METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

August 1, 2016

RE: FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Call for Projects

Dear Interested Applicant:

The Metropolitan Transportation Commission (MTC) is soliciting transit projects from eligible federal grantees for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (CCCGP, MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

Applications are due to MTC by **Friday, September 30, 2016.**

Proposed projects will be used to develop a preliminary TCP program for FY2016-17 through FY2019-20, with an opportunity to revise the FY2018-19 and FY2019-20 programs at a later date. The preliminary program will be based on estimated revenues, and will be revised to match final FTA apportionments for each year. MTC usually adopts a multi-year program to assist transit operators with multi-year capital budgeting and enable a longer-term regional perspective of capital replacement needs. This four-year program will allow MTC to plan for and assist with regional transit capital needs.

Transit Capital Priorities Policy

Project selection will be based on MTC's TCP Process and Criteria for FY2016-17 through FY2019-20 (MTC Resolution No. 4242, included as Attachment 1) approved by the MTC Commission on July 27, 2016. MTC staff worked with the transit operators through the Bay Area Partnership's Transit Finance Working Group (TFWG) during 2016 to update these policies. A discussion of key policy updates is included on the next page.

Policy Updates:

1. **Length of Next Program Cycle**

   The length of this program is four years, from FY2016-17 through FY2019-20, with an opportunity to reopen the program and make revisions for the final two years. This program coincides with FAST Act authorizations and will provide better information on project needs in FY2018-19 and FY2019-20 to help assess need for financing and capacity for debt service.

2. **Bus-Van Pricelist**

   The FY16 pricelist has been escalated using the Producer Price Index for buses. Double-decker and zero-emission buses were added to the pricelist, with the price for ZEBs to be based on projected costs from project sponsors; there is too little history and too much fluctuation in ZEB prices to set fixed amounts in policy at this time. Operators would be required to make a good faith effort to obtain non-TCP funds (FTA LoNo, CARB) for the incremental cost of ZEBs to reduce the amount of TCP funds required.

3. **Fixed Guideway Caps**

   New FG caps were established based on each operator's share of projected FG replacement and rehab needs in Plan Bay Area 2040 Transit Capital Needs Assessment. The total amount projected to be available for FG caps remains $120M per year.

4. **Focused Programming of Fixed Guideway Caps**

   To better align FG needs and FG cap programming, in the upcoming call for projects, FG operators will be given the opportunity to request more than their annual cap in a particular year if the increase is offset by a lower request in another year, i.e., as long as the total amount requested for FG projects over the four years of the program does not exceed the annual cap times four. MTC staff will endeavor to program the amounts requested in the years requested, depending on the overall programs needs and revenues.

5. **Grant Spend-down Policy**

   This policy continues to tie programming of Fixed Guideway caps to achievement of targets for expending prior years grant funds as follows:

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY16	Undisbursed balance of FG grants awarded FY12 or earlier as of Sept. 2014	1/3 of balance	9/2014 to 9/2015
FY17		½ of remaining balance as of 9/2015	9/2015 to 9/2016
FY18		Remaining balance as of 9/2016	9/2016 to 9/2017
FY19	Undisbursed balance of FG grants awarded FY15 or earlier as of Sept. 2017	½ of balance	9/2017 to 9/2018
FY20		Remaining balance as of 9/2018	92018 to 9/2019

If a target is not met, the FG cap in the following year is reduced by the percentage of grants that remain undisbursed.

6. **Financing**

   Language regarding requirements for financing has been added to the policy. Debt service, including principal and interest payments, will have the highest priority among programming needs, i.e., will be treated as Score 17 in developing the program. Debt service would be paid from apportionments in the same urbanized area(s) in which the operator whose projects are being financed is eligible. Various agreements will be required, such as an agreement between MTC and the project sponsor, and agreements between MTC and FTA. More specific language will be included in a separate resolution authorizing financing.

7. **Vanpool Reporting & Programming**

   Vanpool services will be reported to NTD starting in FY2017-18, with eligibility of vanpool program for 5307 funds starting FY2019-20. Additional 5307 apportionments generated by vanpools are expected to exceed the cost of the vanpool program.

8. **ADA Paratransit Operating Set-Aside**

   The policy has been revised to specify that if the set-aside is not needed for paratransit operating costs, the funds can be programmed for a Score 16 capital project instead (compared to a capital project of any score in the previous policy).

Proposed Programming Timeline

The timeline for adopting the TCP program is outlined below.

TCP Policy / Programming	*Start Date*	*Finish/Due Date*
Call for projects	August 1, 2016	September 30, 2016
Preliminary TCP Program to TFWG	November, 2016	
Preliminary TCP Program to PAC/Commission	January, 2017	
Preliminary TCP Program TIP amendment to PAC/Commission	January, 2017	

If you have any questions or require additional information, please contact Rob Jaques, Transit Capital Priorities Program Manager (rjaques@mtc.ca.gov or (415) 778-5378).

Sincerely,

Anne Richman

Anne Richman
Director
Programming and Allocations

AR:RJ
J:\PROJECT\Funding\FTA\Section 5307 and 5309\FY2016-17 through FY2019-20\Call for Projects\TCP Call for Projects cover letter.docx
Attachments

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4242

This resolution approves the process and establishes the criteria for programming:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and
- Proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

Further discussion of the Transit Capital Priorities Policy is contained in the MTC Programming and Allocations Committee Summary Sheet dated July 13, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria for FY2016-17 through FY2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4242

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

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

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

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

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

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5337 and 5339 funds or any successor programs for FY2016-17 through FY2019-20, Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution 4123), and proceeds of financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP programs of projects to finance transit projects in the San Francisco Bay Area region; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California on July 27, 2016.

Date: July 27, 2016
W.I.: 1512
Referred By: PAC

Attachment A
Resolution No. 4242

San Francisco Bay Area Transit Capital Priorities Process Criteria for FY2016-17 through FY2019-20

For Development of the FY2016-17 through FY2019-20 Transit Capital Priorities and Transit Performance Initiative Project Lists

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

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I. BACKGROUND

The Transit Capital Priorities (TCP) Process and Criteria applies to the programming of:

- Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus & Bus Facilities formula funds apportioned to the San Francisco Bay Area in FY2016-17 through FY2019-20,
- Federal Highway Administration STP and CMAQ funds dedicated to Transit Capital Rehabilitation and Transit Priorities projects by the One Bay Area Grant Program (MTC Resolution Nos. 4035 and 4202), and
- Bridge tolls and other regional revenues dedicated to transit capital projects by the Core Capacity Challenge Grant Program (MTC Resolution No. 4123), and
- Financing required to advance future FTA or STP/CMAQ revenues to fund annual TCP or CCCGP programs of projects.

The FY2016-17 through FY2019-20 TCP Criteria are the rules, in part, for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland, San Jose, Concord, Santa Rosa, and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY2016 through FY2020. The Act maintains the same FTA formula programs as the previous authorization, Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act includes few modifications to FTA programs or policies. These modifications have been included in the TCP Criteria as appropriate.

As of the date of the adoption of the TCP Process and Criteria, FTA has not yet issued revised guidance for the implementation of the its programs that reflects changes to the programs made by the FAST Act. MTC and the Partnership will revisit and recommend updates to the policy if required to conform to future FTA rules and guidance.

In December 2013, MTC adopted Resolution No. 4123 for the Transit Core Capacity Challenge Grant Program (CCCGP), which establishes a policy commitment of approximately $7.4 billion in federal, state, regional and local funds to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region. The CCCGP will determine the TCP program amounts for certain projects and sponsors. A more detailed description of the CCCGP is provided on Page 37 of Attachment A to this resolution.

II. GOALS AND OBJECTIVES

The goal of the TCP Process and Criteria is to fund transit projects that are most essential to the region and consistent with Plan Bay Area, the region's current long-range Regional Transportation Plan (RTP), and Plan Bay Area 2040, the updated RTP currently under development. The TCP Process and Criteria also implements elements of the Transit Sustainability Project recommendation (MTC Resolution No. 4060). Among the region's objectives for the TCP Process and Criteria are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP Process and Criteria score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on information provided by the transit operators in response to a call for projects, or on information provided through the CCCGP. Operator-proposed projects should be based on Short Range Transit Plan (SRTP) service objectives or other board-approved capital plans. Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with FTA-required Transit Asset Management (TAM) plans. All projects not identified as candidates for the TCP Program are assumed to be funded by other fund sources and are so identified in operators' SRTPs or capital plans.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects are also eligible for funding under these federal and state programs. Development of the TCP Program of Projects ("TCP Program") will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

III. FTA FORMULA FUNDS

A. TCP Application Process

The Transit Finance Working Group (TFWG) serves as the forum for discussing the TCP Process and Criteria, the TCP POP, and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All major policy revisions and programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP Program and any other transit-related funding programs after the TFWG and PTAC has reviewed them.

Capital Program Submittal

For the purposes of programming, project sponsors will submit requests for funding in accordance with detailed instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval

MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for FY2016-17 through FY2019-20 programming should be submitted by January 11, 2017, the planned date when the Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, applicants should indicate in a cover memo with their application when the board resolution will be adopted. Appendix 1 is a sample resolution of board support.

Opinion of Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307, 5337, 5339, and/or STP/CMAQ programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Appendix 2.

Screening projects

MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects
MTC staff will only score those projects that have passed the screening process. Based on the score assignment provided in Table 6, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source
Projects passing screening and scoring criteria will be considered for programming in the TCP Program in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed. Project fund sources will be assigned by MTC staff and will be based on project eligibility and the results of the Multi-County Agreement model.

FTA Public Involvement Process and the TIP
FTA Public Involvement Process: To receive an FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. As provided for in FTA Circular 9030.1E (revised January 16, 2014), FTA considers a grantee to have met the public participation requirements associated with the annual development of the Program of Projects when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a four-year programming document, listing federally funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

Changes to the Transit Capital Priorities Program
Each year after FTA releases apportionments for its formula funding programs, the preliminary TCP Program for the year will be revised if necessary to fit within the available revenues. The annual program revisions and corresponding amendment to the TIP is referred to as the Program of Projects (POP) Amendment, and finalizes the program for the year.

As part of the POP amendment, project sponsors may also request discretionary amendments to the preliminary program that conform to the TCP Process and Criteria programming policies. Discretionary amendments may be allowed only in certain circumstances. The following general principles govern changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.

- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.
- Emergency or urgent projects will be considered on a case-by-case basis as exceptions.

Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Following the POP Amendment for the FY2017-18 program, the program for the final two years, FY2018-19 and FY2019-20, will be reopened and project sponsors will be able to make revisions to the preliminary program that conform to TCP Process and Criteria programming policies in advance of the POP amendment for FY2018-19.

Funding Shortfalls
If final apportionments for the FTA formula programs come in lower than MTC has previously estimated, MTC staff will first redistribute programming to other urbanized areas with surplus apportionments in which the projects are eligible, and, second, negotiate with operators to constrain project costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years, before making reductions to programming. As a final option for closing any shortfalls, staff may institute an across-the-board reduction in programming, proportionally allocated within each affected urbanized area.

Project Review
Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters to FTA on behalf of project sponsors as needed.

Program Period
The TCP Criteria will be used to develop a program of projects for FY2016-17 through FY2019-20 FTA Formula Funds. The number of years covered by each TCP policy update is generally aligned with the years covered by the current federal authorization, and the region typically adopts multi-year programs to help operators with multi-year capital budgeting, and to help the region take a longer-term view of capital replacement needs. With the passage of the FAST Act, MTC is able to develop a four-year policy program to support multi-year capital planning. While the FAST Act is a five-year authorization (FY2016 through FY2020), the TCP Program will cover four years, as the first year of FAST was programmed under the previous TCP Program.

TCP Policy and Program Development Schedule
To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY2016-17 through FY2019-20 TCP program. If a change in the schedule is required, MTC will notify participants of the TCP program development process in a timely fashion.

TCP Policy / Programming	Start Date	Finish/Due Date
TFWG TCP Policy Discussions	March 2016	June 2016
TCP Policy to PAC/Commission	July, 2016	
Call for projects	late July, 2016	September, 2016
Preliminary TCP Program to TFWG	November, 2016	
Preliminary TCP Program to PAC/Commission	January, 2017	
Preliminary TCP Program TIP amendment to PAC/Commission	January, 2017	

B. Project Eligibility

Federal Requirements and Eligibility

Federal and State Legislation
Projects selected will conform to the requirements of the FAST Act, Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA). Project sponsors shall agree to comply with federal law, including all applicable requirements of the FAST Act, CAAA, ADA, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act of 1964, in implementing their Projects.

Intelligent Transportation Systems (ITS) Architecture Policy
Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its.

1% Security Policy
Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. An updated circular (FTA Circular 9030.1E - January 16, 2014) includes additional certification requirement by designated recipients at the urbanized area level. As the designated recipient, MTC will review the grant applications for each appropriations year for compliance and certification to FTA. The security programming may not apply to all eligible operators in a UA, depending on need for security projects. Refer to the applicable FTA circulars for additional information.

Program Eligibility
Program eligibility is based on the statutory eligibility for the FTA Section 5307, 5337 and 5339 programs. Following are the program eligibility for each of the three funding programs authorized by the FAST Act. If revisions to eligibility for these programs are adopted as part of reauthorizing legislation of FTA circulars or other guidance issued by FTA, the region will consider conforming amendments to the TCP Process and Criteria.

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Capital projects; planning; job access and reverse commute projects; and operating costs of equipment and facilities for use in public transportation in urbanized areas with a population of fewer than 200,000, and, in certain circumstances, in urbanized areas with a population greater than 200,000. Eligible capital projects include—

(A) acquiring, constructing, supervising, or inspecting equipment or a facility for use in public transportation, expenses incidental to the acquisition or construction (including designing, engineering, location surveying, mapping, and acquiring rights-of-way), payments for the capital portions of rail trackage rights agreements, transit-related intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;

(B) rehabilitating a bus;

(C) remanufacturing a bus;

(D) overhauling rail rolling stock;

(E) preventive maintenance;

(F) leasing equipment or a facility for use in public transportation

(G) a joint development improvement that meet specified requirements

(H) the introduction of new technology, through innovative and improved products, into public transportation;

(I) the provision of nonfixed route paratransit transportation services in accordance with section 223 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12143), under specified circumstances;

(J) establishing a debt service reserve to ensure the timely payment of principal and interest on bonds issued by a grant recipient to finance an eligible project

(K) mobility management; and

(L) associated capital maintenance.

FTA Section 5337 State of Good Repair Federally Defined Program Eligibility (Statutory Reference: 49USC5337): Capital projects to maintain fixed guideway and high intensity motorbus public transportation systems in a state of good repair, including projects to replace and rehabilitate—

(A) rolling stock;

(B) track;

(C) line equipment and structures;

(D) signals and communications;

(E) power equipment and substations;

(F) passenger stations and terminals;

(G) security equipment and systems;

(H) maintenance facilities and equipment;

(I) operational support equipment, including computer hardware and software; and

(J) development and implementation of a transit asset management plan.

The term 'fixed guideway' means a public transportation facility:

(A) using and occupying a separate right-of-way for the exclusive use of public transportation;

(B) using rail;

(C) using a fixed catenary system;

(D) for a passenger ferry system; or

(E) for a bus rapid transit system.

The term 'high intensity motorbus' means public transportation that is provided on a facility with access for other high-occupancy vehicles.

FTA Section 5339 Bus and Bus Facilities Federally Defined Program Eligibility (Statutory Reference: 49USC5339): Capital projects—

(1) to replace, rehabilitate, and purchase buses and related equipment; and

(2) to construct bus-related facilities.

Regional Requirements and Eligibility

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307, 5337 and 5339 funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 1 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 1. Urbanized Area Eligibility

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

(i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.

(ii) Santa Rosa City Bus and Sonoma County will apportion Santa Rosa urbanized area funding in accordance with an updated agreement that took effect in FY2014 (58% Santa Rosa City Bus and 42% Sonoma County).

(iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital needs in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

(iv) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement and any agreements negotiated between the Board and MTC.

(v) MTC staff will review the Comprehensive Agreement between the Santa Clara Valley Transportation Authority (VTA) and the San Francisco Bay Area Rapid Transit District (BART) in connection with the proposed Santa Clara County BART Extension and any related agreements (Comprehensive Agreement) with VTA and BART staff, and will recommend to the Commission how to incorporate these understandings into the TCP policy elements of the Comprehensive Agreement pertaining to urbanized area eligibility and programming for replacement and rehabilitation of capital assets associated with Santa Clara County BART extensions.

Eligibility for New Operators
New operators will be required to meet the following criteria before becoming eligible for TCP funding:

- The operator provides public transit services in the San Francisco Bay Area that are compatible with the region's Regional Transportation Plan.
- The operator is an FTA grantee.
- The operator has filed NTD reports for at least two years prior to the first year of programming, e.g., has filed an NTD report for 2015 services and intends to file a report for 2016 to be eligible for FY 2016-17 TCP funding.
- The operator has executed a Cooperative Planning Agreement with MTC.
- The operator has submitted a current SRTP or other board-approved capital plan to MTC.

Screening Criteria
A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP Program's project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements: The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

The proposed project must be consistent with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan or other board-approved capital plan, or in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans). Also, after FTA publishes and adopts the final Transit Asset Management (TAM) rule, requests for replacement/rehabilitation of assets should be consistent with TAM plans required by the final TAM rule.

Financial Requirements: The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements: All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. Examples of projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

All projects must be well justified, and have a clear need directly addressed by the project. All assets that would be replaced or rehabilitated must be included in the Regional Transit Capital Inventory (RTCI), a database of all transit capital assets in the region. Vehicle replacement projects, in particular, must identify the specific vehicles being replaced as listed in the RTCI.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals. The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule.

Asset Useful Life

To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 2. Useful Life of Assets

Heavy-Duty Buses, other than Over-the-Road-Coaches*	12 years (or 500,000 miles in service)
Over-the-Road-Coaches*	14 years (or 500,000 miles in service)
Medium-Duty Buses*	10 years (or 500,000 miles in service)
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van[1]	4, 5, or 7 years, depending on type
Light Rail Vehicle (LRV)	25 years
Electric Trolleybus	15 years
Heavy Railcar[2]	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Locomotive	25 years
(or an additional 20 years for locomotives rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for ferries rehabilitated with TCP funding)	
Lightweight/Aluminum Hull Ferries[3]	25 years
Used Vehicles[4]	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Overhead Contact System/3rd Rail	Varies by type of OCS/3rd rail
Facility	Varies by facility and component replaced

Notes:

1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
2) *Includes Caltrain and ACE commuter rail and BART urban rail cars.*
3) *Lightweight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.*
4) *Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).*

Early Replacement Programming Requests

Requests to program vehicle replacement funds one or two years prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints.

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Compensation for Deferred Replacement (Bus Replacement beyond Minimum Useful Life)

Operators that voluntarily replace buses or vans beyond the minimum federally eligible useful life specified in Table 2 will be eligible for either of two financial compensations:

> Option 1. Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).
>
> Option 2. Operators receive half of the savings to the region created by later replacement of vehicles, which may be programmed to lower scoring eligible projects.

Savings to the region are calculated based on the pricelist cost and minimum useful life of the vehicle type. For example, if replacement of a bus with a 12-year useful life and a $600,000 replacement cost (federal share) is deferred for two years, the savings to the region would be 2/12 x $600,000 = $100,000. Under Option 1, the operator would receive $100,000 for eligible Score 10-16 capital projects. Under Option 2, the operator would receive $50,000, which could be programmed for any eligible project. The region would retain the other $50,000 in savings to be programmed to other needs in accordance with the TCP policy. Operators may choose between Option 1 and Option 2.

