



2018 Comprehensive Investment Plan

Fiscal Years 2017/18 to 2021/22



Approved April 27, 2017



Alameda County Transportation Commission
1111 Broadway Suite 800
Oakland, CA 94607
www.alamedactc.org

Page Intentionally Left Blank.

Alameda County Transportation Commission 2018 COMPREHENSIVE INVESTMENT PLAN

TABLE OF CONTENTS

Section 1:	Introduction	3
Section 2:	Purpose of Comprehensive Investment Plan	2
Section 3:	Relationship with Planning	5
Section 4:	Fund Sources and Revenue estimates	6
Section 5:	Programming Requirements	12
Section 6:	Programming Principles and Guidelines	13
Section 7:	Project Selection	15
Section 8:	Basis of Project Cost Sharing	17
Section 9:	Currently Programmed Projects and Programs	19
Section 10:	Programming Recommendations for Projects and Programs	20
Section 11:	Fund Management and CIP Administration	21
Section 12:	Allocation of Funds	23
Section 13:	Retroactive Allocations	26
Section 14:	Timely Use of Funds	26
Section 15:	Timely Use of Funds - Delivery Deadline Extensions	27
Section 16:	Approval of Advance/Payback Arrangements	27
Section 17:	Shifting Allocated Funds between Project Phases	28
Section 18:	Selection of Projects and Programs for Financing	28
Section 19:	Project Delivery and Implementation Guidelines	29
Section 20:	Project Funding Agreements	30
Section 21:	Projects and Programs Reimbursement Procedures	31
Section 22:	Alameda CTC Contract Equity Program Requirements	31
Section 23:	Project Closeout	31
Section 24:	Performance Monitoring and Reporting	32

APPENDICES

- A. 2018 CIP Five-Year Programming and Allocations Summary
- B. Technical Detail: Current Programming (Previously approved programming prior to April 2017)
- C. Technical Detail: Changes to Current Programming and Allocations
- D. Technical Detail: 2018 CIP Five-year Programming Horizon with Allocation Plan
- E. Technical Detail: OBAG Cycle 2 Program Summary
- F. Technical Detail: FY 2017/18 Transportation Fund for Clean Air Program
- G. Alameda CTC Planning and Programming Cycle Diagram
- H. Sample Programming and Allocation Project Information Form
- I. CIP Programming Principles and Guidelines
- J. CIP Project Selection Methodology Diagram
- K. FY 2017/18 Strategic Plans
- L. CIP Policies and Procedures

SECTION 1: INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) is responsible for the planning, programming and allocation of local, regional, state and federal funding for transportation improvements throughout Alameda County. The investments approved by Alameda CTC result in a wide range of transportation improvements and services that facilitate safe, efficient and accessible travel for all types of transportation in all areas of Alameda County. The programming and allocation recommendations included in the 2018 Comprehensive Investment Plan (2018 CIP) are included on Appendix A: 2018 CIP Programming and Allocation Summary. Appendices B-F include the technical details of adjustments to prior programming and programming summaries on specific funding programs.

To identify and plan for transportation investments over the long term, Alameda CTC prepares the Alameda Countywide Transportation Plan (CTP). The CTP is updated every four years and informs the Regional Transportation Plan (RTP) prepared for the nine-county Bay Area by the Metropolitan Transportation Commission (MTC). The CTP establishes countywide vision and goals for the transportation system over a long range planning horizon. Alameda CTC also prepares additional short and long-range plans to address needs and priorities for transit, highways, roads, goods movement, senior and disabled transportation, bicycle and pedestrian facilities and programs, and community based transportation improvements that link transportation, housing and jobs countywide.

In 2013, Alameda CTC adopted a Strategic Planning and Programming Policy to consolidate existing planning and programming processes to better inform future investment decisions. Appendix G diagrams Alameda CTC's Planning and Programming Cycle to illustrate the processes and timing of the various updates in relationship to the Comprehensive Investment Plan (CIP).

The CIP brings the long- range and countywide plans into the near term by focusing on investments over a five-year programming and allocation window. The programming and allocations recommendations included in the CIP establishes funding commitments under Alameda CTC's purview to projects and programs that maintain and enhance the countywide transportation system. The CIP also establishes the framework for policies, guidelines and procedures that guide Alameda CTC's programming and allocations decisions and the subsequent funding administration.

SECTION 2: PURPOSE OF COMPREHENSIVE INVESTMENT PLAN

The CIP is a programming and allocation document that establishes a financial investment strategy of funding under Alameda CTC's purview to deliver projects and programs ("projects") that allows the countywide transportation system to be more efficient and effective. The CIP identifies transportation funds from various sources expected to be available over a five-year programming horizon and targets them for transportation priorities in Alameda County.

The main objectives of the CIP are summarized as follows:

1. Translate long-range plans into short-range implementation

The CIP transitions long-range plans into focused project/program delivery over a five-year programming window with a two-year allocation plan.

2. Serve as the Strategic Plan

The CIP serves as Alameda CTC's Strategic Plan for respective funding programs. The revenue and expenditure assumptions for each fund source are confirmed periodically and serve as the basis for the financial management of each funding program. Confirmation of the funding commitments to individual projects is the primary purpose of the Strategic Plan updates required for the voter-approved fund source programs administered by Alameda CTC. Additionally, the CIP serves to satisfy the general reporting requirements on the various funding programs and identifies specific fund investments that improve transportation infrastructure and transit operations in Alameda County.

3. Establish a consolidated programming and allocation plan

The CIP is a decision-making programming document that will be used to program fund sources under Alameda CTC's responsibility for capital improvements, operations and maintenance projects. Integrating all fund sources into one programming document permits Alameda CTC to coordinate the programming and allocation of multiple fund sources to ensure that the investments of funds from the individual sources are coordinated to maximize the effectiveness of the overall investments in the Alameda County transportation system.

The CIP includes a two-year allocation plan for funds allocated by Alameda CTC. Projects included in the two-year allocation plan must be ready to begin the phase for which funds are allocated in the fiscal year indicated in the CIP. Allocated funds are made available for encumbrance in funding agreements with project sponsors and implementing agencies, and for contracts and other costs related to projects implemented directly by Alameda CTC.

The CIP will be updated on an annual and biennial basis, as needed, to reflect updates to revenue and expenditure assumptions for the fund sources included in the CIP. The annual updates are intended to include technical updates to confirm commitments and revenues within the current programming horizon. A biennial update of the CIP will include a more robust update that will shift the five-year programming and allocation horizon and allow for additional projects to be nominated and programmed into the CIP against the newly available programming capacity granted by the horizon shift.

The CIP guides investments to projects that provide the greatest public benefit, advance project implementation, and support leveraging of local, regional, state and federal dollars for Alameda County's transportation priorities.

SECTION 3: RELATIONSHIP WITH PLANNING

The CIP's purpose is to strategically program available funds towards transportation investments that support long-range vision and goals established in Alameda CTC's Countywide Transportation Plan (CTP), multi-modal plans, and voter approved transportation expenditure plans. To be considered as a candidate project for programming and allocation eligibility in the CIP, candidate projects are required to have a direct nexus to the Alameda CTC's CTP, Alameda CTC's multi-modal plans (Transit, Goods Movement, and Arterials), and other local planning efforts. This ensures candidate projects are consistent and recommended in coordination with local, countywide, and regional transportation priorities. The development of these planning documents also satisfy the public outreach requirements of the regional, state and federal fund sources to allow select projects to eligible for the funding programs.

The list of candidate projects considered for the CIP stems from the applications received from Alameda CTC's Call for Project Nominations and request for allocation processes. Project selection and prioritization for the CIP is based, in part, on priorities identified in adopted planning documents and studies, and other Commission approved project selection criteria.

Additionally, the CIP incorporates the recommendations included in the Measure BB Capital Project Delivery Plan (CPDP) as approved by Alameda CTC. The CPDP addresses projects implemented directly by Alameda CTC. The CIP incorporates the programming and allocation recommendations along with the policy and procedures assumptions of the CPDP approved by Alameda CTC in March 2016 in their entirety with project information updated to reflect current project status.

The CIP satisfies the annual strategic plan requirement for the 1986 MB, 2000 MB, and 2014 MBB programs by confirming the commitments of funding from each of the programs, including updating revenue forecasts based on year to date actuals plus a forecast for the remainder of the current fiscal year to determine commitment amounts determined as a percentage of available revenues.

SECTION 4: FUND SOURCES AND REVENUE ESTIMATES

Alameda CTC has programming and allocation authority for a number of transportation fund sources at the county level, and programming authority for the Alameda County shares of certain federal and state funding. Alameda CTC acts on behalf of Alameda County at the regional, state and federal levels for matters pertaining to transportation funding from federal, state and regional sources, including infusions of funding such as stimulus programs and proceeds from bond sales. Revenue assumptions for the fund sources administered by Alameda CTC are incorporated into the CIP. General estimates for cycles of federal, state, regional and other funds not administered by Alameda CTC are also included in the CIP to provide a comprehensive view of Alameda County's transportation funding. The CIP includes the fund sources listed below grouped according to the level of the funding.

Federal Funding Programs

Alameda CTC programs federal funds available to Alameda County through programs such as the One Bay Area Grant Program.

Surface Transportation Program

Alameda CTC, as Alameda County's congestion management agency (CMA), is responsible for soliciting and prioritizing projects in Alameda County to receive a portion of the federal Surface Transportation Program (STP) funding. The STP is provided through funding from reauthorization of the federal funding for surface transportation by which Alameda CTC receives federal monies. The Metropolitan Transportation Commission (MTC) approves the programming of the STP funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.

Congestion Mitigation & Air Quality Program

Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ) in the same fashion as the STP funding. The CMAQ is provided through funding from the reauthorization of federal funding for surface transportation by which Alameda CTC receives federal monies. The CMAQ funds are used on projects that will provide an air quality benefit. MTC approves the

programming of the CMAQ funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.

State and Regional Funding Programs

Lifeline Transportation Program

Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for the Lifeline Transportation Program (LTP). The LTP provides funds for transportation projects that serve low-income communities using a mixture of state and federal fund sources (included under State and Regional Funding Programs since the LTP is approved at the State and Regional levels). The current program is made up of multiple fund sources including the State Transit Account, federal Job Access Reverse Commute and State Proposition 1B funds.

Regional Measure 2 and Future Regional Measures

In 2004, voters passed Regional Measure 2 (RM2) raising the toll on the seven state-owned toll bridges in the San Francisco Bay Area by \$1. This extra dollar funds various transportation projects within the region determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in Senate Bill 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance, and capital projects eligible to receive RM2 funding.

State Transportation Improvement Program

Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for the Alameda County Share of the State Transportation Improvement Program (STIP). Programming for each “County Share,” of the Regional Improvement Program (RIP) portion of the STIP, is recommended by the CMA for each county (i.e., by Alameda CTC for Alameda County). The STIP is updated by the California Transportation Commission (CTC) on a two-year cycle with new STIP cycles approved every even year. The CTC adopts a fund estimate for each STIP cycle during the year before the even-numbered year in which the STIP cycle is adopted. The fund estimate provides the amounts for each of the County Shares that comprise the RIP portion of the STIP cycle. The STIP programming horizon is a five-fiscal-year window with two new fiscal years added each STIP cycle. Most programming capacity added in a given STIP cycle is in the two new, outer fiscal years of the STIP programming horizon. The funds programmed in the STIP are subject to the STIP Timely Use of Funds Provisions prescribed in the STIP Guidelines typically adopted with each STIP cycle.

Transportation Fund for Clean Air Program

State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of \$4 per vehicle per year to reduce air pollution from motor vehicles. The fee provides the revenues for the Transportation Fund for Clean Air (TFCA) which is distributed by the BAAQMD at the regional and county levels. Sixty percent of the funding is programmed by the BAAQMD at the regional level. The remaining 40 percent is allocated annually by the BAAQMD for programming and allocation by the Program Manager for each county. Alameda CTC is the TFCA Program Manager for Alameda County. The Alameda County Program Manager funds are split 70 percent to the cities and the County; and 30 percent to transit-related projects.

Local Funding Programs

Alameda CTC administers four voter-approved measures, including three sales tax measures and one vehicle registration fee program. Programming of these funds is based on net revenues.

1986 Measure B

In November 1986, voters passed the 1986 Measure B, a 15-year measure expected to generate more than \$990 million through a half-cent transportation sales tax to fund local streets and roads improvements, bus and paratransit services, and other transportation infrastructure projects. The 1986 Transportation Expenditure Plan guides the use of those funds. Sales tax collection authorized by the 1986 Measure B ended in 2002, but several projects from the 1986 Measure B Capital Program are still underway. The 1986 Measure B generated more than \$353 million for transportation programs and \$864 million for highway, roadway and transit improvements. The sales tax collection for the 1986 Measure B ended in 2002, and no additional revenues are assumed.

2000 Measure B

Alameda County voters approved the 2000 Measure B Transportation Expenditure Plan (2000 TEP) which authorized a 20-year half-cent sales tax to be used for the transportation purposes identified in the 2000 TEP. Alameda CTC administers the 2000 Measure B Program to deliver essential transportation improvements and services. The 2000 TEP guides the expenditures of the 2000 Measure B funds. The collection of 2000 Measure B funds began on April 1, 2002 and will continue through March 31, 2022. The 2000 Measure B funds are divided as prescribed in the 2000 TEP between funds allocated directly to the jurisdictions and transit operators, and the funding available for the programs and capital projects named in the Measure. The 2000 Measure B funds are distributed as follows:

Direct Local Distributions: The direct local distribution (DLD) funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2000 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages of net revenues used for the distributions are prescribed in the 2000 TEP as follows:

- Mass Transit Operations (21.22 percent)
- Local Streets Maintenance and Safety (22.34 percent)
- Bicycle and Pedestrian Safety (3.75 percent)
- Special Transportation for Seniors and People with Disabilities (9.02 percent)

Discretionary Programs: The 2000 TEP includes a number of commitments to the following discretionary programs that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2000 TEP:

- Express Bus Service Countywide (0.7 percent)
- Bicycle and Pedestrian Safety (1.25 percent)
- Special Transportation for Seniors and People with Disabilities - Coordination and Gaps in Service Grants (1.43 percent)
- Transit Center Development Funds (0.19 percent)

Capital Projects: The 2000 TEP includes commitments to individual capital projects. Alameda CTC distributes sales tax funds for capital projects on a reimbursement basis in accordance with funding agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.

2010 Vehicle Registration Fee

Alameda County voters approved the Alameda County Vehicle Registration Fee (VRF) Program in 2010. The funds made available by the VRF are distributed as follows:

Direct Local Distributions: The DLD portion of the VRF funding is distributed as follows:

- Local Road Improvement and Repair Program (60 percent)
- Local Transportation Technology (10 percent)

- On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a DLD program to the Alameda CTC. The goal of this policy is to create a reliable source of funding to support ongoing operational requirements and cost incurred by Alameda CTC for technology related capital investments that benefit traffic corridors in Alameda County such as the “Smart Corridors Program” and other significant countywide technology programs implemented by the Alameda CTC.

Discretionary Programs: A portion of the VRF funding is distributed for the following grant sub-programs on a reimbursement basis:

- Transit for Congestion Relief (25 percent)
- Pedestrian and Bicyclist Access and Safety Program (5 percent)

2014 Measure BB

Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP) as part of Measure BB in November 2014. Measure BB authorized the augmentation and continuation of the voter-approved 2000 Measure B sales tax with a second half-cent sales tax through the end of the 2000 Measure B collection period, i.e. March 31, 2022, followed by a one-cent sales tax authorizes from April 1, 2022 through March 31, 2045. The 2014 Measure BB funds are allocated as follows:

Direct Local Distributions: The 2014 Measure BB DLD funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2014 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages used for the distributions are prescribed in the 2014 TEP as follows:

- Transit Operations, Maintenance, and Safety Program (21.55 percent)
- Local Streets Maintenance and Safety (20 percent)
- Bicycle and Pedestrian Infrastructure and Safety (3 percent)
- Affordable Transit for Seniors and People with Disabilities (9 percent)

Discretionary Programs: The 2014 TEP includes a number of commitments to the following discretionary programs available that are available for program management and implementation by Alameda CTC, a Countywide

Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2014 TEP:

- Affordable Student Transit Pass Program (\$15 million)
- Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants (1 percent)
- Bicycle and Pedestrian Program (2 percent)
- Community Investments That Improve Transit Connections to Jobs and Schools (4 percent)
- Congestion Relief, Local Bridge Seismic Safety (\$639 million)
- Freight and Economic Development Program (1 percent)
- Technology, Innovation and Development Program (1 percent)
- Transit Innovation Program (2.24 percent)

Capital Projects: The 2014 TEP includes commitments to individual capital projects and to groups, or categories, of capital projects as described in the 2014 TEP. Alameda CTC distributes sales tax funds for capital projects on a reimbursement basis in accordance with funding agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.

Local Exchange Program/CMA Transportation Improvement Program

Alameda CTC administers a local fund exchange program to exchange state and federal funds for local monies, giving project sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects earlier than would otherwise be possible due to the uncertain timing of the availability of state and federal funds in any given funding cycle. Based on state and federal economic conditions, the availability of state and federal funds is often delayed to beyond the year in which the funds were originally programmed. Such delays are unilateral from the state and/or federal levels and put a strain on timely implementation of projects. The local fund exchange program allows local monies exchanged for the state and federal funds to be available earlier, and on a more dependable timeline, than the state and federal funds in many cases. Exchanges are approved on a case-by-case basis, as opportunities present themselves.

Other Funding Sources

There are a number of other funding programs that fund transportation investments in Alameda County, but Alameda CTC does not have a direct role in programming these funds, including, but not limited to:

- Federal Disaster Assistance;
- Federal Transit Sections 5300 Series;
- State Interregional Transportation Improvement Program;
- State Environmental Enhancement and Mitigation Program;
- State Active Transportation Program;
- State Cap-and-Trade Programs;
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian);
- State Transit Assistance;
- State Highway Operations and Protection Program;
- Local BART Sales Tax;
- Local Bridge Tolls (Regional Measure 2 and future Regional Measure 3); and
- Local Gas Tax (Highway Users Tax Account).

SECTION 5: PROGRAMMING REQUIREMENTS

Projects must satisfy the following programming requirements to be considered for programming and allocation by Alameda CTC.

1. Projects must be included in and consistent with the most current adopted Regional Transportation Plan and Alameda CTC's Countywide Transportation Plan.
2. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.
3. Projects must be publicly accessible and provide direct benefits to public transportation infrastructure and operations.
4. Projects must meet the goals and objectives of the funding sources and programs that are ultimately recommended by Alameda CTC.
5. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF must be consistent with requirements and priorities of their respective expenditure plans.

Additionally, funds are programmed from a specific fund source(s), in a given fiscal year to a specific phase(s) of a project. The expected outcome of the total project, or of implementing any phase of the project, with funds programmed in the CIP, shall be consistent with the goals and objectives of the CTP and any applicable fund source specific requirements. Projects to be included in the CIP must be defined in sufficient detail to determine the expected outcome and whether or not the outcome is consistent with the CTP and fund source goals and objectives.

Projects must also be defined in sufficient detail to support a reasonable cost and funding breakdown by phase, as well as a reliable milestone schedule by phase. If

funding cannot be identified for all phases of a project, cost estimates for all phases are still required for projects requesting programming or allocations for phases beyond environmental approval.

Appendix H provides sample project information forms required for programming and allocation by Alameda CTC. The project information requested through these forms shall be updated periodically to support programming and allocation requests and to exchange updated information required by Alameda CTC.

SECTION 6: PROGRAMMING PRINCIPLES AND GUIDELINES

Alameda CTC's programming and allocation decisions shall be based on a project's ability to achieve the following five fundamental policy principles that serve as a guide for the CIP development and project selection.

1. Implementing Alameda County's adopted vision
All funding decisions will support implementation of Alameda CTC's long-range transportation vision for Alameda County as adopted in its long-range Countywide Transportation Plan.
2. Balanced strategic program across project delivery phase
Alameda CTC strategically invests financial resources to optimize transportation planning, project delivery and performance analysis. The CIP will identify investments in all stages of project development. Striking a balance between project development and capital phases is desired to support a combination of project development phases that will utilize the available programming capacity and to position the county to leverage federal, state and regional funding sources as they become available. This will include considering the delivery status of projects to optimize competitiveness for future grant opportunities.

Alameda CTC uses the following project or program delivery phases:

- Planning/Scoping/Conceptual Engineering
- Preliminary Engineering/Environmental Studies
- PS&E/Final Design
- Right-of-Way Acquisition and Engineering
- Construction Capital and Support
- Equipment/Rolling Stock Acquisition
- Operations (includes Safe Routes to School, paratransit programs, transit-related operations)
- Post-Construction Activities
- Project Closeout

The CIP will also include countywide program/operational investments including, but not limited to, the Safe Routes to Schools Program, senior travel training/mobility management and system performance-monitoring efforts. Alameda CTC will identify direct allocations to ongoing program and operational activities to maintain essential services to Alameda County. All phases of programs and operations are eligible for funding.

4. Maximizing transportation investments

Alameda CTC will work with local agencies to program funds to projects that are implementation ready, have a credible funding plan, meet the requirements of the fund source and provide transportation benefits. The CIP will examine opportunities to leverage the local fund sources to the maximum extent possible. In addition, Alameda CTC will use the CIP to identify co-benefits between projects, when practical and feasible.

5. Investments in all modes and areas within Alameda County

The CIP identifies investments in all modes of transportation, project phases and geographic areas in Alameda County. The CIP is constrained to the revenue projected to be available for the five-year programming period. Alameda CTC will coordinate with local jurisdictions, the California Department of Transportation (Caltrans), the Port of Oakland, Alameda County, transit operators and other public agencies as necessary to develop, update and implement the CIP. Alameda CTC will use the CIP to monitor geographic equity and modal equity investments over time.

6. Delivering solutions while ensuring accountability

Alameda CTC will require timely and cost-effective project delivery, and will monitor implementation to ensure sponsors are accountable for their projects. The CIP will promote the timely delivery of projects, leveraging of local funds and minimizing cost increases due to delays. Projects funded through the CIP will be subject to the requirements of each fund source used to implement the project. Timely use of funds provisions will apply to all funds programmed and/or allocated in the CIP.

Programming and allocations decisions shall be based on a CIP Programming Principles and Guidelines included in Appendix I. This describes the complete framework for programming and allocation decisions made by Alameda CTC, including eligible projects, eligible sponsors, eligible costs, funds sources, funding guidelines and requirements.

Key project merits will be considered (in no particular order) such as:

- Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.

- State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.
- Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.
- Safety and Connectivity: Project's ability to foster a safe, connected, accessible transportation system for multimodal movement of goods and people.
- Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to inform the uniform consolidation of historically separate programming practices, where applicable, to more effectively coordinate funding towards beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

SECTION 7: PROJECT SELECTION

The project selection methodology for the CIP is based on three step/phased approach as described below and illustrated in Appendix J: CIP Project Selection Methodology Diagram.

Phase 1: Project Identification and Screening

Alameda CTC will identify project inventories from the CTP, countywide modal plans, short- and long-range transportation plans and other local planning documents. The inventory will be screened for eligible projects that are ready to be implemented within the five-year CIP window based on schedule, a credible funding plan and local prioritization. Alameda CTC may also initiate a Call for Project Nominations to gather updated project information to inform project selection decisions for CIP programming and allocations.

Alameda CTC will separate projects into categories described below, sort them by phases within their designated categories and identify their eligibility to receive different types of funding. Projects will be assessed for eligible funding sources to

ensure they meet funding requirements. The CIP Programming Principles and Guidelines located in Appendix I provides a summary of the categories and sample project types included in the CIP.

The goal of Alameda CTC's funding recommendations will be to fund a project phase by phase, as applicable, so that the project can progress from development to construction and project delivery. Projects outside the five-year period will be considered for future implementation in subsequent funding cycles and CIP updates.

Phase 2: Project Evaluation

Based on the list developed in Phase 1, Alameda CTC will prioritize projects relative to each other in defined category types. Projects will be evaluated against the same category of projects (i.e., transit projects will be evaluated against transit projects, road projects against road projects, etc.). This approach will provide a balanced prioritization process that compares similar project types to one another. Projects specifically named in expenditure plans will be separated from those seeking discretionary funding and will be prioritized independent of the discretionary projects. Based on their scoring assessment, projects will be evaluated and arranged into three tiers within their respective categories (high, medium and low priority). This sorted list will then move into the third phase of evaluation.

