# Metropolitan Transportation Commission
# Programming and Allocations Committee

**December 12, 2012** **Item Number 2e**

**Resolution Nos. 3880, Revised, 4035, Revised (under agenda item 3a), and 4053, Revised**

**Subject:** Third Cycle Lifeline Transportation Program and Transit Performance Initiative (TPI) Program Revisions

**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.

The TPI funds low-cost capital projects that improve operations and customer experience in the region's urban trunk network. As part of the One Bay Area Grant program, an initial commitment of $28 million was made to fund five corridor projects of AC Transit, SFMTA and VTA.

The following changes are proposed for the TPI and Third Cycle Lifeline Transportation Programs:

**1) SFMTA-requested TPI and Third Cycle Lifeline Transportation program changes**

SFMTA has requested funding and scope adjustments to several projects in the TPI and Third Cycle Lifeline Transportation programs, to account for new federal funds recently awarded.

In May 2012, the SFMTA received $10.8 million in TPI funds for the N-Judah and Mission Mobility projects. In June 2012, the SFMTA received $11.7 million in Lifeline Proposition 1B funds from MTC for the 8X Mobility Maximization and Mission Mobility projects. Subsequent to those awards, the SFMTA was awarded an FTA Bus Livability grant for the 8X Mobility Maximization project, which resulted in $4 million surplus on that project. The SFMTA has requested to use surplus funds from the 8X project to expand the scope on the Mission Mobility and N-Judah projects, and to fund a new Lifeline-eligible project, the Mission Bay Loop Project. The table below summarizes the proposed programming changes.

The total amount of TPI and Lifeline Proposition 1B funds programmed remains the same ($10.8 million and $11.7 million, respectively).

| | Original | | Revised (after receipt of FTA Bus Livability Grant) | |
|---|---|---|---|---|
| **Project** | **TPI** | **Lifeline** | **TPI** | **Lifeline** |
| N-Judah | $3,750,574 | $0 | $5,383,860 | $0 |
| Mission Mobility | $7,016,395 | $2,413,350 | $5,383,109 | $5,056,891 |
| 8X Bayshore | $0 | $9,310,080 | $0 | $5,285,000 |
| Mission Bay Loop (new Lifeline-eligible project) | - | - | $0 | $1,381,539 |
| **Total** | **$10,766,969** | **$11,723,430** | **$10,766,969** | **$11,723,430** |

The scope of the 8X Mobility Maximization project has also been revised to eliminate the pre-payment fare collection component of the project. The funds will instead be used on project elements that are consistent with the project scope and will further enhance the corridor.

**2) San Francisco County Third Cycle Lifeline Transportation Program State Transit Assistance (STA) Programming**
The San Francisco County Transportation Authority (SFCTA) has programmed most of the remaining balance of Third Cycle Lifeline Transportation Program STA funds. Consistent with the Third Cycle Lifeline Guidelines, SFCTA has elected to allocate $2.6 million in STA funds directly to SFMTA for Lifeline transit operations within the county, including enhanced service for Route 108-Treasure Island, increased frequency on Route 29-Sunset, and the continuation of bus service restoration (generally extended nighttime service) on Routes 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy and 54-Felton.

**3) Santa Rosa CityBus revised JARC project**
In June 2012, $405,987 in JARC funds were programmed to the Santa Rosa CityBus Enhanced Automatic Vehicle Location and Real-Time Transit Information Program project. However, due to near-term project delivery and cash flow needs, Santa Rosa CityBus is unable to use the JARC funds for this project, and has requested the funds be transferred to another Third Cycle Lifeline project, Roseland Lifeline Operations. This programming modification was proposed by Santa Rosa CityBus and approved by the Sonoma County Transportation Authority (SCTA) on November 19, 2012.

**Issues:** SFCTA Board approval for the Lifeline STA projects and the revision to the SFMTA Lifeline Proposition 1B projects is expected in December 2012. MTC approval is proposed to be contingent on receiving this approval.

**Recommendation:** Refer Resolution Nos. 3880, Revised, 4035, Revised, and 4053, Revised to the Commission for approval. Because Resolution No. 4035, Revised is proposed for revision under multiple agenda items, it is included once under agenda item 3a with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission

**Attachments:** MTC Resolution Nos. 3880, Revised, and 4053, Revised.

| | | |
|---|---|---|
| Date: | December 17, 2008 | |
| W.I.: | 1515 | |
| Referred by: | PAC | |
| Revised: | 04/22/09-C | 11/18/09-C |
| | 02/24/10-C | 04/28/10-C |
| | 02/23/11-C | 05/25/11-C |
| | 06/22/11-C | 10/26/11-ED |
| | 01/25/12-ED | 02/22/12-C |
| | 05/23/12-C | 06/27/12-C |
| | 10/24/12-C | 12/19/12-C |

<u>ABSTRACT</u>

Resolution No. 3880, Revised

This resolution adopts priorities for the Proposition 1B – Regional Transit Program for the San Francisco Bay Area.

Attachment A Proposition 1B Transit Population-based Funds Project List

Attachment B Allocation Principles for Proposition 1B Transit Population-based Funds

Attachment A of this resolution was amended on April 22, 2009 to include requests for allocations in FY2008-09 – Round Two.

Attachment A of this resolution was amended on November 18, 2009 to include requests for allocations for remaining FY2007-08 and FY2008-09 funds.