For operators that are proposing to take advantage of the bus replacement compensation, the vehicles being replaced must be older than the age requirements listed above. It is the operator's responsibility to ensure that vehicle replacement requests beyond the minimum useful life maintain a state of good repair for the assets. Requests to activate this policy option should be noted when transmitting project applications to MTC.

Project Funding Caps

In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

Revenue vehicle replacement projects cannot exceed $20 million for buses or $30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate, for all funding programs. If the cost of the vehicle procurement exceeds the annual cap, the difference will be programmed in subsequent years subject to availability of funds.

Fixed guideway replacement and rehabilitation projects in the aggregate cannot exceed the amounts specified for each fixed guideway (FG) operator in Table 3. The total amount of the caps is $120 million (3% escalation) based on the updated CIP projections. Each operator's cap is based on its share of the updated fixed guideway need projections included in the adopted Plan Bay Area 2040 RTP, with a floor applied so that no operator's cap is reduced by more than 5% from their prior cap.

When developing the proposed TCP programs for FY2016-17 through FY2019-20, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Operators have

the option of submitting contingent fixed guideway programming requests equal to 20% of the operator's cap, in addition to requests for programming the cap amount. The contingent requests will be programmed if the program's fiscal balance allows the region to increase the caps.

Additionally, in an attempt to better align FG needs and FG cap programming, in the call for projects for this program, operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year (i.e. as long as the total requested for FG projects over the four-year program does not exceed the annual cap times four). When developing the program, staff will attempt to program FG caps as requested. However, in order to balance needs across operators within each UA, programming may be adjusted to match available funds and project needs.

Table 3. Fixed Guideway Caps

FG Operator	Project Category	Fixed Guideway Cap
ACE	All Eligible FG Categories	$1,490,000
BART	All Eligible FG Categories	50,211,000
Caltrain	All Eligible FG Categories	14,393,000
GGBHTD	All Eligible FG Categories	5,108,000
SFMTA	All Eligible FG Categories	34,026,000
VTA	All Eligible FG Categories	8,529,000
WETA	All Eligible FG Categories	6,642,000

The cap amount may be programmed to any projects that are eligible for FTA Section 5337 funding and that fall into one of the following categories:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

Programming for all projects that fall within these categories must be within the operator's cap amount with the exception of fixed guideway infrastructure projects included in the CCCGP program of projects. Such projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap.

Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories listed above if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Other replacement projects cannot exceed $5 million. This cap applies to non-vehicle and non-fixed guideway Score 16 projects, including communications systems, bus fare collection equipment (fixed guideway wayside fare collection equipment is covered under the fixed guideway caps), and bus emission reduction devices; and lower scoring replacement projects. Vehicle rehabilitation projects that are treated as Score 16 because the life of the asset is being extended (see Asset Useful Life above) are also subject to this cap. Exceptions to this cap include those projects included in the CCCGP. Replacement of Clipper® fare collection equipment that is centralized under MTC will be treated as a separate project for each operator whose Clipper® equipment is being replaced, including MTC for the replacement of back-end equipment and systems, for the purposes of applying this project funding cap. If project costs exceed the cap, the difference will not automatically be programmed in subsequent years; the region will assess its ability to program additional funding year-by-year based on projected revenues and demand for other Score 16 needs.

Expansion or enhancement projects cannot exceed $3.75 million.

Vanpool Support Program programming cannot exceed the amount of apportionments per UA generated by vanpool reporting to the NTD.

As part of the development of the program, project caps may be increased or decreased on an annual basis in order to better match programming to available revenues, subject to negotiation and agreement among operators and MTC.

Exceptions to these annual funding ceilings will be considered by MTC and the TFWG on a case-by-case basis after evaluating programming requested through the call for projects, and the region's estimated fiscal resources. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Bus-Van Pricelist

Requests for funding for buses and vans cannot exceed the prices in the Regional Bus-Van Pricelist for each year of the TCP program as shown in Tables 4 through 7. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

The pricelist is based on a survey of prices paid by operators in the Bay Area, and was initially developed for the FY2014-15 program. Since FY2014-15, the prices have been

escalated using the Producer Price Index (PPI) for buses. This escalation rate is noted in the tables. After FY2017-18, the pricelists for FY2018-19 and FY2019-20 may be revised using more current PPI data and other information.

Note that the bus prices do not include allowances for radios and fareboxes; they will be considered a separate project under the TCP policy. The price of electronic fareboxes varies approximately between $10,000 and $14,000 whereas the price of radios varies from $1,000 to $5,000. Requests for funding radios and fareboxes should be within the price range mentioned above. Requests above these ranges will require additional justification. Fareboxes for/on fixed guideway vehicles will be funded out of the operators' fixed guideway cap amounts (see Table 3). Operators are expected to include Clipper® wiring and brackets in all new buses, so the buses are Clipper®-ready without requiring additional expenses.

Compensation for Cost Effective Bus Purchases
Under this element of the TCP policy, operators that request less than the full pricelist amount for vehicle replacements would be eligible for either of two financial compensations:

> Option 1* Operators receive all of the savings, but need to apply the savings to capital replacement and rehab projects (Score 10-16).
>
> Option 2* Operators receive half of the savings to the region created by cost effective vehicle purchases, which may be programmed to lower scoring (below score 10) eligible projects, including preventive maintenance.

The intent of this policy element is to ensure that the region's limited funds can cover more of the region's capital needs while targeting funding to the vehicles most in need of replacement.

> *If the amount of federal apportionments received does not allow us to fully program all Score 16 projects, MTC reserves the right to reduce the percentage of savings that would go back to the operator.

Zero-Emission Buses
With zero-emission buses (ZEBs) just starting to be commercially available, there is little history to use for developing pricelist amounts, and while increasing sales of ZEBs is expected to lead to lower prices, the rate of price decline is difficult to predict.

Therefore, the projected prices for ZEBs will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator.

The programmed amount for ZEBs will be 82% of the projected price (or negotiated price), except as noted below. If an operator requests funds for ZEBs through the TCP

Process and Criteria, the operator will agree to make a good faith effort to obtain other non-TCP funds, such as FTA Lo-No funds, FTA Section 5339 Discretionary Program funds, CARB Heavy Duty Zero Emission Pilot Project funds, California Energy Commission funds, county sales tax funds, or other local funds for at least the difference between the projected price for ZEBs and the TCP Process and Criteria pricelist price for a comparable diesel-electric hybrid bus. If the operator is successful in securing non-TCP funds, the TCP request for ZEBs will be reduced by the amount of non-TCP funds secured.

Table 4: Regional Bus-Van Pricelist, FY2016-17

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$52,000	$42,640	$9,360	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$89,000	$72,980	$16,020	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$109,000	$89,380	$19,620	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$123,000	$100,860	$22,140	82%	18%
Cut-Away/Van, 7-Year, Gas	$123,000	$100,860	$22,140	82%	18%
Cut-Away/Van, 7-Year, Diesel	$152,000	$124,640	$27,360	82%	18%
Cut-Away/Van, 7-Year, CNG	$172,000	$141,040	$30,960	82%	18%
Transit Bus 30' Diesel	$478,000	$391,960	$86,040	82%	18%
Transit Bus 30' CNG	$529,000	$433,780	$95,220	82%	18%
Transit Bus 30' Hybrid	$735,000	$602,700	$132,300	82%	18%
Transit Bus 35' Diesel	$493,000	$404,260	$88,740	82%	18%
Transit Bus 35' CNG	$544,000	$446,080	$97,920	82%	18%
Transit Bus 35' Hybrid	$735,000	$602,700	$132,300	82%	18%
Transit Bus 40' Diesel	$537,000	$440,340	$96,660	82%	18%
Transit Bus 40' CNG	$621,000	$509,220	$111,780	82%	18%
Transit Bus 40' Hybrid	$780,000	$639,600	$140,400	82%	18%
Over the Road 45' Diesel	$625,000	$512,500	$112,500	82%	18%
Articulated 60' Diesel	$872,000	$715,040	$156,960	82%	18%
Articulated 60' Hybrid	$1,068,000	$875,760	$192,240	82%	18%

Notes:
Prices escalated 1.23% annually over FY2015-16, rounded to the nearest $1,000.
For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).
For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 5: Regional Bus-Van Pricelist, FY2017-18

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$53,000	$43,460	$9,540	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$90,000	$72,800	$16,200	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$110,000	$90,200	$19,800	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$125,000	$102,500	$22,500	82%	18%
Cut-Away/Van, 7-Year, Gas	$125,000	$102,500	$22,500	82%	18%
Cut-Away/Van, 7-Year, Diesel	$154,000	$126,280	$27,720	82%	18%
Cut-Away/Van, 7-Year, CNG	$174,000	$142,680	$31,320	82%	18%
Transit Bus 30' Diesel	$484,000	$396,880	$87,120	82%	18%
Transit Bus 30' CNG	$536,000	$439,520	$96,480	82%	18%
Transit Bus 30' Hybrid	$744,000	$610,080	$133,920	82%	18%
Transit Bus 35' Diesel	$499,000	$409,180	$89,820	82%	18%
Transit Bus 35' CNG	$551,000	$451,820	$99,180	82%	18%
Transit Bus 35' Hybrid	$744,000	$610,080	$133,920	82%	18%
Transit Bus 40' Diesel	$544,000	$446,080	$97,920	82%	18%
Transit Bus 40' CNG	$629,000	$515,780	$113,220	82%	18%
Transit Bus 40' Hybrid	$790,000	$647,800	$142,200	82%	18%
Over the Road 45' Diesel	$633,000	$519,060	$113,940	82%	18%
Articulated 60' Diesel	$883,000	$724,060	$158,940	82%	18%
Articulated 60' Hybrid	$1,081,000	$886,420	$194,580	82%	18%

Notes:
Prices escalated 1.23% annually over FY2016-17 prices, rounded to the nearest $1,000.
For buses with dual-side doors, add $50,000 to Total ($40,000 Federal, $10,000 Local).
For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 6: Regional Bus-Van Pricelist, FY2018-19

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 54,000	$ 44,280	$ 9,720	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 91,000	$ 74,620	$ 16,380	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 111,000	$ 91,020	$ 19,980	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 156,000	$ 127,920	$ 28,080	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 176,000	$ 144,320	$ 31,680	82%	18%
Transit Bus 30' Diesel	$ 490,000	$ 401,800	$ 88,200	82%	18%
Transit Bus 30' CNG	$ 543,000	$ 445,260	$ 97,740	82%	18%
Transit Bus 30' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 35' Diesel	$ 505,000	$ 414,100	$ 90,900	82%	18%
Transit Bus 35' CNG	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 35' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 40' Diesel	$ 551,000	$ 451,820	$ 99,180	82%	18%
Transit Bus 40' CNG	$ 637,000	$ 522,340	$ 114,660	82%	18%
Transit Bus 40' Hybrid	$ 800,000	$ 656,000	$ 144,000	82%	18%
Over-the-Road 45' Diesel	$ 641,000	$ 525,620	$ 115,380	82%	18%
Articulated 60' Diesel	$ 894,000	$ 733,080	$ 160,920	82%	18%
Articulated 60' Hybrid	$ 1,094,000	$ 897,080	$ 196,920	82%	18%

Notes:

Prices escalated 1.23% annually over FY2017-18 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Table 7: Regional Bus-Van Pricelist, FY2019-20

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 55,000	$ 45,100	$ 9,900	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 92,000	$ 75,440	$ 16,560	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 112,000	$ 91,840	$ 20,160	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 158,000	$ 129,560	$ 28,440	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 178,000	$ 145,960	$ 32,040	82%	18%
Transit Bus 30' Diesel	$ 496,000	$ 406,720	$ 89,280	82%	18%
Transit Bus 30' CNG	$ 550,000	$ 451,000	$ 99,000	82%	18%
Transit Bus 30' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 35' Diesel	$ 511,000	$ 419,020	$ 91,980	82%	18%
Transit Bus 35' CNG	$ 565,000	$ 463,300	$ 101,700	82%	18%
Transit Bus 35' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 40' Diesel	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 40' CNG	$ 645,000	$ 528,900	$ 116,100	82%	18%
Transit Bus 40' Hybrid	$ 810,000	$ 664,200	$ 145,800	82%	18%
Over-the-Road 45' Diesel	$ 649,000	$ 532,180	$ 116,820	82%	18%
Articulated 60' Diesel	$ 905,000	$ 742,100	$ 162,900	82%	18%
Articulated 60' Hybrid	$ 1,107,000	$ 907,740	$ 199,260	82%	18%

Notes:

Prices escalated 1.23% annually over FY2018-19 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account for soft costs.

Project Definition and Scoring

Project Scoring

All projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as indicated in Table 6.

Table 6. Project Scores

Project Category/Description	Project Score
Debt Service	**17**
Debt service – repayment of financing issued against future FTA revenues. Debt service, including principal and interest payments, for any financing required to advance future FTA or STP revenues to fund annual TCP or CCCGP programs of projects will be treated as score 17.	
Revenue Vehicle Replacement	**16**
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Asset Useful Life above). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g., a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller or larger buses (above or below a 5' size differential), or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that it is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g., 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	**16**
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for locomotives, +20 years for heavy hull ferries). Rehabilitation of historic railcars, which have, by definition, extended useful lives, is included in this category.	
Core Capacity Challenge Grant Program Projects	**16**
Projects proposed for TCP funding in the CCCGP (MTC Resolution No. 4123) that are not otherwise Score 16.	
Used Vehicle Replacement	**16**
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g., if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive $5/12^{th}$ of the allowable programming for the project).	

Fixed Guideway Replacement / Rehabilitation	**16**
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment at the end of its useful life, including rail, guideway, bridges, traction power systems, wayside train control systems, overhead wires, cable car infrastructure, and computer/communications systems with a primary purpose of communicating with or controlling fixed guideway equipment. Projects in this category are subject to fixed guideway project caps.	
Ferry Propulsion Systems	**16**
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life. Projects in this category are subject to fixed guideway project caps.	
Ferry Major Component	**16**
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel. Projects in this category are subject to fixed guideway project caps.	
Ferry Fixed Guideway Connectors	**16**
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels. Projects in this category are subject to fixed guideway project caps.	
Revenue Vehicle Communication Equipment	**16**
Communication Equipment – Includes on-board radios, radio base stations, and computer/communications systems with a primary purpose of communicating with and/or location/navigation of revenue vehicles, such as GPS/AVL systems.	
Non-Clipper® Fare Collection/Fareboxes	**16**
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Project Funding Caps, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the Clipper® fare collection system.	
Clipper®	**16**
Clipper® - replacement of Clipper® fare collection equipment and systems.	
Bus Diesel Emission Reduction Devices	**16**
Bus diesel emission reduction devices or device components required to meet or exceed California Air Resources Board requirements, including first-time retrofits, upgrades, replacements and spares. Devices or components must be installed on buses that will remain in service for at least five (5) years following year programming in order to be treated as Score 16. Only spares up to 10% of the operator's current device inventory will be treated as Score 16. Bus diesel emission device projects treated as Score 16 require a 50% local match. Devices or components installed on buses scheduled to be replaced within five (5) years of programming, and spares in excess of 10% of the operator's inventory, will be treated as Preventive Maintenance (Score 9). See Section V. Programming Policies, Bus Diesel Emission Reduction Device Funding Program.	

Vanpool Support Program	**16**
Turnkey vanpool services contracted by MTC. This program will have eligibility beginning FY2019-20, and is subject to funding cap at levels no greater than the projected apportionments generated by vanpool reporting in the urbanized area.	
Safety	**15**
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Includes computer/communications systems with a primary purpose of communicating with/controlling safety systems, including ventilation fans, fire suppression, fire alarm, intruder detection, CCTV cameras, and emergency "blue light" phones. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program. Projects that contribute to a 1% security requirement will be considered Score 16.	
ADA/Non Vehicle Access Improvement	**14**
ADA - capital projects needed for ADA *compliance*. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	**13**
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over $10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	**12**
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities. Includes computer/communications systems with a primary purpose of communicating with/controlling escalators or elevators, and public address or platform display systems at stations or platforms.	
Service Vehicles	**11**
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	**10**
Tools and Equipment - maintenance tools and equipment, generally with a unit value below $10,000.	
Administrative Computer Systems and Office Equipment	**9**
Office Equipment - computers, copiers, fax machines, etc. Includes administrative - MIS, financial, HR, scheduling, transit asset management, and maintenance management systems.	
Preventive Maintenance	**9**
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. Preventive Maintenance may be treated as Score 16 under certain circumstances; see Section V. Programming Policies, Preventive Maintenance Funding.	

Operational Improvements/Enhancements	**8**
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	**8**
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. See Section V, Limited Use of FTA Funds for Operating Purposes.	
Expansion	**8**
Expansion - any project needed to support expanded service levels.	

C. Programming Policies

Project Apportionment Model for Eligible Urbanized Areas

There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high-scoring capital needs, the 10% ADA set-aside amounts, the Lifeline set-aside amounts, and the Unanticipated Costs Reserve. The Regional Priority Model, as explained in paragraph (a), establishes funding priority for apportioning high-scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in paragraph (b) below. Eligible programming revenues are net of the 10% ADA set-aside discussed in paragraph (c) below, and the Vehicle Procurement Reserve, if any, described at the end of this section.

a) *Regional Priority Programming Model*: The 2000 Census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model*, as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 Census boundary changes. The 2010 Census did not result in any major changes to the region's urbanized areas.

   The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

   i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g., LAVTA, Fairfield, etc.)

   ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g., SFMTA, AC, WestCAT, CCCTA, etc.)

   iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.

   iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.

   v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

b) *Multi-County Agreements*: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model.

   There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the

Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

c) *10% ADA Paratransit Service Set-Aside*: The FAST Act caps the share of each urbanized area's Section 5307 apportionment that can be programmed for ADA paratransit service operating costs at 10%. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

The formula for distributing the 10% ADA operating set-aside among the eligible operators in each UA is based on the following factors:

(i) Annual Demand Response (DR) Operating Expenses (40%),
(ii) Annual Demand Response (DR) Ridership (40%), and
(iii) Annual Overall Ridership (20%).

Table 7 shows the percentages by operator and urbanized area for FY 2016-17 and FY2017-18 (Data Source: NTD, Year: 2014). The table will be used for the preliminary program for FY2018-19 and FY2019-20, and will be revised based on updated NTD data after FY2017-18.

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

New Formula – ADA Set-Aside Percentages by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH	Petaluma
AC Transit	31.3%							
ACE	0.1%		1.8%					
BART	13.1%		32.6%	13.3%				
Caltrain	0.3%	3.7%						
CCCTA			56.8%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD[4]	0.5%							
LAVTA			8.8%			100.0%		
Marin County Transit[4]	0.7%							
Napa VINE					17.9%			
Petaluma Transit								77.9%
SamTrans	14.4%							
SFMTA	36.4%							
SolTrans					82.1%			
Sonoma City Transit	Not Applicable							22.1%
SR City Bus	Not Applicable							
Tri-Delta				86.7%				
Union City	1.1%							
Vacaville	Not Applicable							
VTA		96.3%					100.0%	
WestCat	2.1%							
WETA	0.1%							
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Notes:
1) Updated with 2014 NTD reporting
2) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.
2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)
3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.
4) GGBHTD share split with Marin County Transit per agreement between the two operators. 40/60 split.
5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

An operator may use its share of the FTA Section 5307 set-aside for other Score 16 projects if the operator can certify that:

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

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any Score 16 project(s), including those projects funded under FG caps. To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

d) *Lifeline Set-Aside*: MAP-21 eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and 3.07% of 5307 appropriations are apportioned by the JARC low-income formula. However, there are no minimum or maximum amounts that can be programmed for JARC projects.