Alameda CTC will evaluate eligible projects using the programming criteria adopted as part of the CIP, and other Commission actions, as the basis for programming and allocation decisions.

Phase 3: Countywide Prioritization Assessment

The final step in the project selection process will examine the top tiers of each category from the Phase 2 scoring, to strategically program available funding, to achieve countywide goals and priorities. Alameda CTC will perform a systematic examination across all of the categories to identify financial strategies, geographic and modal equity, and co-benefits between proposed improvements as part of the CIP update process every two years, when the five-year programming window is shifted two years into the future.

Alameda CTC will examine opportunities to promote the timely delivery of projects, and leveraging of local funds. Programming recommendations will be constrained by the total available programming within the five-year CIP window, and by fund source eligibilities of projects.

Projects outside Alameda CTC's programming availability in the five-year CIP will be considered for inclusion in future funding cycles and CIP updates.

Project Selection Criteria

The CIP project selection criteria as approved previously by the Commission in January 2015, and incorporated in the CIP updates, includes traditional programming criteria used previously by the Alameda CTC. The CIP uses five categories of criteria to score each project:

1. Readiness Delivery Criteria

The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the agency has the ability to coordinate among internal and external agencies, as applicable.

2. Needs and Benefits Criteria

The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, supporting well-maintained transportation facilities/equipment (as applicable); promotes innovation and a multimodal system; improves safety; supports a clean environment; and strengthens the economy.

3. Project/Program Sustainability Criteria

The project demonstrates the ability to be maintained and operated beyond project completion.

4. Matching and Leveraging Funds Criteria

The project has secured funding from other sources or demonstrates how it will leverage other funds for use on the project.

5. Other Funding Features

As applicable, the project incorporates complete streets and other requirements mandated by other funding sources/programs.

Alameda CTC will, to the extent possible, implement the above project selection process using the CIP programming principles identified in Section 6: Programming Principles and Guidelines, and further defined guidelines identified in Appendix I: CIP Programming Principles and Guidelines for programming and allocation decisions.

SECTION 8: BASIS OF PROJECT COST SHARING

The investments of funding programmed in the CIP are based on the overall project cost/funding picture and expected outcomes. The baseline for cost sharing is typically

the proportional share of the total project costs at completion. Not all fund sources will be available for all phases due to the timing of the funding availability, so the proportional share of a given fund source for a particular phase will not necessarily be the same as the proportional share based on the total costs.

Matching the available funding with the costs as needed for the most cost effective and efficient implementation schedule may require the total project amount for some fund sources to be used for earlier phases, while other sources are scheduled for later phases. The specific timing for each fund source must be specified in the funding agreement for each phase. The availability of the local funds programmed in the CIP is often more flexible than the funds leveraged by the local funds, and the local funds are sometimes used for earlier phases to increase the competitiveness of a project to leverage other funds that are often awarded based on readiness to use the other funds. A risk sharing arrangement shall be included in any funding agreement which obligates funding allocated by Alameda CTC in advance of its proportional share (based on the total funding) for project phases beyond environmental approval, especially for projects that do not have funding identified for all phases of implementation.

The following principles shall be the basis of cost sharing considered for programming and allocations approved by Alameda CTC:

- Complete Project Information
Alameda CTC funds are intended to promote cost sharing arrangements with other fund sources and to share the financial risks associated with project or program implementation. Request for allocations through the CIP process and subsequent funding agreement packages shall include a summary of estimated total costs segregated by phase; a corresponding milestone schedule showing begin and end dates for each phase (and any significant delivery milestones within each phase); and the anticipated funding (all sources) for each phase segregated by source.
- Funding Agreement Requirements
Project cost sharing shall be established in the funding agreements based on the information provided with the request for allocation and funding agreement packages. The cost sharing proportions documented in the funding agreement shall be used for risk sharing associated with the implementation of the phase(s) covered by the agreement.
- Local Cooperation Policy
Local jurisdiction(s) shall work in full cooperation with the implementing agency to assist in project implementation and delivery, where appropriate and as needed. This includes providing support, coordination, monitoring, technical assistance, etc.

Locally incurred costs associated with these activities to further a project implemented by Alameda CTC or other implementing agencies in a jurisdiction's locality shall be funded through the local jurisdiction's eligible local fund sources such as DLD funds in lieu of costs incurred directly to the project or against its funding allocation.

- Locally Incurred Costs Eligibility
Locally incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by another implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. However, the costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC stipulated in the funding agreement, unless staff time costs are specifically identified as eligible in the funding agreement.

SECTION 9: CURRENTLY PROGRAMMED PROJECTS AND PROGRAMS

Alameda CTC programs funds from federal, state, regional and local fund sources. These programs have cycles that vary according to the availability of funding. A summary of current programming for active projects is provided in Appendix B: Current Programming. The summary in Appendix C includes all current programming approved prior to approval of the CIP.

Programming and allocation recommendations for projects to be approved concurrently with the CIP are addressed in Section 10: Programming Recommendations for Projects and Programs.

The programming and allocation recommendations summarized in Section 10: Programming Recommendations for Projects and Programs shall be added to the currently programmed and allocated amounts.

The various funds sources summarized in the CIP include the following:

Federal Funding Programs

- Congestion Mitigation & Air Quality (CMAQ) Program
- Surface Transportation Program (STP)
- Active Transportation Program (ATP)
- Other Federal Programs including the One Bay Area Grant (OBAG) Program

State and Regional Funding Programs

- Lifeline Transportation Program (LTP) (may include federal funds)
- State Transportation Improvement Program (STIP)
- Regional Measure 2 (RM2)
- Transportation Fund for Clean Air (TFCA)
- Other State and Regional Programs

Local Funding Programs

- 1986 Measure B (1986 MB)
- 2000 Measure B (2000 MB)
- 2010 Vehicle Registration Fee (VRF)
- 2014 Measure BB (2014 MBB)
- CMA Transportation Improvement Program (CMATIP)

The current commitments of funding include previously approved set asides for costs incurred directly by Alameda CTC for program wide implementation and core program activities related to certain elements of the various funding programs. The set asides are approved each fiscal year with Alameda CTC's annual budget.

SECTION 10: PROGRAMMING RECOMMENDATIONS FOR PROJECTS AND PROGRAMS

The 2018 CIP includes programming, allocations, and technical adjustments recommendations to the five-year programming and allocation window, from fiscal years 2017/18 to FY 2021/22. These modifications are detailed in Appendix C: Changes to Current Programming and Allocations.

The recommended programming and allocations will fund a combination of projects nearing the final phase of implementation and the initial phases of programs and projects to establish a pipeline of programs and projects for future implementation. The pipeline established by the CIP will be the means by which the Alameda CTC will identify transportation investments to provide benefits to the traveling public while infusing much needed funding into the sectors of the economy related to the transportation system. Additionally, the CIP includes priority programming and allocation recommendations to implement the Alameda CTC's Measure BB Capital Project Delivery Plan, which includes larger countywide-significant projects implemented directly by the Alameda CTC.

Appendix D: 2018 CIP – Five Year Programming and Allocations table combines the previous funding actions made prior to the 2018 CIP and the recommended changes that are to be approved concurrently with this CIP update. These recommendations are also summarized on Appendix A: 2018 CIP Programming and Allocations Recommendation Summary.

Appendix K: FY 2017/18 Measure B and Measure BB Strategic Plans includes the tables that provides a summary of the 1986 Measure B, 2000 Measure B, and the 2014 Measure BB programs. The revenue and expenditure assumptions for each fund source are confirmed annually and serve as the basis for the financial management of each fund source.

SECTION 11: FUND MANAGEMENT AND ADMINISTRATION

Alameda CTC is responsible for the management and administration of the various funding programs within its programming and allocation purview. The CIP provides a summary of the programmed and allocated amounts for each fund source administered by Alameda CTC and for fund sources administered by other agencies.

The fund sources administered by Alameda CTC must be managed in accordance with applicable laws and requirements related to the individual fund sources, and with government accounting standards. The programming and allocations included in the CIP provide the basis for the financial and accounting activities performed by Alameda CTC. The annual budget and cash management analysis for the various funding programs stem primarily from existing or anticipated encumbrances of the funding programmed and allocated in the CIP. In general, the financial and accounting activities performed by Alameda CTC occur in the background of the day-to-day project implementation activities. The funds programmed and allocated in the CIP typically reflect project implementation by phase. In some cases, certain funds may have more restrictions associated with the programming and allocation than other funds programmed and allocated for the same project. In such cases, the specifics related to the programming and allocations of the various funds shall be addressed in the applicable funding agreement(s).

In the event that the funding programmed and allocated in the CIP requires an amendment to reflect current project delivery status, any necessary amendments to the programming or allocation of the funding shall be approved by Alameda CTC prior to any corresponding amendment to the applicable funding agreement(s). Changes to the scope of the project, project delivery failures, and project cost savings are each examples of project delivery conditions that may warrant an amendment to the programming and allocation of funding in the CIP. Amendments to the CIP approved by Alameda CTC between update cycles of the CIP shall be shown as previously approved in the next CIP update. Any new programming or allocations approved by Alameda CTC between update cycles of the CIP shall also be shown as previously approved in the next CIP update.

CIP Administration

The CIP is updated periodically, as needed, to assess programming and allocations adjustments that reflect project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments. The Commission may amend the CIP at any time if an action must be taken before the next CIP update period. The Commission must approve all project additions or deletions. The Commission authorizes the executive director or his or her designee to administratively approve the acceleration of project/program schedules, as long as they can be accomplished within the budgeted amount. This is to maintain project scheduling and coordination with any other activities that may impact or delay project implementation or development. Significant changes in the scope of work, implementation schedule or costs will be presented to the Commission for consideration.

The CIP is updated in consultation with other planning and programming efforts such as the Alameda County Congestion Management Program, the Countywide Transportation Plan and Alameda CTC's annual budget process.

Annual CIP Update

Annual updates, as needed, include modifications to financial projections and confirmation of programming and allocation commitments in association with Alameda CTC's annual budgetary processes. Additionally, annual updates will examine general strategic planning of its projects and programs, and the status of various commitments, and technical adjustments required periodically.

Biennial CIP Update

Every two years, as needed, Alameda CTC will comprehensively update the CIP to review existing CIP projects and to open nomination window for new project. The biennially update occurs on odd number fiscal years, and represents a shift of the programming window to add the next two fiscal years.

Biennial CIP updates will include review of existing projects and programs to determine whether to recommend continuing or postponing funding and delaying, removing or reincorporating projects/programs. Alameda CTC may recommend additional funding to continue existing approved projects. As part of this update, Alameda CTC will open a nomination window to consider new projects for additional capacity granted with the two-year shift of the programming horizon. Projects submitted during the nomination window that meet the Commission-adopted screening criteria will be evaluated and prioritized for funding consideration.

Periodically, Alameda CTC will reassess the CIP development process, prioritization methodology and allocation process for consistency with any

updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments.

CIP Amendments

Programming and allocation amendments to the CIP, or additional Commission approved actions made off-cycle of a CIP update, will be reflected in the next regularly scheduled CIP update. Amendments may occur in the following situations:

- Alameda CTC made a programming recommendation that received final programming actions by other agencies for federal, state or regional funds.
- Additional funding is needed to complete a CIP project.
- Matching funds are needed to leverage Measure B, Measure BB, VRF or other funds that will provide direct transportation improvements in Alameda County.
- Alameda CTC or sponsors request a fund exchange among existing approved projects to prevent delays or cost increases to the project.
- Alameda CTC or sponsors require revenue amendments due to changes in projected revenue or receive additional revenue from new or existing fund sources.
- Alameda CTC or sponsors are unable to meet the environmental and full funding requirements as defined in the sales tax expenditure plans.
- Sponsors report changes such as budget increases, schedule delays or other factors that may impede project delivery.
- Other circumstances arise that affect the ability of Alameda CTC or sponsors to deliver projects previously approved.

SECTION 12: ALLOCATION OF FUNDS

The amounts shown in the first two fiscal years of the CIP for fund sources allocated by Alameda CTC shall be considered allocated in the fiscal year shown for the phase, or phases, of the project or program indicated upon approval of the CIP (if not already approved by Alameda CTC by separate action). Amounts shown in the first two fiscal years include funds administered by agencies other than Alameda CTC, such as the CTC, MTC, or the Federal Highway Administration (FHWA), and must be approved by the agency that administers the particular fund source. Allocations are requested from

programmed amounts of funds. Allocated funds are available for encumbrance and subsequent expenditure on eligible project or program costs.

Alameda CTC allocates the funding for which it has allocation authority based on requests for allocation submitted by project sponsors. In some cases, the project activities to be funded by an allocation being requested will be performed by an implementing agency that is different than the sponsor. In such cases, the request for allocation package should be prepared by the implementing agency and submitted to Alameda CTC with the concurrence of the project sponsor. Request for allocation packages include project programming and allocation information referenced in Appendix H.

Requests for allocation packages should be submitted to Alameda CTC at least 45 days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval.

Alameda CTC has allocation authority for funds from the following sources:

- 1986 Measure B (1986 MB);
- 2000 Measure B (2000 MB);
- 2010 Vehicle Registration Fee (VRF);
- 2014 Measure BB (2014 MBB);
- Transportation Fund for Clean Air (TFCA) Program Manager; and
- CMA Transportation Improvement Program (CMATIP).

Alameda CTC typically allocates funds for specific phases of projects being implemented by sponsors or implementing agencies. Funds are typically allocated by phase based on a Request for Allocation package submitted by the project sponsor or implementing agency. The Request for Allocation package shall include an overall project implementation plan which identifies anticipated costs by phase and potential (if not already secured) funding sources for each phase throughout completion of the project. Requests for allocations for multiple phases without specifying amounts for the individual phases shall be considered on a case-by-case basis and require strong justification. The basic programming requirements described in Section 6: Programming Principles and Guidelines are premised on a project implementation plan showing the estimated costs, funding and schedule by phase. The benefits of flexibility where funding is concerned are understood by Alameda CTC, but flexibility must be offset by accountability. Alameda CTC provides the flexibility for sponsors and implementing agencies to shift allocated funds between phases as described in Section 17: Shifting Allocated Funds between Project Phases.

Alameda CTC allocates to the following phases:

- Planning/Scoping/Conceptual Engineering
- Preliminary Engineering/Environmental Studies
- PS&E/Final Design
- Right-of-Way Acquisition and Engineering
- Construction Capital and Support
- Equipment/Rolling Stock Acquisition
- Operations and/or Maintenance

If a project is recommended for funding, but funding has not been identified for all phases of delivery, the funding needed to secure the required environmental approvals is a priority for 2014 Measure BB funding. Funding allocations for phases beyond the environmental phase are considered at increased risk if funding has not been identified for all phases. The possibility that funding for future phases may not be identified and the program or project not fully implemented, represents various risks related to the intended benefits of expenditures not being fully realized by the traveling public. Although there is value to achieving the next delivery milestone in every phase, investments for capital costs must be made with confidence that the subsequent phases will be delivered and the intended benefits realized expeditiously and to the extent possible.

Requests for funding allocations for the design, right of way, and construction phases, for projects without funding identified for all phases will not be considered for approval without an agreement on how to share program or project costs in the event that all future phases of project delivery are not completed. The agreed upon terms of such a cost sharing agreement, including methods of repayment in arrears, shall be included with the Request for Allocation package submitted to Alameda CTC, and will be considered for approval on a case by case basis.

An individual project can receive funding allocated from multiple commitments in the 2014 TEP, or from multiple voter-approved sources, if the project or program is expected to result in benefits that support the goals and objectives of the different commitments in the 2014 TEP, the other voter-approved sources, or other fund sources programmed for the project or program. Each amount from each of the commitments, or from each of the fund sources, will be treated as an individual allocation from the applicable fund source to allow for proper fiscal management of each fund source program.

SECTION 13: RETROACTIVE ALLOCATIONS

Generally, funds are allocated for cost to be incurred after the allocation is approved. Requests for Allocation packages must identify the need for cost eligibility in advance of the requested date of allocation. Such allocations are considered retroactive. Approval of retroactive allocations shall be on a case-by-case basis, and based in large part on which fund sources were used to reimburse the costs originally, and to what purpose, if any, the freed up funding will be committed. There are also certain requirements related to the procurement process and methodology for contracts funded wholly, or in part, by voter-approved funds. Any costs intended for the retroactive allocation for contracts that do not comply with the goal setting requirements set forth in Alameda CTC's Local Business Contract Equity Program (LCBE) must be identified in the Request for Allocation package and determined eligible for Measure BB funding. If a retroactive allocation of Measure BB funds is approved to cover contract costs in arrears, the reporting requirements set forth in the LBCE Program shall apply to the entire contract from inception to date.

SECTION 14: TIMELY USE OF FUNDS

Project sponsors must demonstrate timely use of funds by executing a funding agreement within three-months of receiving the project funding agreement boilerplate form. The recipient agency shall submit a request for project funding agreement within three months from the date the Commission approves the allocation.

Projects must be started within a year of the "project initiation date" identified in the executed funding agreement that defines the date of eligible costs and reimbursements. Alameda CTC's programming and allocations are based on sponsor's project information provided at the time of the allocation requests and in development of the project funding agreement. Projects receiving allocations from Alameda CTC are subject to the agreed upon project costs, scope, budgets, and schedules that are proposed in allocation requests and subsequently encumbered into a project funding agreement. Funds may be rescinded if a project is not started within the established time period or in consistency with the agreed upon project funding agreement terms.

Projects must be completed within three years of established initiation date, unless a different period is identified in the program guidelines or approved in advance by the Alameda CTC and incorporated into the funding agreement.

Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If fund awards are withdrawn, projects and allocations may be

removed from or deferred in a future CIP. Rescinded funds will be returned to the program to be distributed in a future CIP cycle.

The CIP Timely Use of Funds policy is further described in Appendix L: CIP Policies and Procedures.

SECTION 15: TIMELY USE OF FUNDS - DELIVERY DEADLINE EXTENSIONS

Recipient agencies may request extensions to funding related deadlines established by the Timely Use of Funds policy, or by Alameda CTC at the time of allocation. Such requests for extensions shall be submitted in writing to Alameda CTC at least ninety (90) days prior to the deadline for which an extension is being requested and at least forty-five (45) days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval.

The request for extension package submitted to Alameda CTC shall include a detailed explanation of the conditions or circumstances that have changed since the deadline was established, and the corresponding impact to the remainder of the project or program implementation schedule if the extension is approved.

Extensions to delivery deadlines established in funding agreements shall be submitted, reviewed, and approved in accordance with the provisions set forth in the funding agreement and as approved by the Alameda CTC Commission.

SECTION 16: APPROVAL OF ADVANCE/PAYBACK AND EXCHANGE ARRANGEMENTS

Any advance or exchange arrangement involving funds programmed or allocated by Alameda CTC must be approved prior to allocation and must be addressed in the applicable funding agreement. Requests for such advances or exchanges shall be submitted in writing by the sponsor. Request packages submitted by sponsors shall include, at a minimum, the information included in Appendix H: Sample Programming and Allocation Project Information Form with a detailed description of the costs and fund sources to be involved in the proposed advance or exchange. Requests for advances of funds programmed or allocated by Alameda CTC must include details about the source, amount and availability of the funds for which the advance is requested. Requests for exchanges of funds programmed or allocated by Alameda CTC must include details about the source, amount and availability of the funds proposed for exchange, including the intended use of the funds freed up by the exchange.

Requests for advances or exchanges of funds programmed or allocated by Alameda CTC shall be considered on a case-by-case basis and shall only be approved if a benefit to the implementation of the project or program can be identified.

SECTION 17: SHIFTING ALLOCATED FUNDS BETWEEN PROJECT PHASES

Funds allocated to a project by Alameda CTC may be shifted between the approved allocations based on approval of a written request submitted by the sponsor. Requests for shifting funds between allocations which change the total amount allocated to the project from an individual funding program, e.g. Measure B, Measure BB or VRF, shall require consideration and approval at a regular meeting of Alameda CTC. Requests for shifting funds between allocations which do not change the total amount allocated to the project from an individual funding program, e.g. Measure B, Measure BB or VRF, may be approved by the Executive Director, or a designee of the Executive Director, if the shift will not adversely impact the implementation of the project. Funding shortfalls in the current or subsequent phases, which result from a requested shift of allocated funds shall be considered an adverse impact to implementation.

Requests for shifting allocated funds shall include updated project information that reflects the requested shift and allows for a before-and-after comparison of the project implementation plan. Sponsors shall include updated before-and-after versions of the information contained in Appendix H: Sample Project Programming and Allocation Information Form with any request to shift allocated funds between allocations. The “before” version of the project information shall reflect updated information which is current at the time of the request to shift allocated funds prior to the shift.

SECTION 18: SELECTION OF PROJECTS AND PROGRAMS FOR FINANCING

Management of the accounts established for the voter-approved funding programs requires forecasts and projections of revenues and expenditures for the revenue sources and expenditure commitments included in each program. The CIP includes revenue projections for each of the funding programs administered by Alameda CTC. Alameda CTC confirms the priorities for the expenditure commitments through the programming and allocations included in the CIP.

While the cumulative committed expenditures remain less than the cumulative revenues, Alameda CTC is able to fund the investments approved in the CIP on a pay-as-you-go basis. When enough projects are approved that create a scenario where the cumulative committed expenditures exceeds the cumulative revenues for any of the funding programs, program level financing will be required to make the funds committed available when needed for project implementation.

The type of financing will be determined by the timing of the need for funding, the current financial markets, and the type of expenditure to be financed. Certain types of financing have restrictions on the timing and the type of expenditures that can be financed. The decision to finance projects and programs requires lead time to identify the most beneficial type of financing, and to perform the activities required for the financing to be approved. To provide the required lead time and to make sound fund management decisions, reliable project cost and schedule information must be made available for the expenditures to be considered for financing.

The projects to be financed will be identified when the need for program level financing is identified at the fund account level. Individual project-level finance is only made on a case-by-case basis, where program level financing is not a viable option due to extraordinary circumstances. The basis of the program wide financial models is the information gathered for the programming and allocations approved in the CIP updated to reflect current project or program status.

SECTION 19: PROJECT DELIVERY/IMPLEMENTATION GUIDELINES

The implementation of projects or programs in the CIP begins once Alameda CTC approves the funding for the project. The project sponsor is the agency that takes the overall responsibility for project delivery, advocacy and reporting. The project sponsor, or cosponsor, may also be the implementing agency for the project, or for specific phases of the project. The implementing agency is the agency which incurs the project costs to be reimbursed by the funds approved for the phase, or phases of the project. Different phases of projects may have different implementing agencies.

Alameda CTC acts as project cosponsor, and as implementing agency, for phases of a number of projects and programs. As implementing agency, Alameda CTC incurs eligible project costs through contracts with vendors, staff charges and other direct costs. Implementing agencies, other than Alameda CTC, receive reimbursements from Alameda CTC via funding agreements which encumber the funds allocated by Alameda CTC. Once the funding agreements are in place, implementing agencies may encumber the funds for contracts and other direct costs to deliver the project as provided for in the funding agreement. Alameda CTC monitors the performance of the projects during implementation and after implementation during operations based on information provided by the sponsor.

Throughout the implementation process, Alameda CTC relies on project sponsors and implementing agencies to communicate regularly about project or program activities and status as required by the funding agreements. The regular updates from project

sponsors support Alameda CTC's management of the overall set of projects. The information collected from sponsors provides the basis of the project status information made available to the public by Alameda CTC.

Timely and accurate reporting is essential for early identification of potential project or program issues, and of circumstances that may adversely affect project delivery. Alameda CTC needs as much lead time as possible for approving changes to project or program funding in reaction to project risks. Sponsors and implementing agencies must communicate risks to Alameda CTC as soon as they are identified by the sponsor or implementing agency.

If a project requires additional funding, or a change to the funding as approved in the CIP, Alameda CTC will review the funding request and consider providing more funding, or approving changes to existing funding, in future CIP update cycles. If an amendment is required prior to the next CIP update cycle to maintain the current implementation schedule, Alameda CTC may approve additional funding, or changes to previously approved funding, at any regularly scheduled Commission meeting. Request for additional funding or changes to previously approved funding shall include details about any project or program schedule modifications, priority changes, new policies, regulations or laws, and funding adjustments as needed to support efficient project implementation. The CIP document will not be updated and re-published after each off cycle funding adjustment. Off cycle adjustments to the funding approved in the CIP will be summarized as current programming in the next CIP update cycle.

