
| Capital Projects | | | | | | | | | | | | | | | |
| CC-110100 | CCCTA | CCCTA: Replace 18 40' Heavy Duty Diesel Over the Road Buses | 853,965 | | | 853,965 | | | | | | | | | |
| CC-070092 | ECCTA | Replace Ten, 2001 40' Gilligs | 437,854 | | | | 437,854 | | | | | | | | |
| SOL110041 | Fairfield | Bus Replacement | 564,257 | | | | | | | 564,257 | | | | | |
| NAP090008 | Napa Vine | Equipment Replacement & Upgrades | 173,718 | | | | | | | | | 173,718 | | | |
| SON110052 | Petaluma | Replace 2 Paratransit Cutaways FY14 | 126,490 | | | | | | | | | | | | 126,490 |
| SON070020 | Santa Rosa | Santa Rosa CityBus: Diesel-Electric Hybrid Fixed-Route Replacement Bu | 235,490 | | | | | 235,490 | | | | | | | |
| SF-110050 | SFMTA | 58 40' Neoplan Bus Replacement | 6,808,940 | 6,808,940 | | | | | | | | | | | |
| SOL090034 | SolTrans | Bus Purchase | 541,328 | | | | | | 541,328 | | | | | | |
| SON110049 | Sonoma County | Replacement of One (1) CNG 40-Foot Orion Bus in SCT's Fixed-Route F | 235,490 | | | | | 235,490 | | | | | | | |
| SCL050001 | VTA | VTA: Standard and Small Bus Replacement | 2,951,285 | | 2,789,900 | | | | | | | | | 161,385 | |
| | | | 0 | | | | | | | | | | | | |
| | | Total Capital | 13,468,295 | 6,808,940 | 2,789,900 | 853,965 | 437,854 | 470,980 | 541,328 | 564,257 | 0 | 173,718 | 0 | 161,385 | 126,490 |
| | | Total Programming | 12,928,817 | 6,808,940 | 2,789,900 | 853,965 | 437,854 | 470,980 | 541,328 | 564,257 | 0 | 173,718 | 0 | 161,385 | 126,490 |
| | | Net balance | 539,478 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198,301 | 0 | 341,177 | 0 | 0 |

Attachment I. FY2013-14 Cycle 2 STP Transit Capital Rehabilitation Program of Projects

| Tip ID | Operator | Project Description | Total |
|--------|----------|---------------------------------|-------------------|
| | | <i>Projected Apportionments</i> | 0 |
| | | <i>Previous Year Carryover</i> | 12,152,200 |
| | | <i>Total Available</i> | 12,152,200 |

Reserve

| | | | |
|--|--|---|-----------|
| | | Unanticipated Costs Reserve - RESERVED | 1,000,000 |
| | | <i>Total Reserves</i> | 1,000,000 |

| | |
|--|-------------------|
| <i>Total Program Reductions</i> | 1,000,000 |
| <i>Funds Available For Programming</i> | 11,152,200 |

Capital Projects

| | | | |
|-----------|---------|---|------------------|
| REG090045 | Clipper | Clipper Fare Collection Equipment Replacement | 4,998,816 |
| | | <i>Total Capital</i> | 4,998,816 |
| | | <i>Total Programming</i> | 5,998,816 |
| | | <i>Net balance</i> | 6,153,384 |

Attachment J. FY2012-13 - FY2013-14 Transit Capital Priorities Program Notes

| |
|--|
| <p>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.</p> |
| <p>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.</p> |
| <p>3. \$400,000 of FY2013-14 Section 5307 programmed to Fairfield & Suisun Transit for intercity bus engine replacements based on the intercity bus replacement strategy agreed to by the operators may be reprogrammed to another FAST project if review of the draft Solano County Short Range Transit Plan demonstrates that the engine replacements can be funded with other sources while providing sufficient funding for other capital and operating needs.</p> |
| <p>4. Caltrain deferred \$1,706,500 of its FY13 fixed guideway cap to FY14. \$11,513,000 of Caltrain's FY13 and FY14 fixed guideway cap funds for Positive Train Control/Electrification project are reserved for Electrification pending discussions with HSR Early Investment Strategy MOU partner agencies and a final request that aligns with the MOU.</p> |
| <p>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.</p> |
| <p>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.</p> |
| <p>7. 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.</p> |
| <p>8. 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.</p> |
| <p>9. 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.</p> |
| <p>10. 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.</p> |
| <p>11. VTA deferred \$1,138,534 of its fixed guideway cap from FY13 to FY14.</p> |
| <p>12. 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.</p> |
| <p>13. 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.</p> |
| <p>14. SamTrans deferred \$20,000,000 of FY14 5307 for articulated bus replacement to FY15 in exchange for \$2,653,250 for Advanced Communication System Upgrades in FY14</p> |
| <p>15. The balance of the regional share of AC Transit's Replace (27) 2003 60' articulated buses project (\$3,567,594), SFMTA's 42 40' Neoplan Bus Replacement project (\$19,378,498) and SFMTA's 49 60' Neoplan Bus Replacement project (\$20,000,000 annual cap) will have priority for funding in FY2014-15 as prior-year commitments.</p> |



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Memorandum

TO: Transit Finance Working Group

DATE: May 1, 2013

FR: Glen Tepke

RE: FY13 AB 664 Program & Allocations

The attachment presents the calculation of the FY AB 664 program, which totals \$12.6 million of new programming, plus \$3.5 million of prior-year lapsed funds previously reallocated to BART and SFMTA. The new funds are distributed to eligible operators in proportion to each operator's share of the FY13 TCP program, with the following items excluded from the TCP programming totals:

- ADA operating set-aside
- Operating assistance
- \$72.5 million in FY13 5307/5337 for BART Railcar Replacement; MTC Res. 3918 Phase 1 Funding Plan provides for BART funds to match regional programming
- \$2 million in FY13 5307 for BART Transit Asset Management , with \$2 million added to SFMTA's 5307 amount so SFMTA is held harmless for the BART/SFMTA 5309 Bus/5307 funding exchange.
- \$4,258,982 in FY13 5337 for Caltrain Electrification; MTC Res. 4056 High Speed Rail Early Investment Strategy provides for matching funds for regional programming.

The proposed program and allocations will be presented to the MTC Programming & Allocations Committee on May 8 2013.

TFWG Item 5
FY 2012-13 AB 664 Program

| Operator Totals | FTA Program - Excl. ADA Set-Aside & Operating Assistance | | | | | | AB 664 Program | | |
|-----------------|--|---------|------|------|-----|-------|----------------|-------------|--------------|
| | 5307 | 5309 FG | 5337 | 5339 | STP | Total | % of total | FY13 Alloc. | Reallocation |

East Bay

| | | | | | | | | | | |
|------------|------------|---------|------------|-----------|---|------------|------------------|-----------|-----------|------------|
| AC Transit | 12,228,611 | | | | | 12,228,611 | 12.9% | 1,177,611 | | 1,177,611 |
| BART | 0 | 726,393 | 44,341,521 | | | 45,067,914 | 47.4% | 4,340,026 | 1,669,818 | 6,009,844 |
| CCCTA | 2,779,319 | | | 842,388 | | 3,621,707 | 3.8% | 348,769 | | 348,769 |
| ECCTA | 5,878,286 | | | 431,918 | | 6,310,204 | 6.6% | 607,671 | | 607,671 |
| LAVTA | 1,399,366 | | | | | 1,399,366 | 1.5% | 134,759 | | 134,759 |
| SolTrans | 0 | | | 225,930 | | 225,930 | 0.2% | 21,757 | | 21,757 |
| Union City | 0 | | | | | 0 | 0.0% | - | | - |
| WestCat | 3,502,672 | | | | | 3,502,672 | 3.7% | 337,306 | | 337,306 |
| WETA | 22,792,000 | | | | | 22,792,000 | 24.0% | 2,194,863 | | 2,194,863 |
| Total East | 48,580,254 | 726,393 | 44,341,521 | 1,500,235 | 0 | 95,148,404 | 100.0% | 9,162,762 | 1,669,818 | 10,832,580 |
| Match Need | 12,145,064 | 181,598 | 11,085,380 | 375,059 | 0 | 23,787,101 | % of match need: | 38.5% | | |

West Bay

| | | | | | | | | | | |
|------------|------------|---|------------|-----------|------------|-------------|------------------|-----------|-----------|-----------|
| Caltrain | 0 | | 6,641,018 | | | 6,641,018 | 4.9% | 169,296 | | 169,296 |
| SamTrans | 24,913,498 | | | | | 24,913,498 | 18.4% | 635,107 | | 635,107 |
| SFMTA | 51,115,818 | | 30,552,086 | 6,716,626 | 15,502,261 | 103,886,791 | 76.7% | 2,648,332 | 1,875,404 | 4,523,736 |
| Total West | 76,029,316 | 0 | 37,193,104 | 6,716,626 | 15,502,261 | 135,441,307 | 100.0% | 3,452,735 | 1,875,404 | 5,328,139 |
| Match Need | 19,007,329 | 0 | 9,298,276 | 1,679,157 | 3,875,565 | 33,860,327 | % of match need: | 10.2% | | |

| | | | | | | | | | | |
|-------------------------|-------------|---------|------------|-----------|------------|-------------|------------------|------------|-----------|------------|
| Total Program | 124,609,571 | 726,393 | 81,534,625 | 8,216,862 | 15,502,261 | 230,589,711 | | 12,615,496 | 3,545,222 | 16,160,719 |
| Total Match Need | 31,152,393 | 181,598 | 20,383,656 | 2,054,215 | 3,875,565 | 57,647,428 | % of match need: | 21.9% | | |

Notes

1. \$72.5 million in FY13 5307/5337 for BART Railcar Replacement excluded; MTC Res. 3918 Phase 1 Funding Plan provides for BART funds to match regional programming.
2. \$2 million in FY13 5307 for BART Transit Asset Management excluded and added to SFMTA 5307 amount so SFMTA is held harmless for BART/SFMTA 5309 Bus/5307 funding exchange.
3. \$4,258,982 in FY13 5337 for Caltrain Electrification excluded; MTC Res. 4056 High Speed Rail Early Investment Strategy provides for matching funds for regional programming.
4. BART reallocation of lapsed funds \$1,669,818 #13-4080-01 11/28/12.
5. SFMTA reallocation of lapsed funds \$1,875,404 #13-4080-02 11/28/12.



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Memorandum

TO: Transit Finance Working Group

DATE: May 1, 2013

FR: Kenneth Folan

W. I.

RE: Transit Performance Initiative Program Update

In October 2012, the Commission committed \$60 million in federal Cycle 2 STP/CMAQ funds to the Transit Performance Initiative (TPI) Incentive Program, distributing the initial \$15 million based on current ridership. Further, the Commission directed staff to release formula distribution scenarios for review by the transit operators and the Policy Advisory Council before returning to the Programming and Allocations Committee with a recommendation.

On February 27, 2013, the Commission adopted a distribution for the remaining \$45 million, specifically:

- Assigned 85% of the annual allocation to the largest seven transit operators and 15% to the remaining transit operators.
- Approved the small operator incentive formula as recommended by staff: 25% based on passenger increase; 25% based on passenger per hour increase; and 50% based on annual passengers.
- Deferred action on the large operator incentive formula and directed staff to develop additional distribution scenarios for consideration.

On April 24th, the Commission approved Alternative #2 for the large operator incentive formula: 20% based on passenger increase; 10% based on passenger per hour increase; and 70% based on annual passengers. Staff will provide an update to TFWG on May 1st.

For more information, please contact Kenneth Folan at kfolan@mtc.ca.gov or at 510.817.5804.



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Memorandum

TO: Commission

DATE: April 17, 2013

FR: Deputy Executive Director, Policy

RE: Transit Performance Initiative – Incentive Program Formula Distribution

The Programming and Allocations Committee referred MTC Resolution No. 4072, Revised, to the Commission without selecting an alternative for the large operator distribution formula. Alternatives 1 and 2, discussed at the Committee's meeting on April 10th, are summarized below and discussed in detail in the attached staff memorandum. Staff has added Alternative 3, which sets the "annual passenger" metric at the midpoint of the two original alternatives with a greater weight distributed to "increases in passengers" and "passengers per hour". We believe this alternative addresses the split among committee members and provides a basis for possible consensus.

Alternative #1 – Original February 2013 Staff Proposal

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Alternative #2 – Increased Focus on Existing Ridership

- 20% based on Passenger Increase (absolute)
- 10% based on Passenger Per Hour Increase (absolute)
- 70% based on Annual Passengers

Alternative #3 – New Staff Alternative

- 25% based on Passenger Increase (absolute)
- 15% based on Passenger Per Hour Increase (absolute)
- 60% based on Annual Passengers

Attachment A compares the results of the three alternatives using the most recent three-year data available. Note that actual annual distribution in future years will be based on updated data, which may vary from results shown in Attachment A.

As requested by the Committee, Attachment B summarizes funding allocated by MTC over the past five fiscal years to provide context on large operator capital and operating funding.


