

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

March 11, 2015

MTC Resolution No. 4162, Revised

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**Subject:** Programming approach for the \$10.5 million of FTA funds currently reserved for Caltrain's new railcars and a status report on the schedule and funding plan for Caltrain's Electrification program.

**Background:** This item revises the FY2014-15 Transit Capital Priorities (TCP) program to program \$10.5 million in Federal Transit Administration (FTA) funds, currently held in a vehicle procurement reserve for Caltrain's new railcars, to VTA for preventive maintenance, subject to conditions. The item also provides a summary of transit operators' maintenance plans, for information only.

VTA Preventive Maintenance Request:

In December 2014, staff brought the FY2014-15 TCP program to the Commission for approval. The program reserved \$10.5 million of San Jose urbanized area (UA) funds towards Caltrain's Railcar Replacement project. However, VTA requested that the \$10.5 million of San Jose UA funds be programmed for VTA's preventive maintenance instead of being held in a reserve for Caltrain's Railcar Replacement project, stating that the lack of these funds would lead to a budget shortfall. The Commission action deferred programming of these funds into the Transportation Improvement Program (TIP) and requested that staff return in two months with an update on the schedule and funding plan for Caltrain's railcars and Electrification.

Since December, staff from MTC and the Caltrain Joint Powers Board member agencies, along with staff from the California High Speed Rail Authority, have been reviewing Caltrain's revised Electrification program cost estimates, schedule, and funding plan. Detailed analysis of the cost estimates and funding options are underway, and staff will return to the Commission later this spring with an updated schedule and funding plan for Caltrain's railcars and Electrification project.

Meanwhile, based on a) VTA's projections of capital and operating needs, b) the current cost estimates/draft funding plan and cash flow for the Caltrain Electrification program, and c) MTC estimates of FTA apportionments, staff has determined there is sufficient capacity in the San Jose (and Gilroy – Morgan Hill) UA to program the \$10.5 million for VTA's preventive maintenance now, and to meet the Caltrain Electrification and Railcar Replacement needs and most of the VTA capital needs through 2024. Therefore, staff is recommending programming the \$10.5 million of FY2014-15 FTA San Jose UA funds to VTA for preventive maintenance, subject to conditions related to future programming, as described in the "Issues" section below.

Transit Operator Preventive Maintenance Plan Summary: Also, somewhat separately, at the December 2014 Programming and Allocations Committee meeting, the Committee asked staff to confirm if transit operators had maintenance plans in place to safeguard regional investments in transit capital assets, such as buses and rail cars. Some information follows on this topic; no action is requested regarding the maintenance plans.

While MTC does not directly verify or review preventive maintenance plans, through the FTA triennial review process, FTA evaluates the adequacy of an operator's maintenance plan and its adherence to federal regulations. Deficiencies identified during the triennial review must be resolved within a specified timeframe set by FTA.

In addition to the direct enforcement conducted by FTA, both FTA's grant requirements and MTC's TCP policy reinforce good asset management practices by specifying that only vehicles and assets that have reached a minimum useful life are eligible for funding and replacement. This creates a strong incentive for operators to maintain their vehicles at an adequate level until they are eligible for replacement.

In response to the Commission's request, MTC contacted the seven large transit operators in the Bay Area and requested additional information on their preventive maintenance plans. All of these operators reported that a written maintenance plan was in place (or multiple plans covering different functional areas). Six operators reported that they were currently planning improvements to their maintenance plans or operations. The results of the survey are summarized in Attachment 1.

**Issues:**

The programming of the \$10.5 million - previously held in a vehicle procurement reserve for Caltrain's Railcar Replacement project - to VTA for their preventive maintenance needs is proposed to be conditioned on the following:

1. VTA's agreement that one-third of Caltrain's TCP programming needs, including: a) electric vehicle procurement needs over the life of the railcar project, b) fixed guideway caps, and c) ADA operating set-asides, will be programmed from San Jose and Gilroy - Morgan Hill UA funds. This share may be higher than one-third in certain years to help resolve shortfalls in the San Francisco - Oakland UA, but will be equal to one-third of total project costs. MTC shall strive to balance local shares within 10 years. The total regionally-funded cost is currently estimated at \$365 million.
2. VTA's agreement that it will use non-TCP sources for their capital needs that are not covered by TCP funds, or reduce its use of TCP funds for preventive maintenance so that VTA's capital needs are covered with TCP funds, for the duration of Caltrain's Railcar Replacement project.

**Recommendation:** Refer MTC Resolution No. 4162, Revised to the Commission for approval.

**Attachments:** Attachment 1: Operator Preventive Maintenance (PM) Plan Summary  
MTC Resolution No. 4162, Revised

# Attachment 1

## Operator Preventive Maintenance (PM) Plan Summary (Survey Conducted in December 2014)

Note: Documents submitted to MTC were a sample and do not represent the totality of State of Good Repair (SGR) planning/activities at each agency.

