

Metropolitan Transportation Commission Programming and Allocations Committee

July 11, 2012

Item Number 4b

Resolution Nos. 3925, Revised, and 4053, Revised

Subject: Proposed Third Cycle Lifeline Transportation Program of Projects

Background: MTC's Lifeline Transportation Program funds projects that improve mobility for the region's low-income communities. The program is administered by the nine county congestion management agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County. Today's item proposes programming of approximately \$0.8 million in Lifeline Transportation Program Cycle 3 funds.

Current Funding Cycle Overview and Status

In December 2011, MTC adopted Resolution No. 4033, which set forth guidelines for the third cycle of the Lifeline Transportation Program. The target programming amount for the third cycle is \$87 million, which includes three years of funding (FY2011-FY2013). The funding sources include approximately \$47 million in Proposition 1B Transit funds, \$24 million in State Transit Assistance (STA) funds, \$8 million in Job Access and Reverse Commute (JARC) funds, and \$9 million in Surface Transportation Program (STP) funds.

In May and June 2012, the Commission approved approximately \$83 million for Lifeline Transportation Program projects. The BART Transbay Owl Express Bus project (\$500K) and the City of Richmond Easy Go project (\$340K) were deferred until July so that MTC staff could obtain additional information on those services. This month, staff recommends programming funds to the previously deferred BART and City of Richmond Projects.

City of Richmond "Easy Go" project. Contra Costa County proposed funding for the City of Richmond's Easy Go project, which consists of several elements, including a "Kids Cab" service, bikesharing, and carsharing. MTC staff was initially concerned that some of these activities may not be eligible for JARC and STP/CMAQ funding. In June, City of Richmond staff provided additional information that confirmed that the project is eligible for JARC and STP/CMAQ funds. Staff recommends programming \$340,000 to the Easy Go project.

BART Transbay Owl Express Bus Service. Alameda and Contra Costa Counties proposed to fund a late-night BART express bus service that would operate between San Francisco and Fremont, and between San Francisco and Pittsburg/Bay Point. The service would operate Friday and Saturday evenings between approximately 12:30 a.m. and 2:00 a.m. In June, MTC staff worked with the Alameda and Contra Costa CMAs and with BART to obtain additional information on the service, including how the service will address Communities of Concern, how the new service will achieve better ridership performance than a similar Regional Measure 2 (RM2)-funded service that

was terminated in 2009 due to extremely low ridership, and how BART and AC Transit late-night services will be structured so as to avoid duplication.

Attachment A provides a summary of the additional information provided by BART.

Based on this information, staff recommends programming \$500,000 to the BART Owl Express Bus project.

Issues:

San Francisco County remaining balance. SFMTA and VTA have requested funding from MTC to support pilot programs for free fares for low-income youth and adults. San Francisco has been reserving approximately \$3.7 million in Lifeline funding (unprogrammed balance) pending the results of this pass discussion; depending on which option is selected in item 4a, SFCTA will need to finalize its program for the remaining balance.

Recommendation:

Refer MTC Resolution Nos. 3925, Revised, and 4053, Revised to the Commission for approval. Resolution No. 3925 also includes projects under Agenda item 2e, and will be adjusted if necessary based on Committee direction on those items.

Attachments:

Attachment A to Summary Sheet
MTC Resolution Nos. 3925, Revised, and 4053, Revised.

Attachment A

Communities of Concern

BART provided the following survey data from their Late Friday/Early Saturday Service Survey (May 2011), which was used to select potential stops for the proposed Owl Express Bus Service:

Green Line Express	Late Friday Work Trip %	Late Friday Minority %	Late Friday Low Income %	Very Likely to Use Service	Somewhat Likely to Use Service	Combined Likelihood
Lake Merritt	46%	62%	35%	83%	9%	91%
Fruitvale	63%	53%	58%	86%	7%	93%
Bay Fair	60%	71%	50%	57%	36%	93%
Hayward	50%	63%	47%	75%	25%	100%
Union City	58%	75%	25%	50%	17%	67%
Fremont	36%	69%	35%	65%	33%	98%

Yellow Line Express	Late Friday Work Trip %	Late Friday Minority %	Late Friday Low Income %	Very Likely to Use Service	Somewhat Likely to Use Service	Combined Likelihood
Rockridge	23%	50%	27%	88%	12%	100%
Walnut Creek	67%	36%	33%	93%	7%	100%
Pleasant Hill	30%	35%	20%	85%	15%	100%
Pittsburg/Bay Point	53%	82%	60%	78%	22%	100%
Alternates:						
19 th Street/Oakland	58%	73%	64%	83%	17%	100%
Concord	70%	70%	44%	80%	10%	90%

Before the Owl Express Bus service begins operations, BART staff will conduct an additional evaluation to determine which stations will best serve the minority and low income communities and will then finalize the route and stations stop locations. BART will also conduct an Owl Express Bus rider survey after the service has been in operation to determine who is using the service and for what purposes. MTC staff will work closely with BART and with the Alameda and Contra Costa County CMAs throughout the evaluation.