The region has historically used JARC funds apportioned to large urbanized areas to support the Lifeline program. In recognition of the changes to the JARC program and the continued need for funding for the Lifeline program:

- The first priority for 5307 funds apportioned by the JARC formula is the Lifeline program;
- In the FY2016-17 through FY2019-20 Section 5307 programs, funds will be set aside for the Lifeline program based on an analysis of the amount of apportionments in each UA that is apportioned by the low-income formula;
- Section 5307 funds programmed for JARC projects shall be subject to the Lifeline Program guidelines in effect for that year of programming, rather than to the TCP Policies, provided such projects are consistent with federal laws and regulations related to Section 5307.

e) *Unanticipated Costs Reserve*: Unanticipated costs, such as capital improvements required to comply with new regulations, can be difficult to accommodate in the TCP program after the preliminary program has been developed and adopted. To improve the region's ability to provide funding to meet such unanticipated costs, a reserve of approximately $2 million of TCP funds will be set aside before developing the preliminary programs for FY2016-17 through FY2019-20. The reserve will be set aside from all urbanized areas proportional to each urbanized area's projected apportionments in each program. Any proposals to program from the reserve will be reviewed with the Transit Finance Working Group. Any

Unanticipated Cost Reserve funds that are not programmed will roll over and be available for programming in the following year.

Limited Use of FTA Funds for Operating Purposes
FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with 76 to 100 buses, 50% of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated at Score 8 in the programming process (see Table 6 Project Scores above).

Specified Urbanized Area Flexibility
In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTP or other board-approved capital plan, and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Associated Transit Improvements
The FAST act eliminated the requirement that 1% of the FTA section 5307 apportionments in large urbanized areas be programmed for Associated Transit Improvements (formerly referred to as transit enhancements). However, designated recipients must still submit an annual report listing projects carried out in the preceding year with these funds as part of the Federal fiscal year's final quarterly progress report in TrAMS. The report should include the following elements:

(A) Grantee name;
(B) UZA name and number;
(C) FTA project number;
(D) Associated transit improvement category;
(E) Brief description of improvement and progress towards project implementation;
(F) activity line item code from the approved budget; and
(G) Amount awarded by FTA for the project. The list of associated transit improvement categories and activity line item (ALI) codes may be found in

the table of Scope and ALI codes in TrAMS. To assist MTC staff in preparing this report, grantees should continue to identify associated transit improvement projects that will receive funding from the Urbanized Area Formula Program.

Preventive Maintenance Funding

Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

a) *Funding Exchange*: Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local or state funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V. The Funding Exchange element can be applied to lower scoring capital projects as well as preventive maintenance. Operators using the Funding Exchange element must certify in writing that the assets will be replaced with non-federal funds.

b) *Capital Exchange*: In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project. Operators using the Capital Exchange element will be limited to two years preventive maintenance funding within a 12-year period.

c) *Negotiated Agreement within an Urbanized Area*: In the third option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

d) *Budgetary Shortfalls*: Requests for preventive maintenance to meet budgetary shortfalls will be considered on a case-by-case basis if a fiscal need can be demonstrated by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.

ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.

iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.

iv. Operators requesting FTA formula funds will be limited to two years preventive maintenance funding within a 12-year period.

The requesting operator will enter into an MOU with MTC or other formal agreement or action, such as Board approvals, and if applicable, with other transit properties affected by the preventive maintenance agreement. The agreement or actions will embody the four eligibility requirements outlined above as well as any other relevant terms and conditions of the agreement.

Bus Diesel Emission Reduction Device Funding Program

MTC provided approximately $14 million in CMAQ funds in FY2003-04 and FY2004-05 to assist with the procurement of approximately 1,600 bus emission reduction devices to help operators meet California Air Resources Board (CARB) requirements. The devices or their components may need to be replaced periodically. New upgraded devices also provide greater NO_x reduction benefits than the original devices.

In response to the need to install or replace bus diesel emission reduction devices to comply with CARB requirements, the Transit Capital Priorities policy includes a bus emission reduction device funding program. The elements of this policy attempt to strike a balance between facilitating operators' ability to remain in compliance with CARB requirements and to exceed those requirements by achieving greater NO_x reductions on the one hand, and making the most effective use of the region's limited capital funds on the other. The elements of bus emission reduction device replacement program are:

- Requests to replace bus emission reduction devices or device components in order to maintain compliance with or exceed CARB requirements, including first-time

retrofits, upgrades, replacements and spares, will be treated as Score 16 projects, subject to the following requirements:

  - Devices or components must be installed on buses that are scheduled to remain in service for at least five (5) years from year of programming. Devices or components to be installed on buses that are scheduled to be replaced prior to the specified years will be treated as Preventive Maintenance (Score 9).

- Requests to procure spare devices or components up to 10% of the operators' current device inventory will be treated as Score 16. Spare devices or components in excess of 10% of the inventory will be treated as Preventive Maintenance (Score 9)
- Projects treated as Score 16 under the bus emission reduction device funding program require a 50% local match, rather than the standard 20%. The intent of this element is to encourage cost-effective use of the region's limited capital funding, and to align with the original policy for procuring the devices, which had the regional contribution to NO_x reduction and the local contribution for PM reduction.
- Participation in the program is entirely voluntary. It is the responsibility of each operator to determine the best approach to achieving and maintaining compliance with CARB requirements.

Vehicle Procurement Reserves
The TCP Program may reserve funds for future programming for major vehicle replacement/procurement projects (e.g. BART, SFMTA, Caltrain). The programming of such reserves will be based on the cash-flow needs of the projects and available revenue streams.

Grant Spend-down Policy
This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 8 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended.

If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.

Fixed guideway programming for FY2016-17 will be based on an analysis of grant spending in September of 2016. The preliminary program for FY2017-18 through FY2019-20 will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

Table 8: FY2016-17 to FY2019-20 Program Grant Spend-Down Policy

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2015-16	Undisbursed balance of FG grants awarded FY2011-12 or earlier, as of 9/ 2014	1/3 of balance	9/2014 to 9/2015
FY2016-17		½ of remaining balance, as of 9/2015	9/2015 to 9/2016
FY2017-18		Remaining balance, as of 9/2016	9/2016 to 9/2017
FY2018-19	Undispersed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	½ of balance	9/2017 to 9/2018
FY2019-20		Remaining balance, as of 9/2018	9/2018 to 9/2019

Joint Procurements

In recognition of the policy direction of the Transit Sustainability Project Resolution No. 4060, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must evaluate and pursue, as appropriate, opportunities for joint procurements and integrated operations with other operators. The "Compensation for Cost Effective Bus Purchases" that was introduced into the TCP Policy with the prior update will provide operators an extra incentive to pursue joint procurement opportunities. MTC will coordinate discussions if requested.

Transit Asset Management

The FAST Act requires FTA funding recipients to develop transit asset management (TAM) plans that include capital asset inventories, condition assessments, and investment prioritizations. Additionally recipients need to report on the condition of their system and performance targets. FTA is expected to issue a final rule implementing TAM requirements within the term of this policy. The region is likely positioned to meet the new TAM requirements due to development of the Regional Transit Capital Inventory (RTCI) and the use of FTA's TERM model to assess asset conditions and project capital

needs. In order to effectively comply with the new TAM requirements and improve the region's TAM practices, MTC will:

* Propose revisions to this policy as needed to meet the requirements of FTA's final TAM rule; and
* Evaluate proposed TAM system projects being submitted under the TCP and work with operators to consider consistency with regional TAM system plans.

Transit Core Capacity Challenge Grant Program: Resolution No. 4123

The Transit Core Capacity Challenge Grant program (CCCGP) makes a policy commitment of approximately $7.4 billion in federal, state, regional and local funds over the FY2014-15 to FY2029-30 period to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region.

The $7.4 billion Core Capacity Challenge Grant program:

* Focuses on the SFMTA, BART, and AC Transit – the three transit operators that carry 80% of the region's passengers as well as more than three-quarters of the minority and low-income passengers.
* Leverages regional discretionary funds and local contributions, including proposed Cap and Trade revenue.
* Accelerates and solidifies funding for fleet replacement projects, and identifies new funding for key enhancement projects.
* Requires that the participating operators meet the performance objectives of the Transit Sustainability Project.

TCP programming for all projects identified in the CCCGP will be consistent with the funding amounts, local match requirements and other terms and conditions specified in MTC Resolution No. 4123.

All projects proposed for TCP funding in the CCCGP that are not otherwise Score 16 will be treated as Score 16. CCCGP fixed guideway infrastructure projects included in the CCCGP program of projects may be funded with a combination of fixed guideway cap funds and additional TCP funds above the operator's fixed guideway cap. Programming for CCCGP projects is based on cash flow needs, funding availability, and other policy elements.

In order to meet cash flow needs of the CCCGP and other TCP projects in years in which project funding needs exceed the region's annual FTA apportionments, financing may be required to advance future FTA/STP revenues. Debt service, including principal and interest payments, for any such financing will be treated as Score 17.

Financing

MTC staff, working with financial and legal advisors, and transit operator staff through the Partnership's Transit Finance Working Group, has been developing plans to finance one or more transit capital projects by borrowing against future Federal Transit

Administration (FTA) formula funds. The projects would be funded all or in part with proceeds of the financing, rather than annual FTA apportionments programmed through the Transit Capital Priorities (TCP) program. A portion of the region's apportionments would be used to make debt service payments. The objective of financing is to accelerate the funding and delivery of critical capital projects by advancing FTA funds from future years when annual apportionments are projected to exceed high-priority needs, to the next four-year TCP programming cycle, when needs are projected to exceed annual apportionments.

The need for financing was anticipated when MTC adopted the Core Capacity Challenge Grant Program (Resolution 4123) in 2013, which established a $7.5 billion, 16-year funding framework for a set of key projects designed to increase capacity and improve the state of good repair of transit service in the urban core of the region, including fleet replacement and expansion for BART, SFMTA and AC Transit, and related infrastructure projects. The Core Capacity funding plan includes $3.5 billion in FTA and other federal funds, of which a portion would be advanced through financing to accelerate completion of the projects.

The specific terms of any financing would be subject to agreements between the operator and MTC, MTC, the operator, and FTA, and MTC and bondholders. Debt service, including principal and interest payments, will have the highest priority among programming needs and will receive a Score 17 in developing the program. Debt service will be paid from apportionments in the same urbanized area(s) in which the operator whose project(s) are being financed is eligible. It is expected that any debt would be repaid over a 10-15 year period.

Vanpool Reporting & Programming

Vanpool service providers under contract to MTC will report vanpool miles and other data to NTD starting in NTD Reporting Year 2018 (i.e., starting with vanpool services provided from July 2017 through June 2018). As part of the development of the TCP program, starting with the FY2019-20 program, staff will present to TFWG an analysis of the projected amount of 5307 apportionments generated in each urbanized area by vanpool mileage reporting (5307 apportionments are based on NTD data from two years earlier, i.e., data reported to NTD in Reporting Year 2018 will be used to calculate apportionments for FY20). Staff will propose to include in the TCP program, starting with the FY2019-20 program, 5307 funds for the Vanpool Support Program.

The amount proposed for programming from each urbanized area will not exceed the projected apportionments generated by vanpool reporting in the urbanized area. Any apportionments that are generated by vanpool reporting but are not programmed for the Vanpool Support Program will be available for programming to transit operator projects following the TCP programming guidelines. Staff anticipates submitting its own 5307 grants to FTA to request funds programmed for the Vanpool Support Program, but may elect to ask one or more transit operators to request the funds on MTC's behalf, and enter into a pass-through agreement with MTC.

IV. ONE BAY AREA GRANT PROGRAM TRANSIT CAPITAL PROGRAM

The Commission's Cycle 2 / One Bay Area Grant Program (OBAG 1) Program Project Selection Criteria and Programming Policy for FY2012-13 through FY 2016-17, MTC Resolution No. 4035, Revised, included $201 million in STP/CMAQ funding for transit capital needs, including Clipper® Fare Collection Media, Transit Capital Rehabilitation, and the Transit Performance Initiative (TPI) Program. Specific projects are included in Attachment B-1 to MTC Resolution No. 4035, Revised.

The Commission's One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy for FY2017-18 through FY 2021-22, MTC Resolution No. 4202, Revised, includes $189 million in STP/CMAQ funding for transit priorities, including BART car replacement and expansion, replacement of Clipper equipment and development of Clipper 2.0, and the TPI Program. Specific projects will be included in Attachment B-1 to MTC Resolution No. 4202, Revised.

This section specifies the programming policies for OBAG 1 and OBAG 2 funds for TPI and TCP projects.

Transit Performance Initiative
Under OBAG 1, this program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Under OBAG 1 (FY2012-13 through FY2016-17), a total of $82 million has been made available for this program.

The incentive program provided financial rewards to transit agencies that improve ridership and/or productivity. For FY2012-13, $15 million was distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, $15 million was available annually based on a formula distribution factoring in ridership increase, passenger per hour increase, and ridership. The incentive program is proposed to be discontinued after FY2015-16, as OBAG 2 funding is proposed to be focused on transit capital needs and as the incentive program was generally found to not be as effective as was hoped in incentivizing productivity improvements.

Transit Capital Priorities
OBAG 1 and OBAG 2 funds that are not programmed for Transit Performance Initiative projects are programmed for transit capital replacement and rehabilitation projects to supplement the FTA funds in the Transit Capital Priorities program. STP/CMAQ funds for TCP projects from OBAG 1 were programmed in the TCP programs for FY2012-13 through FY2015-16. STP/CMAQ funds for TCP projects from OBAG 2 will be programmed in the TCP program for FY2016-17 through FY2019-20. OBAG 2 funds for

TCP projects will be programmed using the same policies and procedures as used for the FTA formula funds, as specified in Section III. FTA Formula Funds, with priority given to Score 16 projects that meet the eligibility criteria for STP or CMAQ, and that cannot be fully funded with FTA funds within the program's fiscal constraints.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support
FTA Section 5307, 5337, and 5339, and Surface Transportation Program Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA PROGRAM AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, Fixing America's Surface Transportation (FAST, Public Law 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to FAST, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or Surface Transportation Program (STP) grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Formula Program or STP funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY2016-17 through FY2015-16 FTA Formula Program or STP funds, for the following project(s):

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least 20% for FTA Formula Program funds, and 11.47% for STP funds; and
2) that the sponsor understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and

3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Formula Program and/or Surface Transportation Program in the amount of ($request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the FTA Formula Program and STP funding for the project is fixed at ($ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with FTA Formula Program and Surface Transportation Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by January 31 of the year the project is programmed for in the TIP; and

5) (applicant) will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed project; and

BE IT FURTHER RESOLVED*, that (agency name) is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and

BE IT FURTHER RESOLVED*, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and

BE IT FURTHER RESOLVED*, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and

BE IT FURTHER RESOLVED, that (agency name) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or Surface Transportation Program funded projects in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP**.**

*** Not required if opinion of counsel is provided instead.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel
FTA Section 5307, 5337, 5339 and STP Project Application

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5337 State of Good Repair Program, FTA 5339 Bus and Bus Facilities Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) for funding from the FTA Section 5307, 5337 or 5339 programs, or STP, made available pursuant to the Fixing America's Surface Transportation federal transportation authorization (FAST, Public Law 114-94) or successor legislation.

1. (Applicant) is an eligible sponsor of projects for the FTA Section 5307, 5337 or 5339 programs, or the STP program.
2. (Applicant) is authorized to submit an application for FTA Section 5307, 5337 or 5339 funding, or STP funding for (project).
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) making applications FTA Section 5307, 5337 or 5339 program funds, or STP funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Formula Program and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Formula Program and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Formula Program and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Appendix 2).

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects

Attachment 3: Application Instructions

Attachment 1: FY2016-17 through FY2019-20 Transit Capital Priorities Process and Criteria

Attachment 1 is the final FY2016-17 through FY2019-20 TCP Process and Criteria as approved by the MTC Commission. Contained within are the policies governing the programming and project selection process.

Attachment 2: Project Template

Project sponsors should apply for funds using the Excel project template included as **Attachment 2**. For FY2016-17 and FY2017-18, staff has already filled in projects that were submitted for these years in the previous call for projects. These should be reviewed and revised as needed. Further instructions regarding the template are included below and on **Attachment 4**. Related materials can be downloaded from MTC's website at http://mtc.ca.gov/our-work/fund-invest/calls-projects-%E2%80%94-funding-opportunities. Completed templates should be emailed to Rob Jaques at rjaques@mtc.ca.gov by 5:00 p.m. on **Friday, September 30, 2016**.

Attachment 2: Project Template has four tabs, each for FY2017, FY2018, FY2019, and FY2020. All projects for which you are requesting FY2017, FY2018, FY2019, or FY2020 TCP funds should be entered in the appropriate worksheet including ADA paratransit operating assistance projects funded by the 10% ADA set-aside. See Attachment 8 for estimated ADA set-aside amounts.

Additionally, any requests from the Call for Projects from the FY2015-16 programming cycle for FY2017 or FY2018 are pre-filled from that year's template. Please review these projects and update the information as needed.

There is no need to indicate which FTA funding program you are applying for, i.e., Section 5307, 5337 or 5339. Funding sources will be assigned during the program development process based on the project's eligibility for each program, projected revenues, and urbanized area constraints. See Attachment 1, Section III B, Program Eligibility, and Section III B, Urbanized Area Eligibility for more information. See Attachment 5 for projected revenues for each program and urbanized area.

Please do not include requests for funding from the Lifeline or Transit Performance Initiative Investment programs. These programs have separate calls for projects and program development processes.

Please enter **ALL** information in the unshaded columns for each requested project. The amounts in the columns shaded yellow are calculated for you. Do not need enter anything in these fields.

Operator: Please copy the name of your agency to all lines with projects.

TIP ID: If the project is already in the TIP, please enter the TIP ID number, e.g. ALA01003. If the project is not already in the TIP, please enter "New."

Project Title: Please enter a short title for the project, up to 50 characters long. If the project is already in the TIP, please use the same title as is used in the TIP.

Project Description: Project sponsors should complete a separate line on the Excel template for each discrete project. All projects must be well defined. There must be clear project limits, an intended scope of work, and a project concept. Examples of score 16 projects include:

- Replacement/rehab of one revenue vehicle sub-fleet or ferry vessel; a sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches the end of its useful life at a common time.
- Train control or traction power replacement/rehab needs for a given year.
- Fixed guideway replacement/rehab needs for a given year (e.g., track replacement and related fixed guideway costs, ferry fixed guideway connectors).

The description should be sufficiently detailed to determine which FTA program(s) the project is eligible for, demonstrate that the project meets the screening criteria, and to assign a TCP score. See Attachment 1, Section III B, Program Eligibility, Section III B, Screening Criteria, and Section III B, Project Scoring for more information.

For vehicle replacement requests, project descriptions should include the number, type (over-the-road coach, standard bus, paratransit van, etc.), length, fuel type (diesel, gas, CNG, or hybrid), year and manufacturer for both the vehicles being replaced and the vehicles being procured.

Regional Transit Capital Inventory (RTCI) Asset Class: If the project would replace or rehabilitate a capital asset, please enter the appropriate RTCI Asset Type Code and TRSID/NTD ID. A list of the current RTCI asset classes and corresponding RTCI Asset Type Codes, as well as your agency's TRSID, is included in Attachment 4.

The Seating Capacity field is for revenue vehicles only. The Quantity field refers to the quantity reported in the RTCI, which may differ from the quantity being requested in the project (see Project Quantity below). This data is being requested for information and comparison purposes only, and to provide additional justification for the project.

TCP Score: Please enter the relevant TCP score (see Attachment 1, Section III B, Project Scoring). If you are not sure of the correct scoring category for your project, leave the score blank.