Attachment A of this resolution was amended on February 24, 2010 to include requests for allocations for FY2009-10 – Round One, and to establish a pro rata distribution formula for the $2.6 million in available bond proceeds for remaining FY2007-08 and FY2008-09 allocation requests.

Attachment A of this resolution was amended on April 28, 2010 to include requests for allocations for FY2009-10 – Round Two.

Attachment A of this resolution was amended on February 23, 2011 to include requests for allocations for FY2010-11 – Round One.

Attachment A of this resolution was amended through Commission action on May 25, 2011 to include requests for allocations in FY2009-10 and FY010-11.

Attachment A of this resolution was amended through Commission action on June 22, 2011 to include a request for allocation of $17.5 million for the BART Fixed Guideway Project in FY 2010-11 as part of a funding exchange between AC Transit, BART, and SFMTA's Central Subway urban core project.

Attachment A of this resolution was amended through Executive Director Administrative Authority on October 26, 2011 to move population-based, PTMISEA funds from CCCTA's Diablo Valley Transit Center project, which MTC approved in 2007 and has since been completed, to the following rolling stock replacement projects: $305,146 to the Bus Replacement Program in FY2008-09; and $278,948 to the Van Replacement Program in FY2009-10.

Attachment A of this resolution was amended through Executive Director Administrative Authority on January 25, 2012 to reprogram $675,734 in population-based, PTMISEA funds for SFMTA's Persia Triangle Improvements from FY2008-09 to FY2009-10.

Attachment A of this resolution was amended through Commission action on February 22, 2012 to update the project title for BART's request for $17.5 million in FY2010-11 population-based, PTMISEA funds. The project title was changed from Fixed Guideway Project to Train Control Switch Machine Replacement.

Attachment A of this resolution was amended through Commission action on May 23, 2012 to include requests for allocations for FY2010-11 funds available through Cycle 3 of the Lifeline Transportation Program. Footnotes were also added to clarify allocation years for specific projects.

Attachment A of this resolution was amended through Commission action on June 27, 2012 to include requests for allocations for FY2010-11 funds available through Cycle 3 of the Lifeline Transportation Program for SFMTA and VTA. Additionally, Attachment A was amended to include a request for $397,194 in FY2010-11 funds for a Union City project for Replacement CNG Buses.

Attachment A of this resolution was amended through Commission action on October 24, 2102 to reflect programming changes to projects, which include the BART's Earthquake Safety Program and Oakland Airport Connector; AC Transit's Bus Purchase and Procurement projects; CCCTA's Bus Stop Access and Amenity Improvements and Bus Purchase projects; and SFMTA's Randolph/Farallones/Orizaba Transit Access Improvements and Central Subway projects.

Attachment A of this resolution was amended through Commission action on December 19, 2012 to reflect programming changes for FY2007-08 and FY2010-11 funds available through Cycles 2 and 3 of the Lifeline Transportation Program for SFMTA and BART.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated December 10, 2008 and the PAC summary sheets dated April 8, 2009, November 4, 2009, February 10, 2010, April 14, 2010, February 9, 2011, May 11, 2011, June 8, 2011, February 8, 2012, May 9, 2012, June 13, 2012, October 10, 2012, and December 12, 2012.

Date: December 17, 2008
W.I.: 1515
Referred by: PAC

RE: Proposition 1B Transit Population-based Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3880

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 has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, Senate Bill 1266 (Statutes 2006, Chapter 25) establishes the Public Transportation Modernization, Improvement, and Service Enhancement Account as part of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Government Code 8879.20 et seq.) ; and

WHEREAS, MTC is the recipient of the population-based funding in the Public Transportation Modernization, Improvement, and Service Enhancement Account and State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99313 and 99314; and

WHEREAS, MTC is the recipient of the population-based State Transit Assistance (STA) funds pursuant to Public Utilities Code Section 99312; and

WHEREAS, MTC has adopted Resolution 3814, a Programming Framework for the Proposition 1B Regional Transit Funding Program, including additional STA base and Proposition 42 funding estimated to be available between FY2008-09 and FY2017-18 after meeting existing commitments; and

WHEREAS, staff has prepared a Proposition 1B – Transit population-based funding allocation request list, Attachment A, for submittal to Caltrans and based on the programming framework established in Resolution 3814, said attachment attached hereto and incorporated herein as though set forth at length; and now, therefore, be it

RESOLVED, that MTC adopts Proposition 1B Transit Population-based Funds, attached hereto as Attachment A, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director is authorized to make changes to Attachments A and B, including revisions to existing allocation requests up to $1,000,000, and authorize new allocations up to $500,000 to conform to sponsor requests; and Caltrans and State Controller's actions; 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 Caltrans and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Bill Dodd, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 17, 2008.