Ann Flemer

Attachment A

Alternatives for Consideration

Estimate Distribution of Transit Performance Initiative Incentive Funding*

| <i>Alternative:</i> | Alt. #1 | Alt. #2 | Alt. #3 | Transition Year | Alt. #1 | Alt. #2 | Alt. #3 | Transition Year |
|---|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------|-------------|-----------------|
| <i>Annual Passengers Increase:</i> | 25% | 20% | 25% | 0% | 25% | 20% | 25% | 0% |
| <i>Annual Passengers per Hour Increase:</i> | 25% | 10% | 15% | 0% | 25% | 10% | 15% | 0% |
| <i>Annual Passengers:</i> | 50% | 70% | 60% | 100% | 50% | 70% | 60% | 100% |
| Transit Operator | Dollars | | | | Percent of Total | | | |
| AC Transit | 2,360,111 | 2,183,705 | 2,329,863 | 1,802,676 | 15.7% | 14.6% | 15.5% | 12.0% |
| BART | 2,867,409 | 2,907,501 | 2,873,623 | 3,493,189 | 19.1% | 19.4% | 19.2% | 23.3% |
| Caltrain | 1,565,642 | 975,482 | 1,225,750 | 395,353 | 10.4% | 6.5% | 8.2% | 2.6% |
| Golden Gate | 222,983 | 221,842 | 218,666 | 270,338 | 1.5% | 1.5% | 1.5% | 1.8% |
| SF Muni | 4,136,309 | 4,934,630 | 4,569,803 | 6,720,704 | 27.6% | 32.9% | 30.5% | 44.8% |
| SamTrans | 367,181 | 362,472 | 356,578 | 423,651 | 2.4% | 2.4% | 2.4% | 2.8% |
| SC VTA | 1,230,365 | 1,164,368 | 1,175,718 | 1,302,018 | 8.2% | 7.8% | 7.8% | 8.7% |
| Large Operator Subtotal | \$12,750,000 | \$12,750,000 | \$12,750,000 | \$14,407,929 | 85% | 85% | 85% | 96% |
| Small Operator Subtotal | \$2,250,000 | \$2,250,000 | \$2,250,000 | \$592,071 | 15% | 15% | 15% | 4% |
| BAY AREA TOTAL | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | 100% | 100% | 100% | 100% |

Total annual funding distribution \$15 million: 85% to Large Operators and 15% to Small Operators

Data Source: National Transit Database (NTD) – Passenger Trips, Passenger Miles, Revenue Hours, and Passenger Trips Per Revenue Hour

*Based on FY 2007-08 thru FY 2010-11

Attachment B

Large Operator Capital & Operating Programming by MTC (FY 2008-09 thru FY 2012-13)

Table 1: Capital Fund Programming – Capital Replacement & Rehabilitation

| Operator | FTA & STP + AB 664 | % of Total | Annual Average |
|--------------|--------------------------|---------------|-------------------|
| AC Transit | 155.0 | 10% | 31.0 |
| BART | 465.6 | 29% | 93.1 |
| Caltrain | 117.7 | 7% | 23.5 |
| GGBHTD | 71.2 | 5% | 14.2 |
| SFMTA | 432.9 | 27% | 86.6 |
| SamTrans | 72.6 | 5% | 14.5 |
| VTA* | 263.5 | 17% | 52.7 |
| Total | \$1,578.4 | 100% | \$315.7 |

*VTA receives all of San Jose UZA funds, except funds allocated to Caltrain by agreement

Table 2: Operating Fund Programming

| Operator | TDA (4.5 & 4/8) | AB 1107* (25% of BART District Sales Tax) | STA (Revenue- Based) | Operating Total | % of Total | Annual Average |
|--------------|--------------------|---|----------------------------|--------------------|---------------|-------------------|
| AC Transit | 247.2 | 154.6 | 35.9 | 437.7 | 26% | 87.5 |
| BART | 1.7 | 0.0 | 90.9 | 92.6 | 6% | 18.5 |
| Caltrain | 0.0 | 0.0 | 20.2 | 20.2 | 1% | 4.0 |
| GGBHTD | 67.3 | 0.0 | 15.5 | 82.8 | 5% | 16.6 |
| SFMTA | 170.1 | 154.6 | 128.8 | 453.4 | 27% | 90.7 |
| SamTrans | 152.6 | 0.0 | 16.3 | 168.9 | 10% | 33.8 |
| VTA | 378.3 | 0.0 | 46.3 | 424.7 | 25% | 84.9 |
| Total | \$1,017.2 | \$309.2 | \$353.9 | \$1,680.3 | 100% | \$336.1 |

*per MTC policy funds split 50/50 between AC Transit & SFMTA

Table 3: Combined Operating and Capital Fund Programming

| Operator | Capital Total | Operating Total | Total | % of Total | Annual Average |
|--------------|------------------|--------------------|------------------|-------------|-------------------|
| AC Transit | 155.0 | 437.7 | 592.7 | 18% | 118.5 |
| BART | 465.6 | 92.6 | 558.2 | 17% | 111.6 |
| Caltrain | 117.7 | 20.2 | 137.9 | 4% | 27.6 |
| GGBHTD | 71.2 | 82.8 | 154.0 | 5% | 30.8 |
| SFMTA | 432.9 | 453.4 | 886.3 | 27% | 177.3 |
| SamTrans | 72.6 | 168.9 | 241.5 | 7% | 48.3 |
| VTA | 263.5 | 424.7 | 688.2 | 21% | 137.6 |
| Total | \$1,578.4 | \$1,680.3 | \$3,258.7 | 100% | \$651.7 |

Metropolitan Transportation Commission Programming and Allocations Committee

April 10, 2013

Item Number 4a

Resolution No. 4072, Revised

Subject: Transit Performance Initiative – Incentive Program Formula Distribution

Background: The Transit Performance Initiative (TPI) Incentive Program provides a financial reward to those agencies that improve ridership and productivity. In October 2012, the Commission committed \$60 million in federal Cycle 2 funds to the TPI Incentive Program for a four-year period, distributing the initial year \$15 million based on current ridership.

On February 27, 2013, the Commission adopted, in part, a distribution for the remaining \$45 million, specifically:

- Assigned 85% of the annual allocation to the largest seven transit operators and 15% to the remaining transit operators.
- Approved the small operator incentive formula as recommended by staff: 25% based on passenger increase; 25% based on passenger per hour increase; and 50% based on annual passengers.
- Deferred action on the large operator incentive formula and directed staff to develop additional distribution scenarios for consideration.

After further consultation with the large operators, staff recommends one of two alternatives for distribution to the large operators:

Alternative #1 – Original February 2013 Staff Proposal

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Alternative #2 – Increased Focus on Existing Ridership

- 20% based on Passenger Increase (absolute)
- 10% based on Passenger Per Hour Increase (absolute)
- 70% based on Annual Passengers

Alternative #1 was developed with input from the Policy Advisory Council and the large transit operators. It balances existing ridership with future performance.

Alternative #2 was developed by San Francisco Municipal Transportation Agency (SFMTA) staff and presented to the large operators. This alternative places greater emphasis on current system ridership with a

more modest incentive program for productivity increases. SFMTA staff noted that systems that operate near capacity are forced to add hours of revenue service to increase ridership, which could have a negative effect on the productivity measure; therefore existing ridership and ridership increases are weighted more heavily than productivity increases in this alternative. While the other large operators preferred a formula with less than a 70% weight for annual passengers, they did not voice strong opposition to Alternative #2.

Attachment A illustrates the relative results of the proposed alternatives using the most recent three-year data available. Note that while actual distribution will be based on more recent data, the differences will be slight.

Recommendation: Select a TPI distribution formula alternative for large operators and refer Resolution No. 4072, Revised to the Commission for approval.

Attachments: Attachment A
MTC Resolution No. 4072, Revised

Attachment A

Alternative Scenarios for Consideration

Estimated Distribution of Transit Performance Initiative Incentive Funding*

| <i>Scenario:</i> | Alternative #1 | Alternative #2 | Transition Year | Alternative #1 | Alternative #2 | Transition Year |
|---|-----------------------|-----------------------|------------------------|-------------------------|-----------------------|------------------------|
| <i>Annual Passenger Increase:</i> | 25% | 20% | 0% | 25% | 20% | 0% |
| <i>Annual Passengers per Hour Increase:</i> | 25% | 10% | 0% | 25% | 10% | 0% |
| <i>Annual Passengers:</i> | 50% | 70% | 100% | 50% | 70% | 100% |
| Transit Operator | Dollars | | | Percent of Total | | |
| AC Transit | 2,360,111 | 2,183,705 | 1,802,676 | 15.7% | 14.6% | 12.0% |
| BART | 2,867,409 | 2,907,501 | 3,493,189 | 19.1% | 19.4% | 23.3% |
| Caltrain | 1,565,642 | 975,482 | 395,353 | 10.4% | 6.5% | 2.6% |
| Golden Gate | 222,983 | 221,842 | 270,338 | 1.5% | 1.5% | 1.8% |
| SF Muni | 4,136,309 | 4,934,630 | 6,720,704 | 27.6% | 32.9% | 44.8% |
| SamTrans | 367,181 | 362,472 | 423,651 | 2.4% | 2.4% | 2.8% |
| SC VTA | 1,230,365 | 1,164,368 | 1,302,018 | 8.2% | 7.8% | 8.7% |
| Large Operator Subtotal | \$12,750,000 | \$12,750,000 | \$14,407,929 | 85% | 85% | 96% |

| | Approved Scenario (FY14-16) | | Transition Year | Approved Scenario (FY14-16) | | Transition Year |
|---|------------------------------------|--|------------------------|------------------------------------|--|------------------------|
| <i>Annual Passenger Increase:</i> | 25% | | 0% | 25% | | 0% |
| <i>Annual Passengers per Hour Increase:</i> | 25% | | 0% | 25% | | 0% |
| <i>Annual Passengers:</i> | 50% | | 100% | 50% | | 100% |
| Transit Operator | Dollars | | | Percent of Total | | |
| ACE | 73,028 | | 22,575 | 0.5% | | 0.2% |
| CCCTA | 231,367 | | 103,901 | 1.5% | | 0.7% |
| FAST (Fairfield + Suisun) | 76,421 | | 29,230 | 0.5% | | 0.2% |
| LAVTA | 148,015 | | 53,857 | 1.0% | | 0.4% |
| Napa | 81,146 | | 18,236 | 0.5% | | 0.1% |
| Petaluma | 93,553 | | 6,493 | 0.6% | | 0.0% |
| Santa Rosa | 308,597 | | 95,993 | 2.1% | | 0.6% |
| SolTrans | 89,525 | | 48,516 | 0.6% | | 0.3% |
| Sonoma County | 121,439 | | 42,332 | 0.8% | | 0.3% |
| Tri Delta | 275,190 | | 73,941 | 1.8% | | 0.5% |
| Union City | 90,327 | | 14,904 | 0.6% | | 0.1% |
| Vacaville | 232,451 | | 11,709 | 1.5% | | 0.1% |
| WestCAT | 136,097 | | 38,167 | 0.9% | | 0.3% |
| WETA | 292,846 | | 32,214 | 2.0% | | 0.2% |
| Small Operator Subtotal | \$2,250,000 | | \$592,068 | 15% | | 4% |

Total annual funding distribution \$15 million: 85% to Large Operators and 15% to Small Operators

Data Source: National Transit Database (NTD) – Passenger Trips, Revenue hours, and Passenger Trips Per Revenue Hour

*Based on FY2007-08 thru FY2010-11

Date: October 24, 2012
W.I.: 1512
Referred By: PAC
Revised: 01/23/13-C
02/27/13-C
04/24/13-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.

This resolution was revised on February 27, 2013 to establish the formula distribution for the Transit Performance Initiative Incentive Program.

This resolution was revised on April 24, 2013 to establish the large operator formula distribution for the Transit Performance Initiative Incentive Program and to revise the formula for distributing ADA operating assistance to include Marin Transit.

Further discussion of the Transit Capital Priorities Policy is contained in the Programming and Allocation Committee Executive Director memoranda dated October 10, 2012; January 9, 2013; February 13, 2013; and April 10, 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
02/27/13-C
04/24/13-C

Attachment A
Resolution No. 4072
Page 1 of 41

**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
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Oakland, CA 94607

Table 7: ADA Set-aside Amounts by Urbanized Area and Operator

| Operator | San Francisco-Oakland | San Jose | Concord | Antioch | Vallejo | Livermore | Gilroy-MH |
|--------------------------|---|---------------|---------------|---------------|---------------|---------------|---------------|
| AC Transit | 31.1% | | | | | | |
| ACE | 1.7% | | 14.1% | | | | |
| BART | 14.7% | | 46.0% | 22.2% | | | |
| Caltrain | 3.3% | 15.0% | | | | | |
| CCCTA | | | 32.3% | | | | |
| Fairfield-Suisun Transit | Not Applicable | | | | | | |
| GGBHTD | 3.5% | | | | | | |
| LAVTA | | | 7.6% | | | 100.0% | |
| Marin County Transit | 5.3% | | | | | | |
| Napa VINE | | | | | 7.0% | | |
| SFMTA | 29.5% | | | | | | |
| SamTrans | 7.8% | | | | | | |
| SCVTA | | 85.0% | | | | | 100.0% |
| SolTrans | 2.1% | | | | 93.0% | | |
| SR City Bus | Not Applicable | | | | | | |
| Sonoma Cty Transit | Not Applicable | | | | | | |
| Tri-Delta | | | | 77.8% | | | |
| Union City | | | | | | | |
| Vacaville | Not Applicable | | | | | | |
| WestCat | 0.9% | | | | | | |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Notes: | | | | | | | |
| 1) | Urbanized Areas not shown are not participating in 10% ADA set-aside policy. | | | | | | |
| 2) | Formula roughly based on generations with an element of the rail operator portion allotted to bus operators because bus operators generally shoulder a greater share of the ADA operations. | | | | | | |
| 3) | To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area. | | | | | | |
| 4) | Formula amended April 2013 to split GGBHTD share with Marin County Transit per agreement between the two operators. | | | | | | |

An operator may use its share of the FTA Section 5307 set-aside for capital purposes or preventive maintenance if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any unfunded transit capital projects or preventive maintenance. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

- d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula

III. CYCLE 2 STP/CMAQ TRANSIT CAPITAL REHABILITATION PROGRAM

The Commission's Cycle 2 Program Project Selection Criteria and Programming Policy For FY2012-13, FY2013-14, FY2014-15 and FY 2015-16, MTC Resolution No. 4035, Revised, includes \$150 million in STP/CMAQ funding for a Transit Capital Rehabilitation Program. These funds will be programmed to Transit Performance Initiative projects and to transit capital rehabilitation projects. Specific projects are included in Attachment B to MTC Resolution No. 4035, Revised.

Transit Performance Initiative

This program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. For FY2012-13 through FY2015-16, \$13 million annually is available for this program.

The incentive program provides financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, \$15 million is distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, \$15 million is available annually based on the formula distribution described below. The program will be evaluated annually following each cycle.

Large and Small Operator Accounts: Of the annual \$15 million available, 85% and 15% shall be assigned to the large and small operator accounts, respectively. The large operators include: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

Large Operator Distribution Formula: Funds shall be distributed to large operators as follows:

Alternative 1

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Alternative 2

- 20% based on Passenger Increase (absolute)
- 10% based on Passenger Per Hour Increase (absolute)
- 70% based on Annual Passengers

Small Operator Distribution Formula: Funds shall be distributed to small operators as follows:

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Data Source: Using the most recent National Transit Database data for all modes excluding Paratransit, the distribution formula shall be calculated annually using a three-year rolling average commencing with FY2009-10, 2010-11 and 2011-12 for the FY2013-14 distribution. For the FY2013-14 distribution, data for Marin County Transit District shall be included with Golden Gate Transit in the Large Operator Account. The funding, however, assigned to Golden Gate Transit based on the NTD data, will be further distributed to the two operators – Golden Gate Transit and Marin County Transit District – based on a mutually agreed split based on the relevant performance and ridership data.

Transit Capital Rehabilitation

Any Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds not programmed for Transit Performance Initiative projects will be programmed for transit capital rehabilitation projects to supplement the Transit Capital Priorities program. Transit capital rehabilitation projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section II. FTA Formula Funds. This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans.



METROPOLITAN
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COMMISSION

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Memorandum

TO: Transit Finance Working Group

DATE: May 1, 2013

FR: Kenneth Folan

W. I.

RE: U.S. DOT TIGER 5 Grant Program

U.S. DOT announced the availability of \$474 million for the TIGER 5 program, with applications due to U.S. DOT on June 3, 2013.

The program guidelines, available at <http://www.dot.gov/tiger>, are similar to prior TIGER rounds. For non-rural areas, grant requests must be between \$10 and 200 million. Each state is limited to 25% of total available funding, rural areas are guaranteed \$120 million and up to \$165 million can be awarded for TIFIA loan projects. The TIGER 5 primary selection criteria are listed below.

TIGER 5 Primary Selection Criteria

1. State of Good Repair
2. Economic Competitiveness
3. Livability
4. Environmental Sustainability
5. Safety
6. Project Readiness - ready to obligate funds by June 30, 2014

MTC intends to endorse one or more projects consistent with our past approach and the 2012 TIGER 4 endorsement list, with an emphasis on the TIGER 5 primary selection criteria.