SECTION 20: PROJECT FUNDING AGREEMENTS

A funding agreement is required between agencies to allow for reimbursements of eligible project expenditures. The funding agreements specify the financial terms of the agreement, scope of work, costs, schedules and deliverables associated with the implementation of the project. Allocated funds are considered available for encumbrance in funding agreements between the funding agency and the recipient agency.

Generally, Alameda CTC initiates funding agreement development between recipient agencies immediately after the Commission approves a funding allocation. However, it is the responsibility of the recipient agency to submit a request for funding agreement to the Alameda CTC to receive funds allocated by Alameda CTC. Requests for funding agreement must be submitted no later than three months following the date the allocation is approved. Funding agreements are based on the project information, scope of work, costs, schedules and proposed outcomes at the time of the request for

allocation. Sponsors and recipient agencies are responsible for fulfilling all requirements related to executing the funding agreements.

SECTION 21: PROJECTS AND PROGRAMS REIMBURSEMENT PROCEDURES

Alameda CTC approves reimbursements of eligible project costs based on request for reimbursement packages submitted by implementing agencies and sponsors which incur the reimbursable costs. The requirements for the requests for reimbursement are included in the applicable funding agreements which authorize the costs to be reimbursed. The request for reimbursements must identify the costs for which reimbursement is requested in the context of the total project costs incurred, including costs funded by sources other than Alameda CTC. The costs included on a request for reimbursement must be segregated by phase and itemized in sufficient detail to confirm the costs are consistent with the applicable funding agreement, including sufficient data to calculate any proportional shares, reimbursement amounts based on reimbursement ratios, and other requirements of the agreement based on actual and planned expenditures. Alameda CTC full reimbursement requests upon sufficient supporting documentation of costs incurred and to the availability of funds.

SECTION 22: ALAMEDA CTC CONTRACT EQUITY PROGRAM REQUIREMENTS

Compliance with Alameda CTC's LBCE Program is required for all contracts funded wholly, or in part, with voter-approved funding administered by Alameda CTC. Alameda CTC's LBCE Program is available online on the Alameda CTC website.

SECTION 23: PROJECT CLOSEOUT

Project closeout shall be in accordance with the applicable project or program funding agreement. At a minimum, the sponsor shall provide Alameda CTC with written confirmation that the project is complete with a summary of the final costs, funding and schedule information segregated by phase. If a project will continue beyond the time during the time which Alameda CTC programmed or allocated funds are being expended, the sponsor shall notify Alameda CTC in writing when the expenditure of the funding is complete, and continue to provide project status updates until the project is fully implemented and in public service. Information during operations of some projects funded by Alameda CTC may be required for monitoring purposes as specified in the applicable funding agreement.

SECTION 24: PERFORMANCE MONITORING AND REPORTING

The CIP requires that each project include performance monitoring goals to gather project specific performance indicators on individual projects. Each funding agreement will include all monitoring and reporting requirements. Alameda CTC will periodically evaluate and summarize the project performance monitoring efforts conducted through the Congestion Management Program in future CIP updates and as required in funding agreements. This is intended to provide feedback on Alameda CTC's investments, including how the projects benefit the transportation system.

Alameda CTC will also monitor the sponsor's ability to deliver a project as proposed. Project sponsors are required to monitor and inform Alameda CTC if there are significant changes in project or program development, implementation schedule or budget. Sponsors must also report regularly on the project/program progress.

Alameda CTC's countywide plans contain projects modeled against performance objectives on a planning horizon of up to 30-years to depict the benefits of the improvements on the countywide system. Development of performance measures occurs through each update to the long-range CTP, and the CIP is reflective of the most current adopted CTP.

The system level modeling of performance conducted in the countywide plans over a long-range horizon is not a substitute for detailed project-level analyses. Each funding agreement will specify performance measures, as applicable, for the specific project or program. The funding agreements will also specify the applicable reporting requirements for each project.

The reporting requirements include the following:

Progress Reports

The executed funding agreements require regular progress reporting, based on the reporting schedule set forth on the agreement. The progress reports include a status update made toward implementation of the project, including deliverables, commitment status of supplemental funds identified in the funding agreement and adherence to the adopted project schedule.

Corrective Plans

Once a funding agreement is executed, sponsors are required to report changes to the project scope, schedule, cost and funding as soon as the required changes are identified by the sponsor for the Commission's consideration. Reports of changes such as budget increases, schedule delays and other factors that may represent an impediment to

successful project delivery in accordance with the agreed on scope, schedule, cost and funding must be accompanied by a Corrective Plan detailing the sponsor's strategy to deliver the project or program within the proposed new parameters. Alameda CTC must accept the plan before future programming, allocations and reimbursements will be approved.

Final Report

The sponsor must submit a final delivery report within six months of the completed project (which is required prior to final payment). The final report must describe the completed scope of work, the final budget including spend down of all identified fund sources in the funding plan and any performance outcomes included in the funding agreement.

Audits

Alameda CTC reserves the right to perform audits to confirm whether costs submitted for reimbursement are consistent with the provisions set forth in the applicable funding agreement(s). The audit may also include a review of deliverables and outcomes to determine if they are consistent with the project scope and schedule in the funding agreement. Audits must also be performed for funding sources as described in the 2000 TEP and 2014 TEP.

The funding agreements shall establish the required performance measure monitoring and expenditure audit requirements. Failure to monitor performance or perform required expenditure audits may affect a sponsor's eligibility to receive funding in future CIP update cycles.

Page Intentionally Left Blank.



2018 Comprehensive Investment Plan

Appendix A

2018 CIP Programming and Allocation Summary



Page Intentionally Left Blank.

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)							
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22										
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	Local	2010 VRF	Disc-Transit	Transit	Various	300		300				300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	PE/Env	536		536				536
			1-North	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447		447				447
			1-North	Local	2010 VRF	Disc-Transit	Transit	CON-CAP	4,018			4,018			4,018
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Planning / Scoping	450		450				450
			1-North	Local	2014 MBB	TEP-14	Transit	PE/Env	450			450			450
			1-North	Local	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450			450			450
			1-North	Local	2014 MBB	TEP-14	Transit	CON-CAP	7,650				7,650		
00196	Alameda	Central Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	3,487				3,487		
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	827				827		
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124		124				124
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443			443			443
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	4,451				4,451		
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	244		244				244
			1-North	Local	2014 MBB	TEP-26	LSR	PE/Env	244		244				244
			1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434			434			434
			1-North	Local	2014 MBB	TEP-26	LSR	ROW - Capital	1,097			1,097			1,097
			1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	6,376				6,376		
00200	Alameda	Seaplane Lagoon Ferry Terminal ¹	1-North	Local	2014 MBB	TEP-45	Transit	CON-CAP	8,200				8,200		
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	88			88			88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,600				7,600		
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	9,300					9,300	

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20		FY2020-21
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	100		100			100	
			2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	2,071			2,071			2,071
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	4-East	Federal	STP/CMAQ	LSR	LSR	PE/Env	100		100			100	
			4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,679			1,679			1,679
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	O&M	1,090		1,090			1,090	
			Multiple	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	1,500			500	500	500	
			Multiple	Local	CMA-TIP	Other	Bike/Ped	CON-CAP	200		100	100			200
			Multiple	Federal	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	1,073	7,299				8,372
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	Local	TFCA	Prog Mgr	Multiple	O&M	100	100				100	
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	1,000	750		250		1,000	
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250		800	450		1,250	
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	2,000			2,000		2,000	
			Multiple	Local	2010 VRF	Disc-Transit	Transit	PE/Env	3,000				3,000		
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	Local	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200				200	
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	540	235	61	61	61	61	357
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500					3,500
			Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000		
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	Local	1986 MB	MB226	LSR	CON-CAP	89,000	89,000				89,000	
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	Local	2014 MBB	TEP-27	Freight	O&M	6,000		1,500	1,500	1,500	1,500	3,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000					5,000
			Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP	15,000	15,000					15,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500					4,500
			Multiple	Local	2000 MB	08B	HWY	CON-CAP	100,000	100,000					100,000
			Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP	20,000		20,000				20,000

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20		FY2020-21	FY2021-22
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	Local	2014 MBB	TEP-35	HWY	Planning / Scoping	1,500			1,500				1,500
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
			1-North	Local	2014 MBB	TEP-29	HWY	Final Design (PS&E)	3,671		3,671					3,671
			1-North	Local	2014 MBB	TEP-29	HWY	ROW-CAP	1,475		1,475					1,475
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
			Multiple	Local	2014 MBB	TEP-39	HWY	PE/Env	4,750			4,750				4,750
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
			Multiple	Local	2014 MBB	TEP-38	HWY	PE/Env	4,750			4,750				4,750
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	8,000	5,000	3,000					8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500	308					1,808
			2-Central	Local	2014 MBB	TEP-40	HWY	PE/Env	3,500			3,500				3,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	Local	2014 MBB	TEP-46	Multi	Planning / Scoping	1,000		1,000					1,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	4,000	3,000		1,000				4,000
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
			3-South	Local	2014 MBB	TEP-40	HWY	PE/Env	7,500			7,500				7,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
			4-East	Local	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500			16,500				16,500
			4-East	Local	2014 MBB	TEP-31	HWY	ROW-CAP	20,000			10,000	10,000			10,000
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	3,000	2,250		750				3,000
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	2014 MBB	TEP-45	Transit	O&M	434		255	179				434
			Multiple	Local	TFCA	Prog Mgr.	Transit	O&M	420	105	294	21				420
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	495	210	95	95	95			400
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	2,000	1,500		500				2,000
00213	Albany	Buchanan Bikeway Phase III	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	600		600					600

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20		FY2020-21	FY2021-22
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	Federal	STP/CMAQ	LSR	Bike/Ped	CON-CAP	340				340			340
00215	BART	BART to Livermore	4-East	Local	2014 MBB	TEP-20	Transit	PE/Env	3,000		3,000					3,000
			4-East	State	TCRP	TCRP	Transit	PE/Env	1,700		1,700					1,700
00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	500		500					500
			2-Central	Local	2014 MBB	TEP-18	Transit	PE/Env	5,000			5,000				5,000
00217	BART	Dublin/Pleasanton BART Parking Expansion	4-East	Local	2014 MBB	TEP-19	Transit	Final Design (PS&E)	4,300		4,300					4,300
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49		49					49
			1-North	Local	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29		29					29
			1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59		59					59
			1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON-CAP	613			613				613
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	180		180					180
00177	Berkeley	Hearst Ave Complete Streets	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	88	88						88
00220	Berkeley	Milvia Bikeway Project	1-North	Local	2000 MB	Disc-BP	Bike/Ped	PE/Env	350		350					350
00221	Berkeley	North Shattuck Avenue Rehabilitation	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,214					1,214		
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	500			500				500
			1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020				1,020			
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387		387					387
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613			613				613
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	6,121			6,121				6,121
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	318		159	159				318
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	500		250	250				500
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	128	128						128
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	Local	2014 MBB	TEP-12	Paratransit	O&M	220		110	110				220
00224	Dublin	City of Dublin Street Rehab	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	661					661		

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20		FY2020-21
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension ²	4-East	Local	2014 MBB	TEP-26	LSR	PE/Env	2,374		2,374			2,374	
			4-East	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,914			5,914		5,914	
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	166		166			166	
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128			1,128		1,128	
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	642		642			642	
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	2,833				2,833		
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	296		144	152		296	
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	70		35	35		70	
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	180		180			180	
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	2,500		500	500	500	500	1,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	225					225	
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	Local	2000 MB	Disc-TCD	Transit	CON-CAP	930			930		930	
00141	Emeryville	South Bayfront Bridge	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	2,000		2,000			2,000	
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	2,760				2,760		
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386		386			386	
			3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799			799		799	
			3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	6,510				6,510		
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901		1,901			1,901	
			3-South	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553			3,553		3,553	
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	Local	TFCA	Prog Mgr	LSR	CON-CAP	646		646			646	
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	PE/Env	443		443			443	
			3-South	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328			1,328		1,328	
			3-South	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,525				7,525		
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	Local	TFCA	Prog Mgr	LSR	CON-CAP	425	425				425	

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)									
								Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)			
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22												
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode										
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	298		149	149				298	
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	Local	2014 MBB	TEP-45	Bike/Ped	CON-CAP	5,000			5,000				5,000	
00240	Hayward	First Mile/Last Mile BART Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	550		110	110	110	110	110	220	
00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175		175					175	
			2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	1,500			1,500					1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	440		440					440	
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	21,500	9,500	12,000					21,500	
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88		88					88	
			2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,662			1,662					1,662
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Transit	O&M	318	318						318	
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152		152					152	
			4-East	Local	2000 MB	Disc-Transit	Transit	CON-CAP	1,262		1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	Local	2000 MB	Disc-Transit	Transit	Planning / Scoping	220				220				
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	Local	2014 MBB	TEP-12	Paratransit	O&M	40		18	22				40	
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	275		103	172				275	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30		30						30
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	20		20						20
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160		160						160
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	1,407			1,407					1,407
			4-East	Local	TFCA	Prog Mgr.	Bike/Ped	CON-CAP	193			193					
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,382				1,382				
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	Local	2014 MBB	TEP-34	HWY	PE/Env	1,380		1,380					1,380	

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20		FY2020-21	FY2021-22
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765				2,765		
			3-South	Local	2000 MB	025	LSR	ROW-CAP	2,155		2,155			2,155		
			3-South	Local	2000 MB	025	LSR	CON-CAP	11,134			11,134			11,134	
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	592			592			592	
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300					1,300	
			1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	5,300		5,300				5,300	
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	PE/Env	776			776			776	
			1-North	Local	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,174			1,174			1,174	
00180	Oakland	Broadway Shuttle Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	1,650			330	330	330	330	660
		Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	Local	TFCA	Prog Mgr	Transit	O&M	367	367						367
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	968			968				968
			1-North	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	3,878			3,878				3,878
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250			250				250
			1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	1,250			1,250				1,250
00252	Oakland	East Oakland Community Streets Plan	1-North	Local	2014 MBB	TEP-45	LSR	Planning / Scoping	100			100				100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	1,634				1,634			
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	10,000				10,000			
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80			80				80
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320			320				320
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	4,392				4,392			
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON-CAP	2,500			2,500				2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500				1,500			1,500
			1-North	Local	2014 MBB	TEP-46	LSR	CON-CAP	9,500				9,500			
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	Local	2014 MBB	TEP-26	Freight	CON-CAP	5,000	1,000		4,000				5,000

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20		FY2020-21
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	100		100			100	
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	PE/Env	734		734			734	
			1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	4,161			4,161		4,161	
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	Local	2014 MBB	TEP-45	Transit	O&M	215		215			215	
00260	Piedmont	Oakland Avenue Improvements	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	168			168		168	
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	136		136			136	
			4-East	Local	2010 VRF	Disc-Transit	Transit	CON-CAP	776			776		776	
			4-East	Local	TFCA	Prog Mgr	Transit	CON-CAP	189	189				189	
00261	Pleasanton	Hacienda PDA	4-East	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	100		100			100	
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,095				1,095		
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Bike/Ped	O&M	130		130			130	
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	Local	2014 MBB	TEP-26	HWY	CON-CAP	5,200				5,200		
00268	Port of Oakland	Adeline Street Bridge Reconstruction	1-North	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	50		50			50	
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	1,821				1,821		
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	130	104	26			130	
	San Leandro	LINKS Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	1,020		220	200	200	200	420
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	30,000	3,000	6,000	7,000	7,000	7,000	16,000
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	73			73		73	
			2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	975			975			
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	212		106	106		212	
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	872			872		872	

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations		Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
										Prior To FY2017-18 (April 2017)		FY2017-18	FY2018-19	FY2019-20		FY2020-21
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	PE/Env	5			5				5
			3-South	Local	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780			780				780
			3-South	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	5,779			5,779				5,779
			3-South	Local	CMA-TIP	Other	Bike/Ped	CON-CAP	1,100			1,100				1,100
			3-South	Local	TFCA	Prog Mgr.	Bike/Ped	CON-CAP	136			136				136
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	Local	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150			150				150
Totals								666,931	262,357	113,216	147,270	115,554	27,141	1,701	523,183	

Notes
 1. Conditional programming for City of Alameda's Seaplane Lagoon Ferry Terminal. Identified funds will be reprogrammed to other eligible projects if this project is funded through RM3.
 2. City of Dublin's Dublin Boulevard - North Canyons Parkway Extension Project is being implemented in conjunction with Alameda CTC and the City of Livermore.

Total 2-year Allocations	\$ 260,486
Total 5-year Programming	\$ 404,882

Page Intentionally Left Blank.



2018 Comprehensive Investment Plan

Appendix B

Technical Detail: Current Programming



Page Intentionally Left Blank.

Alameda CTC Comprehensive Investment Plan Technical Detail: Current Programming Previously Approved Programming and Allocations (Prior to April 2017)								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Prior Programming					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	State	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Federal	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Trip Access Improvements (Ala. County)	Multiple	Federal	Lifeline	STA	Transit	CON-CAP	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Federal	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Federal	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Regional	TFCA	Prog Mgr	Transit	CON-CAP	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	State	STIP	RIP	Transit	CON-CAP	7,995	7,995						7,995
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Local	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Local	2014 MBB	TEP-13	Transit	CON-CAP	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	Local	2014 MBB	TEP-15	Transit	Planning / Scoping	100	100						100
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	Local	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	Local	TFCA	Prog Mgr	Transit	Various	228	228						228
00055	Alameda	Alameda to Fruitvale BART Rapid Bus	1-North	Local	2014 MBB	TEP-14	Transit	Planning / Scoping	100	100						100
00087	Alameda	Alameda City Complete Streets	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	505	505						505
00105	Alameda	Cross Alameda Trail (includes SRTS component)	1-North	State	ATP	Reg	Bike/Ped	Final Design (PS&E)	226	226						226
00105	Alameda	Cross Alameda Trail (includes SRTS component)	1-North	Federal	ATP	Reg	Bike/Ped	CON-CAP	2,005	2,005						2,005
00088	Alameda County	Alameda Co-Variou Streets and Roads Preservation	Multiple	Federal	OBAG	STP	LSR	CON-CAP	1,565	1,565						1,565
00106	Alameda County	Be Oakland, Be Active	1-North	Federal	ATP	Reg	Bike/Ped	CON-CAP	988	988						988
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	Local	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00002	Alameda CTC	Planning, Programming and Monitoring	Multiple	State	STIP	RIP	Multiple	CON-CAP	2,201	886	750	565				886
00013	Alameda CTC	FY 15-16 Program Manager Funds - Cities/County Shares	Multiple	Regional	TFCA	Prog Mgr	Multiple	Various								
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	235	235						235

Alameda CTC Comprehensive Investment Plan Technical Detail: Current Programming Previously Approved Programming and Allocations (Prior to April 2017)								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Prior Programming					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	420	210	70	70	70		210	
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	Local	2014 MBB	TEP-08	Transit	O&M	15,000	15,000					15,000	
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	Local	2014 MBB	TEP-12	Paratransit	Planning / Scoping	500	500					500	
00063	Alameda CTC	Railroad Corridor Right of Way Preservation and Track Improvements - Scoping	Multiple	Local	2014 MBB	TEP-23	Transit	Planning / Scoping	100	100					100	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000					3,000	
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	Local	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100					100	
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	Local	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000					4,000	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000					4,000	
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	Local	2014 MBB	TEP-32	HWY	CON-CAP	10,000	10,000					10,000	
00073	Alameda CTC	I-580/I-680 Interchange Improvements (Study Only)	4-East	Local	2014 MBB	TEP-33	HWY	Planning / Scoping	1,000	1,000					1,000	
00075	Alameda CTC	I-680 HOT/HOV (Express) Lane from SR-237 to Alcosta	Multiple	Local	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000					5,000	
00075	Alameda CTC	I-680 HOT/HOV (Express) Lane from SR-237 to Alcosta	Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP	15,000	15,000					15,000	
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	Local	2014 MBB	TEP-36	HWY	Planning / Scoping	100	100					100	
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925					925	
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825					825	
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Federal	ATP	State	Bike/Ped	PE/Env	2,656	2,656					2,656	
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500					3,500	
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	State	STIP	RIP	LSR	CON-CAP	12,000				12,000			
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	Local	2000 MB	08A	HWY	O&M	4,500	4,500					4,500	
00118	Alameda CTC	I-680 Sunol NB Express Lane	Multiple	Local	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500					4,500	
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	Local	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250					250	
00128	Alameda CTC	Port - Intelligent Transportation System (ITS) and Technology Plan	1-North	Local	2014 MBB	TEP-41	Freight	PE/Env								
00129	Alameda CTC	Middle Harbor Road Improvements	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env								

Alameda CTC Comprehensive Investment Plan Technical Detail: Current Programming Previously Approved Programming and Allocations (Prior to April 2017)								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Prior Programming					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00130	Alameda CTC	7th Street Grade Separation, West and East	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env								
00130	Alameda CTC	7th Street Grade Separation, West and East	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)								
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	5,000	5,000						5,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	4,000	3,000		1,000				3,000
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	3,000	2,250		750				2,250
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	2,000	1,500		500				1,500
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	1,000	750		250				750
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	5,000	5,000						5,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00142	Alameda CTC	Scoping: I-580 ICM	4-East	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	50	50						50
00075	Alameda CTC	I-680 Sunol NB Express Lane	Multiple	Local	2000 MB	08B	HWY	CON-CAP	100,000	100,000						100,000
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	Local	2000 MB	08A	HWY	CON-CAP	20,000	20,000						20,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	15,000	15,000						15,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000						18,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	Local	2014 MBB	TEP-26	Multiple	Various	1,500	1,500						1,500
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	Local	2014 MBB	TEP-41	Freight	Various	300	300						300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	Local	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	Local	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	Local	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	Local	TFCA	Prog Mgr	Transit	Various	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	Local	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200

Alameda CTC Comprehensive Investment Plan Technical Detail: Current Programming Previously Approved Programming and Allocations (Prior to April 2017)								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Prior Programming					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	Local	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00113	Albany	Complete Streets for San Pablo Ave/Buchanan St.	1-North	Federal	ATP	State	Bike/Ped	Final Design (PS&E)	335	335						335
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00005	BART	A Quicker, Safer Transit to the Library to Promote Literacy (Oakland Public Library)	Multiple	Federal	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	Local	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00059	BART	Bay Fair Connector/BART Metro	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	100	100						100
00060	BART	BART Station Modernization and Capacity Program - Scoping	Multiple	Local	2014 MBB	TEP-19	Transit	Planning / Scoping	100	100						100
00060	BART	BART Station Modernization and Capacity Program - Scoping	Multiple	State	STIP	RIP	Transit	CON-CAP	3,726			3,726				
00083	BART	Downtown Berkeley BART Plaza/Transit Area Improvements	1-North	State	STIP	RIP	Transit	CON-CAP								
00172	BART	BART West Oakland Bike Locker Plaza	1-North	Local	TFCA	Prog Mgr	Transit	Various	55	55						55
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	2,256	2,256						2,256
00107	Berkeley	LeConte Elementary Safe Routes to School Improvements	1-North	Federal	ATP	Reg	Bike/Ped	Final Design (PS&E)	82	82						82
00108	Berkeley	LeConte Elementary Safe Routes to School Improvements	1-North	Federal	ATP	Reg	Bike/Ped	CON-CAP	600	600						600
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	88	88						88
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	568	568						568
00085	Caltrans	SR 84 Expressway Widening	4-East	State	STIP	RIP	HWY	CON-CAP	39,480	39,480						39,480
00086	Caltrans	SR 84 Expressway Widening	4-East	State	STIP	RIP	HWY	CON-Support	7,550	7,550						7,550
00065	CCJPA	Capitol Corridor Service Expansion	Multiple	Local	2014 MBB	TEP-25	Transit	Planning / Scoping	100	100						100
00023	CIL	Mobility Matters Project	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	Local	TFCA	Prog Mgr	Transit	Various	123	123						123

