

Metropolitan Transportation Commission Programming and Allocations Committee

January 14, 2015

MTC Resolution Nos. 4133, Revised, 4162, Revised, 4163, Revised, and 4169

Subject: Various actions to program (with conditions) \$153 million to the San Francisco Municipal Transportation Agency (SFMTA) for the purchase of 40 additional light rail vehicles.

Background: This item revises the FY2014-15 Transit Capital Priorities (TCP) program to reprogram \$25 million from SFMTA's fixed guideway rehabilitation projects towards SFMTA's light rail vehicle (LRV) purchase. This item also advances \$44 million in AB664 bridge tolls and \$84 million in BATA project savings towards SFMTA's LRV purchase, with conditions for repayment.

SFMTA recently awarded a 15-year contract to Siemens, Inc. for new LRVs that will begin delivery in 2016. The base contract included 151 replacement LRVs and 24 expansion LRVs, with an option for an additional 40 expansion LRVs to help meet projected vehicle needs through 2020. Both the replacement and expansion projects are components of the Core Capacity Challenge Grant Program (MTC Res. 4123). According to that program, the 151 replacement LRVs were to be funded in part with future programming of bridge toll funds while the 40 expansion LRVs were to be funded in part with future Cap and Trade revenues. SFMTA was also to commit local funds to both projects.

SFMTA recently requested \$210 million from MTC in the near term to allow SFMTA to exercise the 40 LRV option immediately in order to keep their place in the production queue (see attached letter). This is one to two years earlier than SFMTA staff had anticipated needing the funds. However, due to demand from other transit agencies, the vendor advised SFMTA that the production window for the 40 option vehicles will be deferred beyond 2020 if SFMTA does not provide an immediate commitment to execute the option. Another potential benefit to locking in the option now is savings in escalation costs in the range of \$5 million to \$10 million.

To meet this immediate need, staff proposes to reprogram \$25 million currently programmed to SFMTA's fixed guideway infrastructure rehabilitation projects in the FY2014-15 TCP program to the LRV purchase, and additionally to program the \$128 million in AB664 bridge tolls and BATA project savings that had been designated for replacement vehicles. The proposal also requires SFMTA to fund \$57 million of the costs of the option with local funds, which could include SFMTA revenue bonds, development impact fees and other non-federal sources. The proposed funding sources are summarized in the table at right. All of these sources would otherwise be directed to SFMTA's rehabilitation and replacement needs, rather than to fleet expansion. The AB664 and BATA funds are proposed to be programmed at this time, but would not be allocated until SFMTA needs them to meet contract milestone payments, likely starting in 2016.

**SFMTA 40 LRV Option
Proposed Funding Sources
\$ millions**

FY15 TCP Funds	\$25
AB 664 Bridge Tolls	44
BATA Project Savings	84
SFMTA Funds	57
Total	\$210

In order to restore funding for rehabilitation and replacement projects in the future, the \$153 million in MTC funds is intended to serve as a backstop for the receipt of future Cap and Trade funds via the Transit and Intercity Rail Capital Program (TIRCP), administered by the California State Transportation Agency (CalSTA). If Cap and Trade funds are secured, the regional funds would be restored to the fixed guideway projects under TCP and the vehicle replacement projects under Res. 4123. If Cap and Trade funds are not awarded, SFMTA will be required to repay the regional contribution by funding the fixed guideway rehabilitation and vehicle replacement projects from local fund sources. The proposed funding compared to the current commitments made in Res. 4123 and the FY2014-15 TCP program are summarized in Attachment 1.

Issues:

1. Conditions of Programming: MTC's allocation of the bridge toll funds and support for FTA grants of the TCP funds are proposed to be contingent on SFMTA's meeting three requirements: 1) SFMTA is to pursue Cap and Trade funds and is required to repay the regional investment if these funds are not secured; 2) SFMTA would also be required to develop an agreement with MTC on the terms of the replacement funding if Cap and Trade funds are not secured. MTC staff will return to the Commission at a later date, but before allocation of AB 664 or BATA project savings or including federal funds in the Transportation Improvement Program (TIP), with the terms of the repayment if necessary; and 3) SFMTA is to provide \$57 million in local funds to complete the \$210 million funding plan for the LRV option. SFMTA's Board is expected to consider the option funding plan at their meeting on January 20.