Anticipated Ridership Performance

BART staff anticipates that the ridership on this Owl Express Bus service will be higher than the ridership on the RM2-funded Owl service that was terminated in 2009. One difference between this service and the previous service is that transfers will not be required in downtown Oakland and travel times will be significantly reduced.

Coordination with East Bay Bus Operators

BART staff emphasized that this project is intended to complement—not compete with—the late night service provided by AC Transit. In order to avoid duplicating AC Transit Route 800 service, BART is not proposing to serve the West Oakland, 12th Street and MacArthur stations (service to the 19th Street station might be incorporated depending on survey results). Also, the BART service emphasizes speed in an effort to replicate BART’s rail service. One of the goals of the Owl Express Bus service is to reach the end of each line in approximately 60 minutes, which would offer riders a time savings compared to the travel time between San Francisco and Fremont on AC Transit Route 800/801, which is more of a limited or local service.

Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 07/28/10-C
09/22/10-C 10/27/10-C
02/23/11-C 03/23/11-C
05/25/11-C 06/22/11-C
09/28/11-C 10/26/11-C
02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C
07/25/12-C

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies

Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add \$437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million); 2) Transportation for Livable Communities (\$4.1 million); 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well

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MTC Resolution No. 3925, Revised

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as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program (\$31 million) and the Safe Routes to Schools Creative Grant Program (\$2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add \$2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind \$1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance \$5.0 million for SFgo in the Climate Initiative Element, and \$13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide \$376,000 to the Stewart's Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa's Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-

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MTC Resolution No. 3925, Revised

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term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add \$34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from \$54 million to \$0 to accommodate this action and the advance of \$20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program \$1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining \$2.7 million for the small/ northbay county operators (with this advance, the entire \$31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect \$700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program \$7.6 million for specific STP/CMAQ projects for the Lifeline program; program \$3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add \$45,000 to the Walnut Creek fourth cycle PDA planning grant, and \$0.2 million for Lifeline transportation projects.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009,

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MTC Resolution No. 3925, Revised

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December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012 and July 11, 2012.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12)
Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and
Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 28, 2009

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 25, 2012

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			\$529,828,976	\$112,882,000	\$642,710,976
1. REGIONAL PLANNING ACTIVITIES (PL)					
Regional Agency Planning Activities					
ABAG Planning	Region-Wide	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	Region-Wide	BCDC	\$893,000	\$0	\$893,000
MTC Planning	Region-Wide	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL			\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities					
CMA Planning - Alameda	Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL			\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$22,697,000	\$0	\$22,697,000
2. REGIONAL OPERATIONS (RO) PROGRAMS					
Regional Operations					
Clipper® Fare Card Collections System	Region-Wide	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	Region-Wide	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	Region-Wide	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	Region-Wide	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	Region-Wide	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL			\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	Region-Wide	SAFE	\$18,400,000	\$0	\$18,400,000
SUBTOTAL			\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS			TOTAL: \$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Freeway Performance Initiative					
Regional Performance Monitoring	Region-Wide	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	Region-Wide	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL			\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements					
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Alameda	Caltrans	\$1,557,000	\$4,680,000	\$6,237,000
FPI - SCL SR 85: I-280 to US 101	Santa Clara	Caltrans	\$2,058,000	\$2,629,000	\$4,687,000
FPI - ALA I-580: SSJ Co. Line to I-880	Alameda	Caltrans	\$2,920,000	\$3,921,000	\$6,841,000
FPI - SCL I-680: US 101 to ALA Co. Line	Santa Clara	Caltrans	\$3,697,000	\$8,209,000	\$11,906,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Alameda	Caltrans	\$5,413,000	\$31,000,000	\$36,413,000
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans	\$4,290,000	\$0	\$4,290,000
FPI - SOL I-80: SR 37 to I-505	Santa Clara	Caltrans	\$4,550,000	\$23,518,000	\$28,068,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Marin	Caltrans	\$5,000,000	\$0	\$5,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Solano	Caltrans	\$7,000,000	\$0	\$7,000,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Contra Costa	Caltrans	\$2,500,000	\$0	\$2,500,000
FPI - ALA I-880: SCL CO. Line to Davis Street	Alameda	Caltrans	\$3,500,000	\$0	\$3,500,000
SUBTOTAL			\$42,485,000	\$73,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$51,043,000	\$73,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)					
Eastern Solano CMAQ Program					
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Solano	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Solano	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	Solano	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	Solano	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano	Solano County	\$555,000	\$0	\$555,000
SUBTOTAL			\$3,000,000	\$0	\$3,000,000
Public Education/Outreach					
Public Education and Outreach	Region-Wide	MTC	\$9,300,000	\$0	\$9,300,000
Spare the Air	Region-Wide	BAAQMD	\$700,000	\$0	\$700,000
SUBTOTAL			\$10,000,000	\$0	\$10,000,000
Safe Routes To Schools - Regional Competitive					
The BikeMobile: A Bike Repair and Encouragement Vehicle	Alameda	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	Marin	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	Region-Wide	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	Solano	STA	\$250,000	\$0	\$250,000
SUBTOTAL			\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County					
<i>Specific projects TBD by CMAs</i>					
Alameda County Safe Routes to School Program	Alameda	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	Alameda	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Contra Costa	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Contra Costa	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Contra Costa	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Contra Costa	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Contra Costa	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Contra Costa	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	Marin	TAM	\$475,000	\$0	\$475,000