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W.I.: 1515
Referred by: PAC
Revised: 04/22/09-C
11/18/09-C, 02/24/10-C, 04/28/10-C
02/23/11-C, 05/25/11-C, 06/22/11-C
10/26/11-ED, 01/25/12-ED, 02/22/12-C
05/23/12-C, 06/27/12-C, 10/24/12-C
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Attachment A
Resolution No. 3880

| | | Category | | | | |
|---|---|---|---|---|---|---|
| **Sponsor** | **Project** | **Lifeline** | **Urban Core** | **Small Operators/ North Counties** | **Population-based Total** | **MTC Approval Date** |
| **FY2007-08 Allocations** | | | | | | |
| MTC | TransLink® * | 2,420,000 | | | 2,420,000 | 12/19/07 |
| MTC | Regional Transit Connectivity* | 9,858,000 | | | 9,858,000 | 12/19/07 |
| BART | BART Earthquake Safety Program | | 11,000,000 | | 11,000,000 | 12/19/07, 7/22/09 |
| BART | BART Earthquake Safety Program | | 199,000 | | 199,000 | 09/26/12 |
| CCCTA | Diablo Valley Transit Center | | | 1,089,177 | 1,089,177 | 12/19/07 |
| CCCTA | Diablo Valley Transit Center | | | (584,094) | (584,094) | 10/26/11 |
| CCCTA | Bus Purchase | | | 305,146 | 305,146 | 10/26/11 |
| CCCTA | Bus Purchase** | | | 278,948 | 278,948 | 10/26/11 |
| ECCTA | Bus Purchase | | | 607,111 | 607,111 | 12/19/07 |
| Fairfield/Suisun Transit | Bus Purchase | | | 400,000 | 400,000 | 12/19/07 |
| GGBHTD | Maintenance Facility Improvements | | | 414,019 | 414,019 | 12/19/07 |
| LAVTA | Bus Rapid Transit - Route 10 | | | 429,294 | 429,294 | 12/19/07 |
| Marin Transit | Shuttle Vehicles | | | 151,610 | 151,610 | 12/19/07 |
| NCTPA | Bus Purchase | | | 300,170 | 300,170 | 12/19/07 |
| VTA | Line 522/523 Bus Rapid Transit | | 9,726,977 | | 9,726,977 | 12/19/07 |
| Santa Rosa Citybus | Bus Purchase | | | 501,869 | 501,869 | 12/19/07 |
| Sonoma County Transit | Bus Purchase | | | 569,657 | 569,657 | 12/19/07 |
| Union City | Bus Purchase | | | 158,878 | 158,878 | 12/19/07 |
| Vacaville City Coach | Bus Purchase | | | 240,000 | 240,000 | 12/19/07 |
| Vallejo Transit | Bus Purchase | | | 304,082 | 304,082 | 12/19/07 |
| WestCat | Bus Purchase | | | 150,701 | 150,701 | 12/19/07 |
| AC Transit | Bus Purchase | 2,998,588 | | | 2,998,588 | 04/23/08 |
| AC Transit | Bus Purchase | (1,276,730) | | | (1,276,730) | 09/26/12 |
| AC Transit | Bus Procurement | 1,276,730 | | | 1,276,730 | 09/26/12 |
| BART | Ashby BART Station Elevator | 2,000,000 | | | 2,000,000 | 04/23/08 |
| BART | Ashby BART Station Elevator | (270,954) | | | (270,954) | 12/19/12 |
| LAVTA | LAVTA Bus Shelters | 100,000 | | | 100,000 | 04/23/08 |
| BART | Oakland Airport Connector | | 13,000,000 | | 13,000,000 | 07/22/09 |
| BART | Oakland Airport Connector | | (199,000) | | (199,000) | 09/26/12 |
| BART | MacArthur Transit Village Plaza Improvements | 270,954 | | | 270,954 | 12/19/12 |
| | **FY2007-08 Subtotal** | **17,376,588** | **33,726,977** | **5,316,568** | **56,420,133** | |

**The Commission adopted the above projects as part of Resolution 3834, which was last revised on July 22, 2009. Projects are listed here for informational purposes.*
**Allocations to MTC Regional Programs increase Lifeline Program access to STA flexible funds - up to $32 million will be exchanged per Resolution 3814.*
***Funds for CCCTA requested to reprogram funds from cost savings on the Diablo Valley Transit Center project to a FY2009-10 Bus Purchase, however the $278,948 is from FY2007-08.*

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02/23/11-C, 05/25/11-C, 06/22/11-C
10/26/11-ED, 01/25/12-ED, 02/22/12-C
05/23/12-C, 06/27/12-C, 10/24/12-C
12/19/12-C
Attachment A
Resolution No. 3880