2. Uncertainty of Cap and Trade funding for LRVs: SFMTA's LRV fleet expansion should be a strong candidate for Cap and Trade funding under TIRCP which is a statewide, competitive program. However, state guidelines for the program have not been finalized, and only \$25 million is available statewide in FY2014-15, so the amount and timing of funding for the LRV project is uncertain. MTC and SFMTA staff are working with CalSTA to allow for multi-year commitments, and to secure a commitment that the LRVs will remain eligible for Cap and Trade funds through a letter of no prejudice (LONP) type arrangement.

3. Uncertainty of funding for fixed guideway rehabilitation and LRV replacement: SFMTA staff anticipates using non-federal SFMTA funds to restore funding to the fixed guideway rehabilitation and vehicle replacement projects in the event that Cap and Trade funds are not secured for LRV expansion, but the amounts and length of time required to meet this commitment remain uncertain at this time.

Recommendation: Refer MTC Resolution Nos. 4133, Revised, 4162, Revised, 4163, Revised, and 4169 to the Commission for approval.

Attachments: Funding commitments table
SFMTA letter
MTC Resolution Nos. 4133, Revised, 4162, Revised, 4163, Revised, and 4169.

Attachment 1
Funding Commitments for SFMTA Fleet Replacement & Expansion, Fixed Guideway Rehabilitation
(\$ Millions)

Funding Sources					
FTA/STP	AB664 Bridge Tolls	BATA Project Savings	Cap & Trade	SFMTA Local Funds	Total

Current Funding Commitments*

SFMTA Fleet Replacement – includes 151 LRVs	\$ 1,746	\$ 44	\$ 84		\$ 770	\$ 2,644
SFMTA Fleet Enhance & Expand – includes 40 LRVs				\$ 400	\$ 248	\$ 648
Fixed Guideway Infrastructure Rehabilitation	\$25				\$6	\$ 31
Total	\$ 1,771	\$ 44	\$ 84	\$ 400	\$ 1,024	\$ 3,323

Proposed Revisions if Cap & Trade Funds Not Awarded for 40 Expansion LRVs

SFMTA Fleet Replacement – includes 151 LRVs	\$ 1,746				\$ 898	\$ 2,644
40 Expansion LRVs	\$ 25	\$ 44	\$ 84		\$ 57	\$ 210
Other Fleet Enhance & Expand				\$ 247	\$ 191	\$ 438
Fixed Guideway Infrastructure Rehabilitation					\$ 31	\$ 31
Total	\$ 1,771	\$ 44	\$ 84	\$ 247	\$ 1,177	\$ 3,323

Difference	\$ -	\$ -	\$ -	\$ (153)	\$ 153	\$ -
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*Based on the Core Capacity Challenge Grant program (MTC Resolution No. 4123) and the FY2014-15 Transit Capital Priorities program (MTC Resolution No. 4162)



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Gwyneth Borden, *Director*

Jerry Lee, *Director*

Cristina Rubke, *Director*

Cheryl Brinkman, *Vice-Chairman*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Edward D. Reiskin, *Director of Transportation*

December 2, 2014

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: SFMTA Funding Need for Expansion Light Rail Vehicles

Dear Mr. Heminger:

As you know, we had a highly successful election outcome on November 4 with both the passage of the Prop A \$500 million General Obligation bond and Prop B, which dedicates added general fund revenue to the San Francisco Municipal Transportation Agency (SFMTA). Additionally, SFMTA is preparing to issue another series of revenue bonds, in large part dedicated to transportation capital improvements. All together these measures represent a large infusion of new local revenues committed to transportation projects in San Francisco. These revenues make up a significant portion of the local match required to meet Metropolitan Transportation Commission's (MTC) commitment of \$2.3 billion to the SFMTA under the Transit Core Capacity Challenge Grant program established in January 2014, including \$400 million for the enhancement and expansion of SFMTA's fleet.

Consistent with the region's SB 375 goals, modernization and expansion of our fleet is critical to meet projected ridership growth and achieve greenhouse gas reduction emission goals. In line with regional growth projections, the city's traffic model estimates that by 2040, the SFMTA will need to carry more than one million daily transit boardings (40 percent growth). Opening of the Central Subway in 2019 and the proposed M Line Extension into Park Merced will concentrate ridership growth along light rail lines and Light Rail Vehicles (LRVs) provide a zero-emissions mode of travel for millions of Bay Area residents, workers, and visitors each year.

We recently awarded a 15-year contract to Siemens, Inc. for new LRVs that will begin delivery in 2016. The base contract included 151 replacement LRVs and 24 expansion LRVs, with the majority of the funding for the expansion LRVs (\$132 million) from local funds. The contract includes two options for additional vehicles, the first for 40 LRVs which, along with the 24 in the base contract, will meet current and projected vehicle needs through 2020 and a second option for 45 LRVs to meet the growth in vehicle needs between 2020 and 2040.

