

Metropolitan Transportation Commission Programming and Allocations Committee

May 8, 2013

Item Number 4a

Resolution Nos. 4035, Revised, 4079, Revised, 4080, Revised, and 4084, Revised

Subject: Revisions to FY2012-13 and FY2013-14 Transit Capital Priorities (TCP) Program, and FY2012-13 AB664 Bridge Toll Program and Allocations.

Background: This item makes revisions to Federal Transit Administration (FTA) formula funding ACE, Caltrain, and the Solano County operators as described below. The revisions reflect the recommended resolutions to several programming issues that were identified when the Commission adopted the preliminary program in January, 2013 including programming for:

- \$13.7 for Caltrain rehabilitation projects and reserving \$11.5 million for the Caltrain Electrification project;
- \$400,000 of the Fairfield urbanized area funds for bus engine replacement, and \$4.7 million for operating assistance as requested by the Solano County operators (see Solano Transportation Authority letter attached to the Executive Director Memorandum);
- \$1.7 million in TCP funds, and \$22,000 in Transit Performance Initiative (TPI) Incentive funds, for ACE's Positive Train Control project; the TPI funds are programmed in MTC Resolution 4035, Revised, which is included in item 2g on the Committee's agenda;
- \$33.4 million to advance funding into FY2013-14 for AC Transit and SFMTA bus replacement projects currently scheduled for FY2014-15.
- Program and allocate approximately \$12.6 million in AB 664 bridge toll funds to serve as matching funds for the federal grants.

Additional information on these recommendations can be found in the attached Executive Director's memorandum.

Issues: Final FTA Apportionments. The preliminary TCP program was based on estimates of FTA apportionments of formula funds to the region's urbanized areas. As of April 30, FTA has not yet issued final apportionments for FY2012-13. If FTA issues the apportionments prior to the Committee's meeting, staff may recommend additional revisions to the preliminary program to reconcile it to the actual apportionments.

Recommendation: Refer MTC Resolution Nos. 4035, Revised, 4079, Revised, 4080, Revised, and 4084, Revised to the Commission for approval.

Attachments: Executive Director Memorandum
Executive Director Memo Attachment A, Solano Transportation Authority Letter MTC Resolution Nos. 4079, Revised, 4080, Revised, and 4084, Revised. MTC Resolution No. 4035, Revised, is included in Agenda item 2g.

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.

Staff's recommendation is with the understanding that MTC will review a plan for the entire capital replacement funding program, including both local and intercity capital needs before programming FY2014-15 FTA Formula funds for Solano Transit operators. The plan must 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 Solano 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 regional 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 transit 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 Transit and SamTrans have 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 AC Transit and SFMTA bus replacement projects currently scheduled for FY2014-15. AC Transit and SFMTA had requested these advancements in the initial call for projects last fall, but there was insufficient funding in the preliminary program to accommodate the requests. The deferrals now provide sufficient funding for most of the AC Transit bus project, and for part of the SFMTA bus projects – the remainder will be considered as high priorities for future year funding. \$20 million is proposed for programming to AC Transit for buses to be used on their East Bay Bus Rapid Transit 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. \$13.4 million is proposed for replacing two subfleets of buses for SFMTA. All of these bus projects would have been eligible for funding in FY2014-15, so advancing them by one year does not negatively affect the overall TCP program, and will free up an equal amount of funding to use on high-priority projects in FY2014-15.
5. AB 664 Programming. AB 664 Net Bridge Toll Revenues are programmed annually to eligible operators as the local match required for the FTA formula funds. AB 664 funds are programmed in

accordance with MTC Resolution No. 4015, and are generally programmed in proportion to each operator's share of federal funds in the TCP program.

Recommendation

Staff recommends the referral of MTC Resolution Nos. 4035, Revised, 4079, Revised, 4080, Revised, and 4084, Revised to the Commission for approval.



Ann Flemer

Attachment: Solano Transportation Authority Letter

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Solano Transportation Authority

... working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074

Email: staplan@sta-snci.com ♦ Website: sta.ca.gov

March 5, 2013

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

**RE: (1.) Interim Solano Intercity Bus Replacement Funding Plan
(2.) Request for MTC to Fund 20% of the Intercity Bus Replacement Funding
(3.) Request that MTC Release Reserved FY 2014 Section 5307 for the Fairfield,
Vacaville, and Vallejo Urbanized Areas based on the Interim Cost Sharing
and Funding Plan**

Dear Ms. ^{Alix}Bockelman:

The Metropolitan Transportation Commission (MTC) recently reserved programming of one half of the FY 2014 Section 5307 transit funds for the Fairfield, Vacaville and Vallejo urbanized areas pending completion of a transit capital plan as part of the Solano County Coordinated Short Range Transit Plan (SRTP). This letter is intended to convey that an interim Solano Intercity Bus Replacement Funding Plan has been developed and agreed to by the affected Solano County transit operators and the Solano Transportation Authority (STA).