Project Quantity: Please enter the quantity of assets being purchased, e.g., the number of buses being procured. The quantity may differ from the total quantity reported in your asset inventory (see Regional Transit Capital Inventory Asset Class above). If you are procuring more than one type of vehicle as part of a single project, please enter the quantity of each type on a separate line. For construction, rehab or operating projects that cannot be divided into identical discrete units, such as track rehab, dredging or preventive maintenance, enter a quantity of 1.

Unit Cost – Federal: Enter the amount the amount of federal funding requested per unit, e.g., the federal share of the price for each bus. If the project is for procuring buses or vans, this amount cannot exceed the amount specified for that vehicle type in the regional bus-van pricelist (see Attachment 6). If buses or vans are projected to cost more than the pricelist amount, please indicate that in the Notes column. If you are procuring more than one type of vehicle as part of the project, please enter the federal share for each type on a separate line.

Unit Cost – Local: Enter the amount of the local matching funds per unit, e.g., the local share of the price for each bus. If you are procuring more than one type of vehicle as part of the project, please enter the local share for each type on a separate line.

Unit Cost – Total, Total Cost – Federal, Local and Total, Federal/Local Split: These amounts (shaded in yellow) are calculated for you based on the quantity and federal/local unit costs, and do not need to be entered. The Federal/Local Split columns should be checked to make sure you have entered the correct federal and matching amounts. For bus and van procurements, the split should match the 82%/18% split on the bus-van pricelist (see Attachment 6). For all other capital projects, including ADA operating assistance, the federal amount should not exceed 80% of the total amount. For operating assistance, the federal amount should not exceed 50% of the total amount.

For projects subject to project caps, including fixed guideway project caps, the total cost should reflect the total estimated cost of the project before applying the cap. We are requesting total project costs that exceed the caps for informational purposes only, to help assess capital needs in the region and the TCP program's ability to fund those needs. For vehicle procurements, other replacement projects, and expansion or enhancement projects, project caps will be applied in the program development process. See Attachment 1, Section III B, Project Funding Caps for more information.

> Example 1: If you are requesting funds to purchase 100 buses with a bus-van pricelist federal share of $400,000 and local share of $100,000 in FY2017, enter 100, $400,000 and $100,000 in the appropriate columns in the FY2017 worksheet. The worksheet will calculate the total cost of $50 million with a federal share of $40 million. MTC staff will apply the $20 million annual vehicle project cap by programming $20 million in each year (subject to funding availability). If the project is not fully funded by the end of the program period, the balance will be noted as a prior-year commitment with priority for funding in the subsequent TCP round.
>
> Example 2: If you are requesting to replace a communications/AVL system with a total cost of $10 million in FY2018, enter 1 for quantity, $8 million for federal share, and $2 million for local share in the FY 2018 worksheet. MTC staff will apply the Other Replacement Projects cap by programming $5 million in FY 2016 (subject to funding availability). Staff will recommend whether to program additional funding for the system project in the subsequent year based on demand for other Score 16 projects compared to available funds.

FG Cap Federal Amount: For projects subject to fixed guideway project caps (see Attachment 7), please enter the amount of your agency's annual fixed guideway cap that you are applying to

each project. The total of the amounts in this column should equal your agency's cap amount in each year, unless you are using the flexibility to program additional caps in one year that are offset in another. If you are using this flexibility, please provide an explanation and justification in a cover memo with your application and ensure that the total of your four-year FG requests do not exceed the total of your four-year FG caps. Additionally, if you are requesting contingency funding based on involuntarily deferred caps from prior years, indicate these requests in the notes section. Projects in the following categories must be funded within the fixed guideway cap:

- Track/Guideway Replacement/Rehabilitation
- Traction Power Systems Replacement/Rehabilitation
- Train Control/Signaling Replacement/Rehabilitation
- Dredging
- Ferry Fixed Guideway Connectors Replacement/Rehabilitation
- Ferry Major Component Replacement/Rehabilitation
- Ferry Propulsion Replacement/Rehabilitation
- Cable Car Infrastructure Replacement/Rehabilitation
- Wayside or Onboard Fare Collection Equipment Replacement/Rehabilitation for Fixed Guideway vehicles

If you are requesting a waiver to use fixed guideway cap funds for other capital needs not included in the list above, please indicate the amount of the cap that you are applying to the non-FG project, and include a justification in your cover memo that explains how the waiver meets the conditions specified in the TCP policy (see Attachment 1, Section II B, Project Funding Caps).

1% Security Set-Aside: Enter the amount of your project that could qualify as a security project in order for MTC to meet the 1% security requirement at an urbanized area level. Project sponsors are required by FTA to meet the 1% security set-aside provisions. FTA now requires designated recipients to comply with this requirement at an urbanized area level and for operators to comply at the individual grant level.

Local Match Source: Please list the source(s) of matching funds you anticipate using for the local share of project costs, e.g., AB 664, TDA, county sales tax, Prop 1B.

Included in TAM Plan**:** For FY2018-19 and beyond, FTA requires projects receiving FTA Section 5337 funds to be included in a TAM Plan. In this column, indicate if the project you are requesting to be funded is included (or is predicted to be included) in your agency's TAM Plan. If unknown at this time, leave blank. This field can be updated when we reopen the call for the final two years of the program.

Notes: Please use the Notes column to explain any of the following that apply, or to provide other information that will help staff understand your request. You can refer to a more detailed explanation in your cover memo or a separate attachment if you prefer.

- Requests for programming that were deferred from a previous year's program;
- Requests for programming that were partially funded in a previous year's program due to annual project funding caps;
- Requests to program vehicle replacement funds prior to the first eligible year in order to advance procurements or to replace vehicles with higher than normal maintenance costs (see Attachment 1, Section III B, Asset Useful Life);
- Requests for compensation for bus replacement beyond the minimum useful life (see Attachment 1, Section III B, Compensation for Bus Replacement Beyond Minimum Useful Life);
- Requests to advance fixed guideway cap funds for future years (see Attachment 1, Section III B, Project Funding Caps);
- Requests for a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible fixed guideway project categories listed above (see Attachment 1, Section III B, Project Funding Caps);
- Requests to program contingent fixed guideway caps (amounts involuntarily deferred in prior years);
- Requests for replacement of buses or vans with projected costs less than the bus-van pricelist amount (see Attachment 1, Section III B, Bus-Van Pricelist);
- Requests for compensation for cost-effective bus purchases (see Attachment 1, Section III B, Compensation for Cost Effective Bus Purchases);
- Requests for replacement of revenue vehicle types that are not listed in the bus-van pricelist, including how you estimated costs (see Attachment 1, Section III B, Bus-Van Pricelist);
- Requests to replace revenue vehicles with a different number or size of vehicles, e.g., a request to replace 10 40' buses with 12 35' buses; in such cases, please provide the total seating capacity of the old and new fleets;
- Requests to treat vehicle rehabilitation projects (including mid-life overhauls and rebuilds) as Score 16 because the life of the vehicles will be extended beyond the standard useful life (See Attachment 1, Section III B, Project Scoring);
- Requests for operating assistance for operators with 100 or fewer buses that operate in large urbanized areas (see Attachment 1, Section III C, Limited Use of FTA Funds for Operating Purposes);
- Projects that qualify as Associated Transit Improvements, formerly known as Transit Enhancements (see Attachment 1, Section III C, Associated Transit Improvements);
- Requests to treat preventive maintenance funding as Score 16 under the Funding Exchange, Capital Exchange, Negotiated Agreement or Budgetary Shortfalls elements of the TCP policy (see Attachment 1, Section III C, Preventive Maintenance Funding);

- Requests to treat replacement of bus diesel emission reduction devices, or purchase of spare devices, as Score 16 (see Attachment 1, Section III C, Bus Diesel Emission Reduction Device Funding Program);
- Requests for funding for projects that have unexpended balances from prior-year FTA grants (see Attachment 1, Section III C, Conditioning Programming on Expenditure of Prior Grants);
- Any plans or potential for procuring the requested assets through a joint procurement or piggyback with other operators (see Attachment 1, Section III C, Joint Procurements);
- Requests to procure, replace or upgrade maintenance management or asset management systems (see Attachment 1, Section III C, Transit Asset Management).
- Requests to transfer ADA set-aside funds to capital projects if the operator certifies that its ADA operating costs are covered by other funding sources.

Attachment 4: Regional Capital Transit Inventory

Attachment 4 provides operates with information needed to fill out the RCTI fields in Attachment 2. RTCI related reference files such as the updated RTCI asset type codes can also be downloaded from https://mtcdrive.box.com/TCPPublic.

Attachment 5: TCP Apportionment Estimates

Revenue estimates for the FTA formula programs included in TCP are provided in **Attachment 5**, and are used for determining amounts for the Lifeline Transportation Program and 10% ADA operating set-asides, and 1% security requirements. The revenues available for programming include projected apportionments for FY2016 through FY2019-20 as well as prior-year unprogrammed carryover funds.

In December 2015, Congress passed the Fixing America's Surface Transportation (FAST) Act, which provided authorizations for FTA formula grant programs for FY2016-2020. In projecting revenues for the TCP programming, staff assumed that each urbanized area's share of the national authorization would remain constant through the life of the program. Additionally, prior year Small Transit Intensive Cities (STIC) funds were removed from the 5307 apportionments when calculating the UA share of the national available funds. Staff will update the revenue projections during the program development process as better information becomes available. If actual apportionments exceed or fall below the projections, additional funds can be programmed or reduced in the annual Program of Projects amendment, which reconciles the preliminary program with the apportionments, or excess funds may be carried over and programmed in the following year. Funding availability is also subject to pre-existing programming commitments and project deferments.

Attachment 6: Bus-Van Pricelist

The costs for bus and van procurements, including the federal/local split, cannot exceed the prices in the regional bus-van pricelist, which is included as **Attachment 6**. If an operator elects to replace vehicles with vehicles of a different fuel type, the price listed for the new fuel type vehicle applies, e.g., if an operator is replacing diesel buses with diesel-electric hybrid buses, the operator may request funds up to the amount listed for hybrid buses.

Note that bus prices do not include allowances for radios and fareboxes; operators may request funding for radios and fareboxes as a separate project from the vehicle procurement. Operators are expected to include Clipper wiring and brackets in all new buses, so the buses are Clipper-ready without requiring additional expenses.

With zero-emission buses (ZEBs) just starting to be commercially available, there is little history to use for developing pricelist amounts, and while increasing sales of ZEBs is expected to lead to lower prices, the rate of price decline is difficult to predict.

Therefore, the projected prices for ZEBs will be developed by the operator based on the best available information, and a justification for the projected price will be submitted together with the operator's TCP programming request. If the justification does not adequately support the projected price, the programmed amount will be subject to negotiation between MTC staff and the operator, and review by the Transit Finance Working Group.

The programmed amount for ZEBs will be 82% of the projected price (or negotiated price), except as noted below. If an operator requests funds for ZEBs through the TCP Process and Criteria, the operator will agree to make a good faith effort to obtain other non-TCP funds, such as FTA Lo-No funds, FTA Section 5339 Discretionary Program funds, CARB Heavy Duty Zero Emission Pilot Project funds, California Energy Commission funds, county sales tax funds, or other local funds for at least the difference between the projected price for ZEBs and the TCP Process and Criteria pricelist price for a comparable diesel-electric hybrid bus. If the operator is successful in securing non-TCP funds, the TCP request for ZEBs will be reduced by the amount of non-TCP funds secured.

Match Amounts: The federal/local splits in the bus-van pricelist are now uniformly 82%/18% across all vehicle types. All other capital projects should reflect a federal share of not more than 80%. Requests for operating assistance should reflect a federal share of not more than 50%. On the application spreadsheet, enter the appropriate amounts in the federal and local columns, and indicate the expected sources of matching funds.

Attachment 7: Fixed Guideway Caps

For vehicle procurements, fixed guideway replacement/rehab projects, other replacement projects, and expansion or enhancement projects subject to the programmatic financial caps detailed in Attachment 1, Section III B, Project Funding Caps, and in **Attachment 7**, project sponsors should submit total project costs for MTC staff review. The caps will be applied by MTC staff in the programming process.

When developing the proposed TCP programs for each year, the fixed guideway caps may be increased or decreased proportionally, depending on the aggregate demand for Score 16 projects compared to projected revenues. Each fixed guideway operator's fixed guideway cap amounts are listed in Attachment 7. Please use the project template to indicate how much of your agency's fixed guideway cap to apply to each project.

The caps are intended to be as flexible as possible, and requests to advance caps from future years will be accommodated to the extent allowed by the fiscal constraints of the program. Operators may request more than their annual cap in a particular year if the increase is offset by a lower request in another year, i.e., as long as the total amount requested for FG projects over the four years of the program does not exceed the annual cap times four. Please indicate any requests to advance or defer caps in a cover memo with your project application.

Fixed guideway caps amounts may be programmed to any of the eligible project categories listed in Attachment 1, Section III B, Project Funding Caps. Programming for all projects that fall within these categories must be within the operator's cap amount. Operators may request a one-year waiver to use fixed guideway cap funds for other capital needs that are not included in one of the eligible project categories if the operator can demonstrate that the other capital needs can be addressed by the one-year waiver, or that the use of fixed guideway cap funds is part of a multi-year plan to address the other capital needs. The operator must also demonstrate that the waiver will have minimal impact on the operator's ability to meet its fixed guideway capital needs.

Prior Year FG Cap Deferrals: The portion of FG caps that were involuntarily deferred in previous years due to undispersed grant balances may be programmed in any of the four years of the program if sufficient funds are available. Please indicate the dollar amount and the FG Cap project that you would like to program the prior year Cap deferrals to in the Notes section for the appropriate year. Programming of these contingent amounts is dependent on sufficient revenues, and will be treated as a lower priority than other Score 16 projects.

Voluntary deferrals from prior years may be programmed in the year agreed upon when the voluntary deferral was taken. These years and amounts are indicated on Attachment 7.

Attachment 8: ADA Set-Aside

Attachment 8 provides revised ADA set-aside percentages and estimated annual amounts by urbanized area and operator; these will be automatically programmed and therefore, ADA set-aside projects need not be entered in the project template. Operators can request to transfer their ADA set-aside funds to other Score 16 capital projects if they certify that their ADA operating costs are covered by other funding sources. This certification will need to be provided in the form of a separate letter included as part of the application packet. This request should also be explained with appropriate detail in the corresponding notes section.

Other Notes

Asset Useful Life: Projects for normal asset replacement or rehabilitation of revenue vehicles, non-revenue vehicles, service vehicles, or maintenance tools and equipment, must meet the minimum age requirements specified in the TCP policy (see Attachment 1, Section III B, Asset Useful Life.) However, requests to program vehicle replacement funds prior to the first eligible year in order to advance procurements or replace vehicles with higher than normal maintenance costs will be considered if the proposal has minimal impacts on other operators and can be accommodated within the region's fiscal constraints. Operators that voluntarily replace buses or vans beyond the specified minimum useful life, or request less than the full pricelist amounts, are eligible for financial compensation (see Attachment 1, Section III B, Compensation for Deferred Replacement & Compensation for Cost Effective Bus Purchases).

For vehicle replacement requests, project descriptions should include the number, type (over-the-road coach, standard bus, paratransit van, etc.), length, fuel type (diesel, gas, CNG, or hybrid), year and manufacturer for both the vehicles being replaced and the vehicles being procured.

Further, the template includes asset classification fields developed for the Regional Transit Capital Inventory to link proposed projects to the region's capital replacement and rehab needs. Providing this information will strengthen the justification for projects and improve consistency across operators.

Preventive Maintenance: Preventive maintenance will be considered a Score 9 funding priority in Transit Capital Priorities, unless the conditions for one of the following four policy elements are met, in which case preventive maintenance will be treated as Score 16.

- Funding Exchange
- Capital Exchange
- Negotiated Agreement within an Urbanized Area
- Budgetary Shortfalls

See Attachment 1, Section III C, Preventive Maintenance Funding for details on each of these policy elements. For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. The policy's intent is that funding for preventive maintenance will not increase the region's unfunded transit capital needs.

Operating Assistance: FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible in both large and small urbanized areas, the amount of small urbanized area funds used for operating assistance will be deducted from the amount programmed for capital projects in the large UA.

MAP-21 provided new eligibility for small and medium-sized bus operators in large urbanized areas to use Section 5307 funds for operating assistance. For operators with up to 75 buses, 75 percent of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. For operators with up to 76 to 100 buses, 50 percent of the urbanized area's apportionment attributable to the operator (as measured by vehicle revenue hours) may be programmed for operating assistance. Eligible

operators may request operating assistance up to the maximum eligible amount, but operating assistance will be programmed only after higher scoring projects in the urbanized area are funded. Operating assistance requests will be treated as Score 8 in the programming process.

Grant Spend-down Policy: This policy conditions new programming on the expenditure of prior year grants in order to direct the region's limited funds to the projects most in need of additional resources and accelerate the delivery of TCP projects.

The focus of this policy is on fixed guideway (FG) projects, as vehicle procurement projects are generally completed in a timely manner. Each year, MTC staff will calculate the balance of older FG grants from TrAMS data in consultation with each operator. The goal amounts will be compared against TrAMS grant balances for the appropriate grants in September of each year to determine if the goals have been met. The policy establishes a target for spending a specified percentage of the grant balance each year. Table 8 below explains the spend-down goals for each program year.

If the goals for each operator are met, the full FG cap amounts specified for that operator in the relevant section above will be programmed, subject to funding availability. However, if the target is not met, staff will defer the FG funding for those operators not meeting their goals proportionate to the percentage of the prior-year grants unexpended. If the goal is then met in subsequent years, the full FG cap would be programmed, subject to funding availability. Additionally, operators will have the opportunity to request deferred FG cap amounts in later years, subject to meeting their grant spend-down goals and availability of funding. Programming of these deferred caps will be treated as a lower priority than other Score 16 projects.

Fixed guideway programming for FY2016-17 will be based on an analysis of grant spending in September of 2016. The preliminary program for FY2017-18 through FY2019-20 will include the full cap amounts, but will be conditioned on meeting the grant spend-down goals in the appropriate year. Should an operator not meet its target in a given year, the FG cap amount in the preliminary program would be reduced accordingly in that year's POP amendment.

Table 8: FY2016-17 to FY2019-20 Program Grant Spend-Down Policy

Program Year	Basis for Balance	Spend-Down Target	Spend-Down Period
FY2015-16	Undisbursed balance of FG grants awarded FY2011-12 or earlier, as of 9/ 2014	1/3 of balance	9/2014 to 9/2015
FY2016-17		½ of remaining balance, as of 9/2015	9/2015 to 9/2016
FY2017-18		Remaining balance, as of 9/2016	9/2016 to 9/2017
FY2018-19	Undispersed balance of FG grants awarded FY2014-15 or earlier, as of 9/2017	½ of balance	9/2017 to 9/2018
FY2019-20		Remaining balance, as of 9/2018	9/2018 to 9/2019

Joint Procurements: In recognition of the policy direction of the Transit Sustainability Project, before TCP funds are programmed for revenue vehicles, non-revenue vehicles, communications and vehicle location systems, fare collection equipment, bus emission reduction devices, computer systems, including management information systems and maintenance/asset management systems, or other equipment, operators must assess the opportunities for joint procurements and integrated operations with other operators. MTC will coordinate discussions as necessary.

Transit Asset Management: FTA recently issued their final rule implementing the new Transit Asset Management (TAM) requirements created by MAP-21 in 2015. Requests for replacement/rehabilitation of assets should be consistent with the rule and TAM plans, which will be required beginning with the FY2018-19 and FY2019-20 programs. For these years, an additional field is included on the project template asking operators to indicate if their request is included in their TAM plan. When we reopen the FY2018-19 and FY2019-20 programs, we will ask operators to certify that projects programmed to receive 5337 funds are included in their TAM plans.