San Francisco is committed to seeing the LRV project successfully delivered, and most immediately lining up both the 24 expansion vehicles included in the base contract, plus the 40 option expansion vehicles delivered to meet 2020 service demands. Each year, these 64 additional LRVs will result in the removal of 8,765 metric tons of greenhouse gas (GHG) emissions annually. This benefit is equivalent to removing 1,845 passenger cars (or reducing

private automobile miles by 20.8 million miles) per year. These state-of-the-art vehicles will be equipped with innovative safety features, improved passenger amenities, and modern information systems.

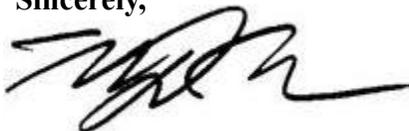
SFMTA now has an urgent need for \$210 million from MTC to exercise the first option and increase the number of expansion LRVs from 24 to 64 and have those cars in service by 2020. Siemens has advised us that due to demand from other transit properties, the production window for the 40 option vehicles will close and the opportunity to receive those vehicles will be deferred beyond 2020 if we do not provide an immediate commitment to execute the option. Another significant benefit to locking in the option now is the savings in escalation costs of up to \$15 million on top of the significantly below-market vehicle cost SFMTA secured under the contract.

MTC had designated the State's Cap and Trade Transit and Intercity Rail Program to fund \$400 million of SFMTA's vehicle expansion and rehabilitation needs. However, with project selection by the State not scheduled to happen until spring 2015, under the current circumstances that funding will come too late for this option and we will not be able to get these vehicles in time to meet 2020 service demands.

In order to secure this one-time opportunity to obtain the vehicles San Francisco so urgently needs in the timeframe they are needed, we request that MTC commit \$210 million of immediately available funds for SFMTA's expansion LRV project. While we understand this to be a significant ask, we want to be able to avail ourselves of this critically important opportunity for San Francisco and the region. We look forward to working with you on finding a solution so that we can do so.

My staff will follow-up with yours regarding next steps.

Sincerely,



Edward D. Reiskin
Director of Transportation

cc: T. Nolan – Chair, SFMTA Board of Directors
D. Campos, A. Halsted, S. Wiener – MTC Commission
T. Chang – Executive Director, SFCTA
G. Gillett – Office of Mayor Edwin M. Lee
M. Webster, K. Breen, J. Haley, S. Bose – SFMTA

Date: February 26, 2014
W.I.: 1511
Referred by: PAC
Revised: 06/25/14-C 07/23/14-C
09/24/14-C 12/17/14-C
01/28/15-C

ABSTRACT

Resolution No. 4133, Revised

This resolution approves the FY 2014-15 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), Assembly Bill (AB) 1107 sales tax, and transit-related bridge toll funds.

This resolution was revised on June 25, 2014 to assign \$150,000 of funds from the Bay Area Rapid Transit District's STA apportionment that had been placed in escrow for fare coordination, to the Metropolitan Transportation Commission to conduct the Inner East Bay Fare pilot program.

This resolution was revised on July 23, 2014 to reflect actual receipts for TDA and AB 1107 funds in FY 2013-14, the rescission actions that were necessary to match FY 2013-14 allocations to the actual revenue collected, and the allocations of the excess revenue for FY 2013-14 per operator's requests.

This resolution was revised on September 24, 2014 to reflect actual receipts of FY 2013-14 STA program funds and AB 1107 revenues. In addition, this resolution was revised to update STA apportionment shares based on information provided by the State Controller's Office.

This resolution was revised on December 17, 2014 to assign \$80,000 of funds from the Bay Area Rapid Transit District's STA apportionment that had been set aside for fare coordination, to the Metropolitan Transportation Commission to conduct the Inner East Bay Fare Pilot program. In addition, STA Population-based apportionments were revised to account for refunds and to document the Commission's fulfillment of the MTC Resolution No. 3814 funding commitment to the eBART project.

This resolution was revised on January 28, 2015 to reflect the addition of \$44,000,000 of AB 664 30% West Bay funds to the FY 2014-15 payment amount to allow for the programming of up to \$44,000,000 in funds to the SFMTA's light rail vehicle (LRV) procurement as committed to through MTC Resolution 4163.

Further discussion of these actions is contained in the MTC Programming and Allocations Summary Sheets dated February 12, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, and January 14, 2015.