This Solano Intercity Bus Replacement Funding Plan, coupled with the I-80/I-680/I-780 Transit Corridor Study, will provide a ten year plan for transit service in the County. The Solano Transportation Authority (STA) and its consulting team, ARUP, began the study in August 2012 and the Coordinated SRTP and Transit Corridor Study draft plan are scheduled to be available by May of 2013.

Development of Solano Intercity Bus Replacement Funding Plan

The Solano Transportation Authority convened the Intercity Transit Finance Working Group (ITFWG) in meetings on January 24, February 6, and February 19 to address the intercity bus replacement needs and funding. The ITFWG consists of the two operators of intercity bus service in the county, SolTrans and FAST, and the funding partners for the Intercity Transit Service, the Cities of Dixon and Vacaville, the County of Solano, and STA. The ITFWG has met periodically since its inception in 2006 with the creation of the first Solano Intercity Transit Funding Agreement.

The ITFWG, with the assistance of STA's consulting team, has reviewed the intercity fleet needs for Solano County and has agreed upon the following:

- Currently, there are 46 over -the-road MCI buses available for intercity service. These buses were purchased in 2001 and 2003 for regional express bus service.
- The peak fleet requirement for the intercity bus service is 28. Assuming a 20% spare ratio, 6 buses are needed as spares, for a total fleet requirement of 34. The current fleet exceeds the number of buses needed by 12.
- The Arup team has conducted a preliminary review of the growth in the corridor and potential bus service needs. The 34 bus fleet appears to be able to meet the transit demand in the corridor for at least the next ten years. Growth in the fleet may be needed in the 2024-2029 timeframe.

-
- The useful life of the buses can be extended beyond the eligible replacement life of 14 years by replacing engines mid-life. The intercity operators have agreed to a bus replacement schedule based on:
 - A schedule of engine replacements whereby all SolTrans MCI buses have had engine replacements by 2012, and all FAST MCI buses have engine replacements by 2020, extending the useful life of the buses by 3 to 6 years.
 - The buses have relatively low mileage, and MCI reports that these are “million mile buses” further supporting the concept of extending the useful life of this fleet.
 - Engine replacements cost approximately \$40,000 and other key component replacements that would be done concurrently with engine replacements cost approximately \$35,000. The \$75,000 investment should extend the life of the bus by about 5 years.
 - A literature review conducted by the Arup team indicates that investments in engine overhauls do indeed extend the vehicle life and are a good return on investment.
 - Near term funding of 6 replacement vehicles will be provided through federal earmarks, Prop 1B funds, and STAF population funds. Three buses will be replaced by SolTrans and 3 buses will be replaced by FAST. The funding plan is provided in Attachment A.
 - Principles for sharing the cost of the remaining 28 bus replacements among the intercity partners should be based on costs by route and by jurisdiction served. The ITFWG approved a funding plan where all participants contribute to bus replacements according to the formula used for sharing intercity operating costs.

Proposed Preliminary Funding Plan

The STA has developed a preliminary cost and funding plan for intercity bus replacements over the next several years, reflecting the agreements outlined above. The ITFWG believes the funding plan is achievable with STA and MTC support. Near term, 6 buses are scheduled to be replaced by FY 16-17 and are fully funded. The remaining 28 buses are scheduled for replacement beginning in FY 18-19 and ending in FY 22-23. The proposed funding includes 20% of the cost to be covered by STA. STA has been setting aside STAF and programming Prop. 1B population share funds for intercity bus replacements and plans to continue doing so over the next several years.

The costs for intercity buses are based on MTC Regional Bus/Van Pricelist for 45 foot over the road diesel electric hybrid buses escalated to the year of purchase. The fuel type for intercity bus replacements has not yet been determined. For purposes of making the most conservative assumption, the diesel electric hybrid prices were used to estimate the costs. STA is conducting an alternative fuels study and if CNG or another fuel type is selected as the fuel type for these replacements, the total cost may be reduced.

The intercity routes operated by SolTrans and FAST serve riders outside the county, reduce congestion on the I-80 and I-680 corridor, feed BART, and are important elements of the regional express bus network. As such, a 20% share of the costs is proposed to be provided by MTC through Oakland/SF UZA or other regional transit funds. According to the preliminary funding plan, these funds will first be needed (on a cash basis) in FY 18-19 and total \$5.9 million over the 5 year replacement period. Programming of the first funds needed should occur in FY 2016-17. The funding partners have agreed that this cost sharing formula is reasonable and fair. The Coordinated SRTP and Transit Corridor Study will help refine the longer term replacement costs and funding strategy for the intercity and local transit services.

The funding partners propose to share 60% of the cost of the 28 intercity bus replacements over the next 9 years. This plan specifies that the funding shares will be based on the cost of peak vehicles by route, with 20% of the required funding shared by proportionate population share and 80% of the required funding shared by ridership by route by residency using the most recent on board rider survey. The funding partners have agreed that this cost sharing formula is reasonable and fair. The Coordinated SRTP and Transit Corridor Study will help refine the longer term replacement costs and funding strategy for the intercity and local transit services.