| Sponsor | Project | Lifeline | Urban Core | Small Operators/ North Counties | Population-based Total | MTC Approval Date |
|---|---|---|---|---|---|---|
| **FY2008-09 Allocations** | | | | | | |
| BART | BART Pittsburg/Bay Point Station Improvements | 320,000 | | | 320,000 | 12/17/08 |
| BART | eBART | | 3,999,373 | | 3,999,373 | 12/17/08 |
| BART | Intermodal Access Improvements at West County BART Stations | 482,251 | | | 482,251 | 12/17/08 |
| BART | BART Balboa Park Station Westside Entrance and Walkway | 1,153,610 | | | 1,153,610 | 12/17/08 |
| CCCTA | Bus Stop Access and Amenity Improvements - Martinez | 100,000 | | | 100,000 | 12/17/08 |
| CCCTA | Bus Stop Access and Amenity Improvements - Martinez | (32,885) | | | (32,885) | 09/26/12 |
| CCCTA | Bus Purchase | 844,805 | | 613,564 | 1,458,369 | 12/17/08 |
| CCCTA | Bus Purchase | 32,885 | | | 32,885 | 09/26/12 |
| Dixon | Bus Purchase | 75,000 | | | 75,000 | 12/17/08 |
| ECCCTA | Bus Purchase | | | 342,003 | 342,003 | 12/17/08 |
| ECCCTA | Bus Shelters and Amenities for Communities of Concern | 200,000 | | | 200,000 | 12/17/08 |
| Fairfield | Bus Stop Improvements | 300,000 | | | 300,000 | 12/17/08 |
| Fairfield | DART Paratransit Replacement Vehicles | 41,600 | | | 41,600 | 12/17/08 |
| Fairfield | Vacaville Bus Shelters | 109,800 | | | 109,800 | 12/17/08 |
| GGBHTD | Ferry Terminal Public Restroom Facilities Rehabilitation | | | 318,635 | 318,635 | 12/17/08 |
| Healdsburg Transit | Bus Purchase | 49,000 | | | 49,000 | 12/17/08 |
| LAVTA | Route 10 Rapid Bus (BRT) Project | | | 241,834 | 241,834 | 12/17/08 |
| Marin Transit | Canal Neighborhood Transit Improvements | 435,638 | | | 435,638 | 12/17/08 |
| NCTPA | Bus Purchase | 274,290 | | 169,094 | 443,384 | 12/17/08 |
| Santa Rosa CityBus | Bus Purchase | 483,744 | | 131,237 | 614,981 | 12/17/08 |
| SFMTA | Central Subway | | 15,000,000 | | 15,000,000 | 12/17/08 |
| SFMTA | Randolph/Farallones/Orizaba Transit Access Improvements | 480,000 | | | 480,000 | 12/17/08 |
| SFMTA | Randolph/Farallones/Orizaba Transit Access Improvements | (395,000) | | | (395,000) | 09/26/12 |
| SFMTA | SFMTA Persia Triangle Improvements | 802,734 | | | 802,734 | 12/17/08 |
| SFMTA | SFMTA Persia Triangle Improvements | (675,728) | | | (675,728) | 01/25/12 |
| SMCTD | East Palo Alto Bus Stop Improvements | 72,000 | | | 72,000 | 12/17/08 |
| SMCTD | Van Purchase for Shelter Network | 28,000 | | | 28,000 | 12/17/08 |
| Sonoma County | Bus Purchase | 483,744 | | | 483,744 | 12/17/08 |
| Union City | Bus Purchase | | | 89,500 | 89,500 | 12/17/08 |
| Vallejo | Install Bus Shelters and Stops | 361,010 | | | 361,010 | 12/17/08 |
| WestCat | Bus Purchase | 69,785 | | | 69,785 | 12/17/08 |
| WestCat | Bus Purchase | | | 84,894 | 84,894 | 12/17/08 |
| Petaluma | Bus Purchase | | | 138,021 | 138,021 | 04/22/09 |
| SMCTD | Bus Purchase | 900,000 | | | 900,000 | 04/22/09 |
| Sonoma County | Bus Purchase | | | 319,596 | 319,596 | 04/22/09 |
| Vallejo | Bus Purchase | | | 531,829 | 531,829 | 04/22/09 |
| VTA | Hybrid Bus Replacements | 2,310,367 | | | 2,310,367 | 11/18/09 |

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11/18/09-C, 02/24/10-C, 04/28/10-C
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10/26/11-ED, 01/25/12-ED, 02/22/12-C
05/23/12-C, 06/27/12-C, 10/24/12-C
12/19/12-C
Attachment A
Resolution No. 3880

| Sponsor | Project | Lifeline | Urban Core | Small Operators/ North Counties | Population-based Total | MTC Approval Date |
|---|---|---|---|---|---|---|
| **FY2008-09 Allocations** | | | | | | |
| SFMTA | Central Subway ** | | 1,070,728 | | 1,070,728 | 11/18/09 |
| BART | BART to Warm Springs ** | | 1,336,440 | | 1,336,440 | 11/18/09 |
| Healdsburg Transit | Bus Purchase | | | 14,767 | 14,767 | 11/18/09 |
| | **FY2008-09 Subtotal** | **9,306,650** | **21,406,541** | **2,994,974** | **33,708,165** | |

***FY2008-09 funds were advanced to these Urban Core projects from the Lifeline category, and the funds returned to Lifeline in FY2009-10. Central Subway's $1.07 million advance is from Randolph/Farallones/Orizaba Transit Access ($395,000) and Persia Triangle Improvements ($675,728). The Warm Springs advance from the Lifeline category had not been assigned to a project.*