Date: February 26, 2014
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2014-15

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4133

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, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2013-14 and FY 2014-15 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2014-15 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

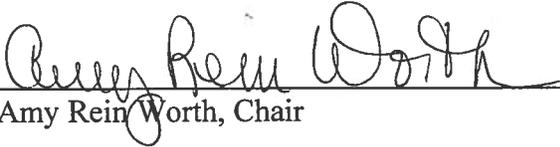
WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2014-15 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2014-15 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION



Amy ReinWorth, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 26, 2014.

**FY2014-15 FUND ESTIMATE
BRIDGE TOLLS**

Fund Transfer per MTC Res-3948³	
AB 664	\$248,049,407
RM 1	\$200,200,625
2% Tolls	\$58,736,505
TOTAL	\$506,986,537

**This transfer was executed on 9/10/2010*

BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2013	FY2012-14	FY2013-14	6/30/2014	FY2014-15	Total
Fund Source	Balance¹	Outstanding Commitments²	Payment Amount⁴	Projected Carryover	Payment Amount^{4,6}	Available For Allocation
AB 664 Bridge Revenues						
70% East Bay	22,236,607	(29,768,906)	7,552,300	20,000	7,552,300	7,572,300
30% West Bay	14,142,365	(17,379,064)	3,236,700	0	47,236,700	47,236,700
SUBTOTAL	36,378,972	(47,147,970)	10,789,000	20,000	54,789,000	54,809,000
MTC 2% Toll Revenues						
Ferry Capital	1,617,930	(2,010,047)	1,000,000	607,883	1,000,000	1,607,883
ABAG Bay Trail	26,249	(476,249)	450,000	0	450,000	450,000
SMART ⁵	7,677,000	(14,977,000)	7,300,000	0	0	0
Studies	922,536	(510,294)	0	412,241	0	412,241
SUBTOTAL	10,243,715	(17,973,590)	8,750,000	1,020,124	1,450,000	2,470,124
5% State General Fund Revenues	2,551,047	(2,762,455)	3,147,625	2,936,217	3,179,101	6,115,318
GRAND TOTAL	\$49,173,734	(\$67,884,015)	\$22,686,625	\$3,976,341	\$59,418,101	\$63,394,442

1. Balance as of 6/30/13 is from MTC FY2012-13 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/13, and FY2013-14 allocations as of 6/30/14.

3. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years and relieve BATA from making those fund transfers for that 50 year period. The AB 664, RM1, and MTC 2% Toll Revenues, listed above, commencing in FY2010-11, are funded from this payment.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for AB 664, 2%, and 5% bridge toll revenues.

5. Recommended per MTC Resolutions 3884, Revised and 4022, Revised

6. Reflects advancement of \$44,000,000 in AB 664 30% West Bay funds to SFMTA for LRV procurement per MTC Resolution No. 4163.

Date: December 17, 2014
W.I.: 1512
Referred By: PAC
Revised: 01/28/15-C

ABSTRACT

Resolution No. 4162

This resolution approves the FY2014-15 Transit Capital Priorities preliminary program of projects for inclusion in the Transportation Improvement Program (TIP). The program includes projects funded with FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. In addition, Surface Transportation Program Cycle 2 Transit Capital Rehabilitation funds are being programmed in MTC Resolution No. 4035, Revised, and AB 664 Bridge Toll revenues are programmed in MTC Resolution No. 4163 for FY2014-15 Transit Capital Priorities projects.

This Resolution includes the following attachment:

Attachment A – FY2014-15 Program of Projects

This resolution was revised on January 28, 2015 to re-program \$24.8 million from SFMTA's fixed guideway rehabilitation projects towards SFMTA's light rail vehicles (LRV) purchase.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocation Committee summary sheet dated December 10, 2014 and January 14, 2015.

Date: December 17, 2014
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Regional Transit Capital Priorities

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4162

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

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

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 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. 4140; 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 FY 2014-15 Transit Capital Priorities program of projects to be included in the TIP as set forth in Attachment A; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise 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

A handwritten signature in blue ink, appearing to read "Amy Rein Worth", is written over a horizontal line.

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 17, 2014.