Board Approval: MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution for each year's programming should be submitted by **January 11, 2017**, the same date MTC's Programming and Allocations Committee will consider the proposed program. If a board resolution cannot be provided by this date due to board meeting schedule constraints, please indicate in a cover memo with your application when the board resolution will be adopted. Attachment 1, Appendix 1 provides a sample resolution of board support.

Opinion of Counsel: Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA formula funds; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided in Attachment 1, Appendix 2.

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
10000	Guideway Elements	Guideway	-	-	Linear Feet
10001	Guideway Elements	Guideway	-	Commuter Rail	Linear Feet
10002	Guideway Elements	Guideway	-	Heavy Rail	Linear Feet
10003	Guideway Elements	Guideway	-	Light Rail	Linear Feet
10110	Guideway Elements	Guideway	At Grade Ballast	Guideway	Linear Feet
10111	Guideway Elements	Guideway	At Grade Ballast	Commuter Rail	Linear Feet
10112	Guideway Elements	Guideway	At Grade Ballast	Heavy Rail	Linear Feet
10113	Guideway Elements	Guideway	At Grade Ballast	Light Rail	Linear Feet
10120	Guideway Elements	Guideway	At Grade Ballast	Expressway	Linear Feet
10121	Guideway Elements	Guideway	At Grade Ballast	Expressway Commuter Rail	Linear Feet
10122	Guideway Elements	Guideway	At Grade Ballast	Expressway Heavy Rail	Linear Feet
10123	Guideway Elements	Guideway	At Grade Ballast	Expressway Light Rail	Linear Feet
10200	Guideway Elements	Guideway	At Grade-In-Street	-	Linear Feet
10205	Guideway Elements	Guideway	At Grade-In-Street	Ductbank	Lump Sum
10206	Guideway Elements	Guideway	At Grade-In-Street	Manhole	Lump Sum
10210	Guideway Elements	Guideway	At Grade-In-Street	Grade Crossing	Linear Feet
10211	Guideway Elements	Guideway	At Grade-In-Street	Grade Crossing Commuter Rail	Linear Feet
10212	Guideway Elements	Guideway	At Grade-In-Street	Grade Crossing Heavy Rail	Linear Feet
10213	Guideway Elements	Guideway	At Grade-In-Street	Grade Crossing Light Rail	Linear Feet
10215	Guideway Elements	Guideway	At Grade-In-Street	Grade Crossing - Panelled	Linear Feet
10216	Guideway Elements	Guideway	At Grade-In-Street	Grade Crossing - Embedded	Linear Feet
10310	Guideway Elements	Guideway	Elevated Structure	-	Linear Feet
10311	Guideway Elements	Guideway	Elevated Structure	Commuter Rail	Linear Feet
10312	Guideway Elements	Guideway	Elevated Structure	Heavy Rail	Linear Feet
10313	Guideway Elements	Guideway	Elevated Structure	Light Rail	Linear Feet
10320	Guideway Elements	Guideway	Elevated Structure	Steel Viaducts	Linear Feet
10321	Guideway Elements	Guideway	Elevated Structure	Steel Viaducts Commuter Rail	Linear Feet
10322	Guideway Elements	Guideway	Elevated Structure	Steel Viaducts Heavy Rail	Linear Feet
10323	Guideway Elements	Guideway	Elevated Structure	Steel Viaducts Light Rail	Linear Feet
10330	Guideway Elements	Guideway	Elevated Structure	Bridge	Linear Feet
10331	Guideway Elements	Guideway	Elevated Structure	Bridge Commuter Rail	Linear Feet
10332	Guideway Elements	Guideway	Elevated Structure	Bridge Heavy Rail	Linear Feet
10333	Guideway Elements	Guideway	Elevated Structure	Bridge Light Rail	Linear Feet

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
10340	Guideway Elements	Guideway	Elevated Structure	Foot Walk	Linear Feet
10400	Guideway Elements	Guideway	Elevated Fill	-	Linear Feet
10401	Guideway Elements	Guideway	Elevated Fill	Commuter Rail	Linear Feet
10402	Guideway Elements	Guideway	Elevated Fill	Heavy Rail	Linear Feet
10403	Guideway Elements	Guideway	Elevated Fill	Light Rail	Linear Feet
10500	Guideway Elements	Guideway	Underground	-	Linear Feet
10501	Guideway Elements	Guideway	Underground	Commuter Rail	Linear Feet
10502	Guideway Elements	Guideway	Underground	Heavy Rail	Linear Feet
10503	Guideway Elements	Guideway	Underground	Light Rail	Linear Feet
10510	Guideway Elements	Guideway	Underground	Tunnel	Linear Feet
10511	Guideway Elements	Guideway	Underground	Tunnel Commuter Rail	Linear Feet
10512	Guideway Elements	Guideway	Underground	Tunnel Heavy Rail	Linear Feet
10513	Guideway Elements	Guideway	Underground	Tunnel Light Rail	Linear Feet
10520	Guideway Elements	Guideway	Underground	Cut & Cover	Linear Feet
10521	Guideway Elements	Guideway	Underground	Cut & Cover Commuter Rail	Linear Feet
10522	Guideway Elements	Guideway	Underground	Cut & Cover Heavy Rail	Linear Feet
10523	Guideway Elements	Guideway	Underground	Cut & Cover Light Rail	Linear Feet
10530	Guideway Elements	Guideway	Underground	Foot Walk	Linear Feet
10540	Guideway Elements	Guideway	Underground	Tube	Linear Feet
10541	Guideway Elements	Guideway	Underground	Tube Commuter Rail	Linear Feet
10542	Guideway Elements	Guideway	Underground	Tube Heavy Rail	Linear Feet
10543	Guideway Elements	Guideway	Underground	Tube Light Rail	Linear Feet
10600	Guideway Elements	Guideway	Retained Cut	-	Linear Feet
10601	Guideway Elements	Guideway	Retained Cut	Commuter Rail	Linear Feet
10602	Guideway Elements	Guideway	Retained Cut	Heavy Rail	Linear Feet
10603	Guideway Elements	Guideway	Retained Cut	Light Rail	Linear Feet
10605	Guideway Elements	Guideway	Retained Cut	Box Culvert	Linear Feet
11000	Guideway Elements	Trackwork	-	-	Track Feet
11100	Guideway Elements	Trackwork	Direct Fixation	-	Track Feet
11101	Guideway Elements	Trackwork	Direct Fixation	Tangent	Track Feet
11102	Guideway Elements	Trackwork	Direct Fixation	Curve	Track Feet
11103	Guideway Elements	Trackwork	Direct Fixation	Guarded	Track Feet
11104	Guideway Elements	Trackwork	Direct Fixation	Platform Tangent	Track Feet

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
11105	Guideway Elements	Trackwork	Direct Fixation	Platform Curved	Track Feet
11106	Guideway Elements	Trackwork	Direct Fixation	Platform Guarded	Track Feet
11200	Guideway Elements	Trackwork	Ballasted	-	Track Feet
11201	Guideway Elements	Trackwork	Ballasted	Tangent	Track Feet
11202	Guideway Elements	Trackwork	Ballasted	Curve	Track Feet
11203	Guideway Elements	Trackwork	Ballasted	Guarded	Track Feet
11204	Guideway Elements	Trackwork	Ballasted	Platform Tangent	Track Feet
11205	Guideway Elements	Trackwork	Ballasted	Platform Curved	Track Feet
11206	Guideway Elements	Trackwork	Ballasted	Platform Guarded	Track Feet
11211	Guideway Elements	Trackwork	Ballasted	Tangent - Concrete Tie	Track Feet
11212	Guideway Elements	Trackwork	Ballasted	Tangent - Wood Tie	Track Feet
11213	Guideway Elements	Trackwork	Ballasted	Curve - Concrete Tie	Track Feet
11214	Guideway Elements	Trackwork	Ballasted	Curve - Wood Tie	Track Feet
11300	Guideway Elements	Trackwork	Embedded	-	Track Feet
11301	Guideway Elements	Trackwork	Embedded	Tangent	Track Feet
11302	Guideway Elements	Trackwork	Embedded	Curve	Track Feet
11303	Guideway Elements	Trackwork	Embedded	At-Grade Crossings	Track Feet
11400	Guideway Elements	Trackwork	Special	-	Track Feet
11401	Guideway Elements	Trackwork	Special	Diamond Crossover	Each
11402	Guideway Elements	Trackwork	Special	Direct Fixation Diamond Crossover	Each
11403	Guideway Elements	Trackwork	Special	Ballasted Diamond Crossover	Each
11404	Guideway Elements	Trackwork	Special	Single Crossover	Each
11405	Guideway Elements	Trackwork	Special	Direct Fixation Single Crossover	Each
11406	Guideway Elements	Trackwork	Special	Ballasted Single Crossover	Each
11407	Guideway Elements	Trackwork	Special	Turnout	Each
11408	Guideway Elements	Trackwork	Special	Direct Fixation Turnout	Each
11409	Guideway Elements	Trackwork	Special	Ballasted Turnout	Each
11410	Guideway Elements	Trackwork	Special	Turntable	Each
11500	Guideway Elements	Trackwork	Yard	-	Track Feet
11600	Guideway Elements	Trackwork	Ties	-	Each
11601	Guideway Elements	Trackwork	Ties	Wood	Each
11602	Guideway Elements	Trackwork	Ties	Concrete	Each
12000	Guideway Elements	Special Structures	-	-	Each

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
12100	Guideway Elements	Special Structures	Fencing	-	Each
12200	Guideway Elements	Special Structures	Retaining Walls	-	Linear Feet
13000	Guideway Elements	Bus Guideway	-	-	Linear Feet
13100	Guideway Elements	Bus Guideway	At Grade	-	Linear Feet
13200	Guideway Elements	Bus Guideway	Turnaround	-	Linear Feet
13300	Guideway Elements	Bus Guideway	Elevated Fill	-	Linear Feet
13400	Guideway Elements	Bus Guideway	Elevated Structure	-	Linear Feet
13410	Guideway Elements	Bus Guideway	Elevated Structure	Elevated Roadway	Linear Feet
13420	Guideway Elements	Bus Guideway	Elevated Structure	Bridge Bus	Linear Feet
13500	Guideway Elements	Bus Guideway	Subway	-	Linear Feet
20000	Facilities	-	-	-	Each
21000	Facilities	Buildings	-	-	Each
21100	Facilities	Buildings	Administration	-	Each
21120	Facilities	Buildings	Administration	Police	Each
21200	Facilities	Buildings	Maintenance	-	Each
21210	Facilities	Buildings	Maintenance	Bus	Each
21211	Facilities	Buildings	Maintenance	Bus Stratum 1 < 200 Vehicles	Each
21212	Facilities	Buildings	Maintenance	Bus Stratum 1 200 to 300 Vehicles	Each
21213	Facilities	Buildings	Maintenance	Bus Stratum 1 > 300 Vehicles	Each
21214	Facilities	Buildings	Maintenance	Bus Stratum 2 < 200 Vehicles	Each
21215	Facilities	Buildings	Maintenance	Bus Stratum 2 200 to 300 Vehicles	Each
21216	Facilities	Buildings	Maintenance	Bus Stratum 3 < 200 Vehicles	Each
21217	Facilities	Buildings	Maintenance	Bus Stratum 3 200 to 300 Vehicles	Each
21218	Facilities	Buildings	Maintenance	Bus Stratum 4 < 200 Vehicles	Each
21219	Facilities	Buildings	Maintenance	Bus Stratum 4 200 to 300 Vehicles	Each
21220	Facilities	Buildings	Maintenance	Rail	Each
21221	Facilities	Buildings	Maintenance	Rail Commuter Rail	Each
21222	Facilities	Buildings	Maintenance	Rail Heavy Rail	Each
21223	Facilities	Buildings	Maintenance	Rail Light Rail	Each
21230	Facilities	Buildings	Maintenance	Utilities	Each
21500	Facilities	Buildings	Building Components	Compound Asset Parent	Lump Sum
21501	Facilities	Buildings	Building Components	Electrical	Lump Sum
21502	Facilities	Buildings	Building Components	Fire Alarm	Lump Sum

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Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
21503	Facilities	Buildings	Building Components	Plumbing	Lump Sum
21504	Facilities	Buildings	Building Components	Drainage	Lump Sum
21505	Facilities	Buildings	Building Components	HVAC	Lump Sum
21506	Facilities	Buildings	Building Components	Boiler	Lump Sum
21507	Facilities	Buildings	Building Components	Roof	Sq Foot
21508	Facilities	Buildings	Building Components	Exterior	Lump Sum
21509	Facilities	Buildings	Building Components	Access and Parking	Space
21510	Facilities	Buildings	Building Components	Elevators and Conveying Systems	Each
21511	Facilities	Buildings	Building Components	Built-in Equipment and Specialties	Lump Sum
21512	Facilities	Buildings	Building Components	Generators	Each
21513	Facilities	Buildings	Building Components	Interior	Lump Sum
21514	Facilities	Buildings	Building Components	Fencing	Linear Feet
21515	Facilities	Buildings	Building Components	Other	Each
22000	Facilities	Storage Yard	-	-	Each
22200	Facilities	Storage Yard	Rail	-	Each
22210	Facilities	Storage Yard	Rail	-	Each
22211	Facilities	Storage Yard	Rail	Commuter Rail	Each
22212	Facilities	Storage Yard	Rail	Heavy Rail	Each
22213	Facilities	Storage Yard	Rail	Light Rail	Each
22300	Facilities	Storage Yard	Bus	Bus Parking	Each
22400	Facilities	Buildings	Bus Turnaround Facility	-	Each
23000	Facilities	Equipment	-	-	Each
23100	Facilities	Equipment	MIS/IT/Network Systems	-	Each
23101	Facilities	Equipment	MIS/IT/Network Systems	Office Software	Each
23102	Facilities	Equipment	MIS/IT/Network Systems	Office Computer	Each
23200	Facilities	Equipment	Furniture	-	Each
23300	Facilities	Equipment	Maintenance	-	Each
23301	Facilities	Equipment	Maintenance	Bus	Each
23310	Facilities	Equipment	Maintenance	Rail	Each
23311	Facilities	Equipment	Maintenance	Rail Commuter Rail	Each
23312	Facilities	Equipment	Maintenance	Rail Heavy Rail	Each
23313	Facilities	Equipment	Maintenance	Rail Light Rail	Each
23400	Facilities	Equipment	Maintenance	Pollution Treatment	Each

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
23402	Facilities	Equipment	Maintenance	Bus Washer	Each
23403	Facilities	Equipment	Maintenance	Train Washer	Each
23404	Facilities	Equipment	Maintenance	Vehicle Paintbooth	Each
23405	Facilities	Equipment	Maintenance	Fuel Island	Each
23406	Facilities	Equipment	Maintenance	Dynamometers	Each
23407	Facilities	Equipment	Maintenance	Lifts - Portable	Each
23408	Facilities	Equipment	Maintenance	Lifts - Fixed	Each
23409	Facilities	Equipment	Maintenance	Wheel truing machines	Each
23410	Facilities	Equipment	Maintenance	Brake Lathe	Each
23411	Facilities	Equipment	Maintenance	Fuel Tank	Each
23412	Facilities	Equipment	Maintenance	Lifts - Fixed: In Floor	Each
23413	Facilities	Equipment	Maintenance	Lifts - Fixed: Parallelogram	Each
23414	Facilities	Equipment	Maintenance	Wheel Presses	Each
23415	Facilities	Equipment	Maintenance	Turntables, Truck	Each
23416	Facilities	Equipment	Maintenance	Air Compressor	Each
23417	Facilities	Equipment	Maintenance	Cart	Each
23418	Facilities	Equipment	Maintenance	Hoist	Each
23419	Facilities	Equipment	Maintenance	Scrubber, Sprayer	Each
23420	Facilities	Equipment	Maintenance	Misc Equip	Each
23430	Facilities	Equipment	Maintenance	CNG Refueling Station	Each
24000	Facilities	Major Shops	-	-	Each
24100	Facilities	Major Shops	Rail	-	Each
24101	Facilities	Major Shops	Rail	Commuter Rail	Each
24102	Facilities	Major Shops	Rail	Heavy Rail	Each
24103	Facilities	Major Shops	Rail	Light Rail	Each
24200	Facilities	Major Shops	Bus	-	Each
25000	Facilities	Central Control	-	-	Each
30000	Systems	-	-	-	Track Feet
30001	Systems	CR	-	-	Track Feet
30002	Systems	HR	-	-	Track Feet
30003	Systems	LR	-	-	Track Feet
31000	Systems	Train Control	-	-	Track Feet
31001	Systems	Train Control	Commuter Rail	-	Track Feet

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
31002	Systems	Train Control	Heavy Rail	-	Track Feet
31003	Systems	Train Control	Light Rail	-	Track Feet
31100	Systems	Train Control	Wayside Train Control	-	Track Feet Guideway
31101	Systems	Train Control	Wayside Train Control	Commuter Rail	Track Feet Guideway
31102	Systems	Train Control	Wayside Train Control	Heavy Rail	Track Feet Guideway
31103	Systems	Train Control	Wayside Train Control	Light Rail	Track Feet Guideway
31110	Systems	Train Control	Wayside Train Control	Signals & Train Stops	Track Feet Guideway
31111	Systems	Train Control	Wayside Train Control	Signals & Train Stops Commuter Rail	Track Feet Guideway
31112	Systems	Train Control	Wayside Train Control	Signals & Train Stops Heavy Rail	Track Feet Guideway
31113	Systems	Train Control	Wayside Train Control	Signals & Train Stops Light Rail	Track Feet Guideway
31114	Systems	Train Control	Wayside Train Control	Automatic Transfer Panel	Each
31115	Systems	Train Control	Wayside Train Control	Battery Equip	Each
31116	Systems	Train Control	Wayside Train Control	Bonds	Each
31117	Systems	Train Control	Wayside Train Control	Control Panel (local)	Each
31118	Systems	Train Control	Wayside Train Control	Intrusion Detection Warning System	Each
31119	Systems	Train Control	Wayside Train Control	Logical Controller	Each
31120	Systems	Train Control	Wayside Train Control	Marker Coil	Each
31121	Systems	Train Control	Wayside Train Control	Train Control Cable	Track Feet Guideway
31122	Systems	Train Control	Wayside Train Control	Signal Bridge	Each
31123	Systems	Train Control	Wayside Train Control	Power Supplies	Each
31124	Systems	Train Control	Wayside Train Control	Power Supplies-UPS	Each
31125	Systems	Train Control	Wayside Train Control	Receiver	Each
31126	Systems	Train Control	Wayside Train Control	Relays	Each
31127	Systems	Train Control	Wayside Train Control	Relay Cabinet	Each
31128	Systems	Train Control	Wayside Train Control	Relay House (Bungalow)	Each
31129	Systems	Train Control	Wayside Train Control	Repeater Signal	Each
31130	Systems	Train Control	Wayside Train Control	RTU	Each
31131	Systems	Train Control	Wayside Train Control	Signals	Track Feet Guideway
31132	Systems	Train Control	Wayside Train Control	STAP (Station Processor)	Each
31133	Systems	Train Control	Wayside Train Control	TPSS Feeds	Track Feet Guideway
31134	Systems	Train Control	Wayside Train Control	Track Circuit	Track Feet Guideway
31135	Systems	Train Control	Wayside Train Control	Train Control Cable	Track Feet Guideway
31136	Systems	Train Control	Wayside Train Control	Train Stop	Each