For more information, please contact Kenneth Folan at kfolan@mtc.ca.gov or at 510.817.5804.

and refinements include reconfiguration of a mid-block at-grade pedestrian crossing to an undercrossing at Faithful Central Bible Church; reconfiguration of a below-grade trench to an aerial guideway over La Brea Avenue; and elevation of the planned at-grade Florence/La Brea Station to street level. This notice only applies to the discrete actions taken by FTA at this time, as described below. Nothing in this notice affects FTA's previous decisions, or notice thereof, for this project. *Final agency actions:* FTA determination that neither a supplemental environmental impact statement nor a supplemental environmental assessment is necessary. *Supporting documentation:* Supplemental Environmental Technical Memorandum, documenting any potential environmental impacts from the proposed design changes.

Issued on: April 16, 2013.

Lucy Garliauskas,

Associate Administrator for Planning and Environment, Washington, DC.

[FR Doc. 2013-09368 Filed 4-19-13; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA- 2013-0010]

Urbanized Area Formula Program: Proposed Circular

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Availability of Proposed Circular and Request for Comments.

SUMMARY: The Federal Transit Administration (FTA) has placed in the docket and on its Web site, proposed guidance, in the form of a circular, to assist recipients in their implementation of the section 5307 Urbanized Area Formula Program. The purpose of this proposed circular is to provide recipients of FTA financial assistance with instructions and guidance on program administration and the grant application process. The proposed revisions to the existing circular are a result of changes made to the Urbanized Area Formula Program by the Moving Ahead for Progress in the 21st Century Act. By this notice, FTA invites public comment on the proposed circular.

DATES: Comments must be submitted by June 21, 2013. Late-filed comments will be considered to the extent practicable.

ADDRESSES: You may submit comments identified by the docket number FTA-

2013-0010 by any of the following methods:

• *Federal eRulemaking Portal:*

Submit electronic comments and other data to <http://www.regulations.gov>.

• *U.S. Mail:* Send comments to Docket Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Room W12-140, Washington, DC 20590-0001.

• *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building, Ground Floor, at 1200 New Jersey Avenue SE., Washington, DC, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

• *Fax:* Fax comments to Docket Operations, U.S. Department of Transportation, at (202) 493-2251.

Instructions: The agency name (Federal Transit Administration) and Docket Number (FTA-2013-0010) must be included at the beginning of each submission. If sent by mail, please submit two copies. Due to security procedures in effect since October 2001, mail received through the U.S. Postal Service may be subject to delays. Parties mailing comments should consider using an express mail firm to ensure their prompt filing. If you wish to receive confirmation that FTA received your comments, you must include a self-addressed stamped postcard. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. You may review USDOT's complete Privacy Act Statement published in the **Federal Register** on April 11, 2000, at 65 FR 19477-8 or <http://DocketsInfo.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For program matters, Adam Schildge, Office of Project Management, (202) 366-0778 or Adam.Schildge@dot.gov. For legal matters, Rita Maristch, Office of Chief Counsel, (215) 656-7249 or Rita.Maristch@dot.gov. Office hours are from 8:30 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

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I. Appendices

I. Overview

This notice provides a summary of proposed changes to FTA Circular 9030.1D, Urbanized Area Formula Program: Program Guidance and Application Instructions. The section 5307 Urbanized Area Formula Program authorizes Federal financial assistance for public transportation in urbanized areas for capital and planning projects, job access and reverse commute projects, and, in some cases, operating assistance. This program was affected by the Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112-141), signed into law on July 6, 2012. FTA is updating the existing circular, 9030.1D, published on May 10, 2010, to reflect changes in the law.

MAP-21 made several significant changes to Federal transit laws that are applicable across all of FTA's financial assistance programs and reflected in the proposed circular. These changes further several important goals of the Department of Transportation (DOT). Most notably, MAP-21 grants FTA significant new authority to oversee and regulate the safety of public transportation systems throughout the United States. The Act also puts new emphasis on restoring and replacing the Nation's aging public transportation infrastructure by establishing a new State of Good Repair formula program and new asset management requirements. In addition, it aligns Federal funding with key performance goals and tracks recipients' progress towards these goals. Finally, MAP-21 improves the efficiency of program administration through program consolidation and streamlining.

In addition to MAP-21 updates addressed above, and outlined below, the proposed circular updates the organization and wording of the existing circular to improve clarity and to achieve consistency with FTA's other guidance circulars and to reflect other changes made by MAP-21, specifically to the 5307 program. When adopted, the final circular will supersede the existing circular.

This document does not include the proposed circular for which FTA seeks comment; however, an electronic version is available on FTA's Web site, at www.fta.dot.gov. Paper copies may be obtained by contacting FTA's Administrative Services Help Desk, at (202) 366-4865.

Following, is a chapter-by-chapter analysis of the substantive changes to the existing circular's content.

II. Chapter-by-Chapter Analysis

A. Chapter I—Introduction and Background

Chapter I of the circular is an introductory chapter that covers general information about FTA, provides a brief history of the 5307 program, and defines terms applicable across all FTA programs.

(1) Definitions

The proposed circular updates the definitions section to include changes and additions made by MAP-21. The following statutory definitions were amended by MAP-21:

- Associated transit improvements (previously “transit enhancements”)
- Bus rapid transit (BRT) system
- Commuter highway vehicle or vanpool vehicle
- Disability
- Fixed guideway
- Job access and reverse commute project
- Low income individual
- Private provider of public transportation by vanpool
- Public transportation
- Regional transportation planning organization
- Senior

Definitions have also been added to this section for terms that are unclear or currently undefined. Where applicable, we have used the same definitions found in rulemakings or other circulars to ensure consistency.

(2) Program History

This section provides an overview of each piece of legislation that has authorized the 5307 Program. This section has been revised to incorporate a summary of changes made by MAP-21.

B. Chapter II—Program Overview

Chapter II covers general information about the 5307 Program.

(1) Statutory Authority

This section updates the exiting circular to include references to MAP-21. MAP-21 authorized the award of 5307 program funds for certain new and redefined activities including, job access reverse commute projects, operating costs, and associated transit improvements, each of which is discussed further, below.

(2) Census Designation of Urbanized Areas (UZA)

The proposed circular adds this new section which describes the designation of UZAs based on the 2010 Census. Beginning this fiscal year (FY), FY 2013,

FTA incorporated the results of the 2010 Census into its formula apportionments. The 2010 Census data shows that the number of UZAs increased from 465 in 2000 to 497 in 2010, and the total population residing in UZAs increased from 195 to 223 million, an increase of approximately 12 percent. As a result, some UZAs have crossed statutorily-mandated population thresholds resulting in changes to the amount of formula funds that those areas can receive, and possibly resulting in changes to eligible uses of those funds.

(3) FTA Role in Program Administration

This section clarifies that funds are apportioned to States and Designated Recipients (DR), only—States for small UZAs (areas between 50,000 and 200,000 in population), and DRs for large UZAs (areas over 200,000 in population). This section also discusses the requirement that large UZA’s ensure that the annual Program of Projects complies with the requirements that a portion of apportioned funds be spent on security and associated transit improvement projects. FTA believes that its previous interpretation of these requirements was inaccurate, and now interprets each provision to require their application at the UZA level. In other words, each 1 percent set aside will apply to the 5307 apportionment to the UZA, and not to each 5307 DR. This is because the UZA, and not the designated recipient, is required to certify that 1 percent of the apportionment is set aside for each of these two purposes. Once the DR receives the apportionment, it will allocate the 1 percent requirement among the direct recipients (transit agencies).

(4) Direct Recipient and Subrecipient Eligibility

This new section clarifies the process for selecting and establishing a Designated Recipient (DR), and clarifies the process for allocating funds to direct recipients and for sub-awarding funds to subrecipients. Direct recipients must be a public entity that is legally eligible to apply for FTA funding. If certain requirements are met, a public agency may apply for some or all of a UZA’s apportionment.

(5) Subrecipient Arrangements

Because Congress has repealed the former section 5316 JARC program and included job access reverse commute projects within the list of eligible 5307 activities, FTA believes that Congress intended for entities eligible under the former JARC program to be eligible to use MAP-21 5307 program funds for job

access reverse commute projects; this would include private non-profit operators of job access reverse commute projects as subrecipients.

(6) Transportation Management Areas (TMAs)

TMAs are not synonymous with large UZAs, which is how the term is currently used in the existing circular. This circular explains that TMAs apply only to the planning requirements.

(7) Relationship to Other Programs

This section adds a discussion on both repealed SAFETEA-LU programs for which funds may still be available, and new MAP-21 programs. The discussion on FHWA flexible funds in the existing circular has been moved to chapter V.

(a) Repealed SAFETEA-LU Programs

This section discusses the relationship between programs repealed by MAP-21 and the 5307 program as amended by MAP-12. Funds previously authorized for programs that were repealed by MAP-21 may remain available for their originally authorized purposes until the statutory period of availability expires, or until the funds are fully expended, rescinded by Congress, or otherwise reallocated.

The following programs were repealed by MAP-21:

- Clean Fuels Grant Program (former section 5308)
- Bus and Bus Facilities Discretionary Program (former section 5309)b(3)
- Job Access and Reverse Commute Program (former section 5316)
- Paul S. Sarbanes Transit in the Parks Program (former section 5320)
- New Freedom Program (former section 5317)
- Alternatives Analysis Program (former section 5339)

(b) New MAP-21 Programs

This section discusses the relationship between the 5307 program, as amended by MAP-21, and the following programs that are either completely new or were significantly modified by MAP-21.

- Fixed Guideway Capital Investment Program (5309, New and Small Starts, and Core Capacity Improvements)
- Bus and Bus Facilities Formula Program (5339)
- State of Good Repair Formula Program (5337)
- Rural Area Formula Program (5311)
- Transit Oriented Development Pilot Program (section 20005(b) of MAP-21)
- Transportation Alternatives Program (23 U.S.C. 213(b))

- Federal Lands Access Program (23 U.S.C. 204)

C. Chapter III—General Program Information

This chapter discusses in more detail the apportionments for the 5307 program. It also discusses the Federal share of projects costs, local share, other sources of financing, and the new Passenger Ferry Discretionary Grant Program. Discussion of eligible projects was moved from chapter III in the existing to chapter IV in the proposed circular.

(1) Apportionment of Program Funds

In the proposed circular, this section includes the revised apportionment calculations, including the new set-asides and formula calculations established by MAP-21. Section 5336(h) now provides that 3.07% of section 5307 funds available for apportionment are allocated on the basis of low-income persons residing in urbanized areas, with 25 percent of these funds allocated to areas below 200,000 in population and the remaining 75 percent allocated to areas 200,000 and over in population. MAP-21 also increased the percentage of funds allocated on the basis of Small Transit Intensive Cities (STIC) factors from 1 to 1.5 percent. Finally, MAP-21 established a new 0.5 percent takedown from the 5307 program for the State Safety Oversight Grant Program and a \$30 million takedown for the new Passenger Ferry Discretionary Grant Program.

(2) Funds Availability

Generally, MAP-21 extended the number of years that apportioned funds remain available for obligation from 3 to 5 additional years from the year in which the funds were apportioned. As a result, most funds are now available for a total of 6 years including the year of apportionment.

(3) Passenger Ferry Grants Discretionary Program

This section of the proposed circular adds a brief introduction of the new Passenger Ferry Discretionary Grant Program. Each fiscal year, a total of \$30 million is authorized to be set aside from the 5307 program to support passenger ferry projects that will be selected on a competitive basis.

(4) Federal Share of Project Costs for Certain Projects—Americans With Disabilities Act, Clean Air Act

As a result of MAP-21, the Federal share of project costs is 85 percent for certain projects related to the Americans

with Disabilities Act (ADA) and the Clean Air Act (CAA).

(5) Local Share of Project Costs

Generally, and consistent with MAP-21, the proposed circular does not change the local match requirements—there is a 20 percent local match requirement for capital assistance and a 50 percent requirement for operating assistance. However, MAP-21 expanded the category of funds that can be used as local match. In addition to those sources of local match previously authorized under SAFETEA-LU, local match may also be derived from the following newly authorized sources:

- Amounts appropriated or otherwise made available to a department of agency of the Government (other than DOT), such as Community Development Block Grant Funds administered by the Department of Housing and Urban Development.

- Any amount expended by providers of public transportation by vanpool for the acquisition of rolling stock to be used in the recipient's service area, excluding any amounts the provider may have received in Federal, State or local government assistance for such acquisition. The provider is required to have a binding agreement with the public transportation agency to provide service in the relevant UZA.

(6) Alternative Financing—Transportation Infrastructure Financing and Innovation Act (TIFIA)

This section of the proposed circular updates the eligibility criteria for capital projects seeking TIFIA financing, pursuant to section 2002 of MAP-21 (23 U.S.C. 601 *et seq.*). Eligible projects include any transit capital project which is anticipated to meet the statutory threshold size.

Chapter IV—Eligible Projects and Requirements

In the proposed circular, project eligibility and requirements was moved from chapter III into a new chapter IV. This chapter discusses the types of projects and activities that may be funded under the 5307 program.

(1) Joint Development Projects

This section has been revised to update the statutory citation, include a definition of joint development, and express the relationship between joint development and private sector participation.

(2) Clean Air Act (CAA) Projects

Vehicles powered by biodiesel fuel or clean fuel are no longer eligible CAA projects.

(3) Public Transportation Safety Certification Training

MAP-21 requires FTA to establish a Public Transportation Safety Certification Training Program. Once established, a recipient may use up to half of 1 percent of their 5307 apportionment towards safety certification training under 49 U.S.C. 5329(c).

(4) Operating Assistance

Recipients in urbanized areas under 200,000 in population may use 5307 program funds for operating assistance at a 50 percent Federal share. There is no cap to the amount that can be used in these areas for operating assistance. Unless specifically authorized, recipients in urbanized areas of 200,000 or more in population are not permitted to use program funds for operating assistance.

Under MAP-21, a special rule allows recipients in urbanized areas with populations of 200,000 or above and that operate 100 or fewer buses in fixed route service during peak hours, to receive a grant for operating assistance subject to a maximum amount per system, subject to the following:

- Public transportation systems that operate a minimum of 76 buses and a maximum of 100 buses in fixed route service during peak service hours may receive operating assistance in an amount not to exceed 50 percent of the share of the apportionment that is attributable to such systems within the urbanized area, as measured by vehicle revenue hours.

Public transportation systems that operate 75 or fewer buses in fixed route service during peak service hours may receive operating assistance in an amount not to exceed 75 percent of the share of the apportionment that is attributable to such systems within the urbanized area, as measured by vehicle revenue hours.

(5) Design and Art in Public Buildings

Under MAP-21, “public art” is no longer an eligible associated transit improvement (formerly “transit enhancement”). However, incorporation of design and artistic considerations into public transportation projects may still be an allowable cost, so long as it is an integral part of the project. For example, an artist may be employed as part of the construction design team, or art can be incorporated into functional elements such as walls, seating, lighting, or railings.

(6) Job Access Reverse Commute Projects

The SAFETEA-LU Job Access and Reverse Commute (JARC) Program, (former section 5316), was repealed by MAP-21; however, job access and reverse commute projects are now eligible under the 5307 program. A job access reverse commute project is a “transportation project to finance planning, capital, and operating costs that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations—49 U.S.C. 5302(9).”