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 25, 2012

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			\$529,828,976	\$112,882,000	\$642,710,976
Napa County Safe Routes to School Program Expansion	Napa	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	San Francisco	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	San Francisco	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	San Mateo	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Santa Clara	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Santa Clara	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	Santa Clara	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	Santa Clara	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Solano	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	Solano	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL			\$15,000,000	\$0	\$15,000,000
Innovation Grants					
Berkeley Transportation Action Plan (B-TAP)	Alameda	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Alameda	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Region-Wide	Alameda County	\$2,808,000	\$0	\$2,808,000
Bike-sharing Pilot Program	Region-Wide	BAAQMD	\$4,291,000	\$0	\$4,291,000
Cold-In-Place (CIP) Pavement Recycling	Region-Wide	City of Napa	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Region-Wide	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	Region-Wide	SCTA	\$1,500,000	\$0	\$1,500,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	Region-Wide	SFCTA	\$1,700,000	\$0	\$1,700,000
Electric Vehicle Funding Strategies	Region-Wide	TBD	\$2,000,000	\$0	\$2,000,000
Public-Private Partnership TDM	San Francisco	SFCTA	\$750,000	\$0	\$750,000
SFgo	San Francisco	SFMTA	\$20,000,000	\$0	\$20,000,000
Electric Vehicle (EV) Taxi Corridor	San Francisco	SFMTA	\$6,988,000	\$0	\$6,988,000
TDM Strategies for Redwood City	San Mateo	SamTrans	\$1,487,000	\$0	\$1,487,000
Innovative Bicycle Detection Systems	Santa Clara	San Jose	\$1,500,000	\$0	\$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Sonoma	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL			\$50,624,000	\$376,000	\$51,000,000
Climate Action Program Evaluation					
<i>Specific projects TBD by the Commission</i>	Region-Wide	MTC	\$4,000,000	\$0	\$4,000,000
SUBTOTAL			\$4,000,000	\$0	\$4,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL: \$84,624,000	\$376,000	\$85,000,000

5. REGIONAL BICYCLE PROGRAM (RBP) *

Bike/Ped Program					
<i>Specific projects TBD by County CMAAs</i>					
Bicycle - Alameda - Block Grant RBP Implementation	Alameda	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	Contra Costa	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	Marin	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	Napa	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	San Francisco	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	San Mateo	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	Santa Clara	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	Solano	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	Sonoma	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Alameda	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Alameda	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Alameda	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Alameda	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Contra Costa	Concord	\$666,000	\$0	\$666,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Contra Costa	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Contra Costa	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Marin	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Marin	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	Marin	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	Napa	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	Napa	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	Napa	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	San Francisco	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	San Francisco	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	San Mateo	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	San Mateo	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	San Mateo	Redwood City	\$256,000	\$0	\$256,000
San Mateo - Crystal Springs Regional Trail	San Mateo	San Mateo County	\$0	\$0	\$0
South San Francisco - Bicycle Lanes Gap Closure	San Mateo	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Santa Clara	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Santa Clara	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	Santa Clara	San Jose	\$1,250,000	\$0	\$1,250,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Santa Clara	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Solano	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Solano	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Sonoma	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Sonoma	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma	Sonoma Co. Req Parks	\$620,000	\$0	\$620,000
Berkely Bay Trail (TE)	Alameda	Bekeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Contra Costa	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin	Marin Couty	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Napa	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco	San Francisco MTA	\$0	\$235,000	\$235,000

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 25, 2012

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			\$529,828,976	\$112,882,000	\$642,710,976
Church and Duboce Bicycle / Ped Enhancements	San Francisco	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	San Mateo	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Santa Clara	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Santa Clara	Los Altos Hills	\$0	\$467,000	\$467,000
Guadalupe River Trail, Tasman Undercrossing (TE)	Santa Clara	San Jose	\$0	\$660,000	\$660,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Solano	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	Solano	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Sonoma	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL			\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)			TOTAL: \$19,788,000	\$7,549,000	\$27,337,000

* NOTE: Regional Bicycle Program STP fund administered by County CMAAs as part of the Block Grant Program.
 * NOTE: Regional Bicycle Program TE funds to be programmed by County CMAAs in 2010 RTIP