Coordinated SRTP and Transit Corridor Study

Arup is working with STA and the Solano transit operators to deliver a usable and useful Coordinated Short Range Transit Plan along with an updated Corridor Plan for intercity (regional) bus services. Operator overviews, goals and objectives, and initial performance evaluations have been completed for each operator. Initial work on service and fare coordination, intercity transit demand, and operator specific tasks are underway. Due to the need to incorporate and harmonize various data and studies across operators, as well as coordinate with other efforts, the Coordinated SRTP and Transit Corridor Study must follow behind these other studies.

The Coordinated Short Range Transit Plan identifies system goals, assesses performance against those goals (along with their performance standards) and then will identify deficiencies and opportunities. This work leads to updated service assumptions. From these updated service assumptions (hours, miles, vehicles) the SRTP then develops a capital plan that supports the anticipated service. This sequence will result in a draft SRTP and Transit Corridor Study in May 2013.

The ITFWG is actively participating in the Coordinated SRTP and Transit Corridor Study process. The group understands and agrees that the financially constrained SRTP will need to balance local and regional service and will drive the capital needs for both services. "Right-sizing" the transit operation will require an assessment of operating needs, local and intercity fleet replacement needs, and other capital requirements compared to the financial capacity of the transit systems.

Summary and Recommendation

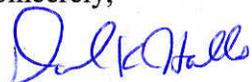
The STA and ITFWG recommend that the MTC authorize programming the balance of FY 2014 Section 5307 funds to the Fairfield, Vacaville, and Vallejo urbanized areas for the following reasons.

- Funding has been committed for 6 intercity bus replacements, nearly 18% of the intercity fleet replacement needs
- The immediate bus replacement needs are funded within the two year TIP period
- Longer term funding needs begin in FY 2019 with programming needed in FY 2017, leaving four years for programming decisions for future TIP cycles
- An interim funding plan for intercity bus replacements shows that a reasonable replacement plan is achievable. STA has a plan for setting aside funding, the funding partners have agreed to share the costs of replacement vehicles, and the funding plan conservatively estimates the costs of buses.
- Longer term costs and funding can be refined in the SRTP and Corridor Study and can be used by MTC in programming decisions in future TIP cycles.

Further, STA and the ITFWG are requesting MTC's participation in funding the Solano County Intercity bus replacements which is an important part of the regional express bus system. As shown in the attached interim funding plan, STA is requesting MTC to commit to funding 20% of the cost of intercity bus replacements. This share is equal to STA's recommended commitment to these costs. The STA Board is scheduled to approve this Plan at its meeting of March 13, 2013.

STA and the ITFWG will continue to work with MTC to ensure that the planned transit service in Solano County is coordinated and sustainable. The planning work underway is clearly focused on these objectives and will result in a realistic ten year funding plan for replacing intercity and local buses, meeting other capital needs and for operating the planned service. Thanks for your assistance in this matter and give me a call at (707) 424-6075 if you wish to discuss in more detail.

Sincerely,



Daryl Halls
Executive Director

Enclosure: Interim Funding Plan for Intercity Bus Replacements – Scenario 2A

CC: James P. Spering, MTC Commissioner and STA Board Member
STA Board Members
Joe Leach and Janet Koster, Dixon Redit-Ride
Matt Tuggle, Solano County
Mona Babauta, Solano County Transit (SolTrans)
Laura Kuhn, Shawn Cunningham, and Brian McLean, Vacaville City Coach
Sean Quinn, George Hicks, and Wayne Lewis, Fairfield and Suisun Transit (FAST)

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by Nancy Whelan Consulting Feb 19, 2013

Interim Funding Plan

Scenario 2A: All Buses Replaced by FY 22-23, 60% Funding by Locals Using Intercity Funding Agreement Formula