| Sponsor | Project | Lifeline | Urban Core | Small Operators/ North Counties | Population-based Total | MTC Approval Date |
|---|---|---|---|---|---|---|
| **FY2009-10 Allocations** | | | | | | |
| AC Transit | Bus Procurement | 458,241 | | | 458,241 | 02/24/10 |
| Alameda County | Meekland Avenue Transit Access Improvements | 2,500,000 | | | 2,500,000 | 02/24/10 |
| Alameda County | Hacienda Avenue Transit Access Improvements | 160,181 | | | 160,181 | 02/24/10 |
| BART | Environmental Justice Access to Berkeley/North Berkeley BART | 224,749 | | | 224,749 | 02/24/10 |
| BART | Richmond Station Improvements | 262,549 | | | 262,549 | 02/24/10 |
| BART | Hillcrest Park-and-Ride Lot Improvements | 595,328 | | | 595,328 | 02/24/10 |
| BART | Warm Springs Extension | | 8,338,275 | | 8,338,275 | 02/24/10 |
| CCCTA | Bus Purchase | | | 616,288 | 616,288 | 02/24/10 |
| Fairfield | Bus Stop Improvements | 119,088 | | | 119,088 | 02/24/10 |
| Fairfield | Downtown Suisun City/Fairfield Transportation Flex Shuttle | 60,000 | | | 60,000 | 02/24/10 |
| GGBHTD | Marin City Transit Hub | 75,119 | | | 75,119 | 02/24/10 |
| GGBHTD | Canal Neighborhood Transit Improvements | 209,162 | | | 209,162 | 02/24/10 |
| GGBHTD | Larkspur Ferry Channel and Berth Dredging* | | | 320,049 | 320,049 | 02/24/10 |
| LAVTA | Bus Engine Rehabilitation | | | 242,907 | 242,907 | 02/24/10 |
| NCTPA | Bus Stop Improvements | 178,992 | | | 178,992 | 02/24/10 |
| NCTPA | Replacement of Paratransit Vehicles | | | 169,845 | 169,845 | 02/24/10 |
| Petaluma | Bus Purchase | | | 132,187 | 132,187 | 02/24/10 |
| Santa Rosa CityBus | Hybrid Bus Purchase | 331,662 | | 139,861 | 471,523 | 02/24/10 |
| SFMTA | Central Subway** | | 8,338,268 | | 8,338,268 | 02/24/10 |
| Sonoma County Transit | Replacement CNG Bus Purchase | 331,661 | | 319,581 | 651,242 | 02/24/10 |
| Union City | Bus Purchase | | | 89,898 | 89,898 | 02/24/10 |
| Vallejo | Bus Shelters and Stops | 400,004 | | | 400,004 | 02/24/10 |
| WestCat | Real Time Signage Installation | | | 85,271 | 85,271 | 02/24/10 |
| SFMTA | Balboa Park Station Improvements | 270,819 | | | 270,819 | 04/28/10 |
| SFMTA | Hunter's View Accessibility to Transit Improvements | 510,160 | | | 510,160 | 04/28/10 |
| SMCTD | Bus Stop Improvements | 196,867 | | | 196,867 | 04/28/10 |
| SMCTD | San Bruno Bus Stop Improvements | 201,600 | | | 201,600 | 04/28/10 |
| SMCTD | San Bruno Belle Air Transit Circulation Improvements | 151,251 | | | 151,251 | 04/28/10 |
| SMCTD | Bus Purchase - San Bruno | 100,000 | | | 100,000 | 04/28/10 |

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11/18/09-C, 02/24/10-C, 04/28/10-C
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05/23/12-C, 06/27/12-C, 10/24/12-C
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Attachment A
Resolution No. 3880

| Sponsor | Project | Lifeline | Urban Core | Small Operators/ North Counties | Population-based Total | MTC Approval Date |
|---|---|---|---|---|---|---|
| **FY2009-10 Allocations** | | | | | | |
| SMCTD | Daly City Bus Stop Improvements | 187,181 | | | 187,181 | 04/28/10 |
| SMCTD | Bus Purchase - Pacifica | 56,221 | | | 56,221 | 04/28/10 |
| VTA | Paratransit Vehicle and Equipment Purchase | 3,475,650 | | | 3,475,650 | 04/28/10 |
| ECCCTA | 30 Bus Replacement | | | 343,521 | 343,521 | 05/25/11 |
| SFMTA | Central Subway** | | 216,000 | | 216,000 | 05/25/11 |
| SFMTA | Balboa Park Station Eastside Connections | 592,891 | | | 592,891 | 05/25/11 |
| SFMTA | Randolph/Farallones/Orizaba Transit Access Improvements | 395,000 | | | 395,000 | 05/25/11 |
| Sonoma County Transit | Replacement Bus Purchase | | | 14,672 | 14,672 | 05/25/11 |
| Vallejo | Intercity Bus Replacement | | | 534,190 | 534,190 | 05/25/11 |
| SFMTA | SFMTA Persia Triangle Improvements | 675,734 | | | 675,734 | 01/25/12 |
| | **FY2009-10 Subtotal** | **12,720,110** | **16,892,543** | **3,008,270** | **32,620,923** | |

**GGBHTD's Larkspur Ferry Channel and Berth Dredging project was replaced by the Refurbishment of the MS San Francisco project on 2/23/11 and is listed below in the FY2010-11 Allocation section.*
***FY2009-10 funds totaling $216,000 were advanced to the Urban Core from the Lifeline category, and the funds will be returned to Lifeline in a future cycle.*