6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *					
TLC / Station Area Planning Implementation					
ABAG Station Area Planning Implementation	Region-Wide	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	Region-Wide	MTC	\$762,000	\$0	\$762,000
Station Area Plans					
Central Fremont – City Center	Alameda	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Alameda	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Contra Costa	Walnut Creek	\$450,000	\$0	\$450,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	San Mateo	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
Priority Development Area (PDA) Planning					
Alameda Naval Air Station	Alameda	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Alameda	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Contra Costa	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Contra Costa	Concord	\$240,000	\$0	\$240,000
South Richmond	Contra Costa	Richmond	\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Santa Clara	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Sonoma	Rohnert Park	\$448,000	\$0	\$448,000
Unprogrammed Priority Development Area (PDA) Planning Reserve	Region-Wide	TBD	\$1,151,000	\$0	\$1,151,000
Smart Growth Technical Assistance Program					
Transit Oriented Development (TOD)					
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	San Francisco	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL			\$18,755,000	\$0	\$18,755,000
Regional Transportation for Livable Communities (TLC) Program					
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Alameda	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	Alameda	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Alameda	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Alameda	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore Land Banking/Site Assembly at Chestnut St Site	Alameda	Livermore	\$2,500,000	\$0	\$2,500,000
Oakland Foothill Boulevard Streetscape	Alameda	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	Alameda	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Alameda	Union City	\$4,450,000	\$0	\$4,450,000
Richmond Nevin Avenue Imps	Contra Costa	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Mateo	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	Santa Clara	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	Santa Clara	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	Santa Clara	San Jose	\$2,024,000	\$0	\$2,024,000
Vallejo Downtown Streetscape Phase 3	Solano	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Sonoma	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Sonoma	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Sonoma	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL			\$42,012,000	\$0	\$42,012,000
County Transportation for Livable Communities (TLC) Program					
<i>Specific projects TBD by CMAAs</i>					
County TLC - Alameda - Block Grant TLC Implementation	Alameda	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	Contra Costa	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	Marin	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	Napa	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	San Francisco	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	San Mateo	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	Santa Clara	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	Solano	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	Sonoma	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	Alameda	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Alameda	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Alameda	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Alameda	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Alameda	Oakland	\$1,700,000	\$0	\$1,700,000

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 25, 2012

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			\$529,828,976	\$112,882,000	\$642,710,976
El Cerrito - Central Ave & Liberty St Streetscape	Contra Costa	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Contra Costa	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond - Nevin Avenue Improvements	Contra Costa	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	Napa	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	Napa	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	San Francisco	SFDPW	\$1,065,000	\$0	\$1,065,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	San Francisco	SFDPW	\$1,104,000	\$0	\$1,104,000
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	San Mateo	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	San Mateo	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	San Mateo	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Mateo	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Mateo	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Santa Clara	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Santa Clara	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Santa Clara	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Santa Clara	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Santa Clara	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Solano	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Sonoma	Cotati	\$1,100,000	\$0	\$1,100,000
Santa Rosa - Streetscape Palettes	Sonoma	Santa Rosa	\$200,000	\$0	\$200,000
SUBTOTAL			\$26,256,000	\$0	\$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)			TOTAL: \$87,023,000	\$0	\$87,023,000

* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.

7. LOCAL STREETS AND ROADS (LSR)					
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL			\$6,000,000	\$0	\$6,000,000
Federal Aid Secondary (FAS) Commitment *					
<i>Specific projects TBD by Counties</i>					
Alameda County - Rural Roads Pavement Rehabilitation	Alameda	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin	Marin County	\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo	San Mateo County	\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL			\$15,013,000	\$0	\$15,013,000
Local Streets and Roads (LSR) Rehabilitation **					
<i>Specific projects TBD by CMAs</i>					
LS&R Rehab - Alameda - Block Grant LS&R Implementation	Alameda	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	Contra Costa	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	Marin	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	Napa	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	San Francisco	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	San Mateo	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	Santa Clara	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	Solano	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	Sonoma	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Alameda	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Alameda	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Alameda	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Alameda	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Alameda	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Alameda	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Alameda	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Alameda	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Alameda	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Alameda	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	Alameda	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Alameda	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Contra Costa	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Contra Costa	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Contra Costa	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Contra Costa	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Contra Costa	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	Contra Costa	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Contra Costa	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Marin	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	Marin	San Rafael	\$1,019,000	\$0	\$1,019,000
American Canyon - West American Canyon Road Rehabilitation	Napa	American Canyon	\$0	\$0	\$0
Napa - Linda Vista Pavement Overlay	Napa	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	Napa	City of Napa	\$625,000	\$0	\$625,000