| Year of Replacement ^b | Funded ^a | | | | | | | | | | | | Total |
|---|---------------------|-------------|---------------------|--------------|----------------------|---------------------|---------------------|---------------------|---------------------|--|--|----------------------|-------|
| | FY 14-15 | FY 15-16 | FY 16-17 | FY 17-18 | FY 18-19 | FY 19-20 | FY 20-21 | FY 21-22 | FY 22-23 | | | | |
| Total Buses to be Replaced | 3 | | 3 | 0 | 14 | 2 | 3 | 5 | 4 | | | 34 | |
| FAST | 1 | | 2 | 0 | 2 | 2 | 3 | 5 | 4 | | | 19 | |
| SolTrans | 2 | | 1 | | 12 | | | | | | | 15 | |
| Unit Cost -- 45 ft hybrid | \$ 931,730 | \$ 961,330 | \$ 980,556 | \$ 1,000,167 | \$ 1,020,171 | \$ 1,040,574 | \$ 1,061,386 | \$ 1,082,613 | \$ 1,104,266 | | | | |
| Total Cost | \$ 2,795,190 | \$ - | \$ 2,941,669 | \$ - | \$ 14,282,389 | \$ 2,081,148 | \$ 3,184,157 | \$ 5,413,066 | \$ 4,417,062 | | | \$ 35,114,681 | |
| Funding | | | | | | | | | | | | | |
| Near Term: 6 Replacements | | | | | | | | | | | | | |
| Federal Earmarks | \$ 1,260,000 | | | | | | | | | | | \$ 1,260,000 | |
| Prop 1B Lifeline | \$ 1,000,000 | | | | | | | | | | | \$ 1,000,000 | |
| Prop 1B Pop Base | \$ 535,190 | | \$ 2,360,202 | | | | | | | | | \$ 2,895,392 | |
| STAF | | | \$ 581,467 | | | | | | | | | \$ 581,467 | |
| Longer Term: 28 Replacements | | | | | | | | | | | | | |
| 20% Funding from STA ^c | | | | \$ - | \$ 2,856,478 | \$ 416,230 | \$ 636,831 | \$ 1,082,613 | \$ 883,412 | | | \$ 5,875,565 | |
| 20% Funding from MTC ^d -- Proposed | | | | \$ - | \$ 2,856,478 | \$ 416,230 | \$ 636,831 | \$ 1,082,613 | \$ 883,412 | | | \$ 5,875,565 | |
| 60% Funding by Locals | | | | | | | | | | | | \$ - | |
| Dixon | | | | | \$ 274,829 | \$ 40,046 | \$ 61,271 | \$ 104,161 | \$ 84,995 | | | \$ 565,302 | |
| FAST | | | | | \$ 3,469,568 | \$ 505,566 | \$ 773,515 | \$ 1,314,976 | \$ 1,073,021 | | | \$ 7,136,647 | |
| SolTrans | | | | | \$ 3,176,988 | \$ 462,933 | \$ 708,287 | \$ 1,204,088 | \$ 982,536 | | | \$ 6,534,831 | |
| Vacaville | | | | | \$ 1,569,955 | \$ 228,765 | \$ 350,010 | \$ 595,017 | \$ 485,534 | | | \$ 3,229,282 | |
| Unincorporated County | | | | | \$ 78,093 | \$ 11,379 | \$ 17,410 | \$ 29,598 | \$ 24,152 | | | \$ 160,632 | |
| Total Funding | \$ 2,795,190 | \$ - | \$ 2,941,669 | \$ - | \$ 14,282,389 | \$ 2,081,148 | \$ 3,184,157 | \$ 5,413,066 | \$ 4,417,062 | | | \$ 35,114,682 | |

Notes

- a. STA Board approved this funding on Feb 13, 2013.
- b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- c. 20% Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- d. Proposed MTC funding from bridge tolls or Sec. 5307

Date: January 23, 2013
W.I.: 1512
Referred By: PAC
Revised: 02/27/13-C
04/24/13-C
05/22/13-C

ABSTRACT

Resolution No. 4084, Revised

This resolution approves the FY2012-13 and FY2013-14 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities.

This Resolution includes the following attachment:

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

This resolution was amended on February 27, 2013 to transfer \$2 million in Section 5307 funds from an SFMTA bus replacement project to BART's enterprise asset management system project. The funding for the SFMTA project will be replaced with FTA Section 5309 Bus discretionary funds.

This resolution was revised on April 24, 2013 to reflect several transfers of funding between eligible projects and deferral of projects to future years.

This resolution was revised on May 22, 2013 to program previously reserved funds for ACE, Caltrain, and the Solano County operators, to program additional funding for AC Transit and SFMTA bus replacement projects, and to make program revisions to reconcile to final FY2012-13 FTA apportionments.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocation Committee Executive Director memorandum dated January 9, 2013, and the Programming and Allocation Committee summary sheet dated February 13, 2013, April 10, 2013, and May 8, 2013.

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

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4084

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 small urbanized area funds of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators and with Caltrans in the region to establish priorities for the transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria used in the selection and ranking of such projects are set forth in MTC Resolution No. 4072; and

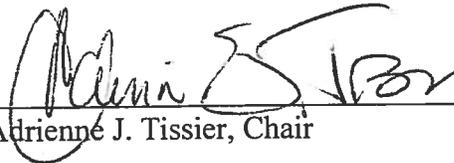
WHEREAS, the projects to be included in the TIP are set forth in the detailed project listings in Attachment A, which are incorporated herein as though set forth at length; now, therefore, be it