| Sponsor | Project | Lifeline | Urban Core | Small Operators/ North Counties | Population-based Total | MTC Approval Date |
|---|---|---|---|---|---|---|
| **FY2010-11 Allocations** | | | | | | |
| BART | BART Warm Springs Extension | | 6,987,098 | | 6,987,098 | 02/23/11 |
| BART | eBART | | 12,662,433 | | 12,662,433 | 02/23/11 |
| CCCTA | Rolling Stock Replacement | | | 1,463,184 | 1,463,184 | 02/23/11 |
| CCCTA | Facility Rehabilitation | | | 1,259,757 | 1,259,757 | 02/23/11 |
| GGBHTD | Refurbishment of the MS San Francisco* | | | 320,049 | 320,049 | 02/23/11 |
| GGBHTD | Purchase One 34-Passenger Shuttle | | | 365,000 | 365,000 | 02/23/11 |
| GGBHTD | Purchase One 18-Passenger Shuttle | | | 102,716 | 102,716 | 02/23/11 |
| GGBHTD | Purchase 14 Vehicles | | | 546,355 | 546,355 | 02/23/11 |
| GGBHTD | Bus Stop Revitalization | | | 400,000 | 400,000 | 02/23/11 |
| LAVTA | Engine Rehabilitation and Replacement Buses | | | 1,073,235 | 1,073,235 | 02/23/11 |
| NCTPA | Farebox Replacement Modernization Project | | | 750,425 | 750,425 | 02/23/11 |
| Santa Rosa CityBus | Replacement Buses | | | 889,008 | 889,008 | 02/23/11 |
| SFMTA | Central Subway | | 37,167,911 | | 37,167,911 | 02/23/11 |
| Sonoma County Transit | Replacement Bus Purchase | | | 1,471,964 | 1,471,964 | 02/23/11 |
| VTA | Santa Clara Line 522/523 Bus Rapid Transit | | 10,000,000 | | 10,000,000 | 02/23/11 |
| WestCat | Bus Purchase | | | 376,753 | 376,753 | 02/23/11 |
| WestCat for Petaluma | Facilities Upgrade and Bus Purchase | | | 317,844 | 317,844 | 02/23/11 |
| ECCCTA | 30 Bus Replacement | | | 1,517,777 | 1,517,777 | 05/25/11 |
| BART | Train Control Switch Machine Replacement** | | 17,500,000 | | 17,500,000 | 06/22/11 |
| AC Transit | Contra Costa College Transit Center Improvements | 160,000 | | | 160,000 | 05/23/12 |
| AC Transit | Diesel Electric Hybrid Articulated Buses for Rapid Service | 5,040,000 | | | 5,040,000 | 05/23/12 |

Date: December 17, 2008
W.I.: 1515
Referred by: PAC
Revised: 04/22/09-C
11/18/09-C, 02/24/10-C, 04/28/10-C
02/23/11-C, 05/25/11-C, 06/22/11-C
10/26/11-ED, 01/25/12-ED, 02/22/12-C
05/23/12-C, 06/27/12-C, 10/24/12-C
12/19/12-C
Attachment A
Resolution No. 3880

| Sponsor | Project | Lifeline | Urban Core | Small Operators/ North Counties | Population-based Total | MTC Approval Date |
|---|---|---|---|---|---|---|
| **FY2010-11 Allocations** | | | | | | |
| AC Transit | Internal Text Messaging Signs | 500,000 | | | 500,000 | 05/23/12 |
| AC Transit | San Leandro BART Station Terminus | 2,703,487 | | | 2,703,487 | 05/23/12 |
| BART | Bicycle Station and Locker Parking | 659,650 | | | 659,650 | 05/23/12 |
| BART | Bus Shelter Program for ADA riders | 100,000 | | | 100,000 | 05/23/12 |
| BART | Concord Intermodal Improvements | 400,000 | | | 400,000 | 05/23/12 |
| BART | Richmond Eastside Intermodal Improvements | 1,500,000 | | | 1,500,000 | 05/23/12 |
| BART | Wayfinding Signage and Real-Time Display | 5,513,360 | | | 5,513,360 | 05/23/12 |
| CCCTA | Rolling Stock Replacement | 484,534 | | | 484,534 | 05/23/12 |
| ECCCTA | A&E for PnR Lot in NW Antioch | 327,019 | | | 327,019 | 05/23/12 |
| Fairfield | Local Bus Replacement | 547,328 | | | 547,328 | 05/23/12 |
| GGBHTD | Advanced Communications and Information System | 492,729 | | | 492,729 | 05/23/12 |
| GGBHTD | Marin County Bus Stop Improvements | 985,000 | | | 985,000 | 05/23/12 |
| LAVTA | Bus Stop Repair/Refurbishment | 240,910 | | | 240,910 | 05/23/12 |
| NCTPA | Napa Valley College Northbound Shelter Project | 213,647 | | | 213,647 | 05/23/12 |
| NCTPA | Three Paratransit Vehicles | 192,000 | | | 192,000 | 05/23/12 |
| NCTPA | Two replacement buses for American Canyon Transit | 192,000 | | | 192,000 | 05/23/12 |
| Santa Rosa CityBus | Vehicle Replacement and Transit Improvements | 1,268,194 | | | 1,268,194 | 05/23/12 |
| SMCTD | Replacement of 1998 Gillig Buses | 2,272,697 | | | 2,272,697 | 05/23/12 |
| SolTrans | Intercity Bus Replacement | 1,000,000 | | | 1,000,000 | 05/23/12 |
| Sonoma County Transit | CNG Bus Replacement & Bus Stop Enhancements | 593,864 | | | 593,864 | 05/23/12 |
| WestCat | Purchase and Installation of Bus Shelters | 147,335 | | | 147,335 | 05/23/12 |
| WestCat for Petaluma | Bus Stop Improvements - City of Petaluma | 76,734 | | | 76,734 | 05/23/12 |
| SFMTA | 8X Mobility Maximization*** | 9,310,080 | | | 9,310,080 | 06/27/12 |
| SFMTA | 8X Mobility Maximization*** | (4,025,080) | | | (4,025,080) | 12/19/12 |
| SFMTA | Mission Mobilization Maximization*** | 2,413,350 | | | 2,413,350 | 06/27/12 |
| SFMTA | Mission Mobilization Maximization*** | 2,643,541 | | | 2,643,541 | 12/19/12 |
| VTA | Santa Clara/Alum Rock Rapid Transit Bus Purchase | 9,186,049 | | | 9,186,049 | 06/27/12 |
| Union City | Replacement CNG Buses | | | 397,194 | 397,194 | 06/27/12 |
| SFMTA | Mission Bay Loop*** | 1,381,539 | | | 1,381,539 | 12/19/12 |
| | **FY2010-11 Subtotal** | 46,519,967 | 84,317,442 | 10,931,212 | 141,768,621 | |
| | **Total** | 85,923,315 | 156,343,503 | 22,251,024 | 264,517,842 | |