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July 25, 2012

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			\$529,828,976	\$112,882,000	\$642,710,976
Napa County - Silverado Trail Pavement Rehabilitation	Napa	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	San Francisco	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfqo Signal Rehabilitation	San Francisco	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	San Francisco	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	San Francisco	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	San Mateo	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	San Mateo	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	San Mateo	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	San Mateo	Pacifica	\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	San Mateo	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Mateo	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Mateo	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	San Mateo	So. San Francisco	\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Santa Clara	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Santa Clara	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Santa Clara	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Santa Clara	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Santa Clara	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Santa Clara	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Santa Clara	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	Santa Clara	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Santa Clara	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Santa Clara	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Santa Clara	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Solano	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Solano	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Solano	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Solano	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Solano	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Sonoma	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Sonoma	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Sonoma	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Sonoma	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL			\$80,789,000	\$0	\$80,789,000
7. LOCAL STREETS AND ROADS (LSR)			TOTAL: \$101,802,000	\$0	\$101,802,000
* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that: An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county. The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share. ** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.					
8. REGIONAL STRATEGIC INVESTMENTS (RSI)					
Richmond Rail Connector	Contra Costa	Caltrans	\$8,000,000	\$0	\$8,000,000
SCL I-280 I/C Improvements	Santa Clara	VTA	\$1,000,000	\$31,000,000	\$32,000,000
Doyle Drive/Presidio Parkway *****	San Francisco	SFCTA	\$34,000,000	\$0	\$34,000,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	Marin	GGBH&TD	\$5,000,000	\$0	\$5,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	San Mateo	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	San Mateo	SamTrans	\$1,231,388	\$0	\$1,231,388
SamTrans Advanced Communications System Upgrades (for Caltrain Right-Of-Way Payback)	San Mateo	SamTrans	\$2,115,216	\$0	\$2,115,216
Small/Northbay Operators (Transit Payback Commitment)	Various	Various			
<i>Specific projects TBD by Small/Northbay operators</i>	Various	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL			\$69,980,389	\$31,000,000	\$100,980,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)			TOTAL: \$69,980,389	\$31,000,000	\$100,980,389
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)					
Transit Payback Commitment: Lifeline Transportation Program					
Community Based Transportation Plan Updates	Alameda	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Improvements	Alameda	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	Alameda	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Improvements	Contra Costa	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Improvements	Contra Costa	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	Marin	GGBHTD	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	Napa	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	Napa	NCTPA	\$116,794	\$0	\$116,794
Lifeline - San Francisco - Specific Project(s) TBD by SFCTA per MTC Resolution 4053	San Francisco	TBD	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Improvements	San Mateo	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Improvements	San Mateo	San Mateo (City)	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Solano	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville - Accessible Paths to Transit	Solano	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Improvements	Sonoma	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL			\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)			TOTAL: \$8,971,587	\$0	\$8,971,587
First Cycle Total			\$529,828,976	\$112,882,000	\$642,710,976

Attachment B

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C
 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C
 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C
 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C
 07/25/12-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 25, 2012

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			\$529,828,976	\$112,882,000	\$642,710,976

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** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval. The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

*** NOTE: All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.
 **** NOTE: Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

***** NOTE: Doyle Drive/Presidio Parkway - Contingent upon \$34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining \$88 million commitment to the Central Subway project.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC
Revised: 06/27/12-C
07/25/12-C

ABSTRACT

Resolution No. 4053, Revised

This resolution adopts the FY2011 through FY2013 Program of Projects for MTC's Third Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds.

The evaluation criteria established in Resolution 4033 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Third Cycle Lifeline Transportation Program of Projects -
FY2011-2013

This resolution was amended on June 27, 2012 to add approximately \$34 million in programming for STA, STP/CMAQ, and JARC projects, and to add about \$21 million in programming for Proposition 1B projects that were previously deferred.

This resolution was amended on July 25, 2012 to add approximately \$0.8 million in programming for projects that were previously deferred.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated May 9, 2012, June 13, 2012 and July 11, 2012.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program of Projects – FY2011 – FY2013