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
31137	Systems	Train Control	Wayside Train Control	Programmed Station Stop System	Each
31138	Systems	Train Control	Wayside Train Control	Other	Each
31200	Systems	Train Control	Onboard Train Control (cab signaling)	-	Each
31201	Systems	Train Control	Onboard Train Control (cab signaling)	Onboard Computer Systems	Each
31202	Systems	Train Control	Onboard Train Control (cab signaling)	Receiver	Each
31203	Systems	Train Control	Onboard Train Control (cab signaling)	Other	Each
31250	Systems	Train Control	Communications	-	Track Feet Guideway
31251	Systems	Train Control	Communications	Data Transmission Unit	Each
31252	Systems	Train Control	Communications	Train Wayside Comm	Track Feet Guideway
31253	Systems	Train Control	Communications	Transmitter	Each
31300	Systems	Train Control	Centralized Train Control	-	Each
31301	Systems	Train Control	Centralized Train Control	Commuter Rail	Each
31302	Systems	Train Control	Centralized Train Control	Heavy Rail	Each
31303	Systems	Train Control	Centralized Train Control	Light Rail	Each
31305	Systems	Train Control	Centralized Train Control	Control Room (central)	Each
31306	Systems	Train Control	Centralized Train Control	Logical Controller	Each
31307	Systems	Train Control	Centralized Train Control	Power Supplies	Each
31308	Systems	Train Control	Centralized Train Control	Receiver	Each
31400	Systems	Train Control	Roadway Crossings	-	Each
31401	Systems	Train Control	Roadway Crossings	Commuter Rail	Each
31402	Systems	Train Control	Roadway Crossings	Heavy Rail	Each
31403	Systems	Train Control	Roadway Crossings	Light Rail	Each
31404	Systems	Train Control	Roadway Crossings	Grade Crossing System	Each
31405	Systems	Train Control	Roadway Crossings	Crossing Gate Arm	Each
31410	Systems	Train Control	Roadway Traffic Signals	-	Intersection
31500	Systems	Train Control	Interlockings	-	Each
31510	Systems	Train Control	Interlockings	Switch Machine	Each
31511	Systems	Train Control	Interlockings	Switch Machine - Manual Ballasted	Each
31512	Systems	Train Control	Interlockings	Switch Machine - Motorized Ballasted	Each
31513	Systems	Train Control	Interlockings	Switch Machine - Manual Embedded	Each
31514	Systems	Train Control	Interlockings	Switch Machine - Motorized Embedded	Each
31515	Systems	Train Control	Interlockings	Switch Heaters	Each
32000	Systems	Electrification	-	-	Track Feet

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
32001	Systems	Electrification	-	Commuter Rail	Track Feet
32002	Systems	Electrification	-	Heavy Rail	Track Feet
32003	Systems	Electrification	-	Light Rail	Track Feet
32100	Systems	Electrification	Catenary	-	Track Feet
32101	Systems	Electrification	Catenary	Commuter Rail	Track Feet
32102	Systems	Electrification	Catenary	Heavy Rail	Track Feet
32103	Systems	Electrification	Catenary	Light Rail	Track Feet
32104	Systems	Electrification	Catenary Poles	Light Rail	Each
32200	Systems	Electrification	Substations	-	Each
32201	Systems	Electrification	Substations	Commuter Rail	Each
32202	Systems	Electrification	Substations	Heavy Rail	Each
32203	Systems	Electrification	Substations	Light Rail	Each
32204	Systems	Electrification	Substations	AC Switchgear	Each
32205	Systems	Electrification	Substations	DC Switchgear	Each
32206	Systems	Electrification	Substations	Rectifier	Each
32207	Systems	Electrification	Substations	Building	Each
32208	Systems	Electrification	Substations	Battery	Each
32209	Systems	Electrification	Substations	Charger	Each
32210	Systems	Electrification	Substations	SCADA RTUs	Each
32211	Systems	Electrification	Substations	Transformer	Each
32212	Systems	Electrification	Substations	Generator	Each
32213	Systems	Electrification	Substations	High Tension Towers	Each
32214	Systems	Electrification	Substations	Building Electrical	Linear Feet Guideway
32215	Systems	Electrification	Substations	Fire Alarm	Linear Feet Guideway
32216	Systems	Electrification	Substations	Plumbing	Linear Feet Guideway
32217	Systems	Electrification	Substations	Drainage	Linear Feet Guideway
32218	Systems	Electrification	Substations	HVAC	Each
32219	Systems	Electrification	Substations	Roof	Each
32220	Systems	Electrification	Substations	Exterior	Each
32221	Systems	Electrification	Substations	Access	Each
32222	Systems	Electrification	Substations	Elevators and Conveying Systems	Each
32223	Systems	Electrification	Substations	Built-in Equipment and Specialties	Each
32300	Systems	Electrification	Breaker House	-	Each

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
32301	Systems	Electrification	Breaker House	Commuter Rail	Each
32302	Systems	Electrification	Breaker House	Heavy Rail	Each
32303	Systems	Electrification	Breaker House	Light Rail	Each
32400	Systems	Electrification	Contact Rail	Contact Rail, Chairs, Anchor and Incline	Track Feet Guideway
32401	Systems	Electrification	Contact Rail	Contact Rail, Chairs, Anchor and Incline Commuter Rail	Track Feet Guideway
32402	Systems	Electrification	Contact Rail	Contact Rail, Chairs, Anchor and Incline Heavy Rail	Track Feet Guideway
32403	Systems	Electrification	Contact Rail	Contact Rail, Chairs, Anchor and Incline Light Rail	Track Feet Guideway
32404	Systems	Electrification	Contact Rail	Protection Boards	Track Feet Guideway
32405	Systems	Electrification	Contact Rail	Third Rail Disconnect Switches	Each
32406	Systems	Electrification	Contact Rail	Short Tie Extension Brackets	Each
32407	Systems	Electrification	Contact Rail	Reactors	Each
32408	Systems	Electrification	Contact Rail	Heaters	Each
32500	Systems	Electrification	Power Cable	-	Track Feet Guideway
32501	Systems	Electrification	Power Cable	Substations	Track Feet Guideway
32502	Systems	Electrification	Power Cable	Contact Rail	Track Feet Guideway
32600	Systems	Electrification	Building	Electrical Systems	Each
32602	Systems	Electrification	Bridge	Electrical System	Each
32603	Systems	Electrification	Signal Load	-	Each
32604	Systems	Electrification	C-Case	-	Each
32700	Systems	Electrification	Overhead Catenary	-	Linear Feet
32701	Systems	Electrification	Overhead Catenary	Trolley Wire	Linear Feet
32702	Systems	Electrification	Overhead Catenary	Decorative Streetlighting	Lump Sum
32703	Systems	Electrification	Overhead Catenary	Ductbank	Lump Sum
32704	Systems	Electrification	Overhead Catenary	Feed Span (+ and -)	Lump Sum
32705	Systems	Electrification	Overhead Catenary	Manhole	Lump Sum
32706	Systems	Electrification	Overhead Catenary	Poles and Foundation	Lump Sum
32707	Systems	Electrification	Overhead Catenary	Pulleys	Lump Sum
32708	Systems	Electrification	Overhead Catenary	Pole Grounding	Lump Sum
32709	Systems	Electrification	Overhead Catenary	Tangent Span	Lump Sum
32710	Systems	Electrification	Overhead Catenary	Guidewire - Special	Track Feet
33000	Systems	Communications	-	-	Track Feet
33001	Systems	Communications	-	Commuter Rail	Track Feet
33002	Systems	Communications	-	Heavy Rail	Track Feet

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
33003	Systems	Communications	-	Light Rail	Track Feet
33100	Systems	Communications	Cable Transmission System (CTS)	-	Linear Feet Guideway
33101	Systems	Communications	Cable Transmission System (CTS)	Fiber Optic Cable Transmission System (FOCS)	Linear Feet Guideway
33102	Systems	Communications	Cable Transmission System (CTS)	Cable	Each
33103	Systems	Communications	Cable Transmission System (CTS)	Nodes	Each
33104	Systems	Communications	Cable Transmission System (CTS)	MIS/IT/Network Systems for CTS	Each
33200	Systems	Communications	Passenger Communications Systems	-	Each
33201	Systems	Communications	Passenger Communications Systems	Public Address (PA)	Each
33202	Systems	Communications	Passenger Communications Systems	Transit Passenger Information Systems (TPIS)	Each
33203	Systems	Communications	Passenger Communications Systems	Variable Message Signs (VMS)	Each
33204	Systems	Communications	Passenger Communications Systems	On-board vehicle	Each
33205	Systems	Communications	Passenger Communications Systems	Passenger Emergency Phones (Blue Light)	Each
33300	Systems	Communications	Safety and Security	-	Each
33301	Systems	Communications	Safety and Security	Emergency Location System	Each
33302	Systems	Communications	Safety and Security	Emergency Management Panel (EMP)	Each
33303	Systems	Communications	Safety and Security	Fire & Emergency Management System (F&EM)	Each
33304	Systems	Communications	Safety and Security	Fire Management Panel	Each
33305	Systems	Communications	Safety and Security	Gas Monitoring System	Each
33306	Systems	Communications	Safety and Security	Gas fire suppression system	Each
33307	Systems	Communications	Safety and Security	Intrusion Detection System (IDS)	Each
33308	Systems	Communications	Safety and Security	Seismic Monitoring System	Each
33309	Systems	Communications	Safety and Security	CCTV	Each
33310	Systems	Communications	Safety and Security	CCTV - Fixed	Each
33311	Systems	Communications	Safety and Security	CCTV - On-board vehicle	Each
33400	Systems	Communications	Phone System	-	Each
33401	Systems	Communications	Phone System	Phone System	Each
33402	Systems	Communications	Phone System	PBX	Each
33403	Systems	Communications	Phone System	Telephones	Each
33404	Systems	Communications	Phone System	Fax	Each
33500	Systems	Communications	Radio	-	Each
33600	Systems	Communications	Radio	Bus Radio	Each
33700	Systems	Communications	Radio	Base Radio Stations	Each
33701	Systems	Communications	Radio	Radio Antenna	Each

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
33702	Systems	Communications	Radio	Mobile Radios	Each
33703	Systems	Communications	Radio	Mobile Radios, Handpack	Each
33704	Systems	Communications	Radio	Transmitter	Each
33800	Systems	Communications	SCADA	-	Each
33801	Systems	Communications	SCADA	PLC	Each
33815	Systems	Communications	SCADA	RTU	Each
33816	Systems	Communications	SCADA	Rectifier	Each
33817	Systems	Communications	SCADA	AIM	Each
33818	Systems	Communications	SCADA	ATC	Each
33819	Systems	Communications	SCADA	IDS	Each
33820	Systems	Communications	SCADA	TRACS	Each
33821	Systems	Communications	SCADA	Other	Each
33850	Systems	Communications	Communications Huts	Hut	Each
33851	Systems	Communications	Communications Huts	Room	Each
34000	Systems	Revenue Collection	Central Revenue Collection	-	System
34001	Systems	Revenue Collection	Central Revenue Collection	Commuter Rail	System
34002	Systems	Revenue Collection	Central Revenue Collection	Heavy Rail	System
34003	Systems	Revenue Collection	Central Revenue Collection	Light Rail	System
34100	Systems	Revenue Collection	Central Revenue Collection	Coin Counters	System
34101	Systems	Revenue Collection	Central Revenue Collection	Coin Counters - Commuter Rail	System
34102	Systems	Revenue Collection	Central Revenue Collection	Coin Counters - Heavy Rail	System
34103	Systems	Revenue Collection	Central Revenue Collection	Coin Counters - Light Rail	System
34104	Systems	Revenue Collection	Central Revenue Collection	Bill Counters	System
34105	Systems	Revenue Collection	Central Revenue Collection	Vault	System
34106	Systems	Revenue Collection	Central Revenue Collection	Software	System
35000	Systems	Revenue Collection	-	-	Station
35001	Systems	Revenue Collection	-	Commuter Rail	Station
35002	Systems	Revenue Collection	-	Heavy Rail	Station
35003	Systems	Revenue Collection	-	Light Rail	Station
35100	Systems	Revenue Collection	In-Station	-	Station
35101	Systems	Revenue Collection	In-Station	Commuter Rail	Station
35102	Systems	Revenue Collection	In-Station	Heavy Rail	Station
35103	Systems	Revenue Collection	In-Station	Light Rail	Station

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
35104	Systems	Revenue Collection	In-Station	Turnstiles	Each
35110	Systems	Revenue Collection	In-Station	System	Station
35111	Systems	Revenue Collection	In-Station	System Commuter Rail	Station
35112	Systems	Revenue Collection	In-Station	System Heavy Rail	Station
35113	Systems	Revenue Collection	In-Station	System Light Rail	Station
35115	Systems	Revenue Collection	In-Station	TVMs	Each
35116	Systems	Revenue Collection	In-Station	Encoding Machine	Each
35117	Systems	Revenue Collection	In-Station	Parking Meters	Each
35118	Systems	Revenue Collection	In-Station	Change Machines	Each
35120	Systems	Revenue Collection	In-Station	Fare Control System	Station
35121	Systems	Revenue Collection	In-Station	Fare Control System Commuter Rail	Station
35122	Systems	Revenue Collection	In-Station	Fare Control System Heavy Rail	Station
35123	Systems	Revenue Collection	In-Station	Fare Control System Light Rail	Station
35130	Systems	Revenue Collection	In-Station	Passenger Counters	Each
35131	Systems	Revenue Collection	In-Station	Passenger Counters Commuter Rail	Each
35132	Systems	Revenue Collection	In-Station	Passenger Counters Heavy Rail	Each
35133	Systems	Revenue Collection	In-Station	Passenger Counters Light Rail	Each
35200	Systems	Revenue Collection	On-Vehicle	-	Each
35201	Systems	Revenue Collection	On-Vehicle	Fareboxes	Each
36000	Systems	Utilities	-	-	Linear Feet Guideway
36100	Systems	Utilities	Lighting	-	Linear Feet Guideway
36101	Systems	Utilities	Lighting	Subway	Linear Feet Guideway
36102	Systems	Utilities	Lighting	Yard	Each
36103	Systems	Utilities	Lighting	Station	Each
36200	Systems	Utilities	Drainage	-	Linear Feet Guideway
36201	Systems	Utilities	Drainage	Subway	Linear Feet Guideway
36202	Systems	Utilities	Pump Rooms	Subway	Each
36203	Systems	Utilities	Deep Wells	Subway	Each
36204	Systems	Utilities	Sump Pumps	Subway	Each
36205	Systems	Utilities	Sump Pump Discharge Pipes	Subway	Linear Feet Guideway
36206	Systems	Utilities	Fire Protection Plumbing	Subway	Each
36301	Systems	Utilities	Ventilation	Subway	Linear Feet Guideway
36302	Systems	Utilities	Fan Plants	Subway	Each

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
36303	Systems	Utilities	Compressed Air Pipes	Subway	Linear Feet
36304	Systems	Utilities	Air Conditioning/HVAC	Subway	Each
36400	Systems	Utilities	Emergency Exits	Subway	Each
36401	Systems	Utilities	Emergency Exits	Tunnel Handrail	Linear Feet
37000	Systems	ITS	-	-	Each
37001	Systems	ITS	APC	-	Each
37002	Systems	ITS	AVL	-	Each
37003	Systems	ITS	CAD	-	Each
37004	Systems	ITS	GPS	-	Each
40000	Stations	-	-	-	Each
41000	Stations	Complete Station	-	-	Each
41001	Stations	Complete Station	Commuter Rail	-	Each
41002	Stations	Complete Station	Heavy Rail	-	Each
41003	Stations	Complete Station	Light Rail	-	Each
41004	Stations	Complete Station	Bus	-	Each
41005	Stations	Complete Station	Bus	Transfer Center	Each
41006	Stations	Complete Station	Bus	Bus Stop Shelters	Each
41007	Stations	Complete Station	Multimodal	Transit Center	Each
41200	Stations	Building	-	-	Each
41201	Stations	Building	Commuter Rail	-	Each
41202	Stations	Building	Heavy Rail	-	Each
41203	Stations	Building	Light Rail	-	Each
41204	Stations	Building	Bus	-	Each
41210	Stations	Building	At-Grade / Center Platform	At-Grade / Center Platform	Each
41211	Stations	Building	At-Grade / Center Platform	At-Grade / Center Platform Commuter Rail	Each
41212	Stations	Building	At-Grade / Center Platform	At-Grade / Center Platform Heavy Rail	Each
41213	Stations	Building	At-Grade / Center Platform	At-Grade / Center Platform Light Rail	Each
41214	Stations	Building	At-Grade / Center Platform	At-Grade / Center Platform Bus	Each
41220	Stations	Building	At-Grade / Center Platform	At-Grade / Side Platform	Each
41221	Stations	Building	At-Grade / Center Platform	At-Grade / Side Platform Commuter Rail	Each
41222	Stations	Building	At-Grade / Center Platform	At-Grade / Side Platform Heavy Rail	Each
41223	Stations	Building	At-Grade / Center Platform	At-Grade / Side Platform Light Rail	Each
41224	Stations	Building	At-Grade / Center Platform	At-Grade / Side Platform Bus	Each

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
41230	Stations	Building	Elevated	Center Platform	Each
41231	Stations	Building	Elevated	Center Platform - Commuter Rail	Each
41232	Stations	Building	Elevated	Center Platform - Heavy Rail	Each
41233	Stations	Building	Elevated	Center Platform - Light Rail	Each
41234	Stations	Building	Elevated	Center Platform - Bus	Each
41240	Stations	Building	Elevated	Side Platform	Each
41241	Stations	Building	Elevated	Side Platform - Commuter Rail	Each
41242	Stations	Building	Elevated	Side Platform - Heavy Rail	Each
41243	Stations	Building	Elevated	Side Platform - Light Rail	Each
41244	Stations	Building	Elevated	Side Platform - Bus	Each
41250	Stations	Building	At-Grade / Center Platform	Subway / Center Platform	Each
41251	Stations	Building	At-Grade / Center Platform	Subway / Center Platform Commuter Rail	Each
41252	Stations	Building	At-Grade / Center Platform	Subway / Center Platform Heavy Rail	Each
41253	Stations	Building	At-Grade / Center Platform	Subway / Center Platform Light Rail	Each
41254	Stations	Building	At-Grade / Center Platform	Subway / Center Platform Bus	Each
41260	Stations	Building	At-Grade / Center Platform	Subway / Side Platform	Each
41261	Stations	Building	At-Grade / Center Platform	Subway / Side Platform Commuter Rail	Each
41262	Stations	Building	At-Grade / Center Platform	Subway / Side Platform Heavy Rail	Each
41263	Stations	Building	At-Grade / Center Platform	Subway / Side Platform Light Rail	Each
41264	Stations	Building	At-Grade / Center Platform	Subway / Side Platform Bus	Each
41270	Stations	Building	Building Components	Shelter	Each
41280	Stations	Building	Building Components	Token Booth	Each
41281	Stations	Building	Building Components	Compound Asset Parent	Lump Sum
41282	Stations	Building	Building Components	Lighting	Lump Sum
41283	Stations	Building	Building Components	Station Attendant Booth	Each
41284	Stations	Building	Building Components	Interior	Lump Sum
41290	Stations	Building	Building Components	Building Electrical	Lump Sum
41291	Stations	Building	Building Components	Fire Alarm	Lump Sum
41292	Stations	Building	Building Components	Plumbing	Lump Sum
41293	Stations	Building	Building Components	Drainage	Lump Sum
41294	Stations	Building	Building Components	HVAC	Each
41295	Stations	Building	Building Components	Roof	Sq Foot
41296	Stations	Building	Building Components	Exterior	Lump Sum