Each potential project must be for the “development” or “maintenance” of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and employment-related activities and also must be otherwise eligible under the 5307 Program. FTA defines “development of transportation services” to mean new projects that were not in service on October 1, 2012. Job access reverse commute projects eligible for funds under section 5307, as amended by MAP-21, must be designed for the target population. New job access and reverse commute projects may include the expansion or extension of an existing service, so long as the new service was designed to support the target populations; however, such projects are not required to be designed for the sole use of the target populations.

This section also proposes new policy that would eliminate from the list of eligible activities/expenses, the car loan program and expenses related to the voucher programs.

Although job access and reverse commute projects are not required to be developed through a coordinated planning process, the project must be identified by the MPO and DR as a job access and reverse commute project in the DR’s annual Program of Projects, which must be developed in consultation with interested parties, published with the opportunity for comments, and subject to a public hearing.

The unobligated carryover balances of pre-MAP-21 JARC program funds may be obligated through the period of availability, but must follow the SAFETEA-LU requirements. For example, section 5316 JARC projects

must still be derived from a human service public transportation coordinated plan and must also be selected by the DR through an area-wide or statewide competitive selection process. Although not required by law, FTA encourages recipients to continue to use the coordinated planning process to identify and develop job access and reverse commute projects for funding under Section 5307, as amended by MAP-21.

(7) Interest and Debt Financing-Debt Service Reserve

The proposed circular removes the section on Debt Service Reserve because MAP-21 repealed the 5307 debt service reserve pilot program at 49 U.S.C. 5323(e)(4)(A), as amended by SAFETEA-LU.

D. Chapter V—Planning and Program Development

This proposed new chapter would replace chapter V in the existing circular titled “Coordinated Planning.” Under SAFETEA-LU, certain eligible projects were required to be developed under a locally developed, coordinated planning process. Under MAP-21, coordinated planning is only a requirement of eligibility under the section 5310 program.

(1) Transportation Management Areas

This section of the proposed circular revises the discussion of TMAs for planning purposes. The proposed circular references the statutory definition of a TMA, which is a UZA with a population of over 200,000 individuals. There is also reference to the joint FTA/FHWA transportation planning regulations at 23 CFR part 40, which include guidelines on determining the boundaries of a Metropolitan Planning Area (MPA).

(2) Performance Based Standards

This new section of the proposed circular discusses the requirements of MAP-21’s new broad performance management program which supports the seven national performance goals. The performance management framework attempts to improve project decision-making through performance-based planning and programming and through fostering a transparent and accountable decision-making process for MPOs, States, and providers of public transportation.

(3) Coordinated Planning

This section of the proposed circular updates the language on coordinated planning, which is no longer required for projects funded with 5307 Program

funds. However, 5307 recipients who will apply for section 5310 funds are still required to participate in the local planning process for coordinated public transit-human services. Moreover, FTA strongly encourages 5307 recipients to engage in a coordinated planning process.

(4) Availability of FHWA “Flexible Funds” for Transit Projects

This section of the proposed circular clarifies the availability of FHWA funds for eligible transit projects. FHWA flexible funds may be available to FTA recipients for planning and capital projects, and operating expenses. This section also clarifies the requirements for transfer of Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds. Generally, funds appropriated for the 5307 program in FY 2013 and beyond, are no longer authorized to be transferred to FHWA.

(5) Associated Transit Improvements

MAP-21 changed the term “transit enhancements” to “associated transit improvements.” An associated transit improvement is a project “designed to enhance public transportation service or use and that [is] physically or functionally related to transit facilities.” This section of the proposed circular discusses the requirements to expend a percentage of a urbanized area’s 5307 program funds on associated transit improvements and also discusses eligible projects.

As previously stated, public art and transit connections to parks within the recipient’s transit service area are no longer eligible projects. While Federal transit funds are no longer available to support public art in transit facilities, art can be incorporated into facility design, landscaping, and historic preservation.

(6) Public Transportation Security Projects

This section discusses the public transportation security project certification requirement. The proposed circular limits the list of eligible security projects to those explicitly referenced in MAP-21.

(7) Environmental

This section in the proposed circular has been revised to clarify that recipients should consult with FTA regarding the proper level of environmental review, prior to expending funds for a project.

(8) Undertaking Projects in Advance

The proposed circular revises this section to explain the different

authorities that allow a recipient to incur costs on a project before grant approval, while still retaining their eligibility for reimbursement for eligibility after grant approval. The three types of authorities are Pre-award authority, letters of no prejudice (LONP), and advanced construction authority (ACA). This section discusses the distinction among these three authorities and the terms and conditions that apply equally to all three.

E. Chapter VI—Program Management and Administrative Requirements

(1) Certifications Required by 49 U.S.C. 5307

The proposed circular updates this section to add the requirement that recipients certify compliance with 49 U.S.C. 5329(d), which requires recipients and States to develop and implement a Public Transportation Agency Safety Plan, and 49 U.S.C. 5326, which requires each recipient and subrecipient to develop a Transit Asset Management Plan.

(2) Expenditures on Public Transportation Security

This section discusses the public transportation security projects certification requirement. The security requirement applies to the DR on the UZA apportionment, and not to individual recipients. Therefore, the DR must complete this certification.

(3) FTA Electronic Grants Management System

In this section of the proposed circular, references to FTA's electronic grants management system—TEAM, have been removed in consideration of a new system, currently under development.

(4) Federal Funding Accountability and Transparency Act (FFATA) Requirement

The proposed circular adds this new section which discusses the statutory requirement that a recipient report information about each first tier sub-award over \$25,000 by the end of the month following the month the direct recipient makes any sub-award or obligation.

(5) National Transit Database (NTD) Reporting—Waivers

There are no longer any waivers; however, there is a reduced reporting requirement for small systems.

F. Chapter VII—Other Provisions

(1) State Safety Oversight

This section of the proposed circular clarifies the affect that MAP-21 has had on the State Safety Oversight (SSO) Program and the requirements of 49 CFR 659. Section 5330, which authorizes the SSO Program, will be repealed three years from the effective date of the new regulations implementing the new section 5329 safety requirements. Until then, the current requirements of 49 CFR 659 will continue to apply.

G. Tables, Graphs, and Illustrations

There are no proposed changes to the tables, graphs, and illustrations.

H. Appendices

There are no proposed changes to existing appendices.

Issued in Washington, DC, this 15th day of April, 2013.

Peter Rogoff,
Administrator.

[FR Doc. 2013-09333 Filed 4-19-13; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2013 0044]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel SCOUT; Invitation for Public Comments

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before May 22, 2013.

ADDRESSES: Comments should refer to docket number MARAD-2013-0044. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. You may also send comments electronically via the Internet at <http://www.regulations.gov>.

All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-453, Washington, DC 20590. Telephone 202-366-0903, Email Linda.Williams@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel SCOUT is:

Intended Commercial Use of Vessel: "6 passenger day charters".

Geographic Region: "Michigan".

The complete application is given in DOT docket MARAD-2013-0044 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR Part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.

Dated: April 16, 2013.

Julie P. Agarwal,
Secretary, Maritime Administration.

[FR Doc. 2013-09327 Filed 4-19-13; 8:45 am]

BILLING CODE 4910-81-P



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Transit Finance Working Group

DATE: May 1, 2013

FR: Adam Crenshaw

RE: Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)

Information that staff have updated since the March TFWG meeting is in italics.

Recent and Upcoming Deadlines

- *Due to CalEMA by April 30, 2013: Performance reports for the performance period ending March 31, 2012. Closeout reports for FY09-10 CTSGP funded projects.*
- *Due to MTC by June 1, 2013: Revisions to PTMISEA population-based expenditure plans. Revisions to revenue-based plans are due to Caltrans by June 30th. Please see Attachment 1 for more information on expenditure plans.*
- *Due to Caltrans June 30, 2013: PTMISEA Program Expenditure Plans are due to Caltrans*
- *Due to Caltrans June 30, 2013: Allocation requests for all years of funding*

PTMISEA – Program Status

All Years: PTMISEA funding from all years of the program are available for allocation until June 2013. Caltrans held a call for projects with allocation requests due to them by March 15, 2013. Allocation requests may still be submitted to Caltrans until June 2013, but the requests may not be eligible to receive funds from a Spring bond sale if submitted after March 15. See Attachment 2 for a summary of the PTMISEA program.

FY 2011: \$1.5 billion appropriated statewide and available to allocate until June 2013. FY2011 appropriations represent three years of funding. Because of this, there was no allocation of PTMISEA funds for FY2012 or FY2013. To date, MTC staff has submitted \$144.1 million in FY2011 population-based requests to Caltrans.

Approximately \$280.8 million of the Bay Area's FY2011 PTMISEA requests (for both population-based and revenue-based funds) have been paid to date. Caltrans Division of Mass Transit released a list of projects to receive \$203 million in PTMISEA funds on October 22, 2012. The State Controller's Office released a portion of these funds on November 26, 2012 and the remainder was released on January 11, 2013.

FY 2008, 2009 and 2010: The State paid the region's remaining FY2008 and 2009 requests in March 2011.

CTSGP – Program Status

FY 2013: Cal-EMA has issued the final FY2012-13 CTSGP Program Guidelines and Application Kit including funding levels for the \$60 million FY2012-13 appropriation. On November 14, 2012 they also held a public hearing to discuss the guidance. Documents pertaining to all cycles of this program are available at <http://www.calema.ca.gov/EMS-HS-HazMat/Pages/Proposition-1B-Grant-Documents.aspx>. MTC's Commission approved the programming of approximately \$5.4 million in FY2012-13 population-based funds in January 2013.

FY 2011 and 2012: \$60 million appropriated each year for the Transit Security program. FY2012 funds are available to request until June 2013. As of July 2012, the Commission has approved about \$5.7 million in FY2012 and \$5.8 million in FY2011 population-based funds for the Transit Security program. MTC's Commission approved the programming of \$34,487 in FY2011-12 and \$13,046 in FY2010-11 population-based funds in January 2013. Attachment 3 is a summary of appropriations and requests for FY 2011 to FY 2013.

FY 2008, 2009 and 2010: Requests from these fiscal years have been paid. Please submit close out reports for any completed projects as soon as possible.

PTMISEA and CTSGP Contact Information

- PTMISEA – Stefanie Acton 916.654.8172 stefanie_acton@dot.ca.gov
- CTSGP – Amber Lane 916.845.8660 amber.lane@calema.ca.gov
- PTMISEA website: <http://www.dot.ca.gov/hq/MassTrans/Proposition-1B.html>
- CTSGP website: <http://www.homeland.ca.gov/transitsystemsafety.html>
- MTC – Adam Crenshaw 510.817.5794 acrenshaw@mtc.ca.gov
- MTC – Kenneth Folan 510.817.5804 kfolan@mtc.ca.gov

PTMISEA Expenditure Plans

Background

Per the PTMISEA Program Guidelines, before seeking a disbursement of funds in FY 2009-10 or later, sponsors or sponsor agencies must submit to Caltrans a PTMISEA Program Expenditure Plan. The plan should contain a list of all projects the project sponsor intends to fund with its share of PTMISEA for the life of the bond, including the amount for each project and the year in which the funds will be used.

The initial plan was due to Caltrans by February 1, 2010. Amendments will be accepted annually by June 30 of each year.

As the state appropriated \$1.5 billion in FY 2010-11 funds to PTMISEA, project sponsors will need to adjust their expenditure plans to reflect the increase in this fiscal year. Previous state-wide appropriation levels for FY 2008-09 and 2009-10 were \$350 million. Expenditure Plans should list the amounts by project and the fiscal year in which PTMISEA funds will be used.

2013 Revisions for Population-based Expenditure Plans – Due June 1st to MTC

MTC staff will coordinate the expenditure plan for Bay Area population-based funds, and requests that agencies send their revised plans electronically to kfolan@mtc.ca.gov by June 1, 2013. As outlined below, MTC staff intends to submit a regional expenditure plan for the three population-based categories:

- Lifeline – Agencies with Lifeline projects DO NOT need to submit plans. MTC will submit a regional plan based on anticipated overall program needs and revenue estimates. The plan will be a general program overview and will not list future specific projects other than those already identified in the Lifeline program.
- Urban Core – Operators submit expenditure spreadsheet to MTC by June 1.
- Small Operators/North Counties - Operators submit expenditure spreadsheet to MTC by June 1. As with Lifeline, the list will be a program overview, and you may submit general projects (e.g., bus purchase or rehabilitation, or other).

Note that state Proposition 1B administrative and other fees annually may reduce the amount available relative to the original \$347 million MTC population-based estimate. Current and future reductions will be distributed proportionally between the three categories: Lifeline, Urban Core, and Small Operator/North Counties.

2013 Revisions for Revenue-based Expenditure Plans – Due June 30th to Caltrans

Agencies should submit their revenue-based plans to Caltrans directly by June 30, 2013, and please cc MTC staff (Kenneth Folan at kfolan@mtc.ca.gov) on your submittal to Caltrans. Please send an electronic copy to stefanie_acton@dot.ca.gov , and the signed copy to:

Stefanie Acton, PTMISEA Program
California Department of Transportation
Division of Mass Transportation, MS #39
P.O. Box 942874
Sacramento, CA 94274-0001