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4053

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

WHEREAS, MTC adopted Resolution 4033, which establishes program guidelines to be used for the funding and oversight of the Third Cycle of the Lifeline Transportation Program, Fiscal Years 2011-2013; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, the Third Cycle Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Third Cycle Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source					TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC	STP/CMAQ		
Alameda County										
1	Bus Stop Repair and Upgrade	Wheels (LAVTA)	Repair and upgrade existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	240,910					240,910	
2	Electronic Bike Lockers at Lake Merritt BART Station	BART	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	52,000					52,000	
3	Wayfinding/Real-Time Arrival at BART Stations	BART	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; and exit directories. Projects at Lake Merritt, Hayward, Downtown Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair BART stations.	3,545,360					3,545,360	(2)
4	East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.	2,703,487				1,225,539	3,929,026	(2)
5	Update Community-Based Transportation Plans	Alameda CTC	Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately three to four CBTP updates will be funded.					475,000	475,000	
6	Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations	Cycles of Change	Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.				45,000		45,000	
7	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library/City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately seven classes per week to the library by bus. Request is for three years of program operations.		185,000				185,000	
8	Neighborhood Bicycle Centers/"Bike-go-Round"	Cycles of Change	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period.				360,000		360,000	
9	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for three years of service.		4,129,771	268,118	525,429		4,923,318	
10	Hathaway Avenue Transit Access Improvements	Alameda County Public Works	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.					430,000	430,000	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source					TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC	STP/CMAQ		
11	BART Transbay Owl Express Bus Service	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$200K is being provided by Contra Costa County. This is a one-year pilot project.		297,800				297,800	(7)
12	Oakland Broadway Shuttle	City of Oakland	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also includes expanding weekday evening service until 10pm Mon-Thurs.				723,000		723,000	
13	WHEELS Route 14 Service Provision	LAVTA	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations.		366,000				366,000	
14	San Leandro "LINKS" Shuttle	San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service.				336,000		336,000	
15	Estuary Crossing Shuttle Service Extension	City of Alameda Public Works	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service.				187,957		187,957	
16	Operation Support for Route 2	Union City Transit, City of Union City	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.		115,666				115,666	
County Bid Target				N/A*	5,094,237	268,118	2,177,386	2,130,539		
Proposed Programming				6,541,757	5,094,237	268,118	2,177,386	2,130,539	16,212,037	
Unprogrammed Balance				N/A*	-	-	-	-	-	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes	
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC			STP/CMAQ
Contra Costa County										
17	Richmond BART Station Eastside Access Improvements	BART	Development of eastside of Richmond BART station including raising Nevin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways	1,500,000					1,500,000	
18	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	400,000					400,000	(2)
19	Concord BART Station Intermodal Improvements	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project may also include upgraded lighting within the existing garage.	400,000					400,000	
20	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.	147,335					147,335	(2)
21	Replacement Buses	County Connection	Four (4) 40-foot diesel buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534					484,534	
22	Contra Costa College Transit Center Improvements	AC Transit	Pavement and shelter improvements at Contra Costa College Transit Center.	160,000					160,000	
23	Park & Ride Facility	Tri Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019					327,019	
24	Monument Neighborhood Shuttle	City of Concord	The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program.				311,703		311,703	
25	Preserve Operations in Community of Concern	County Connection	Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment.		684,000	36,000			720,000	
26	Route 200 and 201	Tri Delta Transit	Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations.		855,000	45,000			900,000	
27	KEYs Auto Loan Program	Contra Costa County Employment and Human Services Dept.	Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from \$4,000 to \$5,500.				129,500		129,500	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source					TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC	STP/CMAQ		
28	Canal Road Bike/Ped Improvements	Contra Costa County Public Works	Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School.					1,000,000	1,000,000	
29	Preserve Operations in Community of Concern	AC Transit	Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years.		951,668	50,087	299,353		1,301,108	
30	Transbay Owl Express	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$298K is being provided by Alameda County. This is a one-year pilot project.		191,776	10,094			201,870	(7)
31	C3 Operations	WestCAT	The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodeo. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland.		194,692	10,247	75,007		279,946	
32	Taxi Referral Program	Contra Costa County Employment and Human Services Dept.	Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYS loan program.				274,185		274,185	
33	Easy Go	City of Richmond	Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services.				140,000	203,291	343,291	(4)
County Bid Target				N/A*	2,877,136	151,428	1,229,748	1,203,291		
Proposed Programming				3,418,888	2,877,136	151,428	1,229,748	1,203,291	8,880,491	
Unprogrammed Balance				N/A*	-	-	-	-	-	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes	
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC			STP/CMAQ
Marin County										
34	Novato Bus Stop Improvement Project	Marin Transit	Install transit amenities at targeted local bus stops that include bus shelters, bus stop seating, lighting, and bus operational improvements. The first prioritized project is the Downtown Novato Transit Center located at Redwood Boulevard and Grant Avenue.	985,000					985,000	
35	Advanced Communications and Information System	GGBHTD	Systemwide improvements to GGBHTD's communication system, including voice and data radio communications; basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL); real-time passenger information; dynamic message signs at selected transit centers, bus stops and other locations; on-board vehicle equipment.	492,729				233,728	726,457	(2)
36	Canal Neighborhood Transit Service	Marin Transit (via GGBHTD)	Transit service to the low income and minority population in the Canal Area of San Rafael on Routes 35 and 36.		400,588	29,414			430,002	
37	Route 257 Shuttle	Marin Transit	Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus.				238,867		238,867	
38	San Rafael School Shuttle	San Rafael Schools (via GGBHTD)	Enable Canal parents to participate in their children's education at San Pedro School by providing shuttle service and emergency taxi vouchers for low-income residents of the San Rafael Canal community (or nearby vicinity) to attend critical academic meetings and other school activities.		158,268				158,268	
County Bid Target				N/A*	558,856	29,414	238,867	233,728		
Proposed Programming				1,477,729	558,856	29,414	238,867	233,728	2,538,594	
Unprogrammed Balance				N/A*	-	-	-	-	-	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source					TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC	STP/CMAQ		
Napa County										
39	Paratransit Vehicles	NCTPA	Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities.	192,000					192,000	
40	Replacement Buses for American Canyon	NCTPA	Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance.	192,000					192,000	
41	Napa Valley College Northbound Shelter	NCTPA	Create a shelter to serve VINE routes heading northbound along James Diemer Drive. Currently northbound and southbound buses use the same stop located on the west side of the street. The northbound stop will create more convenient loading and offloading of passengers, an easier route to negotiate for the drivers, and improve the on-time performance of the VINE routes serving the college.	213,647					213,647	
42	Operating Assistance for new VINE Routes	NCTPA	Improve and expand service within the City of Napa. The new routes will address numerous issues listed in the community-based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system.		470,545	24,766			495,311	
43	Community-Based Transportation Plan Update	NCTPA	Update Napa's community-based transportation plan.					80,000	80,000	
44	ADA Bus Stop Upgrades	NCTPA	ADA and accessibility improvements at bus stops that are used on a frequent basis.					116,794	116,794	
County Bid Target				N/A*	470,545	24,766	-	196,794		
Proposed Programming				597,647	470,545	24,766	-	196,794	1,289,752	
Unprogrammed Balance				N/A*	-	-	-	-	-	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes	
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC			STP/CMAQ
San Francisco County										
45	Mission Mobility Maximization	Muni (SFMTA)	Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras.	2,413,350					2,413,350	(2)(3)
46	8X Mobility Maximization	Muni (SFMTA)	Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colorizing existing dedicated transit lanes, transit signal priority, pre-payment fare collection technology, information panel and transit arrival prediction signs (NextMuni), vehicle branding, enhanced stop identification, and Transit Only Lane Enforcement Cameras.	9,310,080					9,310,080	(2)(3)
47	Station Wayfinding and Bicycle Parking at San Francisco BART Stations	BART	Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-175 spaces in a new Bike Station at the Civic Center BART Station.	2,143,650					2,143,650	(2)
48	Continuation of Bus Restoration Project	SFMTA	Continue the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.				1,200,942		1,200,942	
49	Free Muni for Low Income Youth Pilot Program	SFMTA	The Free Muni for Low Income Youth pilot program is a 22-month program to provide a free Muni pass for low income youth at an estimated cost of \$9.9 million.		400,000				400,000	
				County Bid Target	N/A*	2,809,739	147,881	1,200,942	1,175,105	
				Proposed Programming	13,867,080	400,000	-	1,200,942	-	15,468,022
				Unprogrammed Balance	N/A*	2,409,739	147,881	-	1,175,105	3,732,725