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
41297	Stations	Building	Building Components	Emergency backup system: UPS	Each
41298	Stations	Building	Building Components	Emergency backup system: Generator	Each
41299	Stations	Building	Building Components	Other	Each
41300	Stations	Access	-	-	Each
41301	Stations	Access	Commuter Rail	-	Each
41302	Stations	Access	Heavy Rail	-	Each
41303	Stations	Access	Light Rail	-	Each
41304	Stations	Access	Bus	-	Each
41400	Stations	Access	Elevators	-	Each
41500	Stations	Access	Escalators	-	Each
41600	Stations	Access	Parking	-	Space
41601	Stations	Access	Parking	Garage	Space
41602	Stations	Access	Parking	Lot	Space
41603	Stations	Access	Parking	Park & Ride	Each
41604	Stations	Access	Parking & Equipment	-	Each
41605	Stations	Access	Misc. Parking	-	Each
41650	Stations	Access	Roadway Access	-	Each
41700	Stations	Access	Pedestrian Walkway	-	Each
41701	Stations	Access	Pedestrian Walkway	Elevated	Each
41702	Stations	Access	Pedestrian Walkway	Subway	Each
41800	Stations	Platform	Platform	-	Sq Foot
41801	Stations	Platform	At-Grade	Center Platform	Sq Foot
41802	Stations	Platform	At-Grade	Side Platform	Sq Foot
41803	Stations	Platform	Elevated	Center Platform	Sq Foot
41804	Stations	Platform	Elevated	Side Platform	Sq Foot
41805	Stations	Platform	Subway	Center Platform	Sq Foot
41806	Stations	Platform	Subway	Side Platform	Sq Foot
41807	Stations	Platform	Platform	Concrete	Sq Foot
41808	Stations	Platform	Platform	Asphalt	Sq Foot
41809	Stations	Platform	Platform	Tile	Sq Foot
41810	Stations	Platform	Platform	Wood	Sq Foot
41811	Stations	Platform	Platform	Lighting	Sq Foot
41812	Stations	Platform	Canopy	-	Each

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
41813	Stations	Platform	Canopy	Commuter Rail	Each
41814	Stations	Platform	Canopy	Heavy Rail	Each
41815	Stations	Platform	Canopy	Light Rail	Each
41816	Stations	Platform	Canopy	Bus	Each
41900	Stations	Signage & Graphics	-	-	Each
41901	Stations	Signage & Graphics	Electronic	-	Each
41902	Stations	Signage & Graphics	Static	-	Each
43000	Stations	Ferry	-	-	Each
43010	Stations	Ferry	Building	-	Each
43020	Stations	Ferry	Dock	-	Each
50000	Vehicles	-	-	-	Vehicles
51000	Vehicles	Revenue Vehicles	-	-	Vehicles
51100	Vehicles	Revenue Vehicles	Automated Guideway	-	Vehicles
51101	Vehicles	Revenue Vehicles	Automated Guideway	AGT	Vehicles
51102	Vehicles	Revenue Vehicles	Automated Guideway	Monorail	Vehicles
51200	Vehicles	Revenue Vehicles	Cable Car	-	Vehicles
51201	Vehicles	Revenue Vehicles	Cable Car	Cable Car	Vehicles
51300	Vehicles	Revenue Vehicles	Commuter Rail	-	Vehicles
51301	Vehicles	Revenue Vehicles	Commuter Rail	Revenue Locomotive	Vehicles
51302	Vehicles	Revenue Vehicles	Commuter Rail	Passenger Car	Vehicles
51303	Vehicles	Revenue Vehicles	Commuter Rail	Self-Propelled Passenger Car	Vehicles
51500	Vehicles	Revenue Vehicles	Ferry Boat	-	Vehicles
51600	Vehicles	Revenue Vehicles	Heavy Rail	-	Vehicles
51601	Vehicles	Revenue Vehicles	Heavy Rail	Heavy Rail	Vehicles
51900	Vehicles	Revenue Vehicles	Bus	-	Vehicles
51901	Vehicles	Revenue Vehicles	Bus	Articulated Bus (60 ft)	Vehicles
51902	Vehicles	Revenue Vehicles	Bus	BRT Vehicle	Vehicles
51903	Vehicles	Revenue Vehicles	Bus	Bus (40 ft)	Vehicles
51904	Vehicles	Revenue Vehicles	Bus	Bus (35 ft)	Vehicles
51905	Vehicles	Revenue Vehicles	Bus	Bus (30 ft)	Vehicles
51906	Vehicles	Revenue Vehicles	Bus	Bus (<30 ft)	Vehicles
51907	Vehicles	Revenue Vehicles	Bus	Double Decker Bus	Vehicles
51908	Vehicles	Revenue Vehicles	Bus	School Bus	Vehicles

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
51911	Vehicles	Revenue Vehicles	Bus	Motorbus - Other	Vehicles
51912	Vehicles	Revenue Vehicles	Bus	Over-the-Road Coach	Vehicles
51921	Vehicles	Revenue Vehicles	Bus	Articulated Bus (60 ft) - Diesel	Vehicles
51922	Vehicles	Revenue Vehicles	Bus	BRT Vehicle - Diesel	Vehicles
51923	Vehicles	Revenue Vehicles	Bus	Bus (40 ft) - Diesel	Vehicles
51924	Vehicles	Revenue Vehicles	Bus	Bus (35 ft) - Diesel	Vehicles
51925	Vehicles	Revenue Vehicles	Bus	Bus (30 ft) - Diesel	Vehicles
51926	Vehicles	Revenue Vehicles	Bus	Bus (<30 ft) - Diesel	Vehicles
51931	Vehicles	Revenue Vehicles	Bus	Articulated Bus (60 ft) - Hybrid	Vehicles
51932	Vehicles	Revenue Vehicles	Bus	BRT Vehicle - Hybrid	Vehicles
51933	Vehicles	Revenue Vehicles	Bus	Bus (40 ft) - Hybrid	Vehicles
51934	Vehicles	Revenue Vehicles	Bus	Bus (35 ft) - Hybrid	Vehicles
51935	Vehicles	Revenue Vehicles	Bus	Bus (30 ft) - Hybrid	Vehicles
51936	Vehicles	Revenue Vehicles	Bus	Bus (<30 ft) - Hybrid	Vehicles
51941	Vehicles	Revenue Vehicles	Bus	Articulated Bus (60 ft) - CNG	Vehicles
51942	Vehicles	Revenue Vehicles	Bus	BRT Vehicle - CNG	Vehicles
51943	Vehicles	Revenue Vehicles	Bus	Bus (40 ft) - CNG	Vehicles
51944	Vehicles	Revenue Vehicles	Bus	Bus (35 ft) - CNG	Vehicles
51945	Vehicles	Revenue Vehicles	Bus	Bus (30 ft) - CNG	Vehicles
51946	Vehicles	Revenue Vehicles	Bus	Bus (<30 ft) - CNG	Vehicles
52000	Vehicles	Revenue Vehicles	Light Rail	-	Vehicles
52001	Vehicles	Revenue Vehicles	Light Rail	LRV	Vehicles
52002	Vehicles	Revenue Vehicles	Light Rail	Street Car	Vehicles
52003	Vehicles	Revenue Vehicles	Light Rail	Historic Street Car	Vehicles
52100	Vehicles	Revenue Vehicles	Trolleybus	-	Vehicles
52101	Vehicles	Revenue Vehicles	Trolleybus	Trolleybus	Vehicles
52301	Vehicles	Revenue Vehicles	Vans, Cutaways and Autos	Automobile	Vehicles
52521	Vehicles	Revenue Vehicles	Vans, Cutaways and Autos	Heavy-Duty Van	Vehicles
52522	Vehicles	Revenue Vehicles	Vans, Cutaways and Autos	Super Medium-Duty Van	Vehicles
52523	Vehicles	Revenue Vehicles	Vans, Cutaways and Autos	Medium-Duty Van	Vehicles
52524	Vehicles	Revenue Vehicles	Vans, Cutaways and Autos	Light-Duty Van	Vehicles
52525	Vehicles	Revenue Vehicles	Vans, Cutaways and Autos	Mini-Van	Vehicles
52526	Vehicles	Revenue Vehicles	Vans, Cutaways and Autos	Raised Roof Van	Vehicles

Attachment 4a: RTCI Asset Type Codes

AssetType Code	Category	SubCategory	Element	SubElement	UnitType
52527	Vehicles	Revenue Vehicles	Vans, Cutaways and Autos	SUV	Vehicles
53000	Vehicles	Non-Revenue Vehicles	-	-	Vehicles
53001	Vehicles	Non-Revenue Vehicles	Automobiles/Trucks	Car	Vehicles
53002	Vehicles	Non-Revenue Vehicles	Automobiles/Trucks	Truck/Van	Vehicles
53003	Vehicles	Non-Revenue Vehicles	Automobiles/Trucks	Special	Vehicles
53004	Vehicles	Non-Revenue Vehicles	Locomotive, Switch	Locomotive, Switch Obsolete!	Vehicles
53101	Vehicles	Non-Revenue Vehicles	Rail Vehicle	Locomotive, Switch	Vehicles
54000	Vehicles	Equipment/Parts	-	-	Lot

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 4b: TRSID/NTD ID

TRSID	Abbreviation	Company Name
9014	AC Transit	Alameda-Contra Costa Transit District
9182	ACE	Altamont Commuter Express
9003	BART	San Francisco Bay Area Rapid Transit District
9134	CalTrain	Peninsula Corridor Joint Powers Board dba: Caltrain
9078	CCCTA County Connection	Central Contra Costa Transit Authority
9155	City Coach	City of Vacaville
9998	Clipper	Clipper Card (MTC)
9995	Delta Breeze	City of Rio Transit Services
9162	ECCTA Tri Delta Transit	ECCTA Eastern Contra Costa Transit Authority
9092	FAST	City of Fairfield - Fairfield and Suisun Transit
9016	GGBHTD	Golden Gate Bridge, Highway and Transportation District
9144	LAVTA	Livermore / Amador Valley Transit Authority
9996	Marin Transit	Marin Transit
9999	MTC	Metropolitan Transportation Commission
9088	NCTPA	Napa County Transportation Planning Agency
9213	Petaluma Transit	City of Petaluma
9009	SamTrans	San Mateo County Transit District
9017	Santa Rosa CityBus	City of Santa Rosa
9089	SCT	Sonoma County Transit
9994	SCTA	Sonoma County Transportation Authority
9015	SFMTA	San Francisco Municipal Railway
9997	SMART	Sonoma Marin Area Rail Transit
9232	SolTrans	Solano County Transit
9161	UCT	City of Union City Transit Division
9013	VTA	Santa Clara Valley Transportation Authority
9159	WestCAT	Western Contra Costa Transit Authority
9225	WETA	San Francisco Bay Area Water Emergency Transportation Authority

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects

Attachment 5: Transit Capital Priorities Program Apportionment Estimates[1]

FY2016-17

	TCP Programs							Related Programs		
	Section 5307 Urbanized Area (Excludes JARC Set-Aside)		Section 5337 State of Good Repair		Section 5339 Bus and Bus Facilities			OBAG 2 Transit Capital	Total Transit Capital	Section 5307 Lifeline
Urbanized Area	Apportionment	Prior Yr Carryover	Apportionment	Prior Yr Carryover	Apportionment	Prior Yr Carryover	Total TCP	Rehab (2)	TCP + OBAG	Set-Aside (3)
Large UAs										
San Francisco-Oakland	130,268,132	577,927	134,099,607	-	6,492,244		271,437,910			1,619,193
San Jose	36,709,881	-	29,254,115	-	2,709,338		68,673,335			697,504
Concord	21,089,571	351,074	31,130,936	-	793,359		53,364,940			165,643
Antioch	6,078,306	-	5,339,945	-	419,585		11,837,836			163,132
Santa Rosa	4,071,619	-	-	-	428,592		4,500,211			168,119
Subtotal Large UAs	198,217,509	929,001	199,824,602	-	10,843,118	-	409,814,231	-	-	2,813,592
Small UAs										
Vallejo	3,385,958	-		-	364,381		3,750,338			148,942
Fairfield	2,501,423	-		-	267,963		2,769,387			117,034
Vacaville	1,745,919	3,375,531		-	187,068	577,473	5,885,991			50,809
Napa	1,531,785	-		-	163,876		1,695,661			74,438
Livermore	1,513,009	-		-	162,023		1,675,032			36,831
Gilroy-Morgan Hill	1,441,916	-		-	152,227		1,594,143			85,235
Petaluma	1,118,005	-		-	119,322		1,237,327			41,320
Subtotal Small UAs	13,238,016	3,375,531	-		1,416,860	577,473	18,607,880			554,608
RegionTotal	211,455,526	4,304,532	199,824,602	-	12,259,978	577,473	428,422,111	170,000,000	598,422,111	3,368,200

FY2017-18

	TCP Programs							Related Programs		
	Section 5307 Urbanized Area (Excludes JARC Set-Aside)		Section 5337 State of Good Repair		Section 5339 Bus and Bus Facilities			OBAG 2 Transit Capital	Total Transit Capital	Section 5307 Lifeline
Urbanized Area	Apportionment	Prior Yr Carryover	Apportionment	Prior Yr Carryover	Apportionment	Prior Yr Carryover	Total TCP	Rehab (2)	TCP + OBAG	Set-Aside (3)
Large UAs										
San Francisco-Oakland	132,931,496		136,415,547		6,628,581		275,975,624			1,652,298
San Jose	37,460,424		29,759,342		2,766,234		69,986,000			711,765
Concord	21,520,753		31,668,576		810,020		53,999,349			169,030
Antioch	6,202,578		5,432,167		428,396		12,063,142			166,467
Santa Rosa	4,154,864		-		437,592		4,592,456			171,556
Subtotal Large UAs	202,270,115		203,275,633		11,070,824		416,616,571			2,871,116
Small UAs										
Vallejo	3,455,185				372,033		3,827,217			151,987
Fairfield	2,552,566				273,590		2,826,156			119,426
Vacaville	1,781,615				190,996		1,972,611			51,848
Napa	1,563,103				167,318		1,730,420			75,960
Livermore	1,543,943				165,425		1,709,368			37,584
Gilroy-Morgan Hill	1,471,397				155,424		1,626,820			86,978
Petaluma	1,140,863				121,827		1,262,690			42,165
Subtotal Small UAs	13,508,671	-	-		1,446,614	-	14,955,284			565,947
RegionTotal	215,778,786	-	203,275,633		12,517,437	-	431,571,856		431,571,856	3,437,064

FY2018-19

	TCP Programs							Related Programs		
	Section 5307 Urbanized Area (Excludes JARC Set-Aside)		Section 5337 State of Good Repair		Section 5339 Bus and Bus Facilities			OBAG 2 Transit Capital	Total Transit Capital	Section 5307 Lifeline
Urbanized Area	Apportionment	Prior Yr Carryover	Apportionment	Prior Yr Carryover	Apportionment	Prior Yr Carryover	Total TCP	Rehab (2)	TCP + OBAG	Set-Aside (3)
Large UAs										
San Francisco-Oakland	135,675,041		138,764,608		6,769,107		281,208,756			1,686,399
San Jose	38,233,561		30,271,795		2,824,879		71,330,235			726,455
Concord	21,964,915		32,213,906		827,192		55,006,013			172,518
Antioch	6,330,592		5,525,708		437,478		12,293,779			169,903
Santa Rosa	4,240,616		-		446,869		4,687,485			175,097
Subtotal Large UAs	206,444,725		206,776,018		11,305,525		424,526,267			2,930,373
Small UAs										
Vallejo	3,526,495				379,920		3,906,415			155,124
Fairfield	2,605,247				279,391		2,884,638			121,891
Vacaville	1,818,385				195,046		2,013,431			52,918
Napa	1,595,363				170,865		1,766,228			77,528
Livermore	1,575,808				168,932		1,744,741			38,359
Gilroy-Morgan Hill	1,501,765				158,719		1,660,483			88,773
Petaluma	1,164,409				124,410		1,288,819			43,035
Subtotal Small UAs	13,787,473	-	-		1,477,282	-	15,264,755			577,628
RegionTotal	220,232,198	-	206,776,018		12,782,807	-	439,791,023		439,791,023	3,508,001

FY2019-20

	TCP Programs							Related Programs		
	Section 5307 Urbanized Area (Excludes JARC Set-Aside)		Section 5337 State of Good Repair		Section 5339 Bus and Bus Facilities			OBAG 2 Transit Capital	Total Transit Capital	Section 5307 Lifeline
Urbanized Area	Apportionment	Prior Yr Carryover	Apportionment	Prior Yr Carryover	Apportionment	Prior Yr Carryover	Total TCP	Rehab (2)	TCP + OBAG	Set-Aside (3)
Large UAs										
San Francisco-Oakland	138,476,686		141,154,073		6,912,612		286,543,372			1,721,223
San Jose	39,023,072		30,793,062		2,884,766		72,700,900			741,456
Concord	22,418,484		32,768,615		844,728		56,031,827			176,081
Antioch	6,461,317		5,620,859		446,753		12,528,928			173,412
Santa Rosa	4,328,183		-		456,343		4,784,526			178,713
Subtotal Large UAs	210,707,741		210,336,609		11,545,202		432,589,553			2,990,884
Small UAs										
Vallejo	3,599,316				387,974		3,987,290			158,327
Fairfield	2,659,045				285,314		2,944,359			124,408
Vacaville	1,855,934				199,181		2,055,115			54,011
Napa	1,628,307				174,487		1,802,794			79,129
Livermore	1,608,348				172,514		1,780,862			39,151
Gilroy-Morgan Hill	1,532,776				162,083		1,694,859			90,606
Petaluma	1,188,454				127,048		1,315,501			43,924
Subtotal Small UAs	14,072,180	-	-		1,508,600	-	15,580,780			589,556
RegionTotal	224,779,922	-	210,336,609		13,053,802	-	448,170,333		448,170,333	3,580,440

Notes:

1) Projections based on region maintaining its historic share of the annual apportionments in FAST Act.

2) Portion of OBAG 2 Transit Capital funds may be programmed in any of the four years depending on project needs and funding availability..

3) 5307 funds apportioned by JARC formula are set aside for Lifeline program.