DRAFT - POPULATION-BASED PROPOSITION 1B - PTMISEA

| Investment Category | Original MTC Estimated Prop 1B Total (FY 08 - 17) | Total Remaining (FY 10-17) from SCO *3* | FY 2007-08 | | | FY 2008-09 | | | FY 2009-10 | | | | FY 2010-11 | | | |
|---|---|---|-------------------------|---------------------------|----------------------------------|------------------------------|---|-------------------|--------------------------------|------------------------------|--|---|---------------------------|--|---------------------------------|---------------------------|
| | | | FY 2007-08 Appropriated | Actual Allocations (Paid) | CARRYOVER Unallocated FY 2007-08 | B FY 2008-09 Appropriated | C=A+B | | D Actual Allocations (Paid) | E FY 2009-10 Appropriated | FY 2009-10 Total Available - Including Adjustment for Urban Core Payback to Lifeline | F FY 2009-10 Requests (Cycles 1, 2 and 3) - Pending Caltrans Approval and Future Bond Sale | Actual Allocations (Paid) | FY 2010-11 Requesting Pending Caltrans Approval and Future Bond Sale | Remaining to Request FY 2010-11 | Actual Allocations (Paid) |
| | | | | | | | Available Lifeline: FY 2007-08 Carryover FY 2008-09 Appropriation (Adjusted for redistribution) | | | | | | | | | |
| Lifeline Transportation Program | | | | | | | | | | | | | | | | |
| Alameda | 30,688,000 | 22,434,096 | 1,734,416 | 5,098,588 | | | | | 2,884,930 | 2,884,930 | 2,884,930 | 2,884,930 | | | | |
| Contra Costa | 14,000,000 | 10,234,533 | 791,248 | | 212,018 | 1,804,823 | 2,016,841 | 2,016,841 | 1,316,118 | 1,316,118 | 1,316,118 | 1,316,118 | | | | |
| Marin | 3,024,000 | 2,210,659 | 170,910 | | | 389,842 | 435,638 | 435,638 | 284,281 | 284,281 | 284,281 | 284,281 | | | | |
| Napa | 1,904,000 | 1,391,896 | 107,610 | | | 28,834 | 245,456 | 274,290 | 178,992 | 178,992 | 178,992 | 178,992 | | | | |
| San Francisco *1* | 16,912,000 | 13,434,055 | 955,828 | | 256,123 | 2,180,226 | 2,436,349 | 1,365,610 | 1,589,870 | 2,660,604 | 2,444,604 | 2,444,604 | | | | |
| San Mateo | 7,952,000 | 5,958,781 | 449,429 | | 120,426 | 1,025,140 | 1,145,566 | 1,000,000 | 747,555 | 893,121 | 893,120 | 893,120 | | | | |
| Santa Clara | 24,304,000 | 18,958,018 | 1,373,607 | | 368,063 | 3,133,173 | 3,501,236 | 2,310,367 | 2,284,781 | 3,475,650 | 3,475,650 | 3,475,650 | | | | |
| Solano | 6,160,000 | 4,503,194 | 348,149 | | 93,288 | 794,122 | 887,410 | 887,410 | 579,092 | 579,092 | 579,092 | 579,092 | | | | |
| Sonoma | 7,056,000 | 5,158,205 | 398,789 | | 106,857 | 909,631 | 1,016,488 | 1,016,488 | 663,323 | 663,323 | 663,323 | 663,323 | | | | |
| MTC - Regional Projects *2* | | | 12,278,000 | 12,278,000 | | | | | | | | | | | | |
| Subtotal - Lifeline Program | 112,000,000 | 84,283,437 | 18,607,987 | 17,376,588 | 1,231,399 | 10,482,413 | 11,713,818 | 9,306,644 | 10,528,942 | 12,936,111 | 12,720,110 | 12,720,110 | | | | |
| Lifeline Transportation Program - Distribution per Resolution 4033 commencing with FY 2010-11 Appropriations | | | | | | | | | | | | | | | | |
| AC Transit | | | | | | | | | | | | | 8,403,487 | 8,403,487 | | |
| BART | | | | | | | | | | | | | 8,173,010 | 8,173,010 | | |
| CCCTA | | | | | | | | | | | | | 484,534 | 484,534 | | |
| Golden Gate Transit/Marin Transit | | | | | | | | | | | | | 1,477,729 | 1,477,729 | | |
| LAVTA | | | | | | | | | | | | | 240,910 | 240,910 | | |
| SFMTA | | | | | | | | | | | | | 11,723,430 | 11,723,430 | | |
| SamTrans | | | | | | | | | | | | | 2,272,697 | 2,272,697 | | |
| ECCTA | | | | | | | | | | | | | 327,019 | 327,019 | | |
| NCTPA | | | | | | | | | | | | | 597,647 | 597,647 | | |
| VTA | | | | | | | | | | | | | 9,186,049 | 9,186,049 | | |
| WestCat | | | | | | | | | | | | | 147,335 | 147,335 | | |
| Solano County Operators | | | | | | | | | | | | | 1,547,328 | 1,547,328 | | |
| Sonoma County Operators | | | | | | | | | | | | | 1,938,791 | 1,938,791 | | |
| Subtotal - Lifeline Program | | | | | | | | | | | | | 46,519,967 | 46,519,967 | - | |
| Urban Core Transit Improvements | | | | | | | | | | | | | | | | |
| BART Seismic | 24,000,000 | | | 24,000,000 | | | | | | | | | | | | |
| BART Station Modernization | | | | | | | | | | | | | | | | |
| San Francisco Muni Central Subway | 100,000,000 | 82,882,935 | | | | 15,000,000 | | 16,070,728 | | (1,070,734) | 8,554,268 | 8,554,268 | | 54,667,911 | 37,167,911 | |
| Santa Clara VTA Line 522/523 BRT | 45,000,000 | 34,802,176 | | 9,726,977 | | | | | | | | | | 10,000,000 | 10,000,000 | |
| BART to Warm Springs | 17,000,000 | 15,485,685 | | | | | | 1,336,440 | | (1,336,440) | 8,338,268 | 8,338,275 | | 6,987,098 | 6,987,098 | |
| East Contra Costa BART Extension | 17,000,000 | 12,822,752 | | | | 3,999,373 | | 3,999,373 | | | | | | 12,662,433 | 12,662,433 | |
| Subtotal - Urban Core | 203,000,000 | 145,993,548 | 33,726,977 | 33,726,977 | | 18,999,373 | | 21,406,541 | 19,083,710 | 16,676,541 | 16,892,536 | 16,892,543 | 84,317,442 | 84,317,442 | - | |
| Small Operators/North Counties | | | | | | | | | | | | | | | | |
| Marin | 3,404,473 | 2,498,800 | 565,629 | 565,629 | | 318,635 | | 318,635 | 320,049 | 320,049 | 0 | 320,049 | 1,414,071 | 1,414,071 | - | |
| Napa | 1,806,699 | 1,320,766 | 300,170 | 300,170 | | 169,094 | | 169,094 | 169,845 | 169,845 | 169,845 | 169,845 | 750,425 | 750,425 | - | |
| Solano (includes Vallejo) | 5,682,360 | 4,154,021 | 944,083 | 944,082 | | 531,829 | | 531,829 | 534,190 | 534,190 | 534,190 | 534,190 | 2,360,208 | 2,360,208 | - | |
| Sonoma | 6,449,431 | 4,714,780 | 1,071,526 | 1,071,526 | | 603,621 | | 603,621 | 606,301 | 606,301 | 606,301 | 606,301 | 2,678,816 | 2,678,816 | - | |
| CCCTA | 6,555,668 | 4,792,443 | 1,089,177 | 1,089,177 | | 613,564 | | 613,564 | 616,288 | 616,288 | 616,288 | 616,288 | 2,722,941 | 2,722,941 | - | |
| ECCTA | 3,654,151 | 2,671,324 | 607,111 | 607,111 | | 342,003 | | 342,003 | 343,521 | 343,521 | 343,521 | 343,521 | 1,517,777 | 1,517,777 | - | |
| LAVTA | 2,583,887 | 1,888,920 | 429,294 | 429,294 | | 241,834 | | 241,834 | 242,907 | 242,907 | 242,907 | 242,907 | 1,073,235 | 1,073,235 | - | |
| Union City | 956,272 | 699,071 | 158,878 | 158,878 | | 89,500 | | 89,500 | 89,898 | 89,898 | 89,898 | 89,898 | 397,194 | 397,194 | - | |
| WestCat | 907,058 | 663,094 | 150,701 | 150,701 | | 84,894 | | 84,894 | 85,271 | 85,271 | 85,271 | 85,271 | 376,753 | 376,753 | - | |
| Subtotal - Small Operators/North Counties | 32,000,000 | 23,393,218 | 5,316,568 | 5,316,568 | | 2,994,974 | | 2,994,974 | 3,008,270 | 3,008,270 | 2,688,221 | 3,008,269 | 13,291,420 | 13,291,420 | - | |
| Population-based Total | 347,000,000 | 253,670,208 | 57,651,532 | 56,420,133 | 1,231,399 | 32,476,760 | 11,713,818 | 33,708,159 | 32,620,922 | 32,620,922 | 32,300,867 | 32,620,922 | 144,128,829 | 144,128,829 | 0 | |
| Total State-wide Appropriated | 600,000,000 | 350,000,000 | 350,000,000 | 350,000,000 | ##### | 2,800,000,000 | 800,000,000 | | | | | | | | | |

All PTMISEA funds are available for allocation until June 30, 2013, and available for encumbrance and liquidation until June 30, 2017.

DRAFT - REVENUE-BASED PROPOSITION 1B - PTMISEA

| Agency | Original MTC Estimated Prop 1B Total (FY 08 - 17) | Total Remaining (FY 10-17) from SCO * | FY 2007-08 | | FY 2008-09 | | FY 2009-10 | | FY 2008-09 and FY 2009-10 | FY 2010-11 | | | |
|--------------------------------------|---|---------------------------------------|-------------------------|---------------------------|-------------------------|---------------------------|---------------------------|---------------------------------|---------------------------|-------------------------|--|----------------------------------|---------------------------|
| | | | FY 2007-08 Appropriated | Actual Allocations (Paid) | FY 2008-09 Appropriated | Actual Allocations (Paid) | FY 2009-10 Appropriated | Actual Allocations (Paid) | Remaining to Allocate | FY 2010-11 Appropriated | FY 2010-11 Requests Pending Caltrans Approval and Future Bond Sale | Remaining to Allocate FY 2010-11 | Actual Allocations (Paid) |
| Alameda CMA - for ACE | 1,699,328 | 1,245,898 | 283,155 | 283,155 | 159,509 | 159,509 | 160,217 | 160,217 | | 707,887 | 707,887 | - | 707,887 |
| Soltrans (Benicia before FY11) | 129,528 | 94,966 | 21,583 | 21,583 | 12,158 | | 12,212 | | 24,370 | 53,957 | | 53,957 | - |
| Caltrain | 41,108,705 | 30,139,739 | 6,849,847 | 6,849,847 | 3,858,715 | 3,858,715 | 3,875,844 | 3,875,844 | | 17,124,618 | | 17,124,618 | - |
| CCCTA | 5,117,254 | 3,751,827 | 852,676 | 852,676 | 480,337 | 480,337 | 482,469 | 482,469 | | 2,131,691 | 2,131,691 | - | - |
| Dixon | 41,542 | 30,459 | 6,922 | 6,922 | 3,900 | 3,900 | 3,917 | 3,917 | | 17,306 | 17,306 | - | 17,306 |
| ECCTA | 2,076,372 | 1,522,337 | 345,981 | 345,981 | 194,901 | 194,901 | 195,766 | 195,766 | | 864,952 | 864,952 | - | 864,952 |
| Fairfield | 724,664 | 531,302 | 120,749 | 120,749 | 68,021 | 68,021 | 68,323 | 68,323 | | 301,872 | 301,872 | - | - |
| GGBHTD | 35,123,114 | 25,751,271 | 5,852,482 | 5,852,482 | 3,296,871 | 3,296,871 | 3,311,505 | 3,311,505 | | 14,631,204 | 13,338,908 | 1,292,296 | - |
| Healdsburg | 11,217 | 8,222 | 1,869 | 1,869 | 1,053 | 1,053 | 1,057 | 1,057 | | 4,671 | 4,671 | - | 4,671 |
| LAVTA | 1,606,102 | 1,177,550 | 267,621 | 267,621 | 150,759 | 150,759 | 151,428 | 151,428 | | 669,053 | 669,053 | - | 669,053 |
| NCPTA | 429,082 | 314,592 | 71,497 | 71,497 | 40,276 | 40,276 | 40,455 | 40,455 | | 178,743 | 178,743 | - | 178,743 |
| SamTrans | 48,424,898 | 35,503,763 | 8,068,927 | 8,068,927 | 2,568,430 | 2,568,430 | 4,565,635 | 4,565,635 | | 20,172,317 | 18,591,271 | 1,581,046 | 199,960 |
| Santa Rosa | 1,099,151 | 805,867 | 183,149 | 183,149 | 103,173 | 103,173 | 103,631 | 103,631 | | 457,873 | 457,873 | - | - |
| Sonoma County Transit | 1,392,500 | 1,020,940 | 232,029 | 232,029 | 130,708 | 130,708 | 131,289 | 131,289 | | 580,072 | 580,072 | - | 580,072 |
| Union City | 411,210 | 301,488 | 68,519 | 68,519 | 38,599 | 38,599 | 38,770 | 38,770 | | 171,297 | 171,297 | - | - |
| Soltrans (Vallejo before FY11) | 5,933,235 | 4,350,078 | 988,641 | 988,641 | 556,930 | 556,930 | 559,402 | 559,402 | | 2,471,601 | | 2,471,601 | - |
| VTA | 143,993,645 | 105,572,064 | 23,993,323 | 23,993,323 | 13,516,126 | 13,516,126 | 13,576,124 | 13,576,124 | | 59,983,308 | 34,604,590 | 25,378,718 | 13,626,257 |
| VTA - for ACE | 2,371,371 | 1,738,624 | 395,136 | 395,136 | 222,592 | 222,592 | 223,580 | 223,580 | | 987,841 | | 987,841 | - |
| WestCAT | 2,484,810 | 1,821,792 | 414,038 | 414,038 | 233,239 | 233,239 | 234,275 | 234,275 | | 1,035,095 | 1,035,095 | - | 835,095 |
| SUBTOTAL | 294,177,728 | 215,682,779 | 49,018,144 | 49,018,144 | 25,636,297 | 25,624,139 | 27,735,899 | 27,723,687 | 24,370 | 122,545,358 | 73,655,281 | 48,890,077 | 17,683,996 |
| AC Transit | 94,030,133 | 68,940,231 | 15,668,020 | 15,668,020 | 8,826,245 | 8,826,245 | 8,865,424 | 8,865,424 | | 39,170,051 | 39,170,051 | - | 20,000,000 |
| BART | 235,238,734 | 172,470,379 | 39,197,278 | 39,197,278 | 24,057,977 | 24,057,977 | 22,178,966 | 22,178,966 | | 97,993,194 | 97,993,194 | - | 39,999,373 |
| SFMTA | 309,462,843 | 226,889,394 | 51,565,067 | 51,565,067 | 29,048,079 | 29,048,079 | 29,177,022 | 29,177,022 | | 128,912,666 | 128,912,666 | - | 128,912,666 |
| SUBTOTAL | 638,731,711 | 468,300,004 | 106,430,365 | 106,430,365 | 61,932,301 | 61,932,301 | 60,221,412 | 60,221,412 | - | 266,075,911 | 266,075,911 | - | 188,912,039 |
| Revenue-based Total | 932,909,439 | 683,982,783 | 155,448,509 | 155,448,509 | 87,568,598 | 87,556,440 | 87,957,311 | 87,945,099 | 24,370 | 388,621,269 | 339,731,192 | 48,890,077 | 206,596,035 |
| | | | FY 2007-08 | FY 2008-09 | FY 2009-10 | FY 2010-11 | Total Appropriated | Remaining to Appropriate | | | | | |
| Total State-wide Appropriated | | | 600,000,000 | 350,000,000 | 350,000,000 | 1,500,000,000 | 2,800,000,000 | 800,000,000 | | | | | |

All PTMISEA funds are available for allocation until June 30, 2013, and available for encumbrance and liquidation until June 30, 2017.

J:\PROJECT\Funding\Infrastructure Bond\I-Bond\Transit\MTC Regional Transit Proposal - \$347M\Project Summary PTMISEA\PTMISEA Project List_01-28-2013.xls\POP

*Total Remaining based on SCO letter dated October 30, 2009. The State reduced the original estimate due to changes in PMIA loan interest and administrative charges. The State may revise this estimate again in the future.