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source					TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC	STP/CMAQ		
San Mateo County										
50	Replacement Fixed Route Vehicles	SamTrans	Replace a portion of the 1998 40-foot Gillig Bus Fleet. The 1998 Gillig fixed route buses operate on all routes throughout the urbanized portion of San Mateo County.	2,272,697					2,272,697	
51	Electronic Bicycle Lockers at San Bruno BART Station	BART	Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station.	32,000					32,000	
52	Fixed Route 17	SamTrans	Continue funding the operation of existing Lifeline funded expanded fixed route bus service for SamTrans Route 17 on the Coastside of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.		407,048				407,048	
53	Ways to Work Auto Loans for purchase or repair of vehicles	Peninsula Family Services	Continue the Ways to Work Family Loan Program in San Mateo County. Ways to Work provides affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative.				375,000		375,000	
54	Middlefield/Woodside Rd (SR 84) Intersection Improvements	City of Redwood City	Increase access, safety and mobility in the North Fair Oaks community of concern by constructing crosswalks, sidewalks, accessible curb ramps, pedestrian countdown signals, bicycle signal detection, street lighting, etc. at the Middlefield Road and Woodside Road (State Route 84) intersection to allow low income, minority residents to walk and bike across Woodside Road.					339,924	339,924	
55	North Central Ped Infrastructure Improvements	City of San Mateo	Improve the mobility of the low-income residents of the North Central neighborhood with the initiation of the \$1.5 Million North Central Pedestrian Infrastructure Improvement Program – Phase I. Phase I includes pedestrian infrastructure improvements south of Cypress Avenue in North Central.			13,135		339,924	353,059	(5)
56	Coast Service On-Demand	SamTrans	Continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero.		300,000				300,000	
57	Bus Passes and Tickets for Low Income Families	San Mateo Human Services Agency (via SamTrans local agency fund exchange)	This project will provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		300,000				300,000	
58	Community Learning Center Public Transportation Workshops	City of South San Francisco (via SamTrans)	Develop curriculum and present public transportation workshops to low-income residents. Create instructional, outreach, evaluation and publicity materials that can be used to serve low-income residents throughout the county. Technology resources such as 511.org will be used by participants.		210,000				210,000	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source					TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC	STP/CMAQ		
59	Midday Shuttle Belle Haven Community and Other Communities	City of Menlo Park (via SamTrans)	The Menlo Park Midday Shuttle operates along a fixed route throughout the City, including the City's redevelopment area, which includes the low-income Belle Haven community. The shuttle provides access to essential destinations including the City's downtown civic center, medical offices, community centers, shopping centers, Caltrain station, and Stanford Medical Center.		204,253	53,747			258,000	(5)
60	North Fair Oaks On-Demand Shuttle	City of Redwood City (via SamTrans)	Provide shuttle transportation to basic services such as shopping and medical facilities in the North Fair Oaks community of concern during non-commute hours.		204,253	18,674			222,927	(5)
61	Weekday Community Shuttle	City of East Palo Alto	Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles.				123,368		123,368	
62	Weekday Evening Shuttle	City of East Palo Alto	Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters.				76,871		76,871	
63	Taxi Vouchers for Low Income Program Participants	San Mateo Human Services Agency (via SamTrans)	Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner.				60,000		60,000	
64	Weekend Shuttle	City of East Palo Alto	Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend.				59,557		59,557	
County Bid Target				N/A*	1,625,554	85,556	694,796	679,848		
Proposed Programming				2,304,697	1,625,554	85,556	694,796	679,848	5,390,451	
Unprogrammed Balance				N/A*	-	-	-	-	-	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes	
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC			STP/CMAQ
Santa Clara County										
65	Alum Rock Rapid Transit Bus Purchase	VTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders.	9,186,049					9,186,049	(3)
66	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.		480,000		1,698,402		2,178,402	
67	Foster Grandparent/Senior Companion	Seniors Council	Provide very low-income foster grandparent and senior companions-- who serve as drivers, mentors, tutors, companions, and care givers-- with financial reimbursement for work-related mileage. Place the foster grandparents/senior companions serving their communities in work sites as close as possible to their home to mitigate work transportation needs.				83,287		83,287	
68	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program.		3,075,908				3,075,908	
69	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to the homeless, veterans, emancipated foster youth, refugees, and persons with disabilities and other vulnerable populations in the county's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; shared rides/carpools; group trips. Services are provided at no-cost to low-income riders every day of the year.		1,532,205	267,795			1,800,000	
70	East San Jose Pedestrian Improvements	Santa Clara County Roads and Airports	Construct sidewalk improvements and enhance ADA access along nine county-maintained roads in Alum Rock neighborhoods. The pedestrian enhancements will improve access to transit stops along White Road, Alum Rock Avenue (State Route 130), and McKee Road/Toyon Avenue.					2,127,977	2,127,977	
County Bid Target				N/A*	5,088,113	267,795	1,781,689	2,127,977		
Proposed Programming				9,186,049	5,088,113	267,795	1,781,689	2,127,977	18,451,623	
Unprogrammed Balance				N/A*	-	-	-	-	-	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes	
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC			STP/CMAQ
Solano County										
71	Local Bus Replacement	Fairfield and Suisun Transit	Replace six (6) local diesel buses with hybrid diesel electric fuel buses.	547,328				481,368	1,028,696	
72	Intercity Bus Replacement	SolTrans	Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses.	1,000,000					1,000,000	
73	Sustaining Route 1	SolTrans	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.		500,000				500,000	
74	Sustaining Route 85	SolTrans	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.		250,000				250,000	
75	Route 30 Saturday Service	Fairfield and Suisun Transit	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UC Davis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.		120,000				120,000	
76	Sustaining Span of Service	SolTrans	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.		376,620	65,612			442,232	
77	Accessible Paths to Transit	Vacaville City Coach	The Vacaville CBTP documented the need for more accessible curb ramps and/or access improvements near transit routes. This funding will aid in constructing approximately 16 curb ramps.					40,000	40,000	
County Bid Target				1,547,328	1,246,620	65,612	-	521,368		
Proposed Programming				1,547,328	1,246,620	65,612	-	521,368	3,380,928	
Unprogrammed Balance				-	-	-	-	-	-	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes	
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC			STP/CMAQ
Multi-County & Regional Projects										
87	Bus shelters at BART Stations	BART	Bus shelters at various BART stations in communities of concern for ADA patrons.	100,000					100,000	
88	Internal Text Messaging Signs	AC Transit	Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired	500,000					500,000	(2)
89	Diesel-Electric Hybrid Articulated Buses for Rapid Service	AC Transit	Purchase thirty-nine (39) 60-foot diesel-electric hybrid articulated buses for rapid service.	5,040,000					5,040,000	
90	Means-Based Discount Project	MTC	Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the \$1 million set-aside will be used for implementation activities.	-	950,000	50,000	-	-	1,000,000	
91	Administration & Technical Assistance	MTC	Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC apportionments has been set aside to fund administration and technical assistance for three years.				406,811		406,811	
Multi-County & Regional Target				N/A*	950,000	50,000	406,811	-		
Proposed Programming				5,640,000	950,000	50,000	406,811	-	7,046,811	
Unprogrammed Balance				N/A*	-	-	-	-	-	