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

| FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | | |
|--|-------------------|---|---|---------------------|---------------------|-------------------|
| TIP ID | Operator | Project Description | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 | |
| | | | Projected Apportionment | 207,294,649 | 170,886,111 | 12,863,587 |
| | | | Previous Year Carryover | 22,880,681 | 18,749,779 | 604,708 |
| | | | Funds Available for Programming | 230,175,330 | 189,635,890 | 13,468,295 |
| ADA Operating Set-Aside | | | | | | |
| ALA990076 | AC Transit | ADA Set-aside | 3,987,520 | | | |
| ALA050042 | ACE | Preventive Maintenance | 510,043 | | | |
| BRT99T01B | BART | ADA Paratransit Capital Accessibility Improve | 3,003,174 | | | |
| SM-050040 | Caltrain | ADA Set-aside | 960,859 | | | |
| CC-99T001 | CCCTA | ADA Set-aside | 676,696 | | | |
| CC-030035 | ECCTA | ADA Set-aside | 530,109 | | | |
| MRN090033 | GGBHTD | ADA Set-aside | 451,907 | | | |
| ALA990077 | LAVTA | ADA Set-aside | 306,948 | | | |
| MRN110047 | Marin Transit | ADA Set-aside | 677,860 | | | |
| NAP030004 | Napa VINE | ADA Set-aside | 29,966 | | | |
| SM-990026 | SamTrans | ADA Set-aside | 1,005,996 | | | |
| SF-990022 | SFMTA | ADA Set-aside | 3,783,639 | | | |
| SOL110025 | SolTrans | ADA Set-aside | 674,610 | | | |
| SCL050046 | VTA | ADA Set-aside | 3,167,346 | | | |
| CC-990045 | WestCat | ADA Set-aside | 109,379 | | | |
| Vehicle Procurement Reserve | | | | | | |
| New | Caltrain | Railcar Replacement - RESERVED | | 24,054,512 | | |
| | | | Total Program Set-asides and Commitments | 19,876,052 | 24,054,512 | 0 |
| | | | Funds Available for Capital Programming | 210,299,278 | 165,581,378 | 13,468,295 |
| Capital Projects | | | | | | |
| ALA990052 | AC Transit | Paratransit Van Leasing | 1,433,386 | | | |
| ALA110117 | AC Transit | Replace (28) 2000 40' Urban buses | 12,280,348 | | | |
| ALA110118 | AC Transit | Replace (40) 2002 40' Urban buses | 17,543,354 | | | |
| New | AC Transit | Replace (27) 2003 60' articulated buses | 20,000,000 | | | |
| REG110044 | ACE | Positive Train Control (PTC) | 1,664,400 | | | |
| BRT030004 | BART | Train Control | | 13,000,000 | | |
| BRT030005 | BART | Traction Power | | 13,000,000 | | |
| BRT97100B | BART | Rail, Way, and Structures Program | | 13,000,000 | | |
| ALA090065 | BART | Fare Collection Equipment | | 6,067,914 | | |
| REG050020 | BART | BART Car Exchange Preventive Maintenance | 19,604,872 | 57,395,128 | | |
| REG090037 | BART | Railcar Replacement | | 500,000 | | |
| SM-03006B | Caltrain | Caltrain: Systemwide Track Rehab & Related Struct. | | 7,058,982 | | |
| REG110030 | Caltrain | Positive Train Control/Electrification - RESERVED | | 7,254,018 | | |
| CC-110100 | CCCTA | Replace 18 40' Heavy Duty Diesel Over the Road Buses | 8,333,775 | | 853,965 | |
| CC-110099 | CCCTA | CCCTA: Replace 15 40' Heavy Duty Diesel Transit Buses | 6,578,760 | | | |
| CC-070092 | ECCTA | Replace Ten, 2001 40' Gilligs | 5,471,736 | | 437,854 | |
| CC-070092 | ECCTA | Replace Four, 2010 Dodge Minivans | 183,572 | | | |
| CC-030037 | ECCTA | Preventive Maintenance | 55,042 | | | |
| SOL010006 | Fairfield | Fairfield Operating Assistance | 2,002,949 | | | |
| SOL110044 | Fairfield | Intercity Bus Engine Replacements | 400,000 | | | |
| SOL110041 | Fairfield | Bus Replacement | | | 564,257 | |
| MRN110046 | GGBHTD | Replace 14 - 45' OTR Coaches | 7,709,590 | | | |
| ALA030030 | LAVTA | Preventative Maintenance | 196,984 | | | |
| MRN110044 | Marin Transit | 13 Paratransit Vehicles | 891,338 | | | |
| MRN110042 | Marin Transit | 4 Local Buses | 2,235,772 | | | |
| NAP970010 | Napa Vine | Napa Vine: Operating Assistance | 1,471,103 | | | |
| NAP090008 | Napa Vine | Equipment Replacement & Upgrades | 48,009 | | 173,718 | |
| SON110052 | Petaluma | Replace 2 Paratransit Cutaways FY14 | 10,638 | | 126,490 | |