FY2012-13 Proposition 1B Transit Security Program Appropriations and Requests

| Sponsor | FY12-13 Appropriated | | | FY 12-13 Requests Received by MTC | | | FY 12-13 Unrequested |
|---|--------------------------|-----------------------|-------------------|-----------------------------------|-----------------------|-------------------|----------------------|
| | Population Based Formula | Revenue Based Formula | Total | Population Based Formula | Revenue Based Formula | Total | |
| | GC 8879.58(a)(2) | GC 8879.58(a)(3) | | GC 8879.58(a)(2) | GC 8879.58(a)(3) | | |
| Alameda CMA - Corresponding to ACE | 10,504 | 28,322 | 38,826 | | 28,322 | 28,322 | 10,504 |
| Caltrain (PCJPB) | 254,101 | 685,145 | 939,246 | 254,101 | 685,145 | 939,246 | - |
| CCCTA | 31,631 | 85,288 | 116,919 | 31,631 | 85,288 | 116,919 | - |
| Dixon | 257 | 692 | 949 | | | - | 949 |
| ECCTA | 12,834 | 34,606 | 47,440 | 12,834 | 34,606 | 47,440 | - |
| Fairfield | 4,479 | 12,078 | 16,557 | 4,479 | 12,078 | 16,557 | - |
| GGBHTD | 217,103 | 585,385 | 802,488 | 217,103 | 585,385 | 802,488 | - |
| Healdsburg | 70 | 187 | 257 | | | - | 257 |
| LAVTA | 9,928 | 26,768 | 36,696 | 9,928 | 26,768 | 36,696 | - |
| NCTPA** | 2,652 | 7,151 | 9,803 | 2,652 | 7,151 | 9,803 | - |
| SamTrans | 299,324 | 807,082 | 1,106,406 | | | - | 1,106,406 |
| Santa Rosa | 6,794 | 18,319 | 25,113 | | | - | 25,113 |
| Sonoma County Transit | 8,607 | 23,208 | 31,815 | 8,607 | 23,208 | 31,815 | - |
| Union City | 2,542 | 6,854 | 9,396 | 2,542 | 6,854 | 9,396 | - |
| Soltrans (Formerly Vallejo and Benicia) | 37,476 | 101,046 | 138,522 | 37,476 | 101,046 | 138,522 | - |
| SCVTA | 890,054 | 2,399,894 | 3,289,948 | 890,054 | 2,399,894 | 3,289,948 | - |
| SCVTA - Corresponding to ACE | 14,658 | 39,523 | 54,181 | 14,658 | 39,523 | 54,181 | - |
| WestCAT | 15,359 | 41,414 | 56,773 | | | - | 56,773 |
| SUBTOTAL | 1,818,373 | 4,902,962 | 6,721,335 | 1,486,065 | 4,035,268 | 5,521,333 | 1,200,002 |
| Alameda-Contra Costa Transit District | 581,219 | 1,567,169 | 2,148,388 | 581,219 | 1,567,169 | 2,148,388 | - |
| Bay Area Rapid Transit District | 1,454,058 | 3,920,646 | 5,374,704 | 1,454,058 | 3,920,646 | 5,374,704 | - |
| City of San Francisco (MUNI) | 1,912,853 | 5,157,714 | 7,070,567 | 1,912,853 | 5,157,714 | 7,070,567 | - |
| SUBTOTAL | 3,948,130 | 10,645,529 | 14,593,659 | 3,948,130 | 10,645,529 | 14,593,659 | - |
| TOTAL | 5,766,503 | 15,548,491 | 21,314,994 | 5,434,195 | 14,680,797 | 20,114,992 | 1,200,002 |

* Not all requests for revenue-based Transit Security Program funds may have been provided to MTC. Sponsors should confirm these requested funding amounts with their own records.

** MTC's Resolution 3882 will be updated to include NCTPA's FY11-12 and FY12-13 request in May 2013

FY2011-12 Proposition 1B Transit Security Program Appropriations and Requests

| Sponsor | FY11-12 Appropriated | | | FY 11-12 Requests Received by MTC | | | FY 11-12 Unrequested |
|---------------------------------------|--------------------------|-----------------------|-------------------|-----------------------------------|-----------------------|-------------------|----------------------|
| | Population Based Formula | Revenue Based Formula | Total | Population Based Formula | Revenue Based Formula | Total | |
| | GC 8879.58(a)(2) | GC 8879.58(a)(3) | | GC 8879.58(a)(2) | GC 8879.58(a)(3)* | | |
| Alameda CMA - Corresponding to ACE | 10,504 | 28,322 | 38,826 | 10,504 | 28,322 | 38,826 | - |
| Benicia | 801 | 2,159 | 2,960 | | | - | 2,960 |
| Caltrain (PCJPB) | 254,101 | 685,145 | 939,246 | 254,101 | 685,145 | 939,246 | - |
| CCCTA | 31,631 | 85,288 | 116,919 | 31,631 | 85,288 | 116,919 | - |
| Dixon | 257 | 692 | 949 | | | - | 949 |
| ECCTA | 12,834 | 34,606 | 47,440 | 12,834 | 34,606 | 47,440 | - |
| Fairfield | 4,479 | 12,078 | 16,557 | 4,479 | 12,078 | 16,557 | - |
| GGBHTD | 217,103 | 585,385 | 802,488 | 217,103 | 585,385 | 802,488 | - |
| Healdsburg | 70 | 187 | 257 | | | - | 257 |
| LAVTA | 9,928 | 26,768 | 36,696 | 9,928 | 26,768 | 36,696 | - |
| NCTPA** | 2,652 | 7,151 | 9,803 | 2,652 | 7,151 | 9,803 | - |
| SamTrans | 299,324 | 807,082 | 1,106,406 | 299,324 | 807,082 | 1,106,406 | - |
| Santa Rosa | 6,794 | 18,319 | 25,113 | | | - | 25,113 |
| Sonoma County Transit | 8,607 | 23,208 | 31,815 | 8,607 | 23,208 | 31,815 | - |
| Union City | 2,542 | 6,854 | 9,396 | 2,542 | 6,854 | 9,396 | - |
| Vallejo | 36,675 | 98,887 | 135,562 | 36,675 | 98,887 | 135,562 | - |
| SCVTA | 890,054 | 2,399,894 | 3,289,948 | 890,054 | 2,399,894 | 3,289,948 | - |
| SCVTA - Corresponding to ACE | 14,658 | 39,523 | 54,181 | 14,658 | 39,523 | 54,181 | - |
| WestCAT | 15,359 | 41,414 | 56,773 | 15,359 | 41,414 | 56,773 | - |
| SUBTOTAL | 1,818,373 | 4,902,962 | 6,721,335 | 1,810,451 | 4,881,605 | 6,692,056 | 29,279 |
| Alameda-Contra Costa Transit District | 581,219 | 1,567,169 | 2,148,388 | 581,219 | 1,567,169 | 2,148,388 | - |
| Bay Area Rapid Transit District | 1,454,058 | 3,920,646 | 5,374,704 | 1,454,058 | 3,920,646 | 5,374,704 | - |
| City of San Francisco (MUNI) | 1,912,853 | 5,157,714 | 7,070,567 | 1,912,853 | 5,157,714 | 7,070,567 | - |
| SUBTOTAL | 3,948,130 | 10,645,529 | 14,593,659 | 3,948,130 | 10,645,529 | 14,593,659 | - |
| TOTAL | 5,766,503 | 15,548,491 | 21,314,994 | 5,758,581 | 15,527,134 | 21,285,715 | 29,279 |

* Not all requests for revenue-based Transit Security Program funds may have been provided to MTC. Sponsors should confirm these requested funding amounts with their own records.

** MTC's Resolution 3882 will be updated to include NCTPA's FY11-12 and FY12-13 request in May 2013

FY2010-11 Proposition 1B Transit Security Program Appropriations and Requests

| Sponsor | FY10-11 Appropriated | | | FY 10-11 Requests Received by MTC | | | FY 10-11 Unrequested |
|---------------------------------------|--------------------------|-----------------------|-------------------|-----------------------------------|-----------------------|-------------------|----------------------|
| | Population Based Formula | Revenue Based Formula | Total | Population Based Formula | Revenue Based Formula | Total | |
| | GC 8879.58(a)(2) | GC 8879.58(a)(3) | | GC 8879.58(a)(2) | GC 8879.58(a)(3)* | | |
| Alameda CMA - Corresponding to ACE | 10,504 | 28,322 | 38,826 | 10,504 | 28,322 | 38,826 | - |
| Benicia | 801 | 2,159 | 2,960 | | | - | 2,960 |
| Caltrain (PCJPB) | 254,101 | 685,145 | 939,246 | 254,101 | 685,145 | 939,246 | - |
| CCCTA | 31,631 | 85,288 | 116,919 | 31,631 | 85,288 | 116,919 | - |
| Dixon | 257 | 692 | 949 | | | - | 949 |
| ECCTA | 12,834 | 34,606 | 47,440 | 12,834 | 34,606 | 47,440 | - |
| Fairfield | 4,479 | 12,078 | 16,557 | 4,479 | 12,078 | 16,557 | - |
| GGBHTD | 217,103 | 585,385 | 802,488 | 217,103 | 585,385 | 802,488 | - |
| Healdsburg | 70 | 187 | 257 | | | - | 257 |
| LAVTA | 9,928 | 26,768 | 36,696 | 9,928 | 26,768 | 36,696 | - |
| NCTPA | 2,652 | 7,151 | 9,803 | 2,652 | 7,151 | 9,803 | - |
| SamTrans | 299,324 | 807,082 | 1,106,406 | 299,324 | 807,082 | 1,106,406 | - |
| Santa Rosa | 6,794 | 18,319 | 25,113 | 6,794 | 18,319 | 25,113 | - |
| Sonoma County Transit | 8,607 | 23,208 | 31,815 | 8,607 | 23,208 | 31,815 | - |
| Union City | 2,542 | 6,854 | 9,396 | 2,542 | 6,854 | 9,396 | - |
| Vallejo | 36,675 | 98,887 | 135,562 | 36,675 | 98,887 | 135,562 | - |
| SCVTA | 890,054 | 2,399,894 | 3,289,948 | 890,054 | 2,399,894 | 3,289,948 | - |
| SCVTA - Corresponding to ACE | 14,658 | 39,523 | 54,181 | 14,658 | 39,523 | 54,181 | - |
| WestCAT | 15,359 | 41,414 | 56,773 | 15,359 | 41,414 | 56,773 | - |
| SUBTOTAL | 1,818,373 | 4,902,962 | 6,721,335 | 1,817,245 | 4,899,924 | 6,717,169 | 4,166 |
| Alameda-Contra Costa Transit District | 581,219 | 1,567,169 | 2,148,388 | 581,219 | 1,567,169 | 2,148,388 | - |
| Bay Area Rapid Transit District | 1,454,058 | 3,920,646 | 5,374,704 | 1,454,058 | 3,920,646 | 5,374,704 | - |
| City of San Francisco (MUNI) | 1,912,853 | 5,157,714 | 7,070,567 | 1,912,853 | 5,157,714 | 7,070,567 | - |
| SUBTOTAL | 3,948,130 | 10,645,529 | 14,593,659 | 3,948,130 | 10,645,529 | 14,593,659 | - |
| TOTAL | 5,766,503 | 15,548,491 | 21,314,994 | 5,765,375 | 15,545,453 | 21,310,828 | 4,166 |

* Not all requests for revenue-based Transit Security Program funds may have been provided to MTC. Sponsors should confirm these requested funding amounts with their own records.



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Memorandum

TO: Transit Finance Working Group

DATE: May 1, 2013

FR: Adam Crenshaw

RE: 2011 TIP Update

TIP Revision 11-35 – Amendment (Proposed)

Amendment 11-35 revises 184 projects with a net increase in funding of \$203.7 million. Among other changes, the revision:

- Archives 76 projects as they have been completed;
- Splits out ongoing projects from four grouped listings (REG070014, REG090072, REG110027, and VAR110041) to create four new grouped listings (REG110040, VAR110037, REG110042, REG110041), updates the funding plans and back-up listings of 3 of the new group listings, and archives the old listings as the projects remaining in them have been completed;
- Deletes nine projects as they have been cancelled and the funding has been redirected;
- Amends in five new FTA funded projects and updates the funding plans of 30 existing FTA funded projects to reflect the latest programming available through the Transit Capital Priorities Program;
- Updates the back-up listing of one MTC managed grouped listing (REG110039) and updates the funding plans and back-up listings of six Caltrans managed grouped listings (VAR110001, VAR110004, VAR110005, VAR110042, VAR110045, and VAR110007) including splitting out one project (ALA110045) from GL: Highway Safety Improvement Program as the project is Non-Exempt, Not Regionally Significant;
- Updates the funding plan of the Marin County Transit District's Capital Improvements for Muir Woods Shuttle to reflect the award of \$638,000 in Paul S. Sarbanes Transit in Parks Program grant funds;
- Updates the funding plan of the Golden Gate National Recreation Area's Non-Motorized Access funds to reflect the award of Recreational Trails Program grant funds;
- Splits out the Climate Change and Extreme Weather Vulnerability Assessment and Adaptation Options Study (REG110043) along with \$600,000 in FHWA grant funds and \$600,000 in local funds from MTC's Regional Planning Activities project (REG090038);
- Updates the funding plans of 19 existing STP/CMAQ funded projects and amends in six new STP/CMAQ funded projects; and
- Amends four new and one previously archived project into the TIP.

The revisions made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP, therefore a conformity determination is not required and the 2011 TIP remains financially constrained. Commission approval is scheduled for May 22, 2013. Caltrans approval is expected on in late May, 2013 and final federal approval is expected in early June, 2013.

TIP Revision 11-34 – Amendment (Approved)

Amendment 11-34 is an all transit amendment that revises 119 projects with a net increase in funding of \$964.5 million. Among other changes, the revision:

- Updates the funding plan of the BART Car Exchange (Preventive Maintenance) (REG050020) project to add \$186.3 million;
- Updates the funding plan of SCVTA's Preventive Maintenance (SCL990046) project to add \$86.8 million;
- Updates the funding plan of SFMTA's Muni Rail Replacement Program (SF-95037B) project to add \$80.2 million;
- Updates the funding plan of the following three BART projects: 1) Train Control Renovation (BRT030004); 2) Traction Power System Renovation (BRT030005); and 3) Rail, Way and Structures Program (BRT97100B) to add \$32.5 million each;
- Updates the funding plan of the SFMTA: Replace 45 NABI Motor Coaches and 17 Gillig buses (SF-090043) project to add \$30.3 million
- Amends in 31 exempt projects to reflect new Federal Transit Administration (FTA) funds available through the Transit Capital Priorities Program totaling \$165.3 million in 5307 funds, \$3.2 million in 5337 funds and \$10.2 million in 5339 funds;
- Amends in the following three exempt locally funded exempt Transit Performance Initiative (TPI) - Incentive Program projects totaling \$3.4 million: 1) SFMTA - Free Muni for Youth Program; 2) SCVTA: Low Income Fare Pilot Project; and 3) Marin County Transit District (MCTD) Low Income Youth Pass Program;
- Amends in the following seven exempt projects: 1) BART's 24th Street Train Control Upgrade funded with \$2 million in Surface Transportation Program (STP) funds from the TPI program; 2) AC Transit: Spectrum Ridership Growth funded with \$1.8 million in STP funds from the TPI program; 3) BART's Train Car Accident Repair funded with \$1.4 million in STP funds from the TPI program; 4) Alameda County – Community Based Transportation Plan Updates funded with \$475,000 in STP funds from the Lifeline Program; 5) Marin County Transit District (MCTD) Preventive Maintenance funded with \$99,000 in STP funds from the TPI program; 6) AC Transit: Replace 38 40' Suburban Buses funded with \$19.4 million in Proposition 1B funds; and 7) AC Transit: Replace 27 40' Urban Buses funded with a total of \$13 million in local funds;
- Deletes 14 Soltrans projects from the TIP because the funds are being redirected to other projects; and
- Archives the SolTrans: Shop Truck Replacement (SOL070035) project with an updated funding plan as the project has been completed.