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program						
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339	
			Actual Apportionments	208,984,999	170,320,038	13,072,341
			Previous Year Carryover	7,663,919	0	695,353
			Funds Available for Programming	216,648,918	170,320,038	13,767,694
Lifeline Set-Aside (JARC Projects)						
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856			
ADA Operating Set-Aside						
ALA990076	AC Transit	ADA Set-aside	3,913,691			
ALA050042	ACE	Preventive Maintenance	8,836			
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	2,678,954			
REG090051	Caltrain	Revenue Vehicle Rehab Program	163,267			
CC-99T001	CCCTA	ADA Set-aside	1,178,716			
CC-030035	ECCTA	ADA Set-aside	523,153			
MRN130015	GGBHTD	Transit System Enhancements	307,963			
ALA990077	LAVTA	ADA Set-aside	335,595			
MRN110047	Marin Transit	ADA Set-aside	461,944			
NAP030004	Napa VINE	ADA Set-aside	38,496			
SON150007	Petaluma Transit	ADA Set-aside	82,795			
SM-990026	SamTrans	ADA Set-aside	1,847,776			
SF-990022	SFMTA	ADA Set-aside	3,990,682			
SOL110025	SolTrans	ADA Set-aside	302,177			
New	Sonoma City Tran	ADA Set-aside	28,939			
New	Union City Transit	ADA Set-aside	128,318			
SCL050046	VTA	ADA Set-aside	3,645,778			
CC-990045	WestCat	ADA Set-aside	243,804			
New	WETA	Ferry Major Component Rehab/Replacement	5,133			
Vehicle Procurement Reserve						
New	Caltrain	Positive Train Control/Electrification - RESERVED		10,770,994		
New	Caltrain	Railcar Replacement - RESERVED		10,469,721		
			Total Program Set-asides and Commitments	22,775,873	21,240,715	0
			Funds Available for Capital Programming	193,873,045	149,079,323	13,767,694
Capital Projects						
ALA010034	AC Transit	Replace CAD/AVL/Radio System	8,567,594			
ALA150018	AC Transit	Replace (25) 40ft Urban Buses - Hybrids	9,940,433			
ALA150018	AC Transit	Replace (40) 40ft Urban Buses - Diesels	13,953,720			
ALA150013	AC Transit	Purchase (15) 40ft Expansion Urban Buses - Diesels	5,232,645			
ALA990052	AC Transit	ADA Paratransit Van Replacement	1,363,034			
REG110044	ACE	Positive Train Control		1,240,810		
REG050020	BART	BART Car Exchange Preventive Maintenance	1,598,164			
BRT030004	BART	Train Control		12,805,069		
BRT97100B	BART	Rail, Way, and Structures Program		17,070,028		
ALA090065	BART	Fare Collection Equipment		6,000,000		
REG050020	BART	BART Car Exchange Preventive Maintenance		51,073,634		
REG090037	BART	Railcar Replacement		500,000		
SF-010028	Caltrain	Railcar Replacement		5,234,766		
CC-150006	CCCTA	Replace (18) 30' Buses	5,985,478		863,162	
CC-150007	CCCTA	Replace (13) 35' Buses	5,106,140			
CC-150008	CCCTA	Replace (3) Paratransit Vans	295,200			
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement	918,823			
REG090045	Clipper	AC Transit - Fare Collection Equipment Replacement	4,000,957			
REG090045	Clipper	MTC - Fare Collection Back Office Equipment Replacement		2,315,228		
REG090045	Clipper	SFMTA - Fare Collection Equipment Replacement		2,538,052		
REG090045	Clipper	Golden Gate Ferry - Fare Collection Equipment Replacement		195,958		
REG090045	Clipper	Golden Gate Bus - Fare Collection Equipment Replacement		1,228,907		
CC-070092	ECCTA	Replace (5), 45' diesel, over the road coaches	2,037,153		451,547	
CC-070092	ECCTA	Replace (20) Ford four year gas cutaway/vans	1,410,400			
CC-070092	ECCTA	Replace (30) MDTs for paratransit fleet	360,000			
SOL010006	Fairfield	Fairfield Operating Assistance	2,422,394			
SOL110041	Fairfield	(2) 40' Transit Hybrid Buses			284,891	
MRN990017	GGBHTD	Ferry Channel and Berth Dredging		9,200,000		
ALA150017	LAVTA	Replace (5) 2000 40' Diesel Vehicles with 5 40' Hybrids	2,594,228		513,572	
ALA150015	LAVTA	Replace (4) 2002- Over the Road Diesel vehicles with 4 40' Hybrids	2,486,240			
ALA150014	LAVTA	Replace (4) 2002- Low Floor Diesel vehicles with 4 40' Hybrids	2,486,240			
ALA150016	LAVTA	Replace (7) 2003- Diesel vehicles with 7 40' Hybrids	4,350,920			
New	Marin Transit	Replace (9) ADA Paratransit Vehicles	634,680			
New	Marin Transit	Replace (3) Stage Coach Vehicles	364,080			
New	Marin Transit	Install fareboxes on Marin County Paratransit Vehicles	76,260			
New	Marin Transit	Install fareboxes on Marin County Dial-A-Ride Vehicles	22,960			
New	Marin Transit	Replace Marin Transit Fixed Route Fareboxes	34,440			
New	Marin Transit	Replace Paratransit Radios	49,200			
New	Marin Transit	Replace Paratransit MDTs	29,520			
NAP090008	Napa Vine	Equipment Replacement & Upgrades			174,228	
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,480,266			