J:\PROJECT\Funding\FTA\Section 5307 and 5309\FY2016-17 through FY2019-20\Call for Projects\[Attachment 5 - TCP Apportionment Estimates.xlsx]TCP Revenues

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 6a: Regional Bus/Van Pricelist FY2016-17

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 52,000	$ 42,640	$ 9,360	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 89,000	$ 72,980	$ 16,020	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 109,000	$ 89,380	$ 19,620	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 123,000	$ 100,860	$ 22,140	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 123,000	$ 100,860	$ 22,140	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 152,000	$ 124,640	$ 27,360	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 172,000	$ 141,040	$ 30,960	82%	18%
Transit Bus 30' Diesel	$ 478,000	$ 391,960	$ 86,040	82%	18%
Transit Bus 30' CNG	$ 529,000	$ 433,780	$ 95,220	82%	18%
Transit Bus 30' Hybrid	$ 735,000	$ 602,700	$ 132,300	82%	18%
Transit Bus 35' Diesel	$ 493,000	$ 404,260	$ 88,740	82%	18%
Transit Bus 35' CNG	$ 544,000	$ 446,080	$ 97,920	82%	18%
Transit Bus 35' Hybrid	$ 735,000	$ 602,700	$ 132,300	82%	18%
Transit Bus 40' Diesel	$ 537,000	$ 440,340	$ 96,660	82%	18%
Transit Bus 40' CNG	$ 621,000	$ 509,220	$ 111,780	82%	18%
Transit Bus 40' Hybrid	$ 780,000	$ 639,600	$ 140,400	82%	18%
Over-the-Road 45' Diesel	$ 625,000	$ 512,500	$ 112,500	82%	18%
Articulated 60' Diesel	$ 872,000	$ 715,040	$ 156,960	82%	18%
Articulated 60' Hybrid	$ 1,068,000	$ 875,760	$ 192,240	82%	18%

Notes:

Prices escalated 1.23% annually over FY2015-16 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 6b: Regional Bus/Van Pricelist FY2017-18

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 53,000	$ 43,460	$ 9,540	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 90,000	$ 73,800	$ 16,200	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 110,000	$ 90,200	$ 19,800	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 125,000	$ 102,500	$ 22,500	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 125,000	$ 102,500	$ 22,500	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 154,000	$ 126,280	$ 27,720	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 174,000	$ 142,680	$ 31,320	82%	18%
Transit Bus 30' Diesel	$ 484,000	$ 396,880	$ 87,120	82%	18%
Transit Bus 30' CNG	$ 536,000	$ 439,520	$ 96,480	82%	18%
Transit Bus 30' Hybrid	$ 744,000	$ 610,080	$ 133,920	82%	18%
Transit Bus 35' Diesel	$ 499,000	$ 409,180	$ 89,820	82%	18%
Transit Bus 35' CNG	$ 551,000	$ 451,820	$ 99,180	82%	18%
Transit Bus 35' Hybrid	$ 744,000	$ 610,080	$ 133,920	82%	18%
Transit Bus 40' Diesel	$ 544,000	$ 446,080	$ 97,920	82%	18%
Transit Bus 40' CNG	$ 629,000	$ 515,780	$ 113,220	82%	18%
Transit Bus 40' Hybrid	$ 790,000	$ 647,800	$ 142,200	82%	18%
Over-the-Road 45' Diesel	$ 633,000	$ 519,060	$ 113,940	82%	18%
Articulated 60' Diesel	$ 883,000	$ 724,060	$ 158,940	82%	18%
Articulated 60' Hybrid	$ 1,081,000	$ 886,420	$ 194,580	82%	18%

Notes:

Prices escalated 1.23% annually over FY2016-17 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 6c: Regional Bus/Van Pricelist FY2018-19

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 54,000	$ 44,280	$ 9,720	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 91,000	$ 74,620	$ 16,380	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 111,000	$ 91,020	$ 19,980	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 127,000	$ 104,140	$ 22,860	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 156,000	$ 127,920	$ 28,080	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 176,000	$ 144,320	$ 31,680	82%	18%
Transit Bus 30' Diesel	$ 490,000	$ 401,800	$ 88,200	82%	18%
Transit Bus 30' CNG	$ 543,000	$ 445,260	$ 97,740	82%	18%
Transit Bus 30' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 35' Diesel	$ 505,000	$ 414,100	$ 90,900	82%	18%
Transit Bus 35' CNG	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 35' Hybrid	$ 753,000	$ 617,460	$ 135,540	82%	18%
Transit Bus 40' Diesel	$ 551,000	$ 451,820	$ 99,180	82%	18%
Transit Bus 40' CNG	$ 637,000	$ 522,340	$ 114,660	82%	18%
Transit Bus 40' Hybrid	$ 800,000	$ 656,000	$ 144,000	82%	18%
Over-the-Road 45' Diesel	$ 641,000	$ 525,620	$ 115,380	82%	18%
Articulated 60' Diesel	$ 894,000	$ 733,080	$ 160,920	82%	18%
Articulated 60' Hybrid	$ 1,094,000	$ 897,080	$ 196,920	82%	18%

Notes:

Prices escalated 1.23% annually over FY2017-18 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 6d: Regional Bus/Van Pricelist FY2019-20

Vehicle Type	Total	Federal	Local	Federal %	Local %
Minivan Under 22'	$ 55,000	$ 45,100	$ 9,900	82%	18%
Cut-Away/Van, 4 or 5-Year, Gas	$ 92,000	$ 75,440	$ 16,560	82%	18%
Cut-Away/Van, 4 or 5-Year, Diesel	$ 112,000	$ 91,840	$ 20,160	82%	18%
Cut-Away/Van, 4 or 5-Year, CNG	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Gas	$ 129,000	$ 105,780	$ 23,220	82%	18%
Cut-Away/Van, 7-Year, Diesel	$ 158,000	$ 129,560	$ 28,440	82%	18%
Cut-Away/Van, 7-Year, CNG	$ 178,000	$ 145,960	$ 32,040	82%	18%
Transit Bus 30' Diesel	$ 496,000	$ 406,720	$ 89,280	82%	18%
Transit Bus 30' CNG	$ 550,000	$ 451,000	$ 99,000	82%	18%
Transit Bus 30' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 35' Diesel	$ 511,000	$ 419,020	$ 91,980	82%	18%
Transit Bus 35' CNG	$ 565,000	$ 463,300	$ 101,700	82%	18%
Transit Bus 35' Hybrid	$ 762,000	$ 624,840	$ 137,160	82%	18%
Transit Bus 40' Diesel	$ 558,000	$ 457,560	$ 100,440	82%	18%
Transit Bus 40' CNG	$ 645,000	$ 528,900	$ 116,100	82%	18%
Transit Bus 40' Hybrid	$ 810,000	$ 664,200	$ 145,800	82%	18%
Over-the-Road 45' Diesel	$ 649,000	$ 532,180	$ 116,820	82%	18%
Articulated 60' Diesel	$ 905,000	$ 742,100	$ 162,900	82%	18%
Articulated 60' Hybrid	$ 1,107,000	$ 907,740	$ 199,260	82%	18%

Notes:

Prices escalated 1.23% annually over FY2018-19 prices, rounded to the nearest $1,000.

For buses with dual-side doors, add $50,000 to Total ($41,000 Federal, $9,000 Local).

For vehicle procurements more than 20 in number, 5% of the cost of the buses can be added to the pricelist amounts to account

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 7a: Fixed Guideway Project Caps

Operator	FG Cap	FY2016-17				FY2017-18				FY2018-19				FY2019-20			
		Voluntary Deferrals[1]	Involuntary Deferrals[1,2,3]	Total Available for Programming	Involuntary Deferrals Available for Contingent Funding[1,2]	Voluntary Deferrals[1]	Involuntary Deferrals[1,2]	Total Available for Programming	Involuntary Deferrals Available for Contingent Funding[1,2]	Voluntary Deferrals[1]	Involuntary Deferrals[1,2]	Total Available for Programming	Involuntary Deferrals Available for Contingent Funding[1,2]	Voluntary Deferrals[1]	Involuntary Deferrals[1,2]	Total Available for Programming	Involuntary Deferrals Available for Contingent Funding[1,2]
ACE	$ 1,490,000			$ 1,490,000	$ 146,190			$ 1,490,000				$ 1,490,000				$ 1,490,000	
BART	$ 50,211,000			$ 50,211,000	$ 13,194,931			$ 50,211,000				$ 50,211,000				$ 50,211,000	
Caltrain	$ 14,393,000		$ (1,570,770)	$ 12,822,230	$ 1,570,770			$ 14,393,000				$ 14,393,000				$ 14,393,000	
GGBHTD	$ 5,108,000			$ 5,108,000				$ 5,108,000		$ 23,628,000		$ 28,736,000				$ 5,108,000	
SFMTA	$ 34,026,000			$ 34,026,000	$ 6,818,629	$ 25,000,000		$ 59,026,000				$ 34,026,000				$ 34,026,000	
VTA	$ 8,529,000			$ 8,529,000				$ 8,529,000				$ 8,529,000				$ 8,529,000	
WETA	$ 6,642,000	$ 4,941,210		$ 11,583,210				$ 6,642,000				$ 6,642,000				$ 6,642,000	
Total	*$ 120,399,000*	*$ 4,941,210*	*$ (1,570,770)*	*$ 123,769,440*	*$ 21,730,520*	*$ 25,000,000*	*$ -*	*$ 145,399,000*	*$ -*	*$ 23,628,000*	*$ -*	*$ 144,027,000*	*$ -*	*$ -*	*$ -*	*$ 120,399,000*	*$ -*

Notes

1) See attachment 7b: Fixed Guideway Project Cap Deferral Summary for further explanation of amounts.

2) Involuntary deferrals will be noted in each year of programming, and will be reduced or increased if amounts are programmed or if future spend-down targets are not met, respectively. The portion of FG caps that were deferred in prior years may be programmed in any year of this program if sufficient funds are available. However, based on preliminary projections of Score 16 needs vs. FTA apportionments, it appears unlikely that the region will have sufficient funds to restore involuntarily deferred FG funds until later in the programming period, if at all.

3) Caltrain's involuntary deferral from FY2016 was deferred and applied in FY2017.

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 7b: Fixed Guideway Project Cap Deferrals Summary

Prior Year Deferred Caps[1]

Operator	Voluntary Deferrals[2]		Involuntary Deferrals[3]	
	FY2015	FY2016	FY2015[7]	FY2016
ACE			$ 146,190	
BART			$ 13,194,931	
Caltrain			$ 1,835,506	$ 1,570,770
GGBHTD[4]	$ 23,628,000			
SFMTA[5]	$ 15,000,000	$ 10,000,000	$ 1,518,629	$ 5,300,000
WETA[6]	$ 3,424,000	$ 1,517,210		

Notes

1) Programming of FG Caps, both regular and deffered, are subject to funding availability.

2) Voluntary deferrals will be added to the FG caps in the out-year specified by the operator, and treated as a prior year commitment

3) Involuntary deferrals are those due to not meeting grant spend-down goals, and will be available for programming in out-years subject to funding availability. Per TCP Process and Criteria policy, these funds will be treated as a lower priority.

4) GGBHTD voluntarily deferring $23,628,000 of FG cap funds from FY11 through FY16 to FY19. Per the FY16 TCP Program (Res. 4212), these funds will have priority for programming in FY19 as a prior-year commitment.

5) SFMTA voluntarily deferred $15M in FY15 and $10M in FY16 to FY18. $1,518,629 in FY15 and $5,300,000 in FY16 was involuntarily deferred due to not meeting the grant spend-down targets.

6) WETA voluntarily deferred $3,424,000 in FY15 and $1,517,210 in FY16 to FY17. Per the FY16 TCP Program (Res. 4212) and TCP Process and Criteria, these funds will have priority for programming in FY17 as a prior-year commitment.

7) Involuntary deferrals in FY15 were due to significant program shortfalls. An across-the-board reduction was instituted for those agencies who were not already voluntarily deferring FG caps or were not voluntarily deferring the amount they would have been assigned otherwise.

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 8a: 10% ADA Operating Set-Aside Formula

	Urbanized Area							
Operator	**San Francisco-Oakland**	**San Jose**	**Concord**	**Antioch**	**Vallejo**	**Livermore**	**Gilroy-MH**	**Petaluma**
AC Transit	31.26%							
ACE	0.11%		1.79%					
BART	13.13%		32.58%	13.32%				
Caltrain	0.28%	3.71%						
CCCTA			56.82%					
Fairfield-Suisun Transit	Not Applicable							
GGBHTD[4]	0.47%							
LAVTA			8.81%			100.00%		
Marin County Transit[4]	0.70%							
Napa VINE					17.91%			
Petaluma Transit								77.92%
SamTrans	14.41%							
SFMTA	36.40%							
SolTrans					82.09%			
Sonoma City Transit	Not Applicable							22.08%
SR City Bus	Not Applicable							
Tri-Delta				86.68%				
Union City	1.09%							
Vacaville	Not Applicable							
VTA		96.29%					100.00%	
WestCat	2.10%							
WETA	0.06%							
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Notes:

1) Urbanized Areas not shown are not participating in 10% ADA set-aside policy.

2) Formula based on three factors weighted as shown: a) Operator's Annual Demand Response Expenses (40%); b) Operators Demand Response Ridership (40%); and c) Operator's Annual Overall Ridership (20%)

3) To calculate funding amounts, multiply 10% of related urbanized area revenue estimate against percentages shown for operators in that urbanized area.

4) GGBHTD share split with Marin County Transit per agreement between the two operators. 20/80 split.

5) If operator was eligible for funds in multiple UA's, we used GIS spatial analysis to calculate percentage of operator's share (based on no. of stops) in each UA.

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 8b: Estimated ADA Set-Aside Amount, FY2016-17

	Urbanized Area								
Operator	**San Francisco-Oakland**	**San Jose**	**Concord**	**Antioch**	**Vallejo**	**Livermore**	**Gilroy MH**	**Petaluma**	**Total**
FTA 5307 Apportionment	**$ 131,887,325**	**$37,407,385**	**$21,255,215**	**$6,241,438**	**$3,534,899**	**$1,549,840**	**$1,527,151**	**$1,159,325**	**$204,562,579**
10% ADA Set-Aside	**$ 13,188,733**	**$ 3,740,739**	**$ 2,125,521**	**$ 624,144**	**$ 353,490**	**$ 154,984**	**$ 152,715**	**$ 115,933**	**$ 20,456,258**
AC Transit	4,122,539								4,122,539
ACE	13,935		37,991						51,925
BART	1,731,782		692,567	83,120					2,507,469
Caltrain	36,627	138,826							175,453
CCCTA			1,207,778						1,207,778
Fairfield-Suisun Transit	Not applicable								-
GGBHTD[4]	61,587								61,587
LAVTA			187,185			154,984			342,169
Marin County Transit[4]	92,380								92,380
Napa VINE					63,311				63,311
Petaluma Transit								90,340	90,340
SamTrans	1,900,641								1,900,641
SFMTA	4,800,079								4,800,079
SolTrans					290,178				290,178
Sonoma City Transit	Not applicable							25,592	25,592
SR City Bus	Not applicable								-
Tri-Delta				541,024					541,024
Union City	144,063								144,063
Vacaville	Not applicable								-
VTA		3,601,913					152,715		3,754,628
WestCat	277,321								277,321
WETA	7,779								7,779
Total	**13,188,733**	**3,740,739**	**2,125,521**	**624,144**	**353,490**	**154,984**	**152,715**	**115,933**	**20,456,258**

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 8c: Estimated ADA Set-Aside Amount, FY2017-18

	Urbanized Area								
Operator	**San Francisco-Oakland**	**San Jose**	**Concord**	**Antioch**	**Vallejo**	**Livermore**	**Gilroy MH**	**Petaluma**	**Total**
FTA 5307 Apportionment	**$ 134,583,794**	**$38,172,189**	**$21,689,783**	**$6,369,046**	**$3,607,171**	**$1,581,527**	**$1,558,374**	**$1,183,028**	**$208,744,911**
10% ADA Set-Aside	**$ 13,458,379**	**$ 3,817,219**	**$ 2,168,978**	**$ 636,905**	**$ 360,717**	**$ 158,153**	**$ 155,837**	**$ 118,303**	**$ 20,874,491**
AC Transit	4,206,825								4,206,825
ACE	14,219		38,768						52,987
BART	1,767,188		706,727	84,820					2,558,735
Caltrain	37,376	141,664							179,040
CCCTA			1,232,472						1,232,472
Fairfield-Suisun Transit	Not applicable								-
GGBHTD[4]	62,846								62,846
LAVTA			191,012			158,153			349,165
Marin County Transit[4]	94,269								94,269
Napa VINE					64,606				64,606
Petaluma Transit								92,187	92,187
SamTrans	1,939,500								1,939,500
SFMTA	4,898,218								4,898,218
SolTrans					296,111				296,111
Sonoma City Transit	Not applicable							26,116	26,116
SR City Bus	Not applicable								-
Tri-Delta				552,085					552,085
Union City	147,009								147,009
Vacaville	Not applicable								-
VTA		3,675,555					155,837		3,831,392
WestCat	282,991								282,991
WETA	7,938								7,938
Total	**13,458,379**	**3,817,219**	**2,168,978**	**636,905**	**360,717**	**158,153**	**155,837**	**118,303**	**20,874,491**

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 8d: Estimated ADA Set-Aside Amount, FY2018-19

	Urbanized Area								
Operator	**San Francisco-Oakland**	**San Jose**	**Concord**	**Antioch**	**Vallejo**	**Livermore**	**Gilroy MH**	**Petaluma**	**Total**
FTA 5307 Apportionment	**$ 137,361,440**	**$38,960,016**	**$22,137,433**	**$6,500,495**	**$3,681,619**	**$1,614,167**	**$1,590,537**	**$1,207,444**	**$213,053,153**
10% ADA Set-Aside	**$ 13,736,144**	**$ 3,896,002**	**$ 2,213,743**	**$ 650,050**	**$ 368,162**	**$ 161,417**	**$ 159,054**	**$ 120,744**	**$ 21,305,315**
AC Transit	4,293,649								4,293,649
ACE	14,513		39,568						54,081
BART	1,803,661		721,313	86,570					2,611,544
Caltrain	38,147	144,588							182,735
CCCTA			1,257,908						1,257,908
Fairfield-Suisun Transit	Not applicable								-
GGBHTD[4]	64,143								64,143
LAVTA			194,954			161,417			356,371
Marin County Transit[4]	96,214								96,214
Napa VINE					65,939				65,939
Petaluma Transit								94,090	94,090
SamTrans	1,979,529								1,979,529
SFMTA	4,999,311								4,999,311
SolTrans					302,223				302,223
Sonoma City Transit	Not applicable							26,655	26,655
SR City Bus	Not applicable								-
Tri-Delta				563,479					563,479
Union City	150,043								150,043
Vacaville	Not applicable								-
VTA		3,751,414					159,054		3,910,467
WestCat	288,832								288,832
WETA	8,102								8,102
Total	**13,736,144**	**3,896,002**	**2,213,743**	**650,050**	**368,162**	**161,417**	**159,054**	**120,744**	**21,305,315**

FY2016-17 through FY2019-20 Transit Capital Priorities Call for Projects
Attachment 8e: Estimated ADA Set-Aside Amount, FY2019-20

	Urbanized Area								
Operator	**San Francisco-Oakland**	**San Jose**	**Concord**	**Antioch**	**Vallejo**	**Livermore**	**Gilroy MH**	**Petaluma**	**Total**
FTA 5307 Apportionment	**$ 140,197,909**	**$39,764,528**	**$22,594,564**	**$6,634,728**	**$3,757,643**	**$1,647,500**	**$1,623,381**	**$1,232,377**	**$217,452,631**
10% ADA Set-Aside	**$ 14,019,791**	**$ 3,976,453**	**$ 2,259,456**	**$ 663,473**	**$ 375,764**	**$ 164,750**	**$ 162,338**	**$ 123,238**	**$ 21,745,263**
AC Transit	4,382,311								4,382,311
ACE	14,813		40,385						55,197
BART	1,840,906		736,208	88,358					2,665,472
Caltrain	38,935	147,574							186,509
CCCTA			1,283,884						1,283,884
Fairfield-Suisun Transit	Not applicable								-
GGBHTD[4]	65,467								65,467
LAVTA			198,980			164,750			363,730
Marin County Transit[4]	98,201								98,201
Napa VINE					67,301				67,301
Petaluma Transit								96,033	96,033
SamTrans	2,020,406								2,020,406
SFMTA	5,102,545								5,102,545
SolTrans					308,463				308,463
Sonoma City Transit	Not applicable							27,205	27,205
SR City Bus	Not applicable								-
Tri-Delta				575,115					575,115
Union City	153,141								153,141
Vacaville	Not applicable								-
VTA		3,828,879					162,338		3,991,217
WestCat	294,796								294,796
WETA	8,269								8,269
Total	**14,019,791**	**3,976,453**	**2,259,456**	**663,473**	**375,764**	**164,750**	**162,338**	**123,238**	**21,745,263**