**GGBHTD's Refurbishment of the MS San Francisco project replaces the previously submitted project, Larkspur Ferry Channel and Berth Dredging. The MTC approval date for the Refurbishment project is 2/23/11, however the funding is from FY2009-10.*

***The $17.5M for BART's Train Control Switch Machine Replacement project is part of a 1:1 funding exchange between AC Transit, BART and SFMTA that MTC approved on June 22, 2011 (see also MTC Reso. 3831, Revised). Through this exchange, SFMTA will receive $17.5M in CMAQ funding instead of Prop 1B PTMISEA Urban Core funding.*

****CMA concurrence for SFMTA projects are expected in December 2012. MTC approval is contingent on receiving these board approvals.*

Date: December 17, 2008
W.I.: 1515
Referred by: PAC

Attachment B
Resolution No. 3880
Page 1 of 1

**Allocation Principles for Proposition 1B Transit Population-based Funds**

MTC Resolution 3814, adopted on June 27, 2007, established programming categories and amounts for the distribution of Proposition 1B – Transit funds under the population-based formula. Based on the programming framework of Resolution 3814, Proposition 1B – Transit population-based funds will be distributed based on the following principles:

1. The proportional share of the annual funding available to each investment category: Lifeline, Urban Core and Small Operators/Northern Counties.

2. Within each category, MTC will submit projects for allocation based on ready-to-go status. The rationale is that it will be important to put transit-bond dollars to work to demonstrate the need for funding. MTC staff will attempt to allocate regional coordination projects to free up more flexible funds within the Lifeline category, as directed under Resolution 3814.

3. MTC will evaluate this process annually before the State's second round of allocations. The evaluation will consider the remaining available funding, the amount of bond funds proposed in the next fiscal year State Budget, and any new legislation regarding the state bond program. At this point, if funding is still available in any one category, shifting funds between categories may be considered.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC
Revised: 06/27/12-C
07/25/12-C
12/19/12-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.

This resolution was amended on December 19, 2012 to revise the San Francisco Municipal Transportation Agency's (SFMTA's) Proposition 1B program of projects, to program $2.6 million for San Francisco County STA projects, and to revise Santa Rosa CityBus's JARC project.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated May 9, 2012, June 13, 2012, July 11, 2012, and December 12, 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 | 1B | STA (95%)[1] | Fund Source STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **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 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| 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 incudes 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 | 1B | STA (95%)[1] | Fund Source STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **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 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| 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 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **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 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **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 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **San Francisco County** | | | | | | | | | | |
| 45 | Mission Mobility Maximization | 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. | 5,056,891 | | | | | **5,056,891** | (2)(3)(9) |
| 46 | 8X Mobility Maximization | 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, information panel and transit arrival prediction signs (NextMuni), vehicle branding, enhanced stop identification, and Transit Only Lane Enforcement Cameras. | 5,285,000 | | | | | **5,285,000** | (2)(3)(9) |
| 47 | Mission Bay Loop | SFMTA | Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as Chinatown upon completion of the Central Subway project. | 1,381,539 | | | | | **1,381,539** | (9) |
| 48 | 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) |
| 49 | Continuation of Bus Restoration Project | SFMTA | Continue for two years 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. | | 809,739 | 147,881 | 1,200,942 | | **2,158,562** | (10) |
| 50 | Route 108 Treasure Island Enhanced Service | SFMTA | Continue providing more frequent peak period and all night service on Route 108-Treasure Island, the only 24/7 transit service to the island, for two years. | | 800,000 | | | | **800,000** | (10) |
| 51 | Route 29 Reliability Improvement | SFMTA | Continue providing more frequent service on 29-Sunset route to increase reliability for two years. | | 800,000 | | | | **800,000** | (10) |
| 52 | 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** | **2,809,739** | **147,881** | **1,200,942** | **-** | **18,025,642** | |
| | | | **Unprogrammed Balance** | **N/A*** | **-** | **-** | **-** | **1,175,105** | **1,175,105** | |