FY 2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program					
TIP ID	Operator	Project Description	FTA Section 5307	FTA Section 5337	FTA Section 5339
Capital Projects, continued					
SON150004	Petaluma	(1) 40' Diesel Electric Replacement Standard Bus	494,701		126,859
SON090030	Petaluma	AVL/CAD Communications System	352,302		
SON150005	Petaluma	Purchase new Bus Radios	1,476		
SM-150005	Samtrans	Replacement of (60) 2003 Gillig Buses	20,000,000		
SM-110068	Samtrans	Replacement of (55) NABI articulated buses	20,000,000		
New	Santa Rosa	Replace 40' New Flyer buses with new 40' Diesel Buses	149,931		277,289
New	Santa Rosa	Equip new fixed route fleet buses with farebox	24,000		
New	Santa Rosa	Equip new fixed route fleet buses with radio systems	60,000		
New	Santa Rosa	Security improvements for access at bus stops	43,724		
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,701,083		
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	396,639		
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	22,737		
SF-150004	SFMTA	Station-Area Pedestrian and Bicycle Access Improvements	500,000		
SF-95037B	SFMTA	Muni Rail Replacement		0	
SF-030013	SFMTA	Wayside Fare Collection		0	
SF-970170	SFMTA	Overhead Line Rehabilitation		0	
SF-050024	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehabilitation		0	
SF-99T002	SFMTA	Cable Car Infrastructure		0	
SF-970073	SFMTA	Cable Car Renovation Program		0	
SF-090012	SFMTA	Expansion Light Rail Vehicles (40)		24,758,343	
SF-150005	SFMTA	Replacement of (67) 40' Motor Coaches	5,591,261		6,908,739
SF-150006	SFMTA	Replacement of (98) 60' Motor Coaches	20,000,000		
SOL110040	Soltrans	Operating Assistance	2,839,481		
SOL090033	Soltrans	Maintenance Facility	2,562,602		387,398
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,280,000		
SON110049	Sonoma County	Replacement of (1) CNG 40-Foot Heavy-Duty Bus in SCT's Fixed-Route Fleet	439,200		200,795
SON050021	Sonoma County	Installation of Passenger Shelters and Other Amenities at Various SCT Bus Stops	17,365		
ALA130033	Union City	Union City: Replacement of Two (2) Transit Buses	588,728		
SOL010007	Vacaville	Operating Assistance	985,000		
SCL050045	VTA	ADA Bus Stop Improvements	474,503		
SCL050001	VTA	(61) 40' Hybrid Bus Procurement	30,314,859		3,185,141
New	VTA	60' Hybrid Articulated Bus Procurement	370,520		
SCL990046	VTA	Preventive Maintenance	2,017,192		
SCL050002	VTA	Rail Replacement Program		303,088	
SCL110104	VTA	Light Rail Track Crossovers and Switches		2,179,440	
SCL110100	VTA	Kinkisharyo LRV Overhaul Program		640,000	
SCL150011	VTA	North First Street Corridor Light Rail Speed Improvements		400,000	
SCL150005	VTA	Train to Wayside Communication System Upgrade		200,000	
SCL150007	VTA	Upgrade Ohlone/Chynoweth Interlocking		960,000	
SCL150008	VTA	Track Intrusion Abatement		1,600,000	
SCL150009	VTA	LR Signal Shop Modification		396,000	
SCL150010	VTA	Upgrade LR Ring #1 Communications Equipment		1,760,000	
SCL150006	VTA	Back-up Power Devices for Elevated Station		320,000	
CC-150001	WestCat	Replacement of (10) Cut Away Vans	984,000		
CC-150004	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	427,220		
CC-150005	WestCat	Replacement of (1) 40 Ft Revenue Vehicle	497,740		
CC-150002	WestCat	Purchase of (10) Radio systems for (10) Cut Away Van's	8,000		
CC-150003	WestCat	Purchase of (2) Fast Fare Electronic Fareboxes	28,498		
CC-030025	WestCat	Preventive Maintenance	232,200		
REG090057	WETA	Ferry Major Component Rehab/Replacement		3,496,000	
REG090055	WETA	Ferry Propulsion System Replacement		2,288,000	
REG090067	WETA	Fixed Guideway Connectors		376,000	
Total Capital Projects			191,206,131	149,079,323	13,373,621
Total Programmed			213,982,004	170,320,038	13,373,621
Fund Balance			2,666,914	0	394,073