| FY 2013-14 Transit Capital Priorities / Transit Capital Rehabilitation Program | | | | | |
|--|---------------|--|---------------------|---------------------|---------------------|
| TIP ID | Operator | Project Description | FTA Section 5307 | FTA Section 5337 | FTA Section 5339 |
| Capital Projects, continued | | | | | |
| SM-110053 | SamTrans | Advanced Communication System Upgrades | 2,653,250 | | |
| SM-110069 | SamTrans | Replacement of 19 2007 Cutaway Buses | 1,837,710 | | |
| SON090023 | Santa Rosa | Santa Rosa CityBus: Operating Assistance | 1,702,376 | | |
| SON090024 | Santa Rosa | Santa Rosa CityBus: Preventative Maintenance | 1,308,303 | | |
| SON030012 | Santa Rosa | Santa Rosa CityBus: Transit Enhancements | 30,411 | | |
| SON070020 | Santa Rosa | Diesel-Electric Hybrid Fixed-Route Replacement Bus | | | 235,490 |
| SF-110050 | SFMTA | 50 40' Neoplan Bus Replacement | 5,842,769 | | 6,808,940 |
| SF-110051 | SFMTA | 26 60' Neoplan Bus Replacement | 4,116,619 | | |
| SF-110050 | SFMTA | 8 40' Neoplan Bus Replacement | 4,643,523 | | |
| SF-070045 | SFMTA | 60 60' New Flyer Trolley Bus Replacement | 12,677,488 | | |
| New | SFMTA | 42 40' Neoplan Bus Replacement | 5,000,000 | | |
| New | SFMTA | 49 60' Neoplan Bus Replacement | 8,365,234 | | |
| SF-95037B | SFMTA | Muni Rail Replacement | | 34,592,086 | |
| SF-970073 | SFMTA | Cable Car Renovation Program | | 960,000 | |
| SOL110040 | SolTrans | Operating Assistance | 4,464,897 | | |
| SOL090034 | SolTrans | Bus Purchase | 0 | | 541,328 |
| SON030005 | Sonoma County | SCT Preventive Maintenance Program | 1,003,560 | | |
| SON050021 | Sonoma County | SCT Bus Stop Enhancements | 10,137 | | |
| SON110049 | Sonoma County | Replacement of One CNG 40-Foot Orion Bus | | | 235,490 |
| ALA110114 | Union City | Replacement of Two (2) Transit Buses | 953,135 | | |
| SOL010007 | Vacaville | Operating Assistance | 985,000 | | |
| SCL990046 | VTA | VTA: Preventive Maintenance | 32,300,838 | 2,637,216 | |
| SCL050045 | VTA | VTA: ADA Bus Stop Improvements | 363,653 | | |
| SCL050049 | VTA | VTA: Rail Substation Rehab/ Replacement | | 3,342,000 | |
| SCL090044 | VTA | VTA: TP OCS Rehab and Replacement | | 3,342,000 | |
| SCL050002 | VTA | VTA: Rail Replacement Program | | 3,432,034 | |
| SCL050001 | VTA | VTA: Standard and Small Bus Replacement | | | 2,951,285 |
| CC-110093 | WestCat | Replacement of 1 40' suburban diesel transit bus | 438,584 | | |
| CC-110094 | WestCat | Replacement of 1 40' suburban diesel transit bus | 550,685 | | |
| REG090054 | WETA | Ferry Channel Dredging | 1,600,000 | | |
| REG090057 | WETA | Ferry Major Component Replacement | 2,000,000 | | |
| REG090067 | WETA | Ferry Fixed Guideway Connectors | 800,000 | | |
| SF-110053 | WETA | Replacement Vessel | 2,592,000 | | |
| Total Capital Projects | | | 204,355,800 | 165,581,378 | 12,928,817 |
| Total Program | | | 224,231,852 | 189,635,890 | 12,928,817 |
| Fund Balance | | | 5,943,478 | 0 | 539,478 |

Date: November 28, 2012
W.I.: 1514
Referred by: PAC
Revised: 05/22/13-C

ABSTRACT

Resolution No. 4079

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2012-13. The initial program consists of \$1,669,818 that was originally programmed to BART and \$1,875,404 programmed to SFMTA, both in FY2008-09, which lapsed due to delays in programmed projects, and is now being reprogrammed to BART and SFMTA. This resolution will be amended to add the remainder of the FY2012-13 AB 664 program in conjunction with final revisions to the FY2012-13 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Program of AB 664 Net Bridge Toll Revenue Projects FY2012-13

This resolution was amended on May 22, 2013, to add the remainder of the FY2012-13 AB 664 program based on the final revisions to the FY2012-13 Transit Capital Priorities program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated November 14, 2012 and May 8, 2013.