Alameda CTC Comprehensive Investment Plan Technical Detail: Current Programming Previously Approved Programming and Allocations (Prior to April 2017)								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Prior Programming					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	128	128						128
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	Local	2000 MB	09	Multiple	CON-CAP	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	Federal	OBAG	STP	LSR	CON-CAP	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	Local	2014 MBB	TEP-26	LSR	CON-CAP	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	Local	2014 MBB	TEP-26	LSR	CON-CAP	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	Local	TFCA	Prog Mgr	LSR	Various	146	146						146
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00098	Emeryville	Emeryville - Hollis Street Preservation	1-North	Federal	OBAG	STP	LSR	CON-CAP								
00141	Emeryville	South Bayfront Bridge	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	2,000		2,000					
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	550	550						550
00027	Fremont	Tri-City Taxi Voucher Program	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	Federal	OBAG	STP	Multiple	CON-CAP	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	Local	2014 MBB	TEP-45	Transit	CON-CAP	25,000	25,000						25,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	50	50						50
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	Local	2014 MBB	TEP-42	Multiple	Planning / Scoping	50	50						50
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	Local	2014 MBB	TEP-45	Transit	Planning / Scoping	50	50						50
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	Local	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	50	50						50
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	Local	TFCA	Prog Mgr	LSR	CON-CAP	425	425						425
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	Federal	OBAG	STP	LSR	CON-CAP	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	Local	2014 MBB	TEP-26	LSR	Util Relocation								
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	21,500	9,500	12,000					9,500
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Federal	Lifeline	STA	Transit	O&M	388	388						388

Alameda CTC Comprehensive Investment Plan Technical Detail: Current Programming Previously Approved Programming and Allocations (Prior to April 2017)								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Prior Programming					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Federal	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	Local	2000 MB	Disc-Transit	Transit	Various	100	100						100
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	Local	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Transit	O&M	318	318						318
00109	Livermore	Livermore Marilyn Avenue Safe Routes to School	4-East	Federal	ATP	Reg	Bike/Ped	Final Design (PS&E)	83	83						83
00110	Livermore	Livermore Marilyn Avenue Safe Routes to School	4-East	Federal	ATP	Reg	Bike/Ped	CON-CAP	275	275						275
00001	MTC	Planning, Programming and Monitoring	Multiple	State	STIP	RIP	Multiple	CON-CAP	532	257	135	140				257
00012	MTC	Improved Bike/Ped Access to East Span of SFOBB (Alameda Share)	1-North	State	STIP	RIP	Bike/Ped	CON-CAP								
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	Federal	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00014	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share	Multiple	Regional	TFCA	Prog Mgr	Multiple	Various	6,840	1,710	1,710	1,710	1,710			1,710
00015	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Transit Discretionary	Multiple	Regional	TFCA	Prog Mgr	Transit	Various								
00016	Multiple	2000 MB Local Streets and Roads - Direct Local Distributions	Multiple	Local	2000 MB	DLD	LSR	Various	140,870	55,342	28,171	28,507	28,850			55,342
00017	Multiple	2000 MB Bicycle/Pedestrian - Direct Local Distributions	Multiple	Local	2000 MB	DLD	Bike/Ped	Various	24,142	9,484	4,828	4,886	4,944			9,484
00018	Multiple	2000 MB Bicycle/Pedestrian - Discretionary Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	7,832	2,946	1,609	1,629	1,648			2,946
00020	Multiple	2000 MB Paratransit - Direct Local Distributions	Multiple	Local	2000 MB	DLD	Paratransit	Various	58,067	22,812	11,612	11,751	11,892			22,812
00034	Multiple	2000 MB Paratransit - Discretionary (Estimated)	Multiple	Local	2000 MB	Disc-PT	Paratransit	Various	4,200		1,400	1,400	1,400			
00035	Multiple	2000 MB Mass Transit - Direct Local Distributions	Multiple	Local	2000 MB	DLD	Transit	Various	136,610	53,668	27,318	27,646	27,978			53,668
00036	Multiple	2000 MB Express Bus - Discretionary	Multiple	Local	2000 MB	Disc-Transit	Transit	Various	4,406	1,670	901	912	923			1,670
00037	Multiple	2000 MB Transit Center Development - Discretionary Program	Multiple	Local	2000 MB	Disc-TCD	Transit	Various	1,225	481	245	248	251			481
00038	Multiple	2010 VRF Local Streets and Roads - Direct Local Distributions	Multiple	Local	2010 VRF	DLD	LSR	Various	34,200	13,680	6,840	6,840	6,840			13,680
00039	Multiple	2010 VRF Transit - Discretionary	Multiple	Local	2010 VRF	Disc-Transit	Transit	Various	13,950	5,400	2,850	2,850	2,850			5,400
00040	Multiple	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	Multiple	Local	2010 VRF	Disc-BP	Bike/Ped	Various	2,850	1,140	570	570	570			1,140
00041	Multiple	2010 VRF Local Transportation Technology - Discretionary	Multiple	Local	2010 VRF	Disc-Tech	Multiple	Various	5,700	2,280	1,140	1,140	1,140			2,280

Alameda CTC Comprehensive Investment Plan Technical Detail: Current Programming Previously Approved Programming and Allocations (Prior to April 2017)								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Prior Programming					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00042	Multiple	2014 MBB Local Streets and Roads - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	LSR	Various	130,025	51,081	26,001	26,314	26,629		51,081	
00043	Multiple	2014 MBB Mass Transit Services - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	Transit	Various	141,604	55,630	28,317	28,657	29,000		55,630	
00044	Multiple	2014 MBB Transit Innovative Grants - Discretionary	Multiple	Local	2014 MBB	TEP-07	Transit	Various	14,865	5,840	2,973	3,008	3,044		5,840	
00045	Multiple	2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	Bike/Ped	Various	19,712	7,744	3,942	3,989	4,037		7,744	
00046	Multiple	2014 MBB Bicycle/Pedestrian Safety - Discretionary	Multiple	Local	2014 MBB	TEP-44	Bike/Ped	Various	13,273	5,215	2,654	2,686	2,718		5,215	
00047	Multiple	2014 MBB Transit - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	Transit	Various	140,101	55,039	28,016	28,353	28,693		55,039	
00061	Multiple	Dumbarton Corridor Area Transportation Improvements - Scoping	3-South	Local	2014 MBB	TEP-21	Multiple	Planning / Scoping	100	100					100	
00066	Multiple	Congestion Relief, Local Bridge Seismic Safety - Scoping	Multiple	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	1,350	1,350					1,350	
00068	Multiple	Countywide Freight Corridors - Scoping	Multiple	Local	2014 MBB	TEP-27	Freight	Planning / Scoping	44	44					44	
00074	Multiple	I-580 Local Interchange Improvement Program - Scoping	Multiple	Local	2014 MBB	TEP-34	HWY	Planning / Scoping	300	300					300	
00079	Multiple	I-880 Local Access and Safety Improvements - Scoping	Multiple	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	300	300					300	
00080	Multiple	Gap Closure on Three Major Trails - Scoping	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	550	550					550	
00082	Multiple	Community Investments That Improve Transit Connections to Jobs and Schools - Scoping	Multiple	Local	2014 MBB	TEP-45	Multiple	Planning / Scoping	1,400	1,400					1,400	
00003	N/A	Funding deprogrammed - project deleted	N/A	N/A	N/A	N/A	N/A	N/A								
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	Federal	OBAG	STP	Bike/Ped	CON-CAP	454	454					454	
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765					2,765	
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	CON-CAP	13,289		13,289				0	
00028	Oakland	Taxi-Up & Go Project	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	362	362					362	
00064	Oakland	Oakland Broadway Corridor Transit	1-North	Local	2014 MBB	TEP-24	Transit	Planning / Scoping	600	600					600	
00093	Oakland	Lake Merritt BART Bikeways	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	571	571					571	
00094	Oakland	Oakland Complete Streets	1-North	Federal	OBAG	STP	LSR	CON-CAP	3,384	3,384					3,384	
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	4,446	4,446					4,446	
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON-CAP	2,554	2,554					2,554	

Alameda CTC Comprehensive Investment Plan Technical Detail: Current Programming Previously Approved Programming and Allocations (Prior to April 2017)								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Prior Programming					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON-CAP	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON-CAP	3,288	3,288						3,288
00111	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	1-North	Federal	ATP	Reg	Bike/Ped	Final Design (PS&E)	2,885	2,885						2,885
00112	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	1-North	Federal	ATP	Reg	Bike/Ped	ROW-CAP	325	325						325
00114	Oakland	International Boulevard Improvement Project	1-North	Federal	ATP	State	Bike/Ped	CON-CAP	2,481	2,481						2,481
00115	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	1-North	Federal	ATP	State	Bike/Ped	CON-CAP	3,598	3,598						3,598
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	Local	2014 MBB	TEP-26	Freight	CON-CAP	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	Local	2014 MBB	TEP-26	Freight	CON-CAP	5,000	1,000	4,000					1,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	5,300		5,300					
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	10,000			10,000				
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	Local	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 17/18 - 18/19)	1-North	Local	TFCA	Prog Mgr	Transit	O&M	367	367						367
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	129	129						129
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	Local	2000 MB	Disc-PT	Paratransit	O&M	173	173						173
00104	Pleasanton	Pleasanton Complete Streets	4-East	Federal	OBAG	STP	Bike/Ped	CON-CAP	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	Local	TFCA	Prog Mgr	Transit	Various	53	53						53
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	TFCA	Prog Mgr	Transit	CON-CAP	189	189						189
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	50	50						50
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	Local	2014 MBB	TEP-26	Freight	Planning / Scoping	8	8						8
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30

Alameda CTC Comprehensive Investment Plan Technical Detail: Current Programming Previously Approved Programming and Allocations (Prior to April 2017)								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Prior Programming					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	8	8						8
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	10	10						10
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	30,000	3,000	6,000	7,000	7,000	7,000		3,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	Federal	OBAG	STP	LSR	CON-CAP	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	Local	TFCA	Prog Mgr	Transit	Various	50	50						50
00030	SHS	Rides for Seniors	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	278	278						278
00051	SJRRRC	ACE Capital	Multiple	Local	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	331	331						331
00011	TBD	Lifeline Cycle 5 (Estimated)	Multiple	Federal	Lifeline	STA	Transit	Various	8,500		8,500					
00032	TBD	Gap funds for Capital Purchases and Grant Matching	Multiple	Local	2000 MB	Disc-PT	Paratransit	Various	300	300						300
00048	TBD	2016 STIP - Alameda County Share (Estimated)(50% for 1-Year)	Multiple	State	STIP	RIP	Multiple	Various								
00049	TBD	OBAG Cycle 2 (Estimated)	Multiple	Federal	OBAG	STP/CMAQ	Multiple	Various	38,000		10,000	14,000	14,000			
00119	TBD	I-580 Transit Improvements	4-East	Regional	RM2	Reg	Transit	Various	12,000	12,000						12,000
00010	Union City	Operations Support for Route 2	3-South	Federal	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	Local	2014 MBB	TEP-22	Transit	Planning / Scoping	100	100						100
Totals									1,579,525	890,100	243,141	221,097	218,187	7,000	0	890,100

Page Intentionally Left Blank.



2018 Comprehensive Investment Plan

Appendix C

Technical Detail: Changes to Current Programming and Allocations



Page Intentionally Left Blank.

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2018 CIP								Programming and Allocations (\$ x 1,000)							Notes		
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations					Total Allocated (Thru 18-19)	
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21			FY2021-22
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	State	STIP	RIP	Transit	CON-CAP	(7,995)	(7,995)						(7,995)	Record deleted from CIP for administrative purposes.
00055	Alameda	Alameda to Fruitvale BART Rapid Bus	1-North	Local	2014 MBB	TEP-14	Transit	Planning / Scoping	(100)	(100)						(100)	Deallocated and moved to CIP ID 00195
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	Local	2010 VRF	Disc-Transit	Transit	Various	300		300					300	New programming/allocations.
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447		447					447	New programming/allocations.
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	PE/Env	536		536					536	New programming/allocations.
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2010 VRF	Disc-Transit	Transit	CON-CAP	4,018			4,018				4,018	New programming/allocations.
00105	Alameda	Cross Alameda Trail (includes SRTS component)	1-North	State	ATP	Reg	Bike/Ped	Final Design (PS&E)	(226)	(226)						(226)	Record deleted from CIP for administrative purposes.
00105	Alameda	Cross Alameda Trail (includes SRTS component)	1-North	Federal	ATP	Reg	Bike/Ped	CON-CAP	(2,005)	(2,005)						(2,005)	Record deleted from CIP for administrative purposes.
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Planning / Scoping	450		450					450	New programming/allocations.
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	PE/Env	450			450				450	New programming/allocations.
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450			450				450	New programming/allocations.
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	CON-CAP	7,650				7,650			-	New programming/allocations.
00196	Alameda	Central Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	3,487				3,487			-	New programming/allocations.
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	827				827			-	New programming/allocations.
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124		124					124	New programming/allocations.
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443			443				443	New programming/allocations.
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	4,451				4,451			-	New programming/allocations.
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	244		244					244	New programming/allocations.
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	PE/Env	244		244					244	New programming/allocations.
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434			434				434	New programming/allocations.
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	ROW - Capital	1,097			1,097				1,097	New programming/allocations.
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	6,376				6,376			-	New programming/allocations.
00200	Alameda	Seaplane Lagoon Ferry Terminal ¹	1-North	Local	2014 MBB	TEP-45	Transit	CON-CAP	8,200				8,200			-	New programming/allocations.
00106	Alameda County	Be Oakland, Be Active	1-North	Federal	ATP	Reg	Bike/Ped	CON-CAP	(988)	(988)						(988)	Record deleted from CIP for administrative purposes.
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	88			88				88	New programming/allocations.
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,600				7,600			-	New programming/allocations.
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	9,300				9,300			-	New programming/allocations.
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	100		100					100	New programming/allocations.
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	2,071			2,071				2,071	New programming/allocations.

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2018 CIP								Programming and Allocations (\$ x 1,000)							Notes		
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations					Total Allocated (Thru 18-19)	
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21			FY2021-22
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	4-East	Federal	STP/CMAQ	LSR	LSR	PE/Env	100		100				100	New programming/allocations.	
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,679			1,679			1,679	New programming/allocations.	
00002	Alameda CTC	Planning, Programming and Monitoring	Multiple	State	STIP	RIP	Multiple	CON-CAP	(2,201)	(886)	(750)	(565)			(886)	Record deleted from CIP for administrative purposes.	
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	305		61	61	61	61	61	122	New programming/allocations.
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	75		25	25	25		50	New programming/allocations.	
00063	Alameda CTC	Railroad Corridor Right of Way Preservation and Track Improvements - Scoping	Multiple	Local	2014 MBB	TEP-23	Transit	Planning / Scoping	(100)	(100)					(100)	Non-encumbered funds deallocated.	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	Final Design (PS&E)	3,671		3,671				3,671	New programming/allocations.	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	ROW-CAP	1,475		1,475				1,475	New programming/allocations.	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500			16,500			16,500	New programming/allocations.	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	ROW-CAP	20,000			10,000	10,000		20,000	New programming/allocations.	
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	Final Design (PS&E)								Project Title Change.	
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP								Project Title Change.	
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	PE/Env	4,750			4,750			4,750	New programming/allocations.	
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	PE/Env	4,750			4,750			4,750	New programming/allocations.	
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Federal	ATP	State	Bike/Ped	PE/Env	(2,656)	(2,656)					(2,656)	Record deleted from CIP for administrative purposes.	
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000			12,000			-	New programming/allocations.	
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	State	STIP	RIP	LSR	CON-CAP	(12,000)				(12,000)		-	Record deleted from CIP for administrative purposes.	
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	Local	1986 MB	MB226	LSR	CON-CAP	89,000	89,000					89,000	Prior Programming/Allocation. Record added.	
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	CON-CAP								Project Title Changed. CIP ID modified from 00075 to 00018.	
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP	20,000		20,000				20,000	New programming/allocations.Project Title Change.	
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	CON-CAP								Project Title Changed. CIP ID modified from 00075 to 00018.	
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping								Previously programmed \$1M is now allocated in current 2018 CIP's two-year allocation window.	
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping								Previously programmed \$750K is now allocated in current 2018 CIP's two-year allocation window.	
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping								Previously programmed \$500K is now allocated in current 2018 CIP's two-year allocation window.	
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping								Previously programmed \$250K is now allocated in current 2018 CIP's two-year allocation window.	
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	3,000		3,000				3,000	New programming/allocations.	
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	308		308				308	New programming/allocations. Title Change.	
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	PE/Env	3,500			3,500			3,500	New programming/allocations.Title Change.	
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	PE/Env	7,500			7,500			7,500	New programming/allocations.	

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2018 CIP								Programming and Allocations (\$ x 1,000)								Notes									
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode		Phase	Programmed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations					Total Allocated (Thru 18-19)
																			Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00142	Alameda CTC	Scoping: I-580 ICM	4-East	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	(50)	(50)						(50)	Non-encumbered funds deallocated.								
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	TFCA	Prog Mgr.	Transit	O&M	420	105	294	21				420	New programming/allocations.								
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	2014 MBB	TEP-45	Transit	O&M	434		255	179				434	New programming/allocations.								
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250		800	450				1,250	New programming/allocations.								
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	2,000			2,000				2,000	New programming/allocations.								
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	PE/Env	3,000				3,000			-	New programming/allocations.								
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	O&M	1,090		1,090					1,090	New programming/allocations.								
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	1,500				500	500	500	-	New programming/allocations.								
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	CMA-TIP	Other	Bike/Ped	CON-CAP	200		100	100				200	New programming/allocations.								
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Federal	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	1,073	7,299					8,372	New programming/allocations.								
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	Local	2014 MBB	TEP-27	Freight	O&M	6,000		1,500	1,500	1,500	1,500		3,000	New programming/allocations.								
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	Local	2014 MBB	TEP-35	HWY	Planning / Scoping	1,500			1,500				1,500	New programming/allocations.								
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	Local	2014 MBB	TEP-46	Multi	Planning / Scoping	1,000		1,000					1,000	New programming/allocations.								
00113	Albany	Complete Streets for San Pablo Ave/Buchanan St.	1-North	Federal	ATP	State	Bike/Ped	Final Design (PS&E)	(335)	(335)						(335)	Record deleted from CIP for administrative purposes.								
00213	Albany	Buchanan Bikeway Phase III	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	600		600					600	New programming/allocations.								
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	Federal	STP/CMAQ	LSR	Bike/Ped	CON-CAP	340				340			340	New programming/allocations.								
00060	BART	BART Station Modernization and Capacity Program - Scoping	Multiple	Local	2014 MBB	TEP-19	Transit	Planning / Scoping	(100)	(100)						(100)	Non-encumbered funds deallocated.								
00060	BART	BART Station Modernization and Capacity Program - Scoping	Multiple	State	STIP	RIP	Transit	CON-CAP	(3,726)			(3,726)				-	Record deleted from CIP for administrative purposes.								
00215	BART	BART to Livermore	4-East	State	TCRP	TCRP	Transit	PE/Env	1,700		1,700					1,700	New programming/allocations.								
00215	BART	BART to Livermore	4-East	Local	2014 MBB	TEP-20	Transit	PE/Env	3,000		3,000					3,000	New programming/allocations.								
00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	500		500					500	New programming/allocations.								
00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	PE/Env	5,000			5,000				5,000	New programming/allocations.								
00217	BART	Dublin/Pleasanton BART Parking Expansion	4-East	Local	2014 MBB	TEP-19	Transit	Final Design (PS&E)	4,300		4,300					4,300	New programming/allocations.								
00107	Berkeley	LeConte Elementary Safe Routes to School Improvements	1-North	Federal	ATP	Reg	Bike/Ped	Final Design (PS&E)	(82)	(82)						(82)	Record deleted from CIP for administrative purposes.								
00108	Berkeley	LeConte Elementary Safe Routes to School Improvements	1-North	Federal	ATP	Reg	Bike/Ped	CON-CAP	(600)	(600)						(600)	Record deleted from CIP for administrative purposes.								
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	180		180					180	New programming/allocations.								
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29		29					29	New programming/allocations.								
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49		49					49	New programming/allocations.								
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59		59					59	New programming/allocations.								

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2018 CIP								Programming and Allocations (\$ x 1,000)								Notes									
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode		Phase	Programmed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations					Total Allocated (Thru 18-19)
																			Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON-CAP	613			613				613	New programming/allocations.								
00220	Berkeley	Milvia Bikeway Project	1-North	Local	2000 MB	Disc-BP	Bike/Ped	PE/Env	350		350					350	New programming/allocations.								
00221	Berkeley	North Shattuck Avenue Rehabilitation	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,214				1,214			-	New programming/allocations.								
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	500			500				500	New programming/allocations.								
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020				1,020			-	New programming/allocations.								
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387		387					387	New programming/allocations.								
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613			613				613	New programming/allocations.								
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	6,121			6,121				6,121	New programming/allocations.								
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	318		159	159				318	New programming/allocations.								
00085	Caltrans	SR 84 Expressway Widening	4-East	State	STIP	RIP	HWY	CON-CAP	(39,480)	(39,480)						(39,480)	Record deleted from CIP for administrative purposes.								
00086	Caltrans	SR 84 Expressway Widening	4-East	State	STIP	RIP	HWY	CON-Support	(7,550)	(7,550)						(7,550)	Record deleted from CIP for administrative purposes.								
00065	CCJPA	Capitol Corridor Service Expansion	Multiple	Local	2014 MBB	TEP-25	Transit	Planning / Scoping	(100)	(100)						(100)	Non-encumbered funds deallocated.								
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	500		250	250				500	New programming/allocations.								
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	Local	2014 MBB	TEP-12	Paratransit	O&M	220		110	110				220	New programming/allocations.								
00224	Dublin	City of Dublin Street Rehab	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	661				661			-	New programming/allocations.								
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension ²	4-East	Local	2014 MBB	TEP-26	LSR	PE/Env	2,374		2,374					2,374	New programming/allocations.								
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension ²	4-East	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,914			5,914				5,914	New programming/allocations.								
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	166		166					166	New programming/allocations.								
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128			1,128				1,128	New programming/allocations.								
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	642		642					642	New programming/allocations.								
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	2,833				2,833			-	New programming/allocations.								
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	296		144	152				296	New programming/allocations.								
00141	Emeryville	South Bayfront Bridge	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	(2,000)		(2,000)					-	Fund source modified to 2000 MB								
00141	Emeryville	South Bayfront Bridge	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	2,000		2,000					2,000	New programming/allocations.								
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	180		180					180	New programming/allocations.								
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	2,500		500	500	500	500	500	1,000	New programming/allocations.								
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	225				225			-	New programming/allocations.								
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	Local	2000 MB	Disc-TCD	Transit	CON-CAP	930			930				930	New programming/allocations.								
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	70		35	35				70	New programming/allocations.								

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2018 CIP								Programming and Allocations (\$ x 1,000)							Notes										
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset		Mode	Phase	Programmed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations					Total Allocated (Thru 18-19)
																			Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	Local	TFCA	Prog Mgr	LSR	CON-CAP	646		646				646	New programming/allocations.									
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	2,760			2,760			-	New programming/allocations.									
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386		386				386	New programming/allocations.									
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799			799			799	New programming/allocations.									
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	6,510			6,510			-	New programming/allocations.									
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901		1,901				1,901	New programming/allocations.									
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553			3,553			3,553	New programming/allocations.									
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	PE/Env	443		443				443	New programming/allocations.									
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328			1,328			1,328	New programming/allocations.									
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,525			7,525			-	New programming/allocations.									
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	Local	2014 MBB	TEP-45	Bike/Ped	CON-CAP	5,000			5,000			5,000	New programming/allocations.									
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	298		149	149			298	New programming/allocations.									
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP								Previously programmed \$12M is now allocated in current 2018 CIP's two-year allocation window.									
00240	Hayward	First Mile/Last Mile BART Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	550		110	110	110	110	110	220	New programming/allocations.								
00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175		175				175	New programming/allocations.									
00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	1,500			1,500			1,500	New programming/allocations.									
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	440		440				440	New programming/allocations.									
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88		88				88	New programming/allocations.									
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,662			1,662			1,662	New programming/allocations.									
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152		152				152	New programming/allocations.									
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	CON-CAP	1,262		1,262				1,262	New programming/allocations.									
00245	LAVTA	Wheels Forward/2020 Plan	4-East	Local	2000 MB	Disc-Transit	Transit	Planning / Scoping	220			220			-	New programming/allocations.									
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	Local	2014 MBB	TEP-12	Paratransit	O&M	40		18	22			40	New programming/allocations.									
00275	LIFE ElderCare	VIP Rides Program	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	275		103	172			275	New programming/allocations.									
00109	Livermore	Livermore Marylin Avenue Safe Routes to School	4-East	Federal	ATP	Reg	Bike/Ped	Final Design (PS&E)	(83)	(83)					(83)	Record deleted from CIP for administrative purposes.									
00110	Livermore	Livermore Marylin Avenue Safe Routes to School	4-East	Federal	ATP	Reg	Bike/Ped	CON-CAP	(275)	(275)					(275)	Record deleted from CIP for administrative purposes.									
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	20		20				20	New programming/allocations.									
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30		30				30	New programming/allocations.									
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160		160				160	New programming/allocations.									