FY2014-15 Transit Capital Priorities / Transit Capital Rehabilitation Program Notes

1. Apportionment projections are based on 0% escalation relative to FY14 apportionments provided by the current extension of MAP-21. The program will be reconciled to the final apportionments after they are released by FTA.
2. Operators in the Fairfield, Napa, Santa Rosa and Vacaville Urbanized Areas did not wish to participate in the ADA operating set-aside programming element at the time the current ADA set-aside formula was developed. Future revisions to the ADA set-aside formula may include operators in these urbanized areas.
3. Programming for Santa Rosa CityBus and Sonoma County Transit in FY15 is based on a renegotiated agreement to share apportionments in the Santa Rosa urbanized area between the two agencies.
4. AC Transit: \$5M provisionally programmed for CAD-AVL System project pending discussions with AC Transit and ACTC on funding plan for CCCGP projects that were to be funded with Cap & Trade and local funds in CCCGP funding plan.
5. ACE: \$146,190 of FY15 FG cap deferred by formula based on grant balances to FY17.
6. BART: \$13,194,931 of FY15 FG cap deferred by formula based on grant balances to FY18.
7. Caltrain: \$1,835,506 of FG cap deferred by formula based on grant balances to FY17.
8. Caltrain: Reserved \$10.7 million FG cap for Electrification consistent with HSR/CalMod MOU, pending potential revision of Electrification funding plan.
9. Caltrain: \$10,469,721 for Caltrain's Railcar Replacement project will be held in a Vehicle Procurement Reserve. On December 17, 2014, the Commission directed staff to withhold programming these funds into the TIP. Staff is directed to return in two months with an update on the schedule and funding plan for Caltrain's railcars and Electrification project that reflects additional work by MTC and the Joint Powers Board member agencies, and to confirm the programming approach for the \$10.5 million for the railcar vehicles.
10. GGBHTD: Voluntarily deferred \$23,628,000 of fixed guideway cap funds from FY11 through FY15 to FY17. These funds will have priority for programming in FY17 as a prior-year commitment.
11. SFMTA: Voluntarily deferred \$15,000,000 of its FY15 fixed guideway cap to FY18; also deferred their 21 40ft Trolley Coach procurement to FY15-16 in response to MTC's request for deferral of projects to reduce shortfall. An additional \$1,518,629 of SFMTA's FY15 FG Cap was deferred by formula based on grant balances to FY17.
12. SFMTA: \$500k programmed to Station Bike and Pedestrian Improvements project in exchange for \$500k of SFMTA revenue bond funds for FG cap projects.
13. WestCAT exercised the Capital Exchange element of the TCP policy by deferring replacement of six 2002 40' diesel vehicles until FY16-17. Total savings to the region equals \$464,600. WestCAT will utilize the option for using 50% (\$232,300) of these savings for a non Score 16 project, preventive maintenance.
14. WETA: Voluntarily deferred \$3,424,000 of FG cap to FY17.
15. SFMTA: Conditions to reprogramming of \$24.8 million from SFMTA's fixed guideway rehabilitation projects towards SFMTA's light rail vehicle (LRV) purchase: <ul style="list-style-type: none"> a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase. b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available. c. If C&T funds are secured for the expansion LRVs, the \$25 million of TCP funds will be restored to the originally programmed SFMTA fixed guideway rehabilitation projects, and the \$44 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment. d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$25 million of TCP funds for SFMTA fixed guideway rehabilitation projects, and the \$44 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds. e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the FG rehab and LRV replacement projects. <p>The \$24.8 million will be removed from the fixed guideway rehab projects in the TIP until the availability of C&T funds for the LRVs has been determined. MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds and/or support for SFMTA's FTA grant application for the \$25 million of TCP funds if these conditions are not met.</p>

Date: December 17, 2014
W.I.: 1514
Referred By: PAC
Revised: 01/28/15-C

ABSTRACT

Resolution No. 4163, Revised

This resolution establishes the AB 664 Net Bridge Toll Revenues program of projects for FY2014-15. The initial program consists of \$5,219,167 being programmed to AC Transit towards their fleet replacement consistent with the Core Capacity Challenge Grant Program funding plan. The initial program also consists of \$67,304 in savings from the original allocation to the region for the Regional Transit Capital Inventory project in FY2006-07 that has lapsed and is now being re-programmed towards the same project. This resolution will be amended to add the remainder of the FY2014-15 AB 664 program in conjunction with final revisions to the FY2014-15 Transit Capital Priorities program.