The modifications made pursuant to this revision do not require a new regional emissions analysis. MTC's 2011 TIP, as revised with TIP Revision No. 2011-34, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the (SIP) and is financially constrained as required by the federal surface transportation programs authorizing legislation and statewide and metropolitan planning and programming regulations. Commission approval was received on February 27, 2013. Caltrans approval was received on March 25, 2013 and final federal approval was received on April 1, 2013.

TIP Revision 11-33 – Amendment (Approved)

Amendment 11-33 revises 36 projects with a net increase in funding of \$66 million. Among other changes, the revision:

- Amends in nine exempt projects for Local Priority Development Area (PDA) Planning in each county funded with a total of \$20 million in Surface Transportation Program (STP) funds and \$2.6 million in Other Local funds;
- Amends in the following six new exempt projects: 1) Livermore Transit Oriented Development (TOD) Study at I-580/SR84 totaling \$645,000; 2) SFCTA - Treasure Island Mobility Management totaling \$725,000; 3) Sonoma County Regional Park's Central Sonoma Valley Trail totaling \$625,000; 4) Regional Planning - Priority Development Area (PDA) Implementation totaling \$9 million; 5) Bicycle Lockers at Capitol Corridor Stations totaling \$581,000; and 6) Napa County Community Based Transportation Plan totaling \$100,000;
- Updates the funding plan of the Alameda: Vasco Road Safety Improvements (ALA030002) to add \$13 million in RTP-LRP funds in FY 2015 to show full project cost;
- Archives Santa Clara County's Santa Teresa/Hale Rehabilitation (SCL110012) project from the TIP because the funds have been obligated or the project has been completed;
- Archives the Caltrans managed grouped listing for the FTA Non-Urbanized Formula Program (VAR030002) because all the projects within the listing have been completed; and
- Updates the funding plan and back up listing of the Caltrans managed Grouped Listing (GL) for Safety Improvements – Highway Safety Improvement Program (VAR110007) to split out two road diet projects (Shoreline Drive, Westline Drive and Broadway Bike Lanes - ALA110085 and Sonoma Boulevard Improvements - SOL110037) along with \$660,000 in HSIP and \$75,000 in Other Local funds into individual listings as they are Non-Exempt and Not Regionally Significant projects.

The modifications made pursuant to this revision do not require a new regional emissions analysis because the projects were found to conform as a part of a previous analysis. MTC's 2011 TIP, as revised with TIP Revision No. 2011-33, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the (SIP) and is financially constrained as required by the federal surface transportation programs authorizing legislation and statewide and metropolitan planning and programming regulations. Commission approval was received on February 27, 2013. Caltrans approval was received on April 5, 2013 and final federal approval was received on April 16, 2013.

TIP Revision 11-32 – Administrative Modification (Approved)

Administrative Modification 2011-32 revises 14 projects with a net increase in funding of \$9.3 million. Among other changes, this revision:

- Updates the funding plan of the National Park Service's Golden Gate National Recreation Area Non-Motorized Access project to reflect the award of \$400,000 in FTA 5320 funds;
- Updates the funding plan of MTC's Regional Planning Activities and PPM project to reflect the award of \$300,000 in FHWA Climate Change Adaptation Options Analysis grant funds;
- Updates the funding plans and back-up listings of three grouped listings: State Highway Operation and Protection Program (SHOPP)-Collision Reduction Program, Job Access and

Reverse Commute (JARC) FY2011 and FY2012 Large Urbanized Area Program, and JARC FY2010 to FY2012 Small Urbanized Area and Rural Program; and

- Updates the funding plans of 8 Regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects to reflect the latest programming and obligation information.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$130,000 in JARC funds, \$400,000 in FTA 5320 funds and \$300,000 in FHWA grant funds. MTC's 2011 TIP, as revised with Revision No. 2011-32, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in SIP. The revision was approved into the FSTIP by the deputy executive director on March 4, 2013.

All earlier revisions have been approved and the 2011 TIP revision schedule (Attachment A) has been posted at the following link: http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf and project sponsors are requested to submit revision requests before 5:00 PM on the stated deadlines.

Information on TIP revisions is also available through the TIPINFO notification system (electronic mails). Anyone may sign up for this service by sending an email address and affiliation to: tipinfo@mtc.ca.gov.

FMS is available at the following link: <http://fms.mtc.ca.gov/fms/>. Projects in all the revisions can be viewed at: <http://www.mtc.ca.gov/funding/tip/revisions.htm>.

If you have any questions regarding any TIP project, please contact Adam Crenshaw at (510) 817-5794 or acrenshaw@mtc.ca.gov. The Fund Management System (FMS) system has also been updated to reflect the approvals received.

Attachments:

A - 2011 TIP Revision Schedule as of April 23, 2013

METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
as of April 23, 2013

| REVISION TYPE | REVISION NUMBER | AMENDMENT REQUEST SUBMISSION DEADLINE | MTC APPROVAL* | STATE APPROVAL* | FED. APPROVAL* | APPROVAL STATUS | TIP REVISION FINAL APPROVAL DATE |
|--------------------------|-----------------|---------------------------------------|-----------------------------|--|---|-----------------|----------------------------------|
| 2011 TIP Update | 11-00 | June 17, 2010 | October 27, 2010 | November 12, 2010 | December 14, 2010 | Approved | December 14, 2010 |
| Amendment | 11-03 | October 29, 2010 | December 15, 2010 | December 29, 2010 | December 30, 2010 | Approved | December 30, 2010 |
| Admin. Modification | 11-01 | November 18, 2010 | January 4, 2011 | January 6, 2011 | N/A | Approved | January 6, 2011 |
| Admin. Modification | 11-02 | December 30, 2010 | February 17, 2011 | February 18, 2011 | N/A | Approved | February 18, 2011 |
| Amendment | 11-05 | January 27, 2011 | March 23, 2011 | March 25, 2011 | March 30, 2011 | Approved | March 30, 2011 |
| Amendment | 11-06 | March 31, 2011 | May 25, 2011 | June 8, 2011 | July 13, 2011 | Approved | July 13, 2011 |
| Admin. Modification | 11-04 | April 28, 2011 | May 2, 2011 | May 2, 2011 | N/A | Approved | May 2, 2011 |
| Amendment (Transit Only) | 11-07 | April 28, 2011 | June 22, 2011 | July 25, 2011 | August 9, 2011 | Approved | August 9, 2011 |
| Amendment | 11-10 | May 26, 2011 | July 27, 2011 | September 8, 2011 | September 15, 2011 | Approved | September 15, 2011 |
| Admin. Modification | 11-08 | June 30, 2011 | July 7, 2011 | July 8, 2011 | N/A | Approved | July 8, 2011 |
| Amendment | 11-09 | July 1, 2011 | July 27, 2011 | August 17, 2011 | N/A | Approved | August 17, 2011 |
| Admin. Modification | 11-11 | July 3, 2011 | August 4, 2011 | August 8, 2011 | N/A | Approved | August 8, 2011 |
| Amendment | 11-13 | July 28, 2011 | September 28, 2011 | October 19, 2011 | November 10, 2011 | Approved | November 10, 2011 |
| Admin. Modification | 11-12 | August 25, 2011 | September 1, 2011 | N/A | N/A | Approved | September 1, 2011 |
| Admin. Modification | 11-14 | September 22, 2011 | October 4, 2011 | N/A | N/A | Approved | October 4, 2011 |
| Amendment | 11-16 | September 29, 2011 | November 16, 2011 | November 30, 2011 | December 7, 2011 | Approved | December 7, 2011 |
| Admin. Modification | 11-15 | November 1, 2011 | November 21, 2011 | N/A | N/A | Approved | November 21, 2011 |
| Admin. Modification | 11-17 | December 1, 2011 | January 9, 2012 | N/A | N/A | Approved | January 9, 2012 |
| Amendment | 11-19 | December 1, 2011 | January 25, 2012 | February 9, 2012 | March 2, 2012 | Approved | March 2, 2012 |
| Admin. Modification | 11-18 | January 1, 2012 | February 2, 2012 | N/A | N/A | Approved | February 2, 2012 |
| Admin. Modification | 11-20 | February 1, 2012 | March 6, 2012 | N/A | N/A | Approved | March 6, 2012 |
| Amendment | 11-22 | February 1, 2012 | March 28, 2012 | April 17, 2012 | May 1, 2012 | Approved | May 1, 2012 |
| Admin. Modification | 11-21 | March 1, 2012 | March 15, 2012 | N/A | N/A | Approved | March 15, 2012 |
| Admin. Modification | 11-23 | April 1, 2012 | May 1, 2012 | N/A | N/A | Approved | May 1, 2012 |
| Admin. Modification | 11-24 | April 1, 2012 | June 1, 2012 | N/A | N/A | Approved | June 1, 2012 |
| Amendment | 11-25 | April 1, 2012 | May 23, 2012 | July 6, 2012 | July 10, 2012 | Approved | July 10, 2012 |
| Admin. Modification | 11-26 | September 1, 2012 | September 25, 2012 | N/A | N/A | Approved | September 25, 2012 |
| Admin. Modification | 11-27 | September 1, 2012 | October 1, 2012 | N/A | N/A | Approved | October 1, 2012 |
| Amendment | 11-28 | September 1, 2012 | September 26, 2012 | October 4, 2012 | October 25, 2012 | Approved | October 25, 2012 |
| Amendment | 11-31 | November 1, 2012 | December 19, 2012 | January 3, 2013 | January 23, 2013 | Approved | January 23, 2013 |
| Admin. Modification | 11-29 | November 30, 2012 | December 20, 2012 | N/A | N/A | Approved | December 20, 2012 |
| Admin. Modification | 11-30 | January 1, 2013 | January 29, 2013 | N/A | N/A | Approved | January 29, 2013 |
| Amendment | 11-33 | January 4, 2013 | February 27, 2013 | April 5, 2013 | April 16, 2013 | Approved | April 16, 2013 |
| Amendment (Transit Only) | 11-34 | January 4, 2013 | February 27, 2013 | March 25, 2013 | April 1, 2013 | Approved | April 1, 2013 |
| Admin. Modification | 11-32 | February 1, 2013 | March 4, 2013 | N/A | N/A | Approved | March 4, 2013 |
| Amendment | 11-35 | April 1, 2013 | May 22, 2013 (estimated) | (estimated 4 days after MTC Approval) | (estimated 3 days after CT Approval) | Proposed | TBD |

TBD - To Be Determined

N/A - Not Applicable / Not Required

The schedule is also available at the following link: http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf

Note: * MTC has delegated authority to approve TIP administrative modifications, and may approve administrative modifications on, prior to, or after the tentative date listed



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Memorandum

TO: Transit Finance Working Group

DATE: May 1, 2013

FR: Drennen Shelton

RE: FTA Section 5310 Elderly & Disabled Specialized Transit Program FY12 Draft Regional Priorities

The Federal Transit Administration (FTA) Elderly and Disabled Specialized Transit Program (49 U.S.C. Section 5310) is a formula program that provides grants to private nonprofit corporations, and under certain conditions, public agencies,¹ to provide safe, efficient, and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate. California's apportionment is managed by the California Transportation Commission (CTC) and Caltrans.

FY 2012 Cycle

In November 2012, Caltrans released a call for projects with approximately \$13 million in funding available statewide. Applications were due to MTC and County Paratransit Coordinating Councils (PCCs) by March 11, 2013. Seventeen applications with a total of 183 projects were submitted. MTC and the PCCs evaluated eligibility and scored each project. Applicants were provided their draft scores on April 2 and were notified of an open forum for applicants to appeal their draft scores to be held on April 10 at 1:30 PM at the MetroCenter. The draft regional scores are attached.

Next Steps

Staff will present the regional rankings to MTC's Programming and Allocations Committee on May 8 and to the Commission for adoption on May 22. After adoption, MTC will transmit the final regional rankings to Caltrans.

In late summer, Caltrans will notify the region of the draft statewide prioritized list. The statewide review committee will hold hearings for stakeholders to discuss the statewide-prioritized list and hear appeals on technical issues. Caltrans will submit a final statewide-prioritized list to the California Transportation Commission (CTC). In September, the CTC will hold a public hearing to discuss the list, program policy, and adopts the prioritized list. The timeline for this cycle is attached.

If you have any questions regarding the 5310 FY12 Cycle, I can be reached at (510) 817-5909 or dshelton@mtc.ca.gov.

¹ A public agency must certify that no non-profit agencies are readily available to provide the proposed service. To meet this requirement, the public agency must hold a public hearing, notify all non-profit transportation providers of the public hearing, and submit a resolution that no non-profit agencies are readily available to provide the proposed service.