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2018 CIP								Programming and Allocations (\$ x 1,000)							Notes										
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset		Mode	Phase	Programmed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations					Total Allocated (Thru 18-19)
																			Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	TFCA	Prog Mgr.	Bike/Ped	CON-CAP	193			193				193	New programming/allocations.								
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	1,407			1,407				1,407	New programming/allocations.								
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,382				1,382			-	New programming/allocations.								
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	Local	2014 MBB	TEP-34	HWY	PE/Env	1,380			1,380				1,380	New programming/allocations.								
00001	MTC	Planning, Programming and Monitoring	Multiple	State	STIP	RIP	Multiple	CON-CAP	(532)	(257)	(135)	(140)				(257)	Record deleted from CIP for administrative purposes.								
00014	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share	Multiple	Regional	TFCA	Prog Mgr	Multiple	Various	(6,840)	(1,710)	(1,710)	(1,710)	(1,710)			(1,710)	Record deleted from CIP for administrative purposes.								
00016	Multiple	2000 MB Local Streets and Roads - Direct Local Distributions	Multiple	Local	2000 MB	DLD	LSR	Various	(140,870)	(55,342)	(28,171)	(28,507)	(28,850)			(55,342)	Record deleted from CIP for administrative purposes.								
00017	Multiple	2000 MB Bicycle/Pedestrian - Direct Local Distributions	Multiple	Local	2000 MB	DLD	Bike/Ped	Various	(24,142)	(9,484)	(4,828)	(4,886)	(4,944)			(9,484)	Record deleted from CIP for administrative purposes.								
00018	Multiple	2000 MB Bicycle/Pedestrian - Discretionary Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	(7,832)	(2,946)	(1,609)	(1,629)	(1,648)			(2,946)	Record deleted from CIP for administrative purposes.								
00020	Multiple	2000 MB Paratransit - Direct Local Distributions	Multiple	Local	2000 MB	DLD	Paratransit	Various	(58,067)	(22,812)	(11,612)	(11,751)	(11,892)			(22,812)	Record deleted from CIP for administrative purposes.								
00034	Multiple	2000 MB Paratransit - Discretionary (Estimated)	Multiple	Local	2000 MB	Disc-PT	Paratransit	Various	(4,200)		(1,400)	(1,400)	(1,400)			-	Record deleted from CIP for administrative purposes.								
00035	Multiple	2000 MB Mass Transit - Direct Local Distributions	Multiple	Local	2000 MB	DLD	Transit	Various	(136,610)	(53,668)	(27,318)	(27,646)	(27,978)			(53,668)	Record deleted from CIP for administrative purposes.								
00036	Multiple	2000 MB Express Bus - Discretionary	Multiple	Local	2000 MB	Disc-Transit	Transit	Various	(4,406)	(1,670)	(901)	(912)	(923)			(1,670)	Record deleted from CIP for administrative purposes.								
00037	Multiple	2000 MB Transit Center Development - Discretionary Program	Multiple	Local	2000 MB	Disc-TCD	Transit	Various	(1,225)	(481)	(245)	(248)	(251)			(481)	Record deleted from CIP for administrative purposes.								
00038	Multiple	2010 VRF Local Streets and Roads - Direct Local Distributions	Multiple	Local	2010 VRF	DLD	LSR	Various	(34,200)	(13,680)	(6,840)	(6,840)	(6,840)			(13,680)	Record deleted from CIP for administrative purposes.								
00039	Multiple	2010 VRF Transit - Discretionary	Multiple	Local	2010 VRF	Disc-Transit	Transit	Various	(13,950)	(5,400)	(2,850)	(2,850)	(2,850)			(5,400)	Record deleted from CIP for administrative purposes.								
00040	Multiple	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	Multiple	Local	2010 VRF	Disc-BP	Bike/Ped	Various	(2,850)	(1,140)	(570)	(570)	(570)			(1,140)	Record deleted from CIP for administrative purposes.								
00041	Multiple	2010 VRF Local Transportation Technology - Discretionary	Multiple	Local	2010 VRF	Disc-Tech	Multiple	Various	(5,700)	(2,280)	(1,140)	(1,140)	(1,140)			(2,280)	Record deleted from CIP for administrative purposes.								
00042	Multiple	2014 MBB Local Streets and Roads - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	LSR	Various	(130,025)	(51,081)	(26,001)	(26,314)	(26,629)			(51,081)	Record deleted from CIP for administrative purposes.								
00043	Multiple	2014 MBB Mass Transit Services - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	Transit	Various	(141,604)	(55,630)	(28,317)	(28,657)	(29,000)			(55,630)	Record deleted from CIP for administrative purposes.								
00044	Multiple	2014 MBB Transit Innovative Grants - Discretionary	Multiple	Local	2014 MBB	TEP-07	Transit	Various	(14,865)	(5,840)	(2,973)	(3,008)	(3,044)			(5,840)	Record deleted from CIP for administrative purposes.								
00045	Multiple	2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	Bike/Ped	Various	(19,712)	(7,744)	(3,942)	(3,989)	(4,037)			(7,744)	Record deleted from CIP for administrative purposes.								
00046	Multiple	2014 MBB Bicycle/Pedestrian Safety - Discretionary	Multiple	Local	2014 MBB	TEP-44	Bike/Ped	Various	(13,273)	(5,215)	(2,654)	(2,686)	(2,718)			(5,215)	Record deleted from CIP for administrative purposes.								
00047	Multiple	2014 MBB Transit - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	Transit	Various	(140,101)	(55,039)	(28,016)	(28,353)	(28,693)			(55,039)	Record deleted from CIP for administrative purposes.								
00061	Multiple	Dumbarton Corridor Area Transportation Improvements - Scoping	3-South	Local	2014 MBB	TEP-21	Multiple	Planning / Scoping	(100)	(100)						(100)	Non-encumbered funds deallocated.								
00066	Multiple	Congestion Relief, Local Bridge Seismic Safety - Scoping	Multiple	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	(1,350)	(1,350)						(1,350)	Non-encumbered funds deallocated.								
00068	Multiple	Countywide Freight Corridors - Scoping	Multiple	Local	2014 MBB	TEP-27	Freight	Planning / Scoping	(44)	(44)						(44)	Non-encumbered funds deallocated.								
00074	Multiple	I-580 Local Interchange Improvement Program - Scoping	Multiple	Local	2014 MBB	TEP-34	HWY	Planning / Scoping	(300)	(300)						(300)	Non-encumbered funds deallocated.								
00079	Multiple	I-880 Local Access and Safety Improvements - Scoping	Multiple	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	(300)	(300)						(300)	Non-encumbered funds deallocated.								

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2018 CIP								Programming and Allocations (\$ x 1,000)								Notes	
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations						Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22		
00080	Multiple	Gap Closure on Three Major Trails - Scoping	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	(550)	(550)						(550)	Non-encumbered funds deallocated.
00082	Multiple	Community Investments That Improve Transit Connections to Jobs and Schools - Scoping	Multiple	Local	2014 MBB	TEP-45	Multiple	Planning / Scoping	(1,400)	(1,400)						(1,400)	Non-encumbered funds deallocated.
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	CON-CAP	(2,155)		(13,289)	11,134					Allocation moved out to FY18/19 and split to Right-of-way phase
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	ROW-CAP	2,155		2,155					2,155	New programming/allocations.
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	592			592				592	New programming/allocations.
00111	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	1-North	Federal	ATP	Reg	Bike/Ped	Final Design (PS&E)	(2,885)	(2,885)						(2,885)	Record deleted from CIP for administrative purposes.
00112	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	1-North	Federal	ATP	Reg	Bike/Ped	ROW-CAP	(325)	(325)						(325)	Record deleted from CIP for administrative purposes.
00114	Oakland	International Boulevard Improvement Project	1-North	Federal	ATP	State	Bike/Ped	CON-CAP	(2,481)	(2,481)						(2,481)	Record deleted from CIP for administrative purposes.
00115	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	1-North	Federal	ATP	State	Bike/Ped	CON-CAP	(3,598)	(3,598)						(3,598)	Record deleted from CIP for administrative purposes.
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	Local	2014 MBB	TEP-26	Freight	CON-CAP									Previous display of \$41M allocated in the prior CIP is modified to show \$41M in a single allocation year.
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	Local	2014 MBB	TEP-26	Freight	CON-CAP									Previously programmed \$4M is now allocated in current 2018 CIP's two-year allocation window.
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP									Previously programmed \$5.3M is now allocated in current 2018 CIP's two-year allocation window.
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP									Previously programmed \$10M is now allocated in current 2018 CIP's two-year allocation window.
00180	Oakland	Broadway Shuttle Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	1,650		330	330	330	330	330	660	New programming/allocations.
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	100		100					100	New programming/allocations.
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	PE/Env	776		776					776	New programming/allocations.
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,174			1,174				1,174	New programming/allocations.
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250		250					250	New programming/allocations.
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	1,250			1,250				1,250	New programming/allocations.
00252	Oakland	East Oakland Community Streets Plan	1-North	Local	2014 MBB	TEP-45	LSR	Planning / Scoping	100		100					100	New programming/allocations.
00253	Oakland	Fruitvale Ave Gap Closure	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	1,634				1,634			-	New programming/allocations.
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80		80					80	New programming/allocations.
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320		320					320	New programming/allocations.
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	4,392				4,392			-	New programming/allocations.
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON-CAP	2,500		2,500					2,500	New programming/allocations.
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500			1,500				1,500	New programming/allocations.
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	CON-CAP	9,500				9,500			-	New programming/allocations.
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	968		968					968	New programming/allocations.
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	3,878			3,878				3,878	New programming/allocations.

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2018 CIP								Programming and Allocations (\$ x 1,000)								Notes	
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations						Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22		
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	PE/Env	734		734				734	New programming/allocations.	
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	4,161			4,161			4,161	New programming/allocations.	
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	Local	2014 MBB	TEP-45	Transit	O&M	215		215				215	New programming/allocations.	
00260	Piedmont	Oakland Avenue Improvements	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	168			168			168	New programming/allocations.	
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	136		136				136	New programming/allocations.	
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	CON-CAP	776			776			776	New programming/allocations.	
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Bike/Ped	O&M	130		130				130	New programming/allocations.	
00261	Pleasanton	Hacienda PDA	4-East	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	100		100				100	New programming/allocations.	
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,095				1,095		-	New programming/allocations.	
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	Local	2014 MBB	TEP-26	HWY	CON-CAP	5,200				5,200		-	New programming/allocations.	
00268	Port of Oakland	Adeline Street Bridge Reconstruction	1-North	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	50		50				50	New programming/allocations.	
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	-						-	Previously programmed \$13M is now allocated in current 2018 CIP's two-year allocation window.	
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	130	104	26				130	New programming/allocations.	
00190	San Leandro	LINKS Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	1,020		220	200	200	200	420	New programming/allocations.	
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	1,821				1,821		-	New programming/allocations.	
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	73			73			73	New programming/allocations.	
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	975				975		-	New programming/allocations.	
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	212		106	106			212	New programming/allocations.	
00011	TBD	Lifeline Cycle 5 (Estimated)	Multiple	Federal	Lifeline	STA	Transit	Various	(8,500)		(8,500)				-	Record deleted from CIP for administrative purposes.	
00032	TBD	Gap funds for Capital Purchases and Grant Matching	Multiple	Local	2000 MB	Disc-PT	Paratransit	Various	(300)	(300)					(300)	Non-encumbered funds deallocated.	
00049	TBD	OBAG Cycle 2 (Estimated)	Multiple	Federal	OBAG	STP/CMAQ	Multiple	Various	(38,000)		(10,000)	(14,000)	(14,000)			Record deleted from CIP for administrative purposes.	
00119	TBD	I-580 Transit Improvements	4-East	Regional	RM2	Reg	Transit	Various	(12,000)	(12,000)					(12,000)	Record deleted from CIP for administrative purposes.	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	PE/Env	5		5				5	New programming/allocations.	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780		780				780	New programming/allocations.	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	5,779		5,779				5,779	New programming/allocations.	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	CMA-TIP	Other	Bike/Ped	CON-CAP	1,100		1,100				1,100	New programming/allocations.	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	TFCA	Prog Mgr.	Bike/Ped	CON-CAP	136		136				136	New programming/allocations.	
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	872			872			872	New programming/allocations.	

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming Programming and Allocation Adjustments for the 2018 CIP									Programming and Allocations (\$ x 1,000)							Notes	
									Phase	Programmed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Prior To FY2017-18 (April 2017)			FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22		
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	Local	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150		150				150	New programming/allocations.	
Totals									(634,924)	(350,381)	(129,925)	(73,827)	(102,633)	20,141	1,701	(137,629)	

Notes
 1. Conditional programming for City of Alameda's Seaplane Lagoon Ferry Terminal. Identified funds will be reprogrammed to other eligible projects if this project is funded through RM3.
 2. City of Dublin's Dublin Boulevard - North Canyons Parkway Extension Project is being implemented in conjunction with Alameda CTC and the City of Livermore.

Page Intentionally Left Blank.



2018 Comprehensive Investment Plan

Appendix D

Technical Detail: 2018 CIP Five-Year Programming with Two-Year Allocation Plan



Page Intentionally Left Blank.

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)								
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22											
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	State	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Federal	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Federal	Lifeline	STA	Transit	CON-CAP	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Federal	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Federal	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Regional	TFCA	Prog Mgr	Transit	CON-CAP	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	State	STIP	RIP	Transit	CON-CAP								
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Local	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	Local	2014 MBB	TEP-13	Transit	CON-CAP	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	Local	2014 MBB	TEP-15	Transit	Planning / Scoping	100	100						100
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	Local	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	Local	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Piliot Transit Lanes (including Telegraph, Bancroft)	1-North	Local	2010 VRF	Disc-Transit	Transit	Various	300		300					300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447		447					447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	PE/Env	536		536					536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2010 VRF	Disc-Transit	Transit	CON-CAP	4,018			4,018				4,018
00055	Alameda	Alameda to Fruitvale BART Rapid Bus	1-North	Local	2014 MBB	TEP-14	Transit	Planning / Scoping								
00087	Alameda	Alameda City Complete Streets	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	505	505						505
00105	Alameda	Cross Alameda Trail (includes SRTS component)	1-North	State	ATP	Reg	Bike/Ped	Final Design (PS&E)								
00105	Alameda	Cross Alameda Trail (includes SRTS component)	1-North	Federal	ATP	Reg	Bike/Ped	CON-CAP								
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Planning / Scoping	450		450					450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	PE/Env	450		450					450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450		450					450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	CON-CAP	7,650			7,650				7,650

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22										
00196	Alameda	Central Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	3,487				3,487		
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	827				827		
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124		124				124
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443			443			443
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	4,451				4,451		
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	244		244				244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	PE/Env	244		244				244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434			434			434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	ROW - Capital	1,097			1,097			1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	6,376				6,376		
00200	Alameda	Seaplane Lagoon Ferry Terminal ¹	1-North	Local	2014 MBB	TEP-45	Transit	CON-CAP	8,200				8,200		
00088	Alameda County	Alameda Co-Variou Streets and Roads Preservation	Multiple	Federal	OBAG	STP	LSR	CON-CAP	1,565	1,565					1,565
00106	Alameda County	Be Oakland, Be Active	1-North	Federal	ATP	Reg	Bike/Ped	CON-CAP							
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,000	7,000					7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	Local	TFCA	Prog Mgr	Bike/Ped	Various	62	62					62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	88			88			88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,600				7,600		
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	9,300					9,300	
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	100		100				100
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	2,071			2,071			2,071
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	4-East	Federal	STP/CMAQ	LSR	LSR	PE/Env	100		100				100
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,679			1,679			1,679
00002	Alameda CTC	Planning, Programming and Monitoring	Multiple	State	STIP	RIP	Multiple	CON-CAP							
00013	Alameda CTC	FY 15-16 Program Manager Funds - Cities/County Shares	Multiple	Regional	TFCA	Prog Mgr	Multiple	Various							

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)								
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22											
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	540	235	61	61	61	61	61	357
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	495	210	95	95	95			400
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	Local	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	Local	2014 MBB	TEP-12	Paratransit	Planning / Scoping	500	500						500
00063	Alameda CTC	Railroad Corridor Right of Way Preservation and Track Improvements - Scoping	Multiple	Local	2014 MBB	TEP-23	Transit	Planning / Scoping								
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	Final Design (PS&E)	3,671		3,671					3,671
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	ROW-CAP	1,475		1,475					1,475
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	Local	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	Local	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500			16,500				16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	ROW-CAP	20,000			10,000	10,000			10,000
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	Local	2014 MBB	TEP-32	HWY	CON-CAP	10,000	10,000						10,000
00073	Alameda CTC	I-580/I-680 Interchange Improvements (Study Only)	4-East	Local	2014 MBB	TEP-33	HWY	Planning / Scoping	1,000	1,000						1,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP	15,000	15,000						15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	Local	2014 MBB	TEP-36	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	PE/Env	4,750			4,750				4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	PE/Env	4,750			4,750				4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Federal	ATP	State	Bike/Ped	PE/Env								
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)								
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22											
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	State	STIP	RIP	LSR	CON-CAP								
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	Local	1986 MB	MB226	LSR	CON-CAP	89,000	89,000						89,000
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	Local	2000 MB	08A	HWY	CON-CAP	20,000	20,000						20,000
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	Local	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP	20,000		20,000					20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	CON-CAP	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	Local	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00128	Alameda CTC	Port - Intelligent Transportation System (ITS) and Technology Plan	1-North	Local	2014 MBB	TEP-41	Freight	PE/Env								
00129	Alameda CTC	Middle Harbor Road Improvements	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env								
00130	Alameda CTC	7th Street Grade Separation, West and East	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env								
00130	Alameda CTC	7th Street Grade Separation, West and East	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)								
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	5,000	5,000						5,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	4,000	3,000		1,000				4,000
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	3,000	2,250		750				3,000
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	2,000	1,500		500				2,000
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	1,000	750		250				1,000
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	8,000	5,000	3,000					8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,500	308					1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	PE/Env	3,500		3,500					3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	PE/Env	7,500		7,500					7,500
00142	Alameda CTC	Scoping: I-580 ICM	4-East	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping								

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
								Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode			Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20		FY2020-21
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	15,000	15,000					15,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000					18,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	Local	2014 MBB	TEP-26	Multiple	Various	1,500	1,500					1,500
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	Local	2014 MBB	TEP-41	Freight	Various	300	300					300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Various	300	300					300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	Local	2014 MBB	TEP-46	Transit	Various	200	200					200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	Local	2014 MBB	TEP-46	Multiple	Various	100	100					100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	Local	TFCA	Prog Mgr	Multiple	Various	210	210					210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	Local	TFCA	Prog Mgr	Transit	Various	270	270					270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	Local	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200					200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	TFCA	Prog Mgr.	Transit	O&M	420	105	294	21			420
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	2014 MBB	TEP-45	Transit	O&M	434		255	179			434
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250		800	450			1,250
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	2,000			2,000			2,000
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	PE/Env	3,000				3,000		
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	O&M	1,090		1,090				1,090
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	1,500			500	500	500	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	CMA-TIP	Other	Bike/Ped	CON-CAP	200		100	100			200
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Federal	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	1,073	7,299				8,372
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	Local	TFCA	Prog Mgr	Multiple	O&M	100	100					100
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	Local	2014 MBB	TEP-27	Freight	O&M	6,000		1,500	1,500	1,500	1,500	3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	Local	2014 MBB	TEP-35	HWY	Planning / Scoping	1,500			1,500			1,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	Local	2014 MBB	TEP-46	Multi	Planning / Scoping	1,000		1,000				1,000
00113	Albany	Complete Streets for San Pablo Ave/Buchanan St.	1-North	Federal	ATP	State	Bike/Ped	Final Design (PS&E)							

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
								Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22										
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode								
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	95	95					95
00213	Albany	Buchanan Bikeway Phase III	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	600		600				600
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	Federal	STP/CMAQ	LSR	Bike/Ped	CON-CAP	340				340		340
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	400	400					400
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Federal	Lifeline	STA	Transit	O&M	250	250					250
00058	BART	Irvington BART Station	3-South	Local	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760					2,760
00059	BART	Bay Fair Connector/BART Metro	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	100	100					100
00060	BART	BART Station Modernization and Capacity Program - Scoping	Multiple	Local	2014 MBB	TEP-19	Transit	Planning / Scoping							
00060	BART	BART Station Modernization and Capacity Program - Scoping	Multiple	State	STIP	RIP	Transit	CON-CAP							
00083	BART	Downtown Berkeley BART Plaza/Transit Area Improvements	1-North	State	STIP	RIP	Transit	CON-CAP							
00172	BART	BART West Oakland Bike Locker Plaza	1-North	Local	TFCA	Prog Mgr	Transit	Various	55	55					55
00215	BART	BART to Livermore	4-East	State	TCRP	TCRP	Transit	PE/Env	1,700		1,700				1,700
00215	BART	BART to Livermore	4-East	Local	2014 MBB	TEP-20	Transit	PE/Env	3,000		3,000				3,000
00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	500		500				500
00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	PE/Env	5,000		5,000				5,000
00217	BART	Dublin/Pleasanton BART Parking Expansion	4-East	Local	2014 MBB	TEP-19	Transit	Final Design (PS&E)	4,300		4,300				4,300
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	2,777	2,777					2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	2,256	2,256					2,256
00107	Berkeley	LeConte Elementary Safe Routes to School Improvements	1-North	Federal	ATP	Reg	Bike/Ped	Final Design (PS&E)							
00108	Berkeley	LeConte Elementary Safe Routes to School Improvements	1-North	Federal	ATP	Reg	Bike/Ped	CON-CAP							
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	137	137					137
00177	Berkeley	Hearst Ave Complete Streets	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	88	88					88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	180		180				180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29		29				29

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan															
2018 CIP Programming and Allocations															
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Total Allocated (Thru 18-19)		
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49		49				49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59		59				59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON-CAP	613			613			613
00220	Berkeley	Milvia Bikeway Project	1-North	Local	2000 MB	Disc-BP	Bike/Ped	PE/Env	350		350				350
00221	Berkeley	North Shattuck Avenue Rehabilitation	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,214					1,214	
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	500			500			500
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020				1,020		
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387		387				387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613			613			613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	6,121			6,121			6,121
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	568	568					568
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	318		159	159			318
00085	Caltrans	SR 84 Expressway Widening	4-East	State	STIP	RIP	HWY	CON-CAP							
00086	Caltrans	SR 84 Expressway Widening	4-East	State	STIP	RIP	HWY	CON-Support							
00065	CCJPA	Capitol Corridor Service Expansion	Multiple	Local	2014 MBB	TEP-25	Transit	Planning / Scoping							
00023	CIL	Mobility Matters Project	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	679	679					679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	500		250	250			500
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	Local	TFCA	Prog Mgr	Transit	Various	123	123					123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	128	128					128
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	Local	2014 MBB	TEP-12	Paratransit	O&M	220		110	110			220
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	Local	2000 MB	09	Multiple	CON-CAP	6,267	6,267					6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	Federal	OBAG	STP	LSR	CON-CAP	470	470					470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	Local	2014 MBB	TEP-26	LSR	CON-CAP	11,200	11,200					11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	Local	2014 MBB	TEP-26	LSR	CON-CAP	3,000	3,000					3,000