Date: November 28, 2012
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in Fiscal Year 2012-13

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4079

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq., and

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

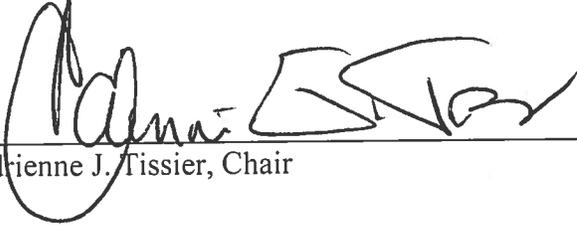
WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's Bridge Toll Revenue Allocation Policy; and

WHEREAS, MTC has adopted a transit capital priorities program which set forth the priorities for funding transit capital projects in the Transportation Improvement Program (TIP); and

WHEREAS, these projects programmed in the TIP are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State EIR Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the FY2012-13 programming of AB 664 Net Bridge Toll Revenues to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

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 November 28, 2012.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

| FY2012-13 Program | | | | |
|---------------------------------|--|---------------------|---------------------|--------------------|
| Sponsor | Eligible Capital Projects | Fund Source | East Bay | West Bay |
| | Revenue Projections | | \$7,552,300 | \$3,236,700 |
| | Previous Year Carry-Over (if any) | | 1,610,462 | 216,035 |
| | Expirations and Rescissions | | \$1,669,818 | \$1,875,404 |
| | Total Funds Available | | \$10,832,580 | \$5,328,139 |
| Current Year Programming | | | | |
| AC Transit | CAD/AVL | § 5307 | | |
| AC Transit | Radio communication system | § 5307 | | |
| AC Transit | Paratransit Van Leasing | § 5307 | | |
| | (51) Diesel Particulate Filters for 30' Buses | § 5307 | | |
| AC Transit | Replace (27) 2003 60' articulated buses | § 5307 | | |
| | Total Programmed to AC Transit | | 1,177,611 | |
| BART | Strategic Maintenance Program | § 5307/§ 5309 FG | | |
| BART | General Mainline Renovation | § 5307/§ 5309 FG | | |
| BART | Train Control Renovation | § 5309/37 FG | | |
| BART | Traction Power | § 5307/§ 5309/37 FG | | |
| BART | Rail, Way and Structures Program | § 5307/§ 5309/37 FG | | |
| BART | Fare Collection Equipment | § 5307/§ 5309/37 FG | | |
| BART | Station Renovations | § 5307/§ 5309 FG | | |
| BART | L-intrusion Barrier | § 5307/§ 5309 FG | | |
| BART | Lake Merritt Subway | § 5307/§ 5309 FG | | |
| BART | Platform Edge Tile Replacement | § 5307/§ 5309 FG | | |
| | Total Amount Programmed to BART (1) | | 6,009,844 | |
| Caltrain | San Mateo Bridges Replacement | § 5337 | | |
| Caltrain | Caltrain: Signal/Communication Rehab. & Upgrades | § 5337 | | |
| Caltrain | Caltrain TVM Replacement | § 5337 | | |
| | Total Amount Programmed to Caltrain | | | 169,296 |
| CCCTA | CCCTA: Replace 7 30' Buses | § 5307/§ 5339 | | |
| CCCTA | CCCTA: Replace 6 22' Paratransit Vans | § 5307 | | |
| CCCTA | CCCTA: Replace 4 Paratransit Minivans | § 5307 | | |
| CCCTA | Purchase and Install 40 Electric Cooling Fans | § 5307 | | |
| | Total Amount Programmed CCCTA | | 348,769 | |
| ECCTA | Replace Ten, 2001 40' Gilligs | § 5307/§ 5339 | | |
| ECCTA | Replace Two, 2007 Chevrolet Minivans | § 5307 | | |
| ECCTA | Replace One, 2003 DR Cutaway/Van | § 5307 | | |
| ECCTA | Replace One, 2006 DR Cutaway/Van | § 5307 | | |
| ECCTA | Preventive Maintenance | § 5307 | | |
| | Total Amount Programmed to ECCTA | | 607,671 | |
| LAVTA | Preventive Maintenance | § 5307 | | |
| | Total Amount Programmed to LAVTA | | 134,759 | |
| SFMTA | 45 40' NABI Replacement | § 5307/§ 5339 FG | | |
| SFMTA | 35 22' Paratransit vans | § 5307 | | |
| SFMTA | 58 40' Neoplan Bus Replacement | § 5307 | | |
| SFMTA | 26 60' Neoplan Bus Replacement | § 5307 | | |
| SFMTA | 60 60' New Flyer Trolley Bus Replacement | § 5307 | | |
| SFMTA | ITS Radio System Replacement | § 5307/§ 5337 | | |
| SFMTA | Muni Rail Replacement | § 5337 | | |
| SFMTA | Cable Car Renovation Program | § 5337 | | |
| | Total Amount Programmed to SFMTA (2) | | | 4,523,736 |