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source					TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹	JARC	STP/CMAQ		
Regional Grand Totals										
			Lifeline Program Revenue Sources	46,519,967	22,401,561	1,179,031	8,136,226	8,971,587	87,208,372	
			Total Proposed Programming	46,519,967	19,991,822	1,031,150	8,136,226	7,796,482	83,475,647	
			Unprogrammed Balance	-	2,409,739	147,881	-	1,175,105	3,732,725	

* In most cases, Proposition 1B Transit funds were allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators programmed funds to any capital project that was consistent with the Lifeline Transportation Program and goals, and was eligible for the Proposition 1B funds. In Solano and Sonoma Counties, the CMA programmed the Proposition 1B funds to transit operator projects.

Notes

- (1) Because the STA amounts are continually changing, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their county's STA amount, and then developed a contingency plan for the remaining five percent should it be available.
- (2) Comply with MTC Resolution 3866, Revised (Transit Coordination Implementation Plan) where applicable, including but not limited to Clipper, 511, real-time transit information and wayfinding signage. For wayfinding signage, project sponsors are expected to follow the regional sign standard developed by MTC, with the exception of wayfinding kiosks and transit information displays which are optional (note that MTC is unable to support maintenance of these signs if installed). For real-time transit information displays at multi-agency transfer stations/stops, project sponsors must work with MTC to determine the appropriate 511 real-time transit sign design to use. MTC Res. 3866, Revised is available at <http://www.mtc.ca.gov/planning/tcip/>. Consult with project-specific MTC staff during project planning to further assess the applicability of Res. 3866, Revised and how to implement specific aspects of the project.
- (3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income free fare funding discussions. Projects were recommended for funding on 6/13/12.
- (4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.
- (5) Any additional STA funds should be added first to the North Fair Oaks On-Demand Shuttle and the Menlo Park Belle Haven Community Shuttle, and second to transit capital related components of the City of San Mateo North Central Infrastructure Improvement Project
- (6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*
- (7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.