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)								
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22											
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	Local	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	661				661			
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension ²	4-East	Local	2014 MBB	TEP-26	LSR	PE/Env	2,374		2,374					2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension ²	4-East	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,914			5,914				5,914
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	166		166					166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128			1,128				1,128
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	642		642					642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	2,833				2,833			
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	296		144	152				296
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19))	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	70		35	35				70
00098	Emeryville	Emeryville - Hollis Street Preservation	1-North	Federal	OBAG	STP	LSR	CON-CAP								
00141	Emeryville	South Bayfront Bridge	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP								
00141	Emeryville	South Bayfront Bridge	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	2,000		2,000					2,000
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	180		180					180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	2,500		500	500	500	500	500	1,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	225					225		
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	Local	2000 MB	Disc-TCD	Transit	CON-CAP	930			930				930
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	298		149	149				298
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	550							550
00027	Fremont	Tri-City Taxi Voucher Program	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	450		450					450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	Federal	OBAG	STP	Multiple	CON-CAP	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	Local	2014 MBB	TEP-45	Transit	CON-CAP	25,000	25,000						25,000

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
								Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan				
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode			Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	50	50					50
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	Local	2014 MBB	TEP-42	Multiple	Planning / Scoping	50	50					50
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	Local	2014 MBB	TEP-45	Transit	Planning / Scoping	50	50					50
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	Local	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	50	50					50
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	Local	TFCA	Prog Mgr	LSR	CON-CAP	425	425					425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	Local	TFCA	Prog Mgr	LSR	CON-CAP	646		646				646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	2,760			2,760			
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386		386				386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799		799				799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	6,510			6,510			
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901		1,901				1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553		3,553				3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	PE/Env	443		443				443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328		1,328				1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,525			7,525			
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	Local	2014 MBB	TEP-45	Bike/Ped	CON-CAP	5,000		5,000				5,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	Federal	OBAG	STP	LSR	CON-CAP	1,265	1,265					1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	Local	2014 MBB	TEP-26	LSR	Util Relocation							
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	21,500	9,500	12,000				21,500
00240	Hayward	First Mile/Last Mile BART Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	550		110	110	110	110	110
00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175		175				175
00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	1,500		1,500				1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	440		440				440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88		88				88

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan																
2018 CIP Programming and Allocations																
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations		Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
										Prior To FY2017-18 (April 2017)		FY2017-18	FY2018-19	FY2019-20		FY2020-21
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,662			1,662				1,662
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Federal	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Federal	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	Local	2000 MB	Disc-Transit	Transit	Various	100	100						100
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	Local	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152		152					152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	CON-CAP	1,262		1,262					1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	Local	2000 MB	Disc-Transit	Transit	Planning / Scoping	220			220				
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	Local	2014 MBB	TEP-12	Paratransit	O&M	40		18	22				40
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	275		103	172				275
00109	Livermore	Livermore Marylin Avenue Safe Routes to School	4-East	Federal	ATP	Reg	Bike/Ped	Final Design (PS&E)								
00110	Livermore	Livermore Marylin Avenue Safe Routes to School	4-East	Federal	ATP	Reg	Bike/Ped	CON-CAP								
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	20		20					20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30		30					30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160		160					160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	TFCA	Prog Mgr.	Bike/Ped	CON-CAP	193			193				193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	1,407			1,407				1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,382				1,382			
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	Local	2014 MBB	TEP-34	HWY	PE/Env	1,380		1,380					1,380
00001	MTC	Planning, Programming and Monitoring	Multiple	State	STIP	RIP	Multiple	CON-CAP								
00012	MTC	Improved Bike/Ped Access to East Span of SFOBB (Alameda Share)	1-North	State	STIP	RIP	Bike/Ped	CON-CAP								
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	Federal	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00014	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share	Multiple	Regional	TFCA	Prog Mgr	Multiple	Various								

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)						
								Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22									
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode							
00015	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Transit Discretionary	Multiple	Regional	TFCA	Prog Mgr	Transit	Various						
00016	Multiple	2000 MB Local Streets and Roads - Direct Local Distributions	Multiple	Local	2000 MB	DLD	LSR	Various						
00017	Multiple	2000 MB Bicycle/Pedestrian - Direct Local Distributions	Multiple	Local	2000 MB	DLD	Bike/Ped	Various						
00018	Multiple	2000 MB Bicycle/Pedestrian - Discretionary Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various						
00020	Multiple	2000 MB Paratransit - Direct Local Distributions	Multiple	Local	2000 MB	DLD	Paratransit	Various						
00034	Multiple	2000 MB Paratransit - Discretionary (Estimated)	Multiple	Local	2000 MB	Disc-PT	Paratransit	Various						
00035	Multiple	2000 MB Mass Transit - Direct Local Distributions	Multiple	Local	2000 MB	DLD	Transit	Various						
00036	Multiple	2000 MB Express Bus - Discretionary	Multiple	Local	2000 MB	Disc-Transit	Transit	Various						
00037	Multiple	2000 MB Transit Center Development - Discretionary Program	Multiple	Local	2000 MB	Disc-TCD	Transit	Various						
00038	Multiple	2010 VRF Local Streets and Roads - Direct Local Distributions	Multiple	Local	2010 VRF	DLD	LSR	Various						
00039	Multiple	2010 VRF Transit - Discretionary	Multiple	Local	2010 VRF	Disc-Transit	Transit	Various						
00040	Multiple	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	Multiple	Local	2010 VRF	Disc-BP	Bike/Ped	Various						
00041	Multiple	2010 VRF Local Transportation Technology - Discretionary	Multiple	Local	2010 VRF	Disc-Tech	Multiple	Various						
00042	Multiple	2014 MBB Local Streets and Roads - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	LSR	Various						
00043	Multiple	2014 MBB Mass Transit Services - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	Transit	Various						
00044	Multiple	2014 MBB Transit Innovative Grants - Discretionary	Multiple	Local	2014 MBB	TEP-07	Transit	Various						
00045	Multiple	2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	Bike/Ped	Various						
00046	Multiple	2014 MBB Bicycle/Pedestrian Safety - Discretionary	Multiple	Local	2014 MBB	TEP-44	Bike/Ped	Various						
00047	Multiple	2014 MBB Transit - Direct Local Distributions	Multiple	Local	2014 MBB	DLD	Transit	Various						
00061	Multiple	Dumbarton Corridor Area Transportation Improvements - Scoping	3-South	Local	2014 MBB	TEP-21	Multiple	Planning / Scoping						
00066	Multiple	Congestion Relief, Local Bridge Seismic Safety - Scoping	Multiple	Local	2014 MBB	TEP-26	LSR	Planning / Scoping						
00068	Multiple	Countywide Freight Corridors - Scoping	Multiple	Local	2014 MBB	TEP-27	Freight	Planning / Scoping						
00074	Multiple	I-580 Local Interchange Improvement Program - Scoping	Multiple	Local	2014 MBB	TEP-34	HWY	Planning / Scoping						
00079	Multiple	I-880 Local Access and Safety Improvements - Scoping	Multiple	Local	2014 MBB	TEP-40	HWY	Planning / Scoping						

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)						
								Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode			Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21
00080	Multiple	Gap Closure on Three Major Trails - Scoping	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping						
00082	Multiple	Community Investments That Improve Transit Connections to Jobs and Schools - Scoping	Multiple	Local	2014 MBB	TEP-45	Multiple	Planning / Scoping						
00003	N/A	Funding deprogrammed - project deleted	N/A	N/A	N/A	N/A	N/A	N/A						
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	Federal	OBAG	STP	Bike/Ped	CON-CAP	454	454				454
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765				2,765
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	CON-CAP	11,134		11,134			11,134
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	ROW-CAP	2,155		2,155			2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	592		592			592
00028	Oakland	Taxi-Up & Go Project	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	362	362				362
00064	Oakland	Oakland Broadway Corridor Transit	1-North	Local	2014 MBB	TEP-24	Transit	Planning / Scoping	600	600				600
00093	Oakland	Lake Merritt BART Bikeways	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	571	571				571
00094	Oakland	Oakland Complete Streets	1-North	Federal	OBAG	STP	LSR	CON-CAP	3,384	3,384				3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	4,446	4,446				4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON-CAP	2,554	2,554				2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON-CAP	5,452	5,452				5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	Federal	OBAG	CMAQ	Bike/Ped	CON-CAP	3,288	3,288				3,288
00111	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	1-North	Federal	ATP	Reg	Bike/Ped	Final Design (PS&E)						
00112	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	1-North	Federal	ATP	Reg	Bike/Ped	ROW-CAP						
00114	Oakland	International Boulevard Improvement Project	1-North	Federal	ATP	State	Bike/Ped	CON-CAP						
00115	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	1-North	Federal	ATP	State	Bike/Ped	CON-CAP						
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	Local	2014 MBB	TEP-26	Freight	CON-CAP	41,000	41,000				41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	Local	2014 MBB	TEP-26	Freight	CON-CAP	5,000	1,000	4,000			5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300				1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	5,300		5,300			5,300

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)								
								Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22											
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode									
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	10,000		10,000				10,000	
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	Local	TFCA	Prog Mgr	Transit	Various	210	210					210	
00168	Oakland	CityRacks, Phase 12	1-North	Local	TFCA	Prog Mgr	Bike/Ped	Various	124	124					124	
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	Local	TFCA	Prog Mgr	Transit	O&M	367	367					367	
00180	Oakland	Broadway Shuttle Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	1,650		330	330	330	330	330	660
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	100		100				100	
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	PE/Env	776		776				776	
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,174		1,174				1,174	
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250		250				250	
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	1,250		1,250				1,250	
00252	Oakland	East Oakland Community Streets Plan	1-North	Local	2014 MBB	TEP-45	LSR	Planning / Scoping	100		100				100	
00253	Oakland	Fruitvale Ave Gap Closure	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	1,634			1,634			1,634	
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80		80				80	
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320		320				320	
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	4,392			4,392			4,392	
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON-CAP	2,500		2,500				2,500	
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500		1,500				1,500	
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	CON-CAP	9,500			9,500			9,500	
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	968		968				968	
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	3,878		3,878				3,878	
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	PE/Env	734		734				734	
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	4,161		4,161				4,161	
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	Local	2014 MBB	TEP-45	Transit	O&M	215		215				215	
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	Federal	OBAG	STP	Bike/Ped	CON-CAP	129	129					129	

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)							
								Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22										
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode								
00260	Piedmont	Oakland Avenue Improvements	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	168		168				168
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	Local	2000 MB	Disc-PT	Paratransit	O&M	173	173					173
00104	Pleasanton	Pleasanton Complete Streets	4-East	Federal	OBAG	STP	Bike/Ped	CON-CAP	832	832					832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	Local	TFCA	Prog Mgr	Transit	Various	53	53					53
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	136		136				136
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	TFCA	Prog Mgr	Transit	CON-CAP	189	189					189
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	CON-CAP	776		776				776
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Bike/Ped	O&M	130		130				130
00261	Pleasanton	Hacienda PDA	4-East	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	100		100				100
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,095			1,095			
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	Local	2014 MBB	TEP-26	HWY	CON-CAP	5,200				5,200		
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	Local	2014 MBB	TEP-26	Multiple	Planning / Scoping	50	50					50
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	Local	2014 MBB	TEP-26	Freight	Planning / Scoping	8	8					8
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50					50
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30					30
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	8	8					8
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50					50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50					50
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	Local	2014 MBB	TEP-27	Multiple	Planning / Scoping	10	10					10
00268	Port of Oakland	Adeline Street Bridge Reconstruction	1-North	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	50		50				50
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	30,000	3,000	6,000	7,000	7,000	7,000	16,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	Federal	OBAG	STP	LSR	CON-CAP	804	804					804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	Local	TFCA	Prog Mgr	Transit	Various	50	50					50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	130	104	26				130

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)								
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22											
00190	San Leandro	LINKS Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	1,020		220	200	200	200	200	420
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	73			73				73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	975				975			
00030	SHS	Rides for Seniors	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	278	278						278
00051	SJRRC	ACE Capital	Multiple	Local	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	331	331						331
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	212		106	106				212
00011	TBD	Lifeline Cycle 5 (Estimated)	Multiple	Federal	Lifeline	STA	Transit	Various								
00032	TBD	Gap funds for Capital Purchases and Grant Matching	Multiple	Local	2000 MB	Disc-PT	Paratransit	Various								
00048	TBD	2016 STIP - Alameda County Share (Estimated)(50% for 1-Year)	Multiple	State	STIP	RIP	Multiple	Various								
00049	TBD	OBAG Cycle 2 (Estimated)	Multiple	Federal	OBAG	STP/CMAQ	Multiple	Various								
00119	TBD	I-580 Transit Improvements	4-East	Regional	RM2	Reg	Transit	Various								
00010	Union City	Operations Support for Route 2	3-South	Federal	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	Local	2014 MBB	TEP-22	Transit	Planning / Scoping	100	100						100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	PE/Env	5		5					5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780		780					780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	5,779		5,779					5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	CMA-TIP	Other	Bike/Ped	CON-CAP	1,100		1,100					1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	TFCA	Prog Mgr.	Bike/Ped	CON-CAP	136		136					136

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Programming and Allocations								Programming and Allocations (\$ x 1,000)								
								CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase
Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22											
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	872			872				872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	Local	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150		150					150
Totals									944,601	539,719	113,216	147,270	115,554	27,141	1,701	800,545

Notes
 1. Conditional programming for City of Alameda's Seaplane Lagoon Ferry Terminal. Identified funds will be reprogrammed to other eligible projects if this project is funded through RM3.
 2. City of Dublin's Dublin Boulevard - North Canyons Parkway Extension Project is being implemented in conjunction with Alameda CTC and the City of Livermore.

Total 2-year Allocations	\$ 260,486
Total 5-year Programming	\$ 404,882



2018 Comprehensive Investment Plan

Appendix E

Technical Detail: One Bay Area Grant Cycle 2 Program Summary



Page Intentionally Left Blank.

Alameda County OBAG 2 Program

Index	Jurisdiction	Project	Description/Limits	In PDA or Proximate Access ¹	Total 2018 CIP Request	OBAG 2 Funding Recommendation				
						OBAG PDA	OBAG SR2S	OBAG2 LSR	OBAG2 FAS	Total OBAG 2 Recommended
OBAG 2 - PDA Supportive (PDA), Fund Estimate \$40.397 million										
1	Alameda County	Meekland Avenue Corridor Improvement, Phase II	Project is the third phase of Alameda County's initiative to improve connectivity within the Cherryland District. Developed in coordination with the Cherryland Citizens Advisory Committee, the investment adds sidewalks, provides bicycle lanes, improves safety at intersections, and adds drainage to alleviate flooding.	Y	\$ 9,300,000	\$ 9,300,000				\$ 9,300,000
2	City of Alameda	Central Avenue Complete Street	Project includes reduction of Central Ave from four to three lanes with a center turn lane, bike lanes, a 2-way separated bikeway adjacent to 3 schools, traffic signals, curb extensions, pedestrian refuge islands, rectangular rapid-flash beacons, new crosswalks and street trees/rain gardens.	Y	\$ 3,487,000	\$ 3,487,000				\$ 3,487,000
3	City of Alameda	Clement Avenue Complete Street	Project constructs a major portion of the Cross Alameda Trail while ensuring that this designated truck route is in a state of good repair. Project includes Class II bike lanes, curb extensions, rectangular rapid flashing beacons, bus shelters, sidewalk/curb ramp improvements, railroad track removal and street trees.	Y	\$ 5,018,000	\$ 5,018,000				\$ 5,018,000
4	City of Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	Project includes two-way cycle tracks on Dana St, Dwight - Bancroft, and on Bancroft Way, Milvia - Piedmont Ave, and the associated signal modifications on Dana and Bancroft; approximately one mile of red transit priority lanes; transit and loading zone improvements on Telegraph, Dwight - Bancroft; pedestrian safety improvements at various intersections including ped-level lighting, countdown signals, high-visibility crossings, bulb-outs, and rapid flashing beacons at Bancroft/Ellsworth and Dwight/Telegraph.	Y	\$ 7,121,000	\$ 7,121,000				\$ 7,121,000
5	City of Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Project converts the "Phase 1" portions of the soon to be relinquished SR 84 in Fremont into multimodal complete streets, including portions of Thornton Ave, Fremont Blvd. in the Centerville District and Peralta Blvd. All streets will have narrower lanes, buffered bike lanes and improved sidewalks, intersections and ped x-ing facilities. Peralta will be narrowed to one lane in each direction.	Y	\$ 7,695,000	\$ 7,695,000				\$ 7,695,000
6	City of Hayward	Main Street Complete Street	Project will enhance Main Street between A Street and D Streets by improving pedestrian facilities, adding protected bicycle lanes, and landscape medians to create a safe, pedestrian and bicycle friendly environment for multimodal travel in the Downtown Hayward PDA.	Y	\$ 1,675,000	\$ 1,675,000				\$ 1,675,000
7	City of Oakland	Lakeside Family Streets	Project includes two separate travel lane reductions (one from 9:5) and transform an auto-oriented expanse of pavement alongside Lake Merritt into a bicycling paradise. The project includes a network of protected bikeways and protected intersections in downtown Oakland, reduced pedestrian crossing distances, and in-lane bus boarding islands with separated bikeway treatments.	Y	\$ 4,792,000	\$ 4,792,000				\$ 4,792,000
OBAG 2 -Safe Routes to School (SR2S), Fund Estimate \$5.99 Million										
8	Alameda CTC	Alameda County Safe Routes to School Program	Countywide SR2S Program promotes and encourages safe walking, bicycling, carpooling, and riding transit to school.	County-wide	\$ 16,281,000	\$ 1,309,000	\$ 5,990,000			\$ 7,299,000

Alameda County OBAG 2 Program

Index	Jurisdiction	Project	Description/Limits	In PDA or Proximate Access ¹	Total 2018 CIP Request	OBAG 2 Funding Recommendation				
						OBAG PDA	OBAG SR2S	OBAG2 LSR	OBAG2 FAS	Total OBAG 2 Recommended
OBAG 2 - Local Streets and Roads (LSR), Fund Estimate \$20 Million										
9	Alameda County	Various Roadways, Central Unincorporated Alameda County	Foothill Blvd, 164th Ave - John Way	Y	\$ 2,171,000			\$ 2,171,000		\$ 2,171,000
10	City of Alameda	City Wide Street Resurfacing Program	Buena Vista Ave, Willow St - Park St; Kofman Pkwy, Applegate Way - Dublin Way	Y	\$ 827,000			\$ 827,000		\$ 827,000
11	City of Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	Buchanan St, Pierce - Jackson; Buchanan St, Madison - Pierce (WB) and Jackson - San Pablo (WB)	Y	\$ 339,800			\$ 340,000		\$ 340,000
12	City of Berkeley	North Shattuck Avenue Rehabilitation	Shattuck Ave, University Ave - Rose St.	Y	\$ 1,214,000			\$ 1,214,000		\$ 1,214,000
13	City of Dublin	City of Dublin Street Rehab	Dublin Blvd, Scarlet - Hacienda	Y	\$ 661,000			\$ 661,000		\$ 661,000
14	City of Emeryville	Frontage Rd, 65th Street and Powell St Slurry Seal	Portions of Frontage Road, 65th Street and Powell	Y	\$ 225,000			\$ 225,000		\$ 225,000
15	City of Fremont	City of Fremont Pavement Rehabilitation	Segments of Palm Ave; Cabrillo Dr; Grimmer Blvd; Mission Blvd; Carol Ave; Mission View Dr; Deep Creek Rd; Farwell Dr; Warm Springs Blvd.	Y	\$ 2,759,500			\$ 2,760,000		\$ 2,760,000
16	City of Hayward	Winton Avenue - Complete Street Project	Winton Avenue, Hesperian Blvd - End of PCC Overpass	Y	\$ 1,749,800			\$ 1,750,000		\$ 1,750,000
17	City of Livermore	Livermore Annual Pavement Maintenance - MTS Routes	N. Livermore Ave, south of Las Positas Rd - Chestnut St and S. Livermore Ave, Fourth St - Concannon Blvd.	Y	\$ 1,382,000			\$ 1,382,000		\$ 1,382,000
18	City of Newark	Thornton Avenue Pavement Rehabilitation	Thornton Avenue, I-880 to Olive Street	Y	\$ 591,700			\$ 592,000		\$ 592,000
19	City of Oakland	Oakland LSR Paving Program	Segments of Oakport St; Havenscourt Blvd; Plymouth St; W. Grand Ave; Bancroft Ave (3 segments); Monterey Blvd; Oakland Ave; and Macarthur Blvd.	Y	\$ 4,895,000			\$ 4,895,000		\$ 4,895,000
20	City of Piedmont	Oakland Avenue Improvements	Oakland Avenue, Grand Ave - WCL	Y	\$ 169,000			\$ 168,000		\$ 168,000
21	City of Pleasanton	Pavement Rehabilitation Hacienda Business Park	Sections of Willow Rd, Hacienda Dr, Chabot Dr, Gibraltar Dr and Owens Dr in the vicinity of HBP	Y	\$ 1,095,000			\$ 1,095,000		\$ 1,095,000
22	City of San Leandro	Washington Avenue Rehabilitation	Washington Avenue, W. Juana Ave - Castro St.	Y	\$ 1,048,000			\$ 1,048,000		\$ 1,048,000
23	City of Union City	Dyer Road Pavement Rehabilitation	Dyer Road, Deborah - Alvarado Blvd.	N	\$ 872,000			\$ 872,000		\$ 872,000
OBAG 2 -Local Streets and Roads, Federal-aid Secondary (FAS), Fund Estimate \$1.779 Million										
24	Alameda County	Various Roadways (FAS), Rural Unincorporated Alameda County	Sections of Bruns and Kelso Roads; Stanley Blvd, CL to Isabel Ave.	N	\$ 1,779,000			\$ 1,779,000		\$ 1,779,000

Notes:

- The percentage of OBAG 2 projects in a PDA includes projects that: (1) are located partially or entirely within the boundaries of a PDA (with Active, Planned or Potential status), or (2) provide proximate access to a PDA. Per the Alameda CTC's adopted OBAG 2 Programming Principles, proximate access to a PDA is defined as, "Transportation improvements not physically located within the boundaries of a PDA but providing benefits of travel to or from a PDA, between PDAs, or between a PDA and a job center or other important community services or areas".