Table 1. Timeline for FY12 Section 5310 Cycle

| Item | Date |
|---|-----------------------------|
| Caltrans releases call for projects | November 15, 2012 |
| Caltrans provides application workshops at various locations <ul style="list-style-type: none"> • At the MTC office in Oakland on Tuesday, January 22 from 1-5 p.m. You may attend the Oakland workshop in-person or via webinar. Contact Caltrans Section 5310 staff at (888) 472-6816 to register. | January 2013 |
| Final applications due to County PCCs (<i>contact for number of copies</i>) and MTC (<i>1 original + 6 copies + an electronic file on CD</i>) | March 11, 2013 at 5:00 p.m. |
| Applications evaluated by PCC scoring committees | March 12 – March 25 |
| PCCs transmit county scores to MTC | March 26 |
| MTC publishes draft regional rankings | March 29 |
| Applicants review scores and prepare appeals, as necessary | April 1 – April 4 |
| Applicant Appeals due to MTC | April 5 |
| MTC Open Forum – Applicant appeals | April 10 |
| MTC Programming & Allocations Committee consideration of regional rankings and referral to MTC Commission | May 8 |
| MTC transmits preliminary regional priorities to Caltrans | May 13 |
| MTC Commission adoption of regional rankings | May 22 |
| MTC transmits adopted regional priorities to Caltrans | May 22 |
| Caltrans notifies region of Draft Statewide Scores | TBD August - September |
| MTC notifies PCCs of score changes; discuss with applicants and Caltrans | TBD August - September |
| CTC staff level conference for appeals of statewide scores | TBD August - September |
| CTC approves final Section 5310 scores and adopts program | September 2013 |

**FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS PERSONS WITH DISABILITIES PROGRAM
FY 2011-12 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION**

| NO. | Applicant | Project | Type ¹ | Vin ² | QTY ³ | Project Score | Total Cost | Federal Portion ⁴ | County |
|-----|--|--------------|-------------------|------------------|------------------|---------------|------------|------------------------------|---------------|
| 1 | Outreach & Escort, Inc. | Minivan | R | 38704 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 2 | Outreach & Escort, Inc. | Minivan | R | 36198 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 3 | Outreach & Escort, Inc. | Minivan | R | 36457 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 4 | Outreach & Escort, Inc. | Minivan | R | 37672 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 5 | Outreach & Escort, Inc. | Minivan | R | 35520 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 6 | Outreach & Escort, Inc. | Minivan | R | 36553 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 7 | Outreach & Escort, Inc. | Minivan | R | 34575 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 8 | Outreach & Escort, Inc. | Minivan | R | 39045 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 9 | Outreach & Escort, Inc. | Minivan | R | 44952 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 10 | Outreach & Escort, Inc. | Minivan | R | 45953 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 11 | Outreach & Escort, Inc. | Minivan | R | 44580 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 12 | Outreach & Escort, Inc. | Minivan | R | 45066 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 13 | Outreach & Escort, Inc. | Minivan | R | 45008 | - | 100 | \$ 45,000 | \$ 39,839 | Santa Clara |
| 14 | Outreach & Escort, Inc. | Base Station | OE | - | 1 | 100 | \$ 2,500 | \$ 2,213 | Santa Clara |
| 15 | Outreach & Escort, Inc. | Mobile Radio | OE | - | 13 | 100 | \$ 12,350 | \$ 10,933 | Santa Clara |
| 16 | Friends of Children with Special Needs | Medium Bus | SE | - | - | 96 | \$ 67,000 | \$ 59,315 | Alameda |
| 17 | Friends of Children with Special Needs | Medium Bus | SE | - | - | 96 | \$ 67,000 | \$ 59,315 | Alameda |
| 18 | Pace Solano | Small Bus | R | 62746 | - | 94 | \$ 60,000 | \$ 53,118 | Solano |
| 19 | Pace Solano | Medium Bus | R | 82257 | - | 94 | \$ 67,000 | \$ 59,315 | Solano |
| 20 | Pace Solano | Large Bus | R | 67894 | - | 94 | \$ 73,000 | \$ 64,627 | Solano |
| 21 | Pace Solano | Large Bus | R | 70669 | - | 94 | \$ 73,000 | \$ 64,627 | Solano |
| 22 | Pace Solano | Large Bus | R | 67892 | - | 94 | \$ 73,000 | \$ 64,627 | Solano |
| 23 | Pace Solano | Large Bus | R | 67895 | - | 94 | \$ 73,000 | \$ 64,627 | Solano |
| 24 | Pace Solano | Large Bus | R | 65368 | - | 94 | \$ 73,000 | \$ 64,627 | Solano |
| 25 | Pace Solano | Large Bus | R | 3765 | - | 94 | \$ 73,000 | \$ 64,627 | Solano |
| 26 | On Lok Senior Health Services | Small Bus | R | 31758 | - | 87 | \$ 60,000 | \$ 53,118 | San Francisco |
| 27 | Alzheimer's Services of the East Bay | Small Bus | R | 63071 | - | 84 | \$ 60,000 | \$ 53,118 | Alameda |
| 28 | Alzheimer's Services of the East Bay | Small Bus | R | 25106 | - | 84 | \$ 60,000 | \$ 53,118 | Alameda |
| 29 | Center for Elders' Independence | Medium Bus | SE | - | - | 84 | \$ 67,000 | \$ 59,315 | Alameda |
| 30 | Center for Elders' Independence | Medium Bus | SE | - | - | 84 | \$ 67,000 | \$ 59,315 | Alameda |
| 31 | Center for Elders' Independence | Medium Bus | SE | - | - | 84 | \$ 67,000 | \$ 59,315 | Alameda |
| 32 | Center for Elders' Independence | Medium Bus | SE | - | - | 84 | \$ 67,000 | \$ 59,315 | Alameda |

¹ R=Replacement, SE=Service Expansion, OE=Other Equipment

² VIN-For replacement projects, Vehicle Identification Number (last 5 digits only)

³ OE requests only

⁴ Federal Portion is 88.53%; remaining 11.47% is local match

**FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS PERSONS WITH DISABILITIES PROGRAM
FY 2011-12 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION**

| | | | | | | | | | |
|------------|--|-------------------------|-------------------------|------------------------|------------------------|----------------------|-------------------|------------------------------------|---------------|
| 33 | Center for Elders' Independence | Medium Bus | SE | - | - | 84 | \$ 67,000 | \$ 59,315 | Alameda |
| 34 | Center for Elders' Independence | Medium Bus | SE | - | - | 84 | \$ 67,000 | \$ 59,315 | Alameda |
| NO. | Applicant | Project | Type¹ | Vin² | QTY³ | Project Score | Total Cost | Federal Portion⁴ | County |
| 35 | Center for Elders' Independence | Medium Bus | SE | - | - | 84 | \$ 67,000 | \$ 59,315 | Alameda |
| 36 | Center for Elders' Independence | Medium Bus | SE | - | - | 84 | \$ 67,000 | \$ 59,315 | Alameda |
| 37 | Laguna Honda Hospital and Rehabilitation Center | Medium Bus | R | 20106 | - | 84 | \$ 67,000 | \$ 59,315 | San Francisco |
| 38 | Laguna Honda Hospital and Rehabilitation Center | Medium Bus | R | 17650 | - | 84 | \$ 67,000 | \$ 59,315 | San Francisco |
| 39 | Laguna Honda Hospital and Rehabilitation Center | Larger Bus | R | 92466 | - | 84 | \$ 97,000 | \$ 85,874 | San Francisco |
| 40 | Milestones Adult Development Center | Minivan | R | 15723 | - | 84 | \$ 45,000 | \$ 39,839 | Solano |
| 41 | Milestones Adult Development Center | Small Bus | R | 40576 | - | 84 | \$ 60,000 | \$ 53,118 | Solano |
| 42 | Milestones Adult Development Center | Wheelchair Tie Down Kit | OE | - | 20 | 84 | \$ 8,400 | \$ 7,437 | Solano |
| 43 | Solano County Transit (SolTrans) | Computer Software | OE | - | 1 | 84 | \$ 37,708 | \$ 33,383 | Solano |
| 44 | Center for Elders' Independence | Mobile Radio | OE | - | 8 | 83 | \$ 4,000 | \$ 3,541 | Alameda |
| 45 | Institute on Aging | Wheelchair Tie Down Kit | OE | - | 5 | 83 | \$ 27,950 | \$ 24,744 | San Francisco |
| 46 | Lamorinda Spirit Van, City of Lafayette | Medium Bus | R | 23929 | - | 83 | \$ 67,000 | \$ 59,315 | Contra Costa |
| 47 | Milestones Adult Development Center | Computer Hardware | OE | - | 1 | 82 | \$ 1,999 | \$ 1,770 | Solano |
| 48 | On Lok Senior Health Services | Small Bus | R | 23264 | - | 82 | \$ 60,000 | \$ 53,118 | San Francisco |
| 49 | Bay Area Outreach and Recreation Program, Inc. | Large Bus | SE | - | - | 80 | \$ 73,000 | \$ 64,627 | Alameda |
| 50 | HOPE Rehabilitation Services | Small Bus | R | 11941 | - | 80 | \$ 60,000 | \$ 53,118 | Santa Clara |
| 51 | HOPE Rehabilitation Services | Small Bus | R | 29530 | - | 80 | \$ 60,000 | \$ 53,118 | Santa Clara |
| 52 | HOPE Rehabilitation Services | Small Bus | R | 10329 | - | 80 | \$ 60,000 | \$ 53,118 | Santa Clara |
| 53 | HOPE Rehabilitation Services | Small Bus | R | 93904 | - | 80 | \$ 60,000 | \$ 53,118 | Santa Clara |
| 54 | HOPE Rehabilitation Services | Small Bus | R | 42431 | - | 80 | \$ 60,000 | \$ 53,118 | Santa Clara |
| 55 | HOPE Rehabilitation Services | Small Bus | R | 10458 | - | 80 | \$ 60,000 | \$ 53,118 | Santa Clara |
| 56 | HOPE Rehabilitation Services | Small Bus | R | 29207 | - | 80 | \$ 60,000 | \$ 53,118 | Santa Clara |
| 57 | HOPE Rehabilitation Services | Small Bus | R | 92284 | - | 80 | \$ 60,000 | \$ 53,118 | Santa Clara |
| 58 | HOPE Rehabilitation Services | Small Bus | R | 19799 | - | 80 | \$ 60,000 | \$ 53,118 | Santa Clara |
| 59 | North and South of Market Adult Day Health Corp. (SteppingStone) | Medium Bus | SE | - | - | 80 | \$ 67,000 | \$ 59,315 | San Francisco |
| 60 | North and South of Market Adult Day Health Corp. (SteppingStone) | Medium Bus | SE | - | - | 80 | \$ 67,000 | \$ 59,315 | San Francisco |
| 61 | Milestones Adult Development Center | Small Bus | R | 06317 | - | 79 | \$ 60,000 | \$ 53,118 | Solano |
| 62 | Milestones Adult Development Center | Large Bus | R | 06318 | - | 79 | \$ 73,000 | \$ 64,627 | Solano |
| 63 | Milestones Adult Development Center | Larger Bus | R | 73528 | - | 79 | \$ 105,000 | \$ 92,957 | Solano |
| 64 | Institute on Aging | Large Bus | R | 65972 | - | 78 | \$ 73,000 | \$ 64,627 | San Francisco |

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**FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS PERSONS WITH DISABILITIES PROGRAM
FY 2011-12 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION**

| | | | | | | | | | |
|------------|---|---------------------------|-------------------------|------------------------|------------------------|----------------------|-------------------|------------------------------------|---------------|
| 65 | Institute on Aging | Large Bus | R | 65970 | - | 78 | \$ 73,000 | \$ 64,627 | San Francisco |
| 66 | Institute on Aging | Large Bus | R | 63998 | - | 78 | \$ 73,000 | \$ 64,627 | San Francisco |
| 67 | Institute on Aging | Large Bus | R | 65971 | - | 78 | \$ 73,000 | \$ 64,627 | San Francisco |
| 68 | Institute on Aging | Large Bus | R | 63997 | - | 78 | \$ 73,000 | \$ 64,627 | San Francisco |
| NO. | Applicant | Project | Type¹ | Vin² | QTY³ | Project Score | Total Cost | Federal Portion⁴ | County |
| 69 | Institute on Aging | Video Surveillance System | OE | - | 12 | 78 | \$ 10,200 | \$ 9,030 | San Francisco |
| 70 | Napa County Transportation and Planning Agency | Medium Bus | R | 13821 | - | 78 | \$ 67,000 | \$ 59,315 | Napa |
| 71 | Napa County Transportation and Planning Agency | Medium Bus | R | 12461 | - | 78 | \$ 67,000 | \$ 59,315 | Napa |
| 72 | Napa County Transportation and Planning Agency | Medium Bus | R | 13818 | - | 78 | \$ 67,000 | \$ 59,315 | Napa |
| 73 | Self Help for the Elderly | Computer Hardware | OE | - | 10 | 78 | \$ 20,840 | \$ 18,449 | San Francisco |
| 74 | Self Help for the Elderly | Computer Software | OE | - | 10 | 78 | \$ 4,241 | \$ 3,755 | San Francisco |
| 75 | Self Help for the Elderly | Base Station | OE | - | 1 | 78 | \$ 2,500 | \$ 2,213 | San Francisco |
| 76 | Self Help for the Elderly | Mobile Radio | OE | - | 11 | 78 | \$ 11,000 | \$ 9,738 | San Francisco |
| 77 | On Lok Senior Health Services | Small Bus | SE | - | - | 77 | \$ 60,000 | \$ 53,118 | San Francisco |
| 78 | On Lok Senior Health Services | Small Bus | SE | - | - | 77 | \$ 60,000 | \$ 53,118 | San Francisco |
| 79 | On Lok Senior Health Services | Small Bus | SE | - | - | 77 | \$ 60,000 | \$ 53,118 | San Francisco |
| 80 | On Lok Senior Health Services | Small Bus | SE | - | - | 77 | \$ 60,000 | \$ 53,118 | San Francisco |
| 81 | On Lok Senior Health Services | Small Bus | SE | - | - | 77 | \$ 60,000 | \$ 53,118 | San Francisco |
| 82 | On Lok Senior Health Services | Small Bus | SE | - | - | 77 | \$ 60,000 | \$ 53,118 | San Francisco |
| 83 | Self Help for the Elderly | Minivan | SE | - | - | 74 | \$ 45,000 | \$ 39,839 | San Francisco |
| 84 | Self Help for the Elderly | Minivan | SE | - | - | 74 | \$ 45,000 | \$ 39,839 | San Francisco |
| 85 | Self Help for the Elderly | Modified Raised Top Van | SE | - | - | 74 | \$ 50,000 | \$ 44,265 | San Francisco |
| 86 | Self Help for the Elderly | Modified Raised Top Van | SE | - | - | 74 | \$ 50,000 | \$ 44,265 | San Francisco |
| 87 | Institute on Aging | Minivan 5 | SE | - | - | 71 | \$ 45,000 | \$ 39,839 | San Francisco |
| 88 | Institute on Aging | Modified Raised Top Van | SE | - | - | 71 | \$ 50,000 | \$ 44,265 | San Francisco |
| 89 | Institute on Aging | Medium Bus | SE | - | - | 71 | \$ 67,000 | \$ 59,315 | San Francisco |
| 90 | Edgewood Center for Children and Families | Minivan | SE | - | - | 70 | \$ 45,000 | \$ 39,839 | San Francisco |
| 91 | Edgewood Center for Children and Families | Minivan | SE | - | - | 70 | \$ 45,000 | \$ 39,839 | San Francisco |
| 92 | Edgewood Center for Children and Families | Minivan | SE | - | - | 70 | \$ 45,000 | \$ 39,839 | San Francisco |
| 93 | Edgewood Center for Children and Families | Minivan | SE | - | - | 70 | \$ 45,000 | \$ 39,839 | San Francisco |
| 94 | HOPE Rehabilitation Services | Small Bus | R | 03316 | - | 70 | \$ 60,000 | \$ 53,118 | Santa Clara |
| 95 | Laguna Honda Hospital and Rehabilitation Center | Minivan | SE | - | - | 69 | \$ 45,000 | \$ 39,839 | San Francisco |
| 96 | Milestones Adult Development Center | Large Bus | R | 73534 | - | 69 | \$ 73,000 | \$ 64,627 | Solano |

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**FTA SECTION 5310 TRANSPORTATION FOR ELDERLY PERSONS PERSONS WITH DISABILITIES PROGRAM
 FY 2011-12 PROGRAM PRIORITIES FOR SAN FRANCISCO BAY AREA REGION**

| | | | | | | | | | |
|--------------|--|--------------|----|-------|---|----|---------------------|---------------------|--------|
| 97 | Milestones Adult Development Center | Large Bus | R | 73531 | - | 69 | \$ 73,000 | \$ 64,627 | Solano |
| 98 | Milestones Adult Development Center | Large Bus | R | 09506 | - | 64 | \$ 73,000 | \$ 64,627 | Solano |
| 99 | Napa County Transportation and Planning Agency | Base Station | OE | - | 1 | 63 | \$ 2,500 | \$ 2,213 | Napa |
| 100 | Napa County Transportation and Planning Agency | Mobile Radio | OE | - | 3 | 63 | \$ 3,000 | \$ 2,656 | Napa |
| TOTAL | | | | | | | \$ 5,379,188 | \$ 4,762,195 | |

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