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

| FY2012-13 Program | | | | |
|--|--|-------------|---------------------|--------------------|
| Sponsor | Eligible Capital Projects | Fund Source | East Bay | West Bay |
| SamTrans | Replacement of 1998 Gillig Buses | § 5307 | | |
| SamTrans | Replacement of 14 2009 Minivans | § 5307 | | |
| SamTrans | Preventive Maintenance | § 5307 | | |
| Total Amount Programmed to SamTrans | | | | 635,107 |
| SolTrans | Technology Enhancements | § 5339 | | |
| Total Amount Programmed to SolTrans | | | 21,757 | |
| Westcat | Replacement of 8 (1988) 40' transit buses. | § 5307 | | |
| Total Amount Programmed to Westcat | | | 337,306 | |
| WETA | Replacement Vessel | § 5307 | | |
| WETA | Ferry Major Component Rehabilitation | § 5307 | | |
| WETA | Ferry Propulsion System Replacement | § 5307 | | |
| WETA | Ferry Fixed Guideway Connectors | § 5307 | | |
| Total Amount Programmed to WETA | | | 2,194,863 | |
| Total Programmed | | | \$10,832,580 | \$5,328,139 |
| Fund Balance | | | 0 | 0 |

Notes:

1. Includes BART reallocation of lapsed funds \$1,669,818 #13-4080-01 11/28/12.
2. Includes SFMTA reallocation of lapsed funds \$1,875,404 #13-4080-02 11/28/12.

Date: November 28, 2012
W.I.: 1514
Referred by: PAC
Revised: 05/22/13-C

ABSTRACT

Resolution No. 4080

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2012-13. The initial allocations consists of \$1,669,818 that was originally programmed to BART and \$1,875,404 programmed to SFMTA, both in FY2008-09, which lapsed due to delays in programmed projects, and are now being reallocated to BART and SFMTA. This resolution will be amended to add the remainder of the FY2012-13 AB 664 allocations in conjunction with final revisions to the FY2012-13 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Allocation of AB 664 Net Bridge Toll Revenue FY2012-13

This resolution was amended on May 22, 2013, to allocate the remainder of the FY2012-13 AB 664 program based on the final revisions to the FY2012-13 Transit Capital Priorities program.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheets dated November 14, 2012 and May 8, 2013.

Date: November 28, 2012
W.I.: 1514
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2012-13

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4080

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is responsible for the allocation of certain bridge toll revenues, to wit:

(1) Pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate certain toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, MTC Resolution No. 4015 sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2012-13 for the projects and purposes set forth in Attachment A to this resolution, attached hereto and in MTC Resolution No. 4079, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4079, programs Net Bridge Toll Revenues for FY2012-13; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2012-13 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution and consistent with MTC Resolution 4079.

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 November 28, 2012

**ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2012-13 Program**

| PO/Acct. Code | Project Sponsor | Project | East Bay Allocation | West Bay Allocation | Approval Date |
|---|-----------------|---|---------------------|---------------------|---------------|
| Match to Federal Transit Capital Funds | | | | | |
| 12-4080-01/5850 | BART (1) | Match to capital projects programmed in MTC Resolution No. 4079 | 1,669,818 | | 11/28/12 |
| 12-4080-02/5850 | SFMTA (2) | Match to capital projects programmed in MTC Resolution No. 4079 | | 1,875,404 | 11/28/12 |
| 12-4080-03/5850 | ACTransit | Match to capital projects programmed in MTC Resolution No. 4079 | 1,177,611 | | 5/22/13 |
| 12-4080-04/5850 | BART | Match to capital projects programmed in MTC Resolution No. 4079 | 4,340,026 | | 5/22/13 |
| 12-4080-05/5850 | Caltrain | Match to capital projects programmed in MTC Resolution No. 4079 | | 169,296 | 5/22/13 |
| 12-4080-06/5850 | CCCTA | Match to capital projects programmed in MTC Resolution No. 4079 | 348,769 | | 5/22/13 |
| 12-4080-07/5850 | ECCTA | Match to capital projects programmed in MTC Resolution No. 4079 | 607,671 | | 5/22/13 |
| 12-4080-08/5850 | LAVTA | Match to capital projects programmed in MTC Resolution No. 4079 | 134,759 | | 5/22/13 |
| 12-4080-09/5850 | SamTrans | Match to capital projects programmed in MTC Resolution No. 4079 | | 635,107 | 5/22/13 |
| 12-4080-10/5850 | SFMTA | Match to capital projects programmed in MTC Resolution No. 4079 | | 2,648,332 | 5/22/13 |
| 12-4080-11/5850 | SolTrans | Match to capital projects programmed in MTC Resolution No. 4079 | 21,757 | | 5/22/13 |
| 12-4080-12/5850 | WestCat | Match to capital projects programmed in MTC Resolution No. 4079 | 337,306 | | 5/22/13 |
| 12-4080-3/5850 | WETA | Match to capital projects programmed in MTC Resolution No. 4079 | 2,194,863 | | 5/22/13 |

| | | | | |
|-------------------|------------|-----------|--------------------|--|
| | | | Grand Total | |
| Total Allocations | 10,832,580 | 5,328,139 | 16,160,719 | |

Notes:

1. BART reallocation of lapsed funds \$1,669,818 #13-4080-01 11/28/12.
2. SFMTA reallocation of lapsed funds \$1,875,404 #13-4080-02 11/28/12.