Program Category	OBAG PDA	OBAG SR2S	OBAG2 LSR	OBAG2 FAS	Total OBAG 2 Recommended
TOTAL OBAG 2 Available	\$ 40,397,000	\$ 5,990,000	\$ 20,000,000	\$ 1,779,000	\$ 68,166,000
TOTAL OBAG 2 Recommended	\$ 40,397,000	\$ 5,990,000	\$ 20,000,000	\$ 1,779,000	\$ 68,166,000
OBAG 2 Balance	\$ -	\$ -	\$ -	\$ -	\$ -

Alameda County OBAG 2 Program - PDA Detail

OBAG 2 PDA-Supportive and LSR funding: PDA Detail and Justifications for Proximate Access to/from a PDA

Index	Jurisdiction	Project	In PDA or Proximate Access ¹	% in PDA or Proximate Access ¹	PDA Name	Proximate Access to/from a PDA Justification	OBAG PDA	OBAG2 LSR	Total OBAG 2 Recommended (PDA or LSR)
OBAG 2 - PDA Supportive (PDA), Fund Estimate \$40.397 million									
1	Alameda County	Meekland Avenue Corridor Improvement, Phase II	Y	100%	Meekland Avenue Corridor	Project is within a PDA	\$ 9,300,000	\$ -	\$ 9,300,000
2	City of Alameda	Central Avenue Complete Street	Y	100%	Proximate Access to/from the Naval Air Station Alameda	Central Ave runs along the Naval Air Station Alameda PDA eastern boundary and then continues east, providing connectivity to the Main Street and proposed Seaplane Lagoon ferry terminals, 12 schools, the Bay Trail, and Webster Street business district.	\$ 3,487,000	\$ -	\$ 3,487,000
3	City of Alameda	Clement Avenue Complete Street	Y	100%	Northern Waterfront	Project is within a PDA	\$ 5,018,000	\$ -	\$ 5,018,000
4	City of Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	Y	100%	Downtown Berkeley and Southside/Telegraph	Project is within a PDA	\$ 7,121,000	\$ -	\$ 7,121,000
5	City of Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	Y	100%	Centerville PDA	Project is within a PDA	\$ 7,695,000	\$ -	\$ 7,695,000
6	City of Hayward	Main Street Complete Street	Y	100%	Downtown Hayward	Project is within a PDA	\$ 1,675,000	\$ -	\$ 1,675,000
7	City of Oakland	Lakeside Family Streets	Y	100%	Downtown Oakland & Jack London Square	Project is within a PDA	\$ 4,792,000	\$ -	\$ 4,792,000
8	Alameda CTC	Alameda County Safe Routes to School Program	County-wide	50%	Various	Estimating 50% of OBAG funds within or proximate access to a PDA for this countywide program.	\$ 1,309,000	\$ -	\$ 1,309,000
OBAG 2 - Local Streets and Roads (LSR), Fund Estimate \$20 Million									
9	Alameda County	Various Roadways, Central Unincorporated Alameda County	Y	100%	East 14th and Mission Blvd	Provides proximate access from Foothill Blvd and 162nd Avenue to East 14th St in the Ashland Community (project streets are adjacent to PDA border).	\$ -	\$ 2,171,000	\$ 2,171,000
10	City of Alameda	City Wide Street Resurfacing Program	Y	50%	Northern Waterfront	Buena Vista Ave runs along PDA border, but Kaufman Pkwy does not provide proximate access to a PDA.	\$ -	\$ 827,000	\$ 827,000
11	City of Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	Y	100%	San Pablo and Solano Ave	Project is within a PDA	\$ -	\$ 340,000	\$ 340,000
12	City of Berkeley	North Shattuck Avenue Rehabilitation	Y	100%	Downtown Berkeley	Project area between University Ave and Hearst Ave is in the Downtown Berkeley PDA. Project north of Hearst Ave is contiguous with the Downtown PDA and the # 7 and 18 and transbay FS AC Transit lines travel along the entire project corridor and serve the Downtown Berkeley PDA.	\$ -	\$ 1,214,000	\$ 1,214,000
13	City of Dublin	City of Dublin Street Rehab	Y	100%	Transit Center/Dublin Crossings	Project is within a PDA	\$ -	\$ 661,000	\$ 661,000
14	City of Emeryville	Frontage Rd, 65th Street and Powell St Slurry Seal	Y	100%	Emeryville Mixed-use Core	Project is within a PDA	\$ -	\$ 225,000	\$ 225,000
15	City of Fremont	City of Fremont Pavement Rehabilitation	Y	79%	Centerville, City Center, Irvington, and Warm Springs	Of the 14 project segments six are located outside PDAs. Of these six, the following three provide proximate access to/from a PDA: - The Deep Creek Road and Cabrillo Dr. segments are both approx. 1/4 mile from the Centerville PDA border. - Mission Blvd is a principal arterial that crosses the Warm Springs PDA approx. 1 mile from the LSR project limits (Grimmer Blvd to Paseo Padre Parkway).	\$ -	\$ 2,760,000	\$ 2,760,000

Alameda County OBAG 2 Program - PDA Detail

OBAG 2 PDA-Supportive and LSR funding: PDA Detail and Justifications for Proximate Access to/from a PDA

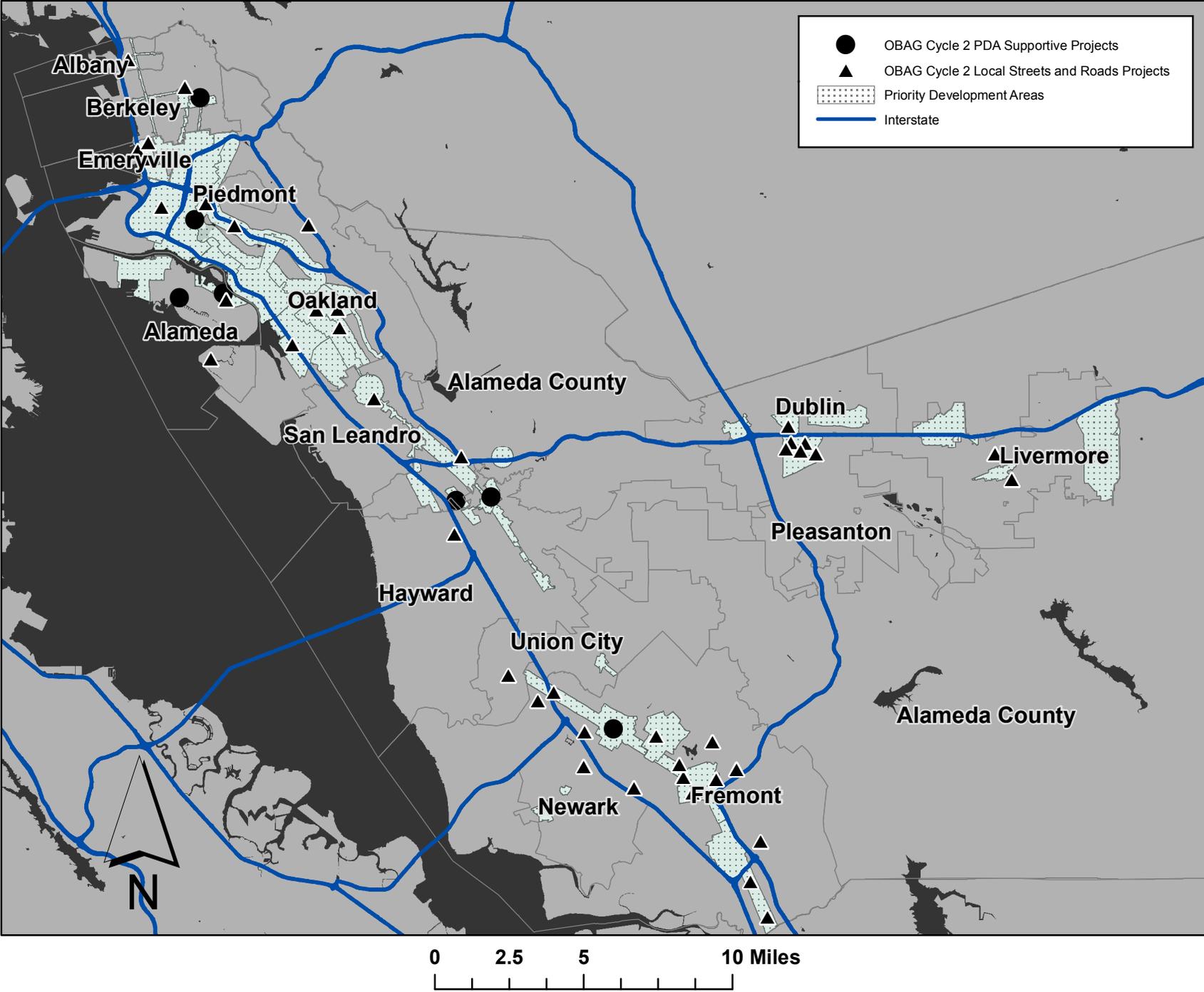
Index	Jurisdiction	Project	In PDA or Proximate Access ¹	% in PDA or Proximate Access ¹	PDA Name	Proximate Access to/from a PDA Justification	OBAG PDA	OBAG2 LSR	Total OBAG 2 Recommended (PDA or LSR)
16	City of Hayward	Winton Avenue - Complete Street Project	Y	100%	The Cannery	West Winton Avenue runs along the southern border of the Cannery PDA and connects various West Hayward locations to I-880 and Central Hayward. The project area is approx. 3/4 mile from PDA.	\$ -	\$ 1,750,000	\$ 1,750,000
17	City of Livermore	Livermore Annual Pavement Maintenance - MTS Routes	Y	100%	Downtown Livermore	North and South Livermore Avenue provide direct access to the Downtown Livermore PDA.	\$ -	\$ 1,382,000	\$ 1,382,000
18	City of Newark	Thornton Avenue Pavement Rehabilitation	Y	100%	Dumbarton Transit Oriented Dev/ Old Town Mixed Use Area	This section of Thornton Ave provides direct vehicular, pedestrian and transit access to/from the Old Town Mixed Use Area PDA located along Thornton Ave between Olive St and Elm St and the Dumbarton TOD PDA at the corner of Thornton Ave and Willow St.	\$ -	\$ 592,000	\$ 592,000
19	City of Oakland	Oakland LSR Paving Program	Y	100%	West Oakland, Coliseum BART Station Area, TOD Corridors, TOD Corridors along International Blvd, and San Antonio/Central Estuary	Monterey Blvd is 1/2 mile from and runs parallel to the TOD Corridors PDA border. The project limits fall between Lincoln Ave and 35th Ave/Redwood Rd, which both provide connections to/from the PDA and SR 13/ Warren Fwy.	\$ -	\$ 4,895,000	\$ 4,895,000
20	City of Piedmont	Oakland Avenue Improvements	Y	100%	Oakland TOD Corridors	Oakland Ave is a connector street between Oakland and Piedmont that provides direct access to/from the Oakland TOD PDA. Oakland Ave intersects with the PDA boundary near the project limits of Oakland Ave and Bayo Vista Ave.	\$ -	\$ 168,000	\$ 168,000
21	City of Pleasanton	Pavement Rehabilitation Hacienda Business Park	Y	100%	Hacienda Business Park	The segment on Owens Drive falls just outside the Hacienda Business Park PDA boundary, the other 4 segments are within the PDA.	\$ -	\$ 1,095,000	\$ 1,095,000
22	City of San Leandro	Washington Avenue Rehabilitation	Y	100%	San Leandro Downtown TOD	Project is within a PDA	\$ -	\$ 1,048,000	\$ 1,048,000
23	City of Union City	Dyer Road Pavement Rehabilitation	N	0%	NA	Not claiming proximate access to a PDA	\$ -	\$ 872,000	\$ 872,000

Notes:

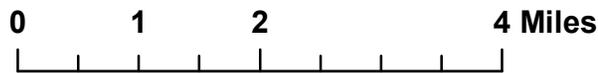
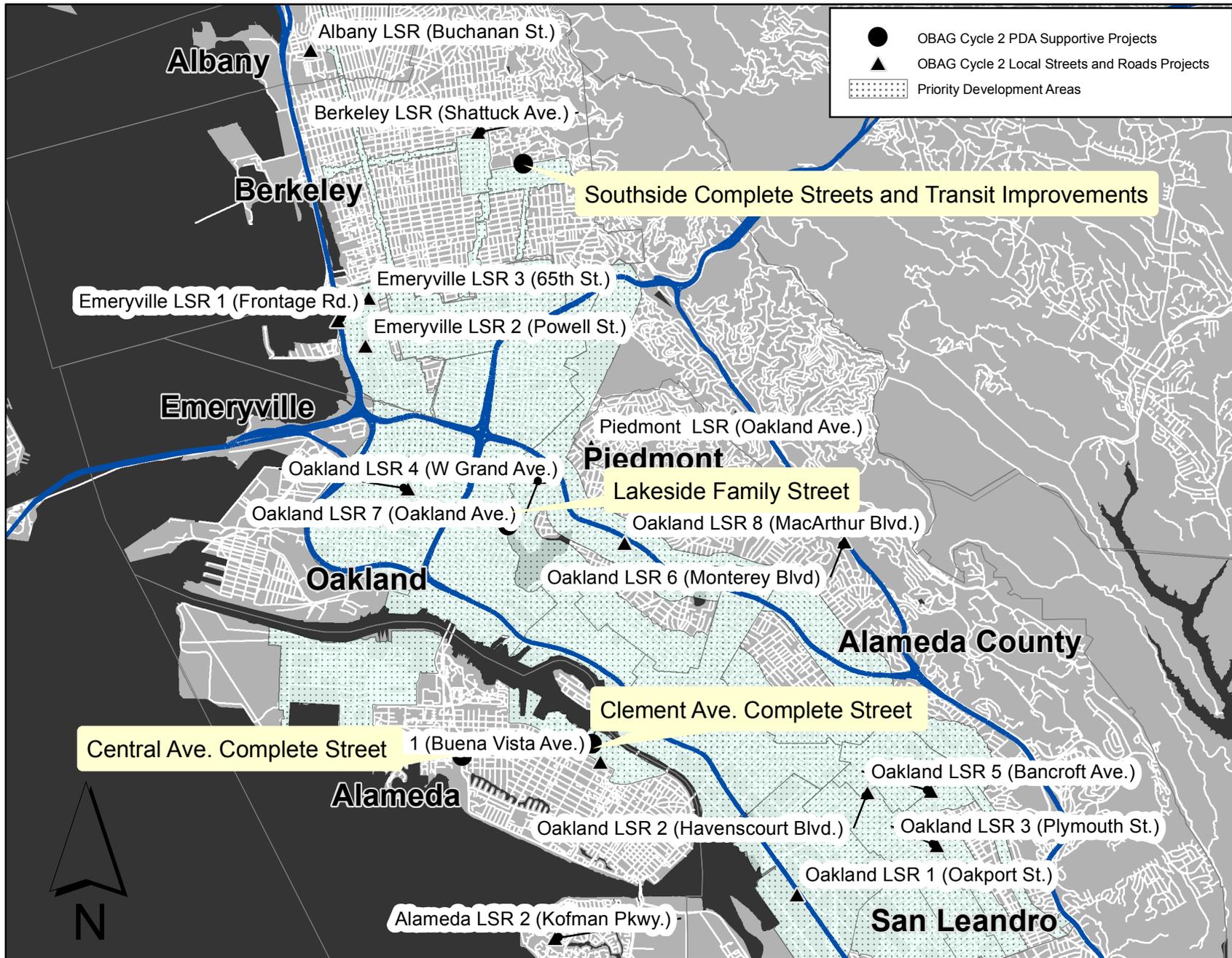
- The percentage of OBAG 2 projects in a PDA includes projects that: (1) are located partially or entirely within the boundaries of a PDA (with Active, Planned or Potential status), or (2) provide proximate access to a PDA. Per the Alameda CTC's adopted OBAG 2 Programming Principles, proximate access to a PDA is defined as, "Transportation improvements not physically located within the boundaries of a PDA but providing benefits of travel to or from a PDA, between PDAs, or between a PDA and a job center or other important community services or areas".

Amount and % of OBAG Funding within PDA or Proximate Access to PDA	OBAG PDA	OBAG2 LSR	Total OBAG 2 PDA LSR Recommended
Total OBAG 2 PDA/LSR \$ Available/Recommended	\$ 40,397,000	\$ 20,000,000	\$ 60,397,000
Total OBAG 2 PDA/LSR \$ within PDA or Proximate Access to PDA	\$ 39,742,500	\$ 18,123,032	\$ 57,865,532
Total % OBAG 2 PDA/LSR \$ within PDA or Proximate Access to PDA	98%	91%	96%

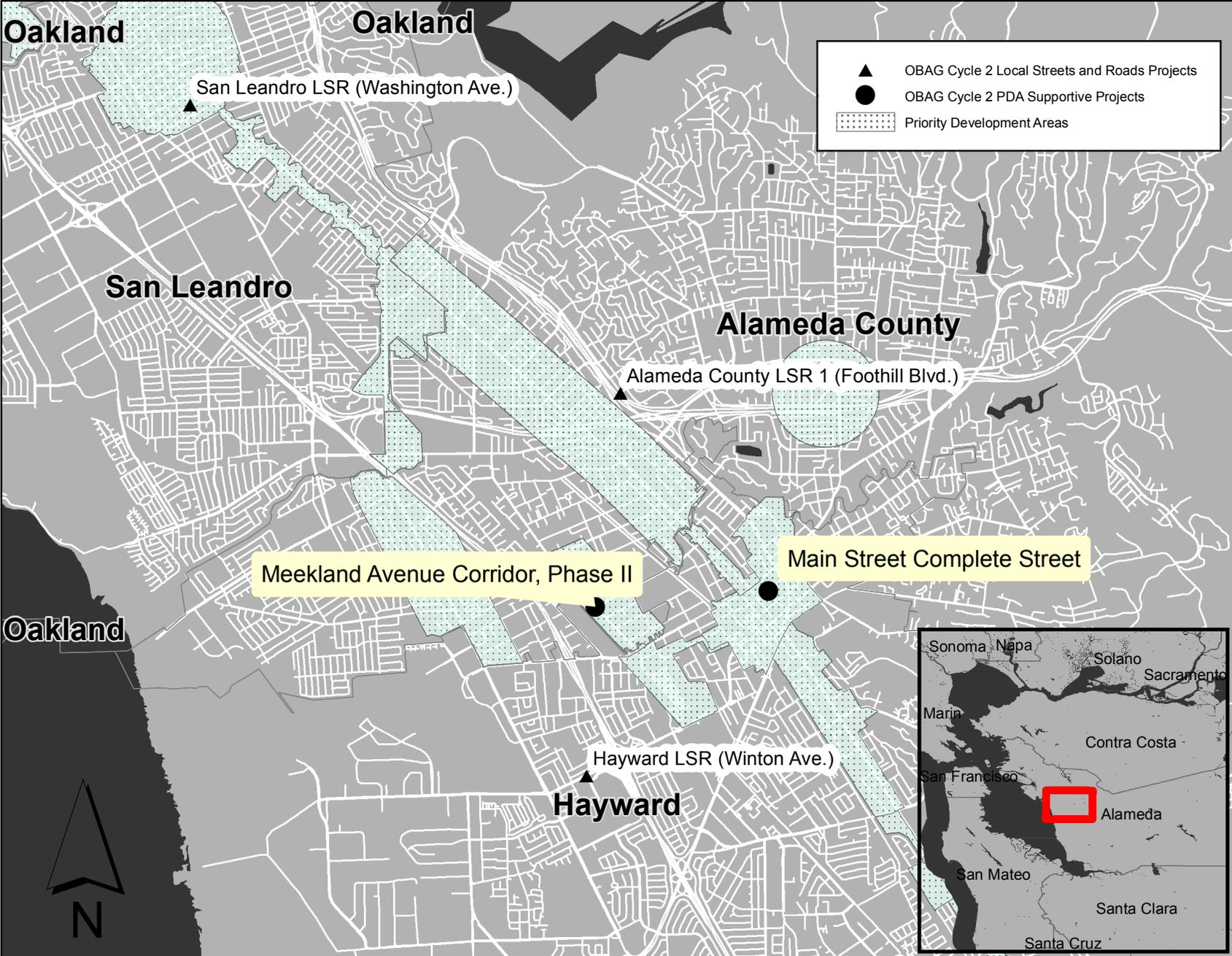
Alameda County OBAG Cycle 2 Projects - Overview