The following attachment is provided with this resolution:

Attachment A. Program of AB 664 Net Bridge Toll Revenue Projects FY2014-15

This resolution was revised on January 28, 2015 to program \$44 million towards SFMTA's light rail vehicles (LRV) purchase.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated December 10, 2014 and January 14, 2015.

Date: December 17, 2014
W.I.: 1514
Referred by: PAC

RE: Programming of AB 664 Net Bridge Toll Revenues in Fiscal Year 2014-15

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4163

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, "claimants" certify that their respective 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 FY2014-15 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



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 17, 2014.

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2014-15 Program			East Bay	West Bay
	Revenue Projections		\$5,219,167	\$44,000,000
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions		\$37,304	\$30,000
	Total Funds Available		\$5,256,471	\$44,030,000
Sponsor	Eligible Capital Projects	Fund Source		
<u>Current Year Programming</u>				
AC Transit	Replace (25) 40ft Urban Buses - Hybrids	AB664		
	Total Amount Programmed to AC Transit		5,219,167	
Region	Regional Transit Capital Inventory ¹	AB664		
	Total Amount Programmed to the Region		37,304	30,000
SFMTA	Light Rail Vehicle Purchase ²	AB664		
	Total Amount Programmed to SFMTA			44,000,000
Total Programmed			\$5,256,471	\$44,030,000
Fund Balance			\$0	\$0

Notes:

1. Includes reallocation of lapsed savings of \$79,000 from #07-3768-8/5850 and 07-3768-13/5850 07/26/06.

2. This programming action is conditioned on:

a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.

b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available.

c. If C&T funds are secured for the expansion LRVs, the \$25 million of TCP funds will be restored to the originally programmed SFMTA fixed guideway rehabilitation projects, and the \$44 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.

d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$25 million of TCP funds for SFMTA fixed guideway rehabilitation projects, and the \$44 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds.

e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the FG rehab and LRV replacement projects.

MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds and/or support for SFMTA's FTA grant application for the \$25 million of TCP funds if these conditions are not met.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

ABSTRACT

Resolution No. 4169

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A. Program of Projects

Attachment B. Allocations of BATA Project Savings will be added to this resolution when the resolution is amended to allocate the programmed funds.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA’s Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC’s Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, 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; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, 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 28, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

Attachment A
Resolution No. 4169
Page 1 of 1

PROGRAM OF PROJECTS

BATA Project Savings
Project Commitments

Project	Date	Total	Conditions
SFMTA Fleet Expansion (Light Rail Vehicle purchase)	January 28, 2015	\$84,000,000	<p>a. SFMTA is required to provide \$57 million in their local funds, which could include SFMTA Revenue Bonds, development impact fees and other non-federal sources towards, the cost of the LRV purchase.</p> <p>b. The regional programming will serve as a back-stop for Cap and Trade (C&T) funds. SFMTA will make good faith efforts to obtain a Letter of No Prejudice or other commitment from the California State Transportation Agency to maintain eligibility of the LRVs for the C&T Transit and Intercity Rail program, and to pursue C&T funding for the LRVs when C&T funding is made available.</p> <p>c. If C&T funds are secured for the expansion LRVs, the \$25 million of TCP funds will be restored to the originally programmed SFMTA fixed guideway rehabilitation projects, and the \$44 million of AB 664 and \$84 million of BATA project savings will be restored to SFMTA's LRV replacement project in accordance with the Core Capacity Challenge Grant Program commitment.</p> <p>d. If C&T funds are not secured for the expansion LRVs, SFMTA will replace the \$25 million of TCP funds for SFMTA fixed guideway rehabilitation projects, and the \$44 million of AB 664 and \$84 million of BATA project savings for SFMTA's LRV replacement project with local funds.</p> <p>e. If C&T funds are not secured for the expansion LRVs, SFMTA agrees to develop an agreement with MTC on the terms of the replacement funding for the FG rehab and LRV replacement projects.</p> <p>MTC reserves the right to withhold allocation of the AB 664 and BATA project savings funds and/or support for SFMTA's FTA grant application for the \$25 million of TCP funds if these conditions are not met.</p>
<i>Total</i>		\$84,000,000	