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

| # | Project | Project Sponsor | Project Description | Fund Source 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **San Mateo County** | | | | | | | | | | |
| 53 | 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** | |
| 54 | 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** | |
| 55 | 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** | |
| 56 | 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** | |
| 57 | 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** | |
| 58 | 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) |
| 59 | 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** | |
| 60 | 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** | |
| 61 | 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 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| 62 | 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) |
| 63 | 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) |
| 64 | 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** | |
| 65 | 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** | |
| 66 | 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** | |
| 67 | 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 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **Santa Clara County** | | | | | | | | | | |
| 68 | 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) |
| 69 | 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** | |
| 70 | 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** | |
| 71 | 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** | |
| 72 | 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** | |
| 73 | 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 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **Solano County** | | | | | | | | | | |
| 74 | 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** | |
| 75 | Intercity Bus Replacement | SolTrans | Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses. | 1,000,000 | | | | | **1,000,000** | |
| 76 | 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** | |
| 77 | 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** | |
| 78 | Route 30 Saturday Service | Fairfield and Suisun Transit | Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UCDavis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps. | | 120,000 | | | | **120,000** | |
| 79 | 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** | |
| 80 | 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 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **Sonoma County** | | | | | | | | | | |
| 81 | Bus Stop Improvements | Petaluma Transit | Purchase and install up to ten (10) bus shelters at locations in Petaluma that predominantly serve low-income riders. The shelters will support Petaluma Transit routes 2, 11, 24. | 76,734 | | | | | **76,734** | |
| 82 | Vehicle Replacements, Security Cameras, Lighting Improvements at Southside Transfer Center | Santa Rosa CityBus | Replace up to five (5) fixed route buses serving Lifeline routes and six (6) paratransit vehicles serving low-income seniors and persons with disabilities; Replace recording units for onboard security cameras; Lighting improvements at the CityBus Southside Transfer Center in Roseland. | 1,268,194 | | | | | **1,268,194** | |
| 83 | Bus Stop Improvements | Sonoma County Transit | Make enhancements at various bus stops located throughout the Sonoma County Transit and Healdsburg Transit service areas, particularly those in the CBTP areas of Healdsburg, Lower Russian River, and The Springs. Enhancements include installation of new and/or rehabilitation/replacement of existing shelters, benches, bicycle racks, trash receptacles, and the illumination of bus stops and shelters. | 200,000 | | | | | **200,000** | |
| 84 | Vehicle Purchase | Sonoma County Transit | Purchase one (1) 40-foot CNG transit coach. | 393,864 | | | | | **393,864** | |
| 85 | Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program | Santa Rosa CityBus | Implement an Automatic Vehicle Location and Real-time Transit Information Program serving patrons of Santa Rosa CityBus. The goals of the project are to improve service reliability and on-time performance, make real-time transit information widely available in a range of formats, enhance transit security, and improve planning and scheduling. | | | | | | | (2)(6)(8) |
| 86 | Roseland Lifeline Operations | Santa Rosa CityBus | Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19. | | 520,074 | 27,372 | 405,987 | | **953,433** | (8) |
| 87 | Added Capacity on Lifeline Routes 20, 30 & 60 | Sonoma County Transit | Support Sonoma County Transit's designated Lifeline routes 20, 30, and 60, including adding capacity during peak commute times. | | 1,160,687 | 61,089 | | | **1,221,776** | |
| 88 | Healdsburg Pedestrian Safety & Access Improvements | City of Healdsburg | Construct supportive infrastructure to enhance pedestrian mobility and safety between low income areas and various activity centers. This project includes access and safety improvements linking the High School, Junior High School and Sonoma County Healdsburg Library; and installation of a high-intensity activated crosswalk (HAWK) signal proposed at the main entrance to the Healdsburg High School at Powell Ave | | | | | 202,937 | **202,937** | |
| 89 | Central Sonoma Valley Trail | Sonoma County Regional Parks | Construct 0.42 mile of Class I trail in Central Sonoma Valley, creating a safe route parallel to busy Highway 12 for pedestrians and bicyclists. This project will connect Flowery Elementary School, Larson Park, Maxwell Farms Regional Park, and the Boys and Girls Club. | | | | | 500,000 | **500,000** | |
| | | | **County Bid Target** | **1,938,792** | **1,680,761** | **88,461** | **405,987** | **702,937** | | |
| | | | **Proposed Programming** | **1,938,792** | **1,680,761** | **88,461** | **405,987** | **702,937** | **4,816,938** | |
| | | | **Unprogrammed Balance** | **-** | **-** | **-** | **-** | **-** | **-** | |

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

| # | Project | Project Sponsor | Project Description | Fund Source 1B | STA (95%)[1] | STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **Multi-County & Regional Projects** | | | | | | | | | | |
| 90 | Bus shelters at BART Stations | BART | Bus shelters at various BART stations in communities of concern for ADA patrons. | 100,000 | | | | | **100,000** | |
| 91 | 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) |
| 92 | 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** | |
| 93 | 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** | |
| 94 | 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 | 1B | STA (95%)[1] | Fund Source STA (5% Conting.)[1] | JARC | STP/CMAQ | TOTAL Lifeline Funding | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **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** | **22,401,561** | **1,179,031** | **8,136,226** | **7,796,482** | **86,033,267** | |
| | | | **Unprogrammed Balance** | **-** | **-** | **-** | **-** | **1,175,105** | **1,175,105** | |

* 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.

(8) On 12/19/12, $405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.

(9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from $9,310,080 to $5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from $2,413,350 to $5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed $1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.

(10) SFCTA Board approval for the San Francisco County STA projects is expected in December 2012. MTC approval is contingent on receiving that board approval.