Agency	Written maintenance program/ plan in place	Year PM plan last updated	Areas covered by PM Plan(s)	Enhance-ments planned for 2015?	Highlights from Sample Documents
AC Transit	Yes	2014	Vehicles, Facilities, Equipment	Yes	<ul style="list-style-type: none"> <li>Asset management plan is considered strategic guiding document</li> <li>Identifies needed resources and processes for meeting SGR needs</li> <li>Includes strengthening data-driven decision making processes, required steps for implementation, &amp; performance metrics for monitoring success.</li> </ul>
BART	Yes	2014	Vehicles, Facilities, Equipment, Fixed Guideways, Support Services	Yes	<ul style="list-style-type: none"> <li>Outlines transition to new cars and significant future reinvestment in facilities</li> <li>Strong investment and implementation of advanced asset management software</li> <li>Asset management plan will be integrated into long term financial planning</li> <li>Asset management policy and risk governance will be updated in 2015</li> </ul>
CalTrain	Yes	2013	Vehicles, Facilities, Equipment, Fixed Guideways	None Reported	<ul style="list-style-type: none"> <li>\$140m maintenance and operation facility completed. Positive Train Control scheduled for completion in 2015.</li> <li>Includes a specific periodic maintenance inspection schedule</li> <li>Includes requirement that any issue identified during inspections be converted into a work order</li> </ul>
GGBHTD	Yes	2014	Vehicles, Facilities, Equipment	Yes	<ul style="list-style-type: none"> <li>Includes a specific periodic maintenance inspection schedule</li> <li>Current asset management software being expanded into new business processes</li> <li>Asset management software used for data-driven decision making</li> </ul>
SamTrans	Yes	2013	Vehicles, Facilities	Yes	<ul style="list-style-type: none"> <li>Includes a specific periodic maintenance inspection schedule</li> <li>Reports 99% on-time scheduled maintenance for vehicles</li> <li>District maintains an independent auditor for inventory and materials accountability with annual audits</li> </ul>
SFMTA	Yes	2015	Vehicles, Facilities, Equipment, Fixed Guideways	Yes	<ul style="list-style-type: none"> <li>Includes description of maintenance needs for each vehicle fleet</li> <li>Includes strategic overview document for asset lifecycle maintenance planning for vehicles</li> <li>Includes projection of changes in fleet maintenance needs through 2030</li> </ul>
VTA	Yes	2013	Vehicles, Facilities, Equipment, Fixed Guideways	Yes	<ul style="list-style-type: none"> <li>Includes fleet-by-fleet list of maintenance needs, goals, and expected outcomes</li> <li>Includes a specific periodic maintenance inspection schedule</li> <li>Maintenance plan considered a “living document”, to be updated periodically</li> </ul>

Date: December 17, 2014  
W.I.: 1512  
Referred By: PAC  
Revised: 01/28/15-C  
03/25/15-C

ABSTRACT

Resolution No. 4162, Revised

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.

This resolution was revised on March 25, 2015 to program \$10.5 million in San Jose urbanized area 5337 funds, previously held in a vehicle procurement reserve for Caltrain's Railcar Replacement project, to VTA for preventive maintenance.

Further discussion of the Transit Capital Priorities program of projects is contained in the Programming and Allocation Committee summary sheet dated December 10, 2014, January 14, 2015 and March 11, 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

  
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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	
			<b>Actual Apportionments</b>	<b>208,984,999</b>	<b>170,320,038</b>	<b>13,072,341</b>
			<b>Previous Year Carryover</b>	<b>7,663,919</b>	<b>0</b>	<b>695,353</b>
			<b>Funds Available for Programming</b>	<b>216,648,918</b>	<b>170,320,038</b>	<b>13,767,694</b>
<b>Lifeline Set-Aside (JARC Projects)</b>						
To be programmed	To be programmed	Reserved for future programming in Lifeline Transportation Program Cycle 4.	2,889,856			
<b>ADA Operating Set-Aside</b>						
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 Transit	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			
<b>Vehicle Procurement Reserve</b>						
New	Caltrain	Positive Train Control/Electrification - RESERVED		10,770,994		
New	Caltrain	Railcar Replacement - RESERVED		10,469,721		
			<b>Total Program Set-asides and Commitments</b>	<b>22,775,873</b>	<b>10,770,994</b>	<b>0</b>
			<b>Funds Available for Capital Programming</b>	<b>193,873,045</b>	<b>159,549,044</b>	<b>13,767,694</b>
<b>Capital Projects</b>						
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
<b>Capital Projects, continued</b>					
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	
SCL990046	VTA	Preventive Maintenance		10,469,721	
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	
		<b>Total Capital Projects</b>	<b>191,206,131</b>	<b>159,549,044</b>	<b>13,373,621</b>
		<b>Total Programmed</b>	<b>213,982,004</b>	<b>170,320,038</b>	<b>13,373,621</b>
		<b>Fund Balance</b>	<b>2,666,914</b>	<b>0</b>	<b>394,073</b>

Date: December 17, 2014

W.I.: 1512

Referred by: PAC

Revised: 01/28/15-C

03/25/15-C

Attachment A

Resolution No. 4162

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**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/VTA: <del>\$10,469,721 for Caltrain's Railcar Replacement project will be held in a Vehicle Procurement Reserve.</del> 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.  On March 25, 2015, the Commission programmed the \$10,469,721 that were held in a Vehicle Procurement Reserve for Caltrain's Railcar Replacement project, to VTA for Preventive Maintenance with the following conditions:  1. VTA's agreement that one-third of Caltrain's Transit Capital Priorities (TCP) programming needs, including: a) electric vehicle procurement needs over the life of the railcar project, b) fixed guideway caps, and c) ADA operating set-asides, will be programmed from San Jose and Gilroy-Morgan Hill urbanized area (UA) funds. The VTA share of the railcars may be higher than one-third in certain years to help resolve shortfalls in the San Francisco – Oakland UA, but will be equal to one-third of total project costs. MTC shall strive to balance local shares within 10 years. The total regional-funded cost is currently estimated at \$365 million.  2. VTA's agreement that it will use non-TCP sources for their capital needs that are not covered by TCP funds, or reduce its use of TCP funds for preventive maintenance so that VTA's capital needs are covered with TCP funds, for the duration of Caltrain's Railcar Replacement project.
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:  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.  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.