North Alameda County OBAG Cycle 2 Projects

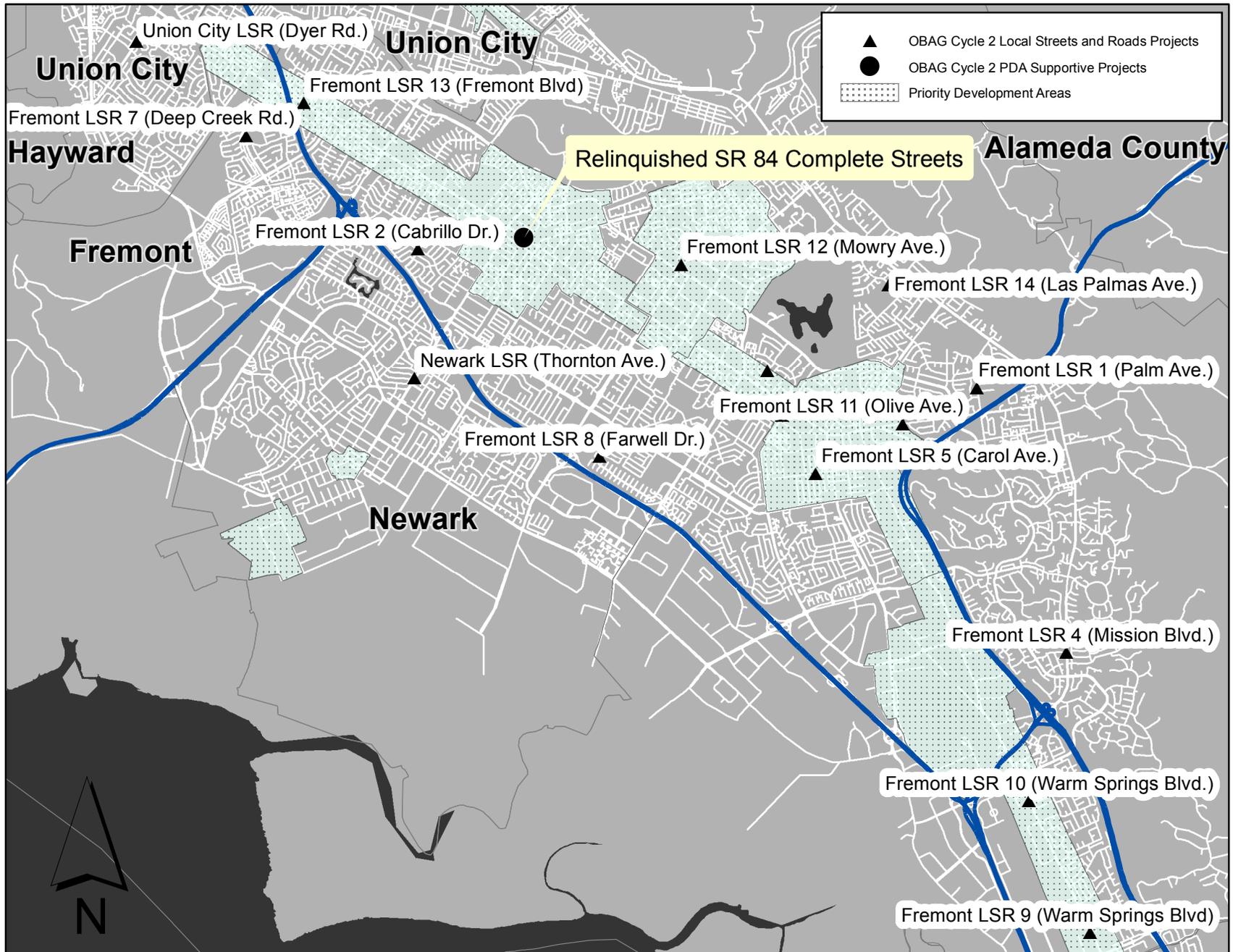


Central Alameda County OBAG Cycle 2 Projects

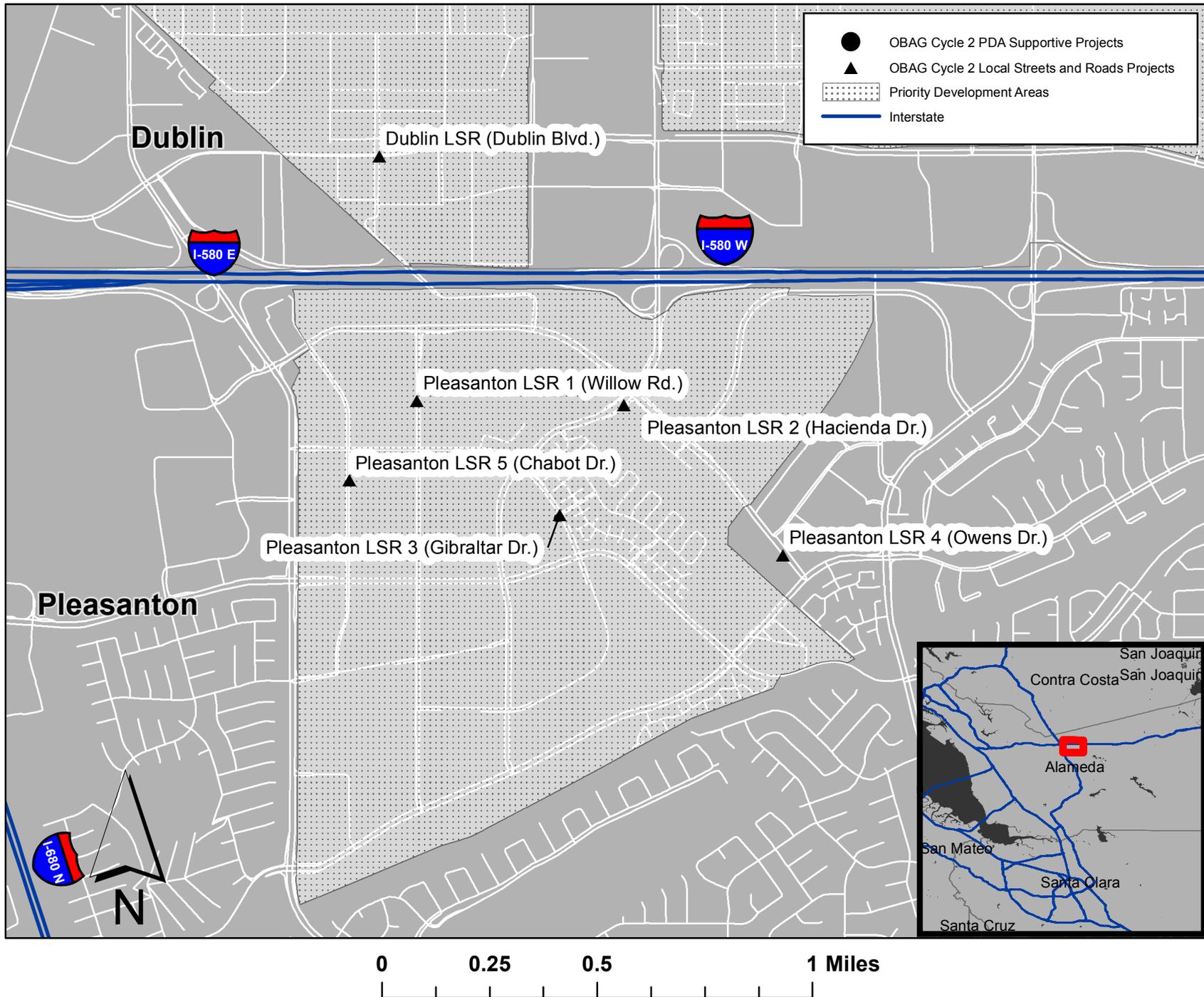


0 0.5 1 2 Miles

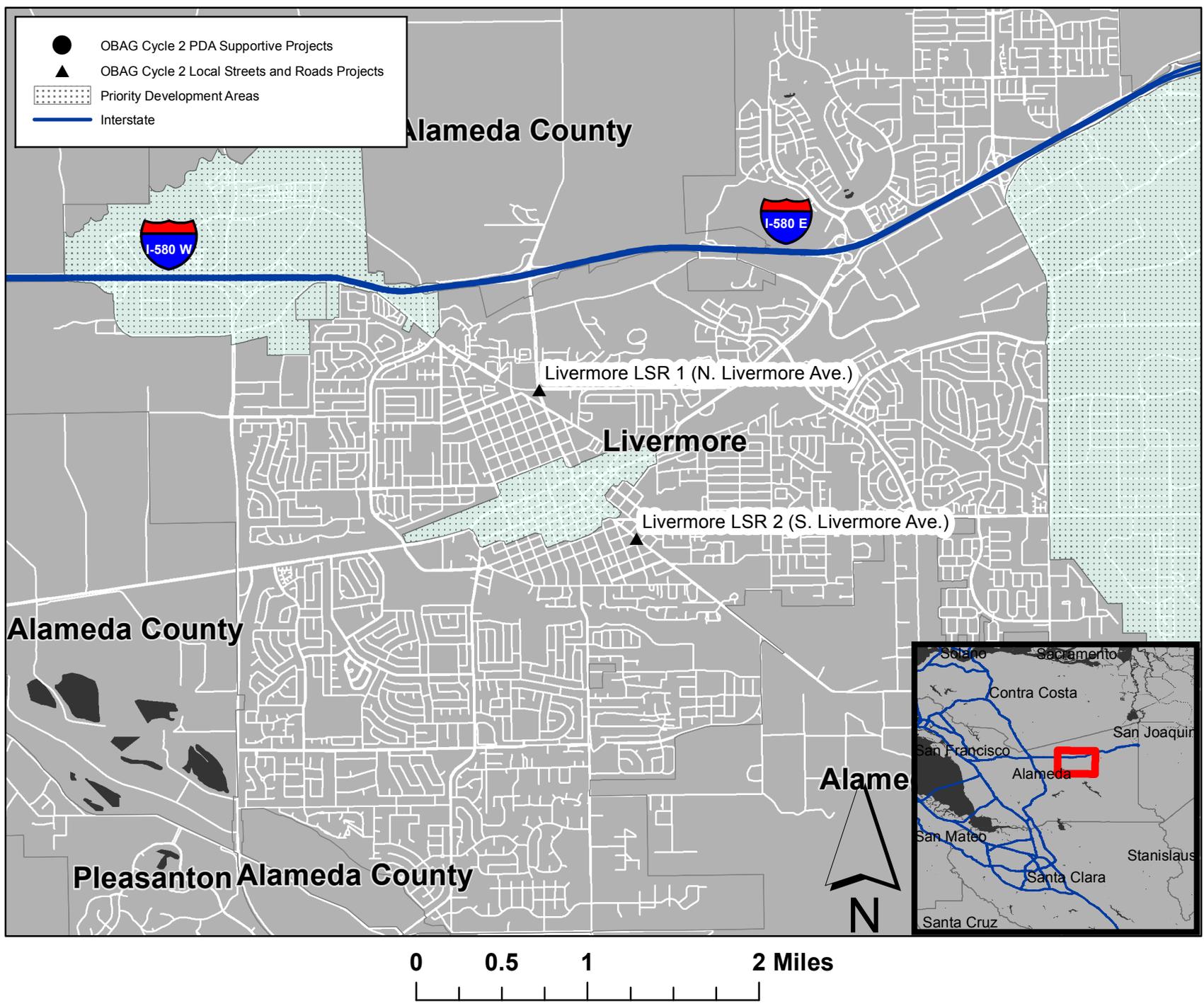
South Alameda County OBAG Cycle 2 Projects



East Alameda County (Dublin and Pleasanton) OBAG Cycle 2 Projects



East Alameda County (Livermore) OBAG Cycle 2 Projects





2018 Comprehensive Investment Plan

Appendix F

Technical Detail: FY 2017/18 Transportation Fund for Clean Air Program



Page Intentionally Left Blank.

TFCA County Program Manager Fund, Draft FY 2017-18 Program

70% Cities/County Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share (of FY 17/18 fund estimate)	TFCA Cost-effectiveness (\$ TFCA/ton)	TFCA Recommended	Notes
Berkeley	Berkeley Citywide Bike Parking Program	Berkeley Citywide Bike Parking Program, FYs 2017-18 and 2018-19. Project will install a minimum of 360 new, publically accessible bike parking spaces each year for a total of 720 new parking spaces over 2 years.	\$ 330,970	\$ 330,970	\$ 91,063	\$ 249,053	\$ 180,000	TFCA funds are not to be used for rehabilitation or replacement of existing bike racks.
Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	BABS expansion to Emeryville: TFCA funds to be used for the purchase and installation of 3 additional BABS pods (approximately 30 additional bikes) above Emeryville's planned base, 100-bike fleet, increasing the City's total BABS fleet to approximately 130 bikes.	\$ 180,000	\$ 180,000	\$ 76,316	\$ 492,983	\$ 180,000	C-E limit for bike share projects is \$500K TFCA/ton. BABS projects require a 5-year TFCA monitoring period.
Fremont	Fremont Signal Timing: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	Develop and implement new traffic signal coordination plans for the weekday AM, Midday, and PM peak commute periods along the Paseo Padre Parkway (Fremont Boulevard to Chadbourne Dr), Fremont Boulevard (Decoto Rd to Lake Arrowhead Ave/Falcon Dr), Decoto Road (I-880 to Paseo Padre Pkwy) and Auto Mall.	\$ 711,000	\$ 711,000	\$ 295,261	\$165,000 - \$175,000 (per segment)	\$ 646,000	Approval includes a 4-year TFCA expenditure period and post-project and 2-year post-project data collection requirements.
Oakland	Oakland Citywide Bike Parking Program	Oakland Citywide Bike Parking Program, FYs 2017-18 and 2018-19. Project will install a minimum of 200 new, publically accessible bike parking spaces each year for a total of 400 new parking spaces over 2 years.	\$ 123,000	\$ 123,000	\$ (51,824)	\$ 249,053	\$ 100,000	TFCA funds are not to be used for rehabilitation or replacement of existing bike racks.
Pleasanton	Pleasanton Trip Reduction Program	Pleasanton Trip Reduction Program, FYs 2017-18 and 2018-19. The ongoing program consists of a suite of employer-based, residential-based and school-based programs that promote trip reduction and commute alternatives.	\$ 210,000	\$ 130,000	\$ (92,454)	\$ 144,083	\$ 130,000	
Livermore	IHT Gap Closure in Livermore	Project will extend the Iron Horse Trail (IHT) within Livermore for a distance of approximately one mile, closing a gap in existing IHT segments from Isabel Ave to just past Murrieta Blvd to an existing segment of the IHT. The project includes construction of a bridge over Murrieta Blvd into the Downtown PDA.	\$ 1,800,000	\$ 1,800,000	\$ 650,681	\$ 249,604	\$ 193,000	Project completion scheduled for mid-2020, so approval includes a 3-year TFCA expenditure period (fall 2020). TFCA funding is contingent upon full funding from other sources.
San Leandro	LINKS Shuttle	LINKS Shuttle operates between San Leandro BART and West San Leandro every 20 minutes, Monday through Friday, during peak commute hours from 5:45am to 9:45am and 3:00pm to 7:00pm with separate North and South loops. Funding for FYs 2017-18 and 2018-19 operations.	\$ 721,000	\$ 284,000	\$ 239,452	\$ 247,862	\$ 130,000	Replacing existing grant of \$104K for FYs 17-18 & 18-19 with \$130K for same period (net increase of \$26K over 2 years). The \$104K will be returned to City's FY 18-19 TCFA share.
Union City	Union City Blvd Class 2 Bike Lanes gap closure.	Project will construct Class 2 bike lanes on Union City Boulevard from 600 feet south of Alvarado Blvd to the City limits with Fremont. The project closes a 2-mile gap in existing Class 2 facilities and includes a 2 ft-wide painted striped buffer between the bike lane and travel lane. The median and traffic signals will be modified and travel lanes reconfigured to accommodate the new bike lanes.	\$ 7,800,000	\$ 7,800,000	\$ 409,130	\$ 247,544	\$ 136,000	TFCA funding is contingent upon full funding from other sources.
Subtotal Cities/County (70%) Requested				\$ 11,358,970	Amount Recommended		\$ 1,695,000	
							TFCA 70% Fund Estimate ¹	\$ 2,277,762
							Loan to FY 16/17 30% Transit Share	\$ (184,025)
							Adjusted TFCA 70% available to program	\$ 2,093,737
							<i>Balance</i>	\$ 398,737

TFCA County Program Manager Fund, Draft FY 2017-18 Program

30% Transit Discretionary Share								
Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share (of FY 16/17 fund estimate)	TFCA Cost- effectiveness (\$ TFCA/ton)	TFCA Recommended	Notes
Alameda CTC	Alameda CTC Countywide TDM Program	Alameda CTC Countywide TDM Program, FYs 2017-18 and 2018-19 operations. The components of the overall TDM program include: Guaranteed Ride Home (GRH), Commute Choices website, "Ibike" campaign, Carpool and Transit Promotion and Incentives, and Bike Safety Education programs.	\$ 529,835	\$ 529,835	NA	\$13,812- \$148,410	\$ 420,000	Replacing prior year's grant of \$105K for Ibike/Carpool Incentives with a single grant that covers all ACTC TDM program components for FYs 17-18 and 18-19 under a single TFCA grant. The \$105K will be returned to the cities/county share of the FY 18-19 fund estimate.
Subtotal Transit Discretionary (30%) Requested				\$ 529,835	Amount Recommended		\$ 420,000	
					TFCA 30% Amount Available		\$ (184,025)	
					Balance		\$ (604,025)	

TFCA Category	Fund Estimate (FE)	Amount Available (Adjusted FE)	Amount Requested	TFCA Recommended ¹	Balance ¹ (Amount Available less Recommended)
Subtotal 70% Cities/County	\$ 2,277,762	\$ 2,093,737	\$ 11,358,970	\$ 1,695,000	\$ 398,737
Subtotal 30% Transit	\$ (184,025)	\$ -	\$ 529,835	\$ 420,000	\$ (420,000)
Total FY 2017-18 Program	\$ 2,093,737	\$ 2,093,737	\$ 11,888,805	\$ 2,115,000	\$ (21,263)

Notes:
 1. The total amount recommended exceeds the FY 2017-18 TFCA fund estimate by \$21,263. This amount is being pre-programmed from next year's (FY 2018-19) TFCA fund estimate, subject to: (1) the availability of FY 2018-19 TFCA funds, and (2) conformance with adopted FY 2018-19 TFCA Policies.



2018 Comprehensive Investment Plan

Appendix G

Alameda CTC Planning and Programming Cycle Diagram



Page Intentionally Left Blank.

Alameda CTC Planning and Programming Cycle Diagram

Figure 1: Alameda CTC Planning, Programming and Monitoring Policy Framework

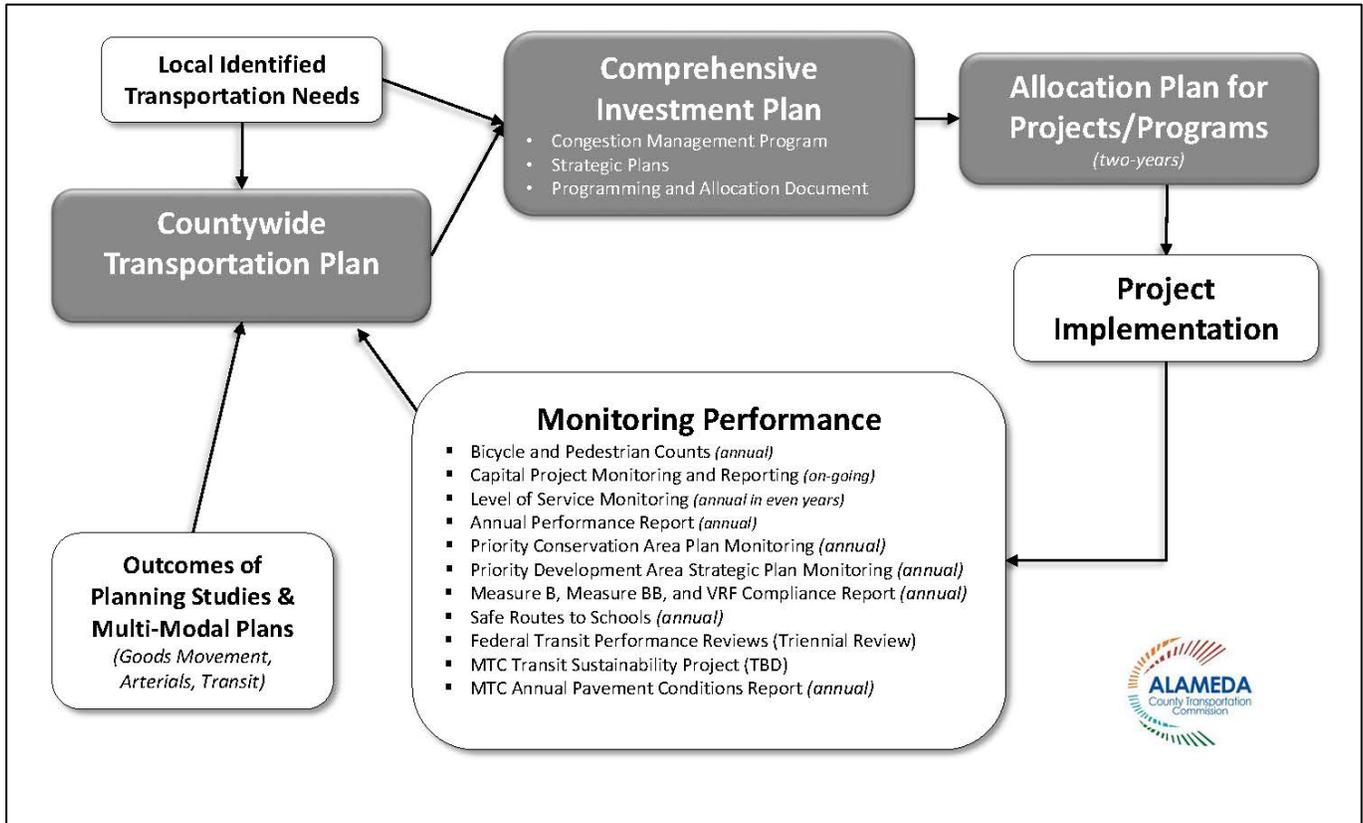
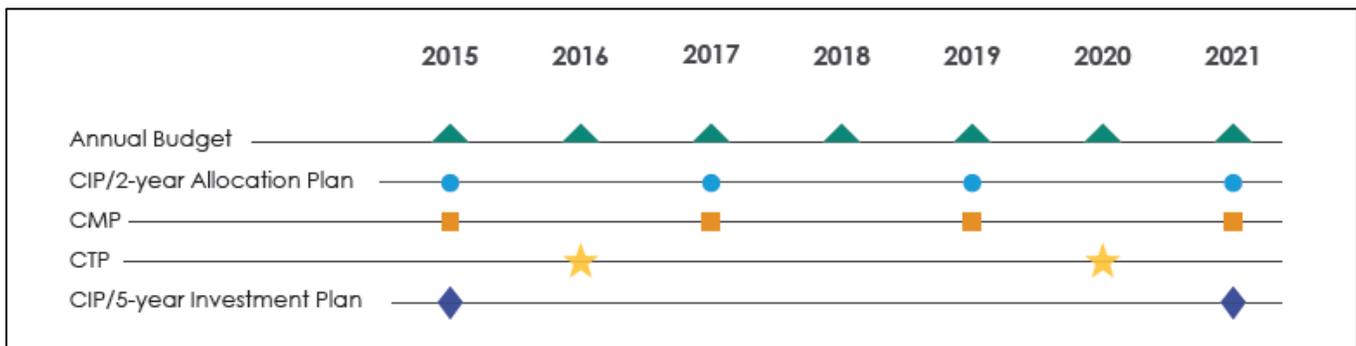


Figure 2: Planning and Programming Schedule



This page intentionally left blank.



2018 Comprehensive Investment Plan

Appendix H

Sample Programming and Allocation Project Information Form



Page Intentionally Left Blank.

Sample Programming and Allocation Project Information Form

Project Sponsor: _____

Project Title: _____

Summary Prepared By: _____

Date: _____

For all projects (I.e., programs and capital projects) complete the following sections:

- A. Project Description;
- B. Transportation Issue to be Addressed by Project;
- C. Expected Project Benefits;
- D. Current Project Implementation Strategy Notes.

Section A: Project Description [*Provide a brief description of the components of the project. For capital projects, include a description of the existing and proposed facilities, e.g. roads, stations, trackway, etc., and the limits of improvements for each facility impacted by the project.*]

Section B: Transportation Issue to be Addressed by Project [*Provide a brief description of the existing or future transportation issue to be addressed by the proposed project. Segregate existing issues or conditions from issues based on future, projected conditions.*]

Section C: Expected Project Benefits [*Provide a brief description of the benefits expected to result from implementation of the proposed project. Describe all types of expected benefits from the project, including benefits to various modes and users of the transportation system.*]

Section D: Current Project Implementation Strategy Notes *[Provide details about the current implementation strategy by phase for the project. Include any inter-agency arrangements necessary for implementation of the project, and identify the implementing agency for any phase or activity if different than the Sponsor. Implementing agencies are typically the agency incurring the project costs to be reimbursed by the project funding. Identify any aspects of implementation that represent potentially significant risks to the scope, cost, funding and/or schedule.]*

Alameda CTC Project Funding Agreement Data Tables

Project:

--

Sponsor:

--

The Alameda CTC provides funding for projects in the context of the overall, total project scope, cost, funding and schedule broken down by phase. Please provide the required data for the total project (i.e., not just for the Alameda CTC funded components).

The data provided in the enclosed worksheets will be used by the Alameda CTC to develop a Project Funding Agreement (PFA).

The "Schedule" worksheet includes the begin and end dates for each phase and milestone dates for CEQA, NEPA and Right of Way Certification.

The "CostByPhase" worksheet includes the cost estimate for each phase. The costs shown for a given phase should be consistent with the total phase cost indicated on the "PhaseCostDetail" worksheet for the applicable phase.

The "FundsBySourceByPhase" worksheet includes the amounts for each fund source targeted for each phase. The Alameda CTC includes a fund source named, "TBD," to balance the funding summary by source with the total project costs. Please use the TBD column to balance the funding totals with the cost totals in the enclosed worksheets.

The "PhaseCostDetail" worksheet includes the amounts for each fund source targeted for individual cost line items within the phase indicated. The "PhaseCostDetail" worksheet is required only for each phase with allocated Alameda CTC funding that is to be included in (encumbered by) the PFA. The "PhaseCostDetail" worksheet should be copied as necessary to provide the detail for each phase with allocated Alameda CTC funding. The line item breakdown allows for individual fund sources to be assigned to specific costs within the phase while showing the overall, total phase costs and funding.

The individual worksheets in this workbook are protected, so the user can only enter data into the shaded (unlocked) cells.

The Alameda CTC will be extracting the data from the cells electronically, so please do not adjust the cell size for printing purposes. It is okay if some text entered in cells does not show when printed, just be sure the data entered is complete.

Project: 0
 Sponsor: 0

Program/Project Milestone Schedule by Phase

*Enter the begin and end dates for each phase or milestone in the shaded cells of the table below.
 Add custom phases or milestones as needed.
 Include any significant milestone schedule notes.*

Phase	Begin (Mo/Yr)	End (Mo/Yr)	Notes
Scoping/Planning			
Preliminary Engineering/Environmental Studies			
CEQA Approval	NA		
NEPA Approval	NA		
Final Design (PS&E)			
Right of Way Acquisition			
Right of Way Certification	NA		
Utility Relocation/Protection			
Construction			
Operations			
Other/non-capital (can enter more custom milestones below)			
Program/Project Closeout			

Project: 0
 Sponsor: 0

Project Cost Estimate by Phase

Enter the cost estimate for each phase of the project in the table below.
 Add custom phases as needed to reflect the non-capital project/program (if the capital project phases are not applicable).
 Include any significant cost by phase notes in the Notes section.

Phase	Cost	Notes
Scoping/Planning		
Preliminary Engineering/Environmental Studies		
Final Design (PS&E)		
Right of Way Capital		
Right of Way Support		
Utility Relocation and Protection		
Construction Capital		
Construction Support		
Operations		
Other/non-capital (can enter more custom milestones below)		
Total Program/Project Cost	\$ -	

Appendix H | Sample Programming and Allocation Project Information Form

Project: 0
Sponsor: 0

Program /Project Funding by Source by Phase

Enter the total project funding information by each fund source by phase in the table below.
Use Fund Source No. 10 labeled "TBD" to balance the total funding with the total costs from the "CostByPhase" sheet.
Add phases as needed to reflect the Program (if the capital project phases are not applicable).
Enter the name of the fund source on the top line as indicated.
Include any significant funding notes in the Notes section at the bottom.

Phase <i>Enter Fund Source Name on this line</i>	Fund Source No. 1	Fund Source No. 2	Fund Source No. 3	Fund Source No. 4	Fund Source No. 5	Fund Source No. 6	Fund Source No. 7	Fund Source No. 8	Fund Source No. 9	Fund Source No. 10	Total (All Sources)
	Allocated MBB	DLD - MB	DLD - MBB							TBD	
Scoping/Planning											\$ -
Preliminary Engineering/Environmental Studies											\$ -
Final Design (PS&E)											\$ -
Right of Way Capital											\$ -
Right of Way Support											\$ -
Utility Relocation and Protection											\$ -
Construction Capital											\$ -
Construction Support											\$ -
Operations											\$ -
Other/non-capital (can enter more custom milestones below)											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
Total Funding All Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Notes (specify fund source):

Note 1	
Note 2	
Note 3	
Note 4	
Note 5	
Note 6	
Note 7	
Note 8	

Total Costs from "CostByPhase" sheet \$0
Total Funding All Sources (this sheet) less Total Costs from "CostByPhase" sheet \$0

Project: 0
Sponsor: 0

Program /Project Phase Cost Detail

Phase:

*Complete this worksheet for each Phase with Alameda CTC funding to be encumbered by the PFA.
Enter the amounts per fund source for each cost line item in the table below.
Use the same set of fund sources listed in the "FundSourceByPhase" sheet (populated automatically on this sheet).
Add line items for each contract anticipated for this phase.
Include the contingency for this phase on the line designated as "Contingency for this Phase" at the bottom of the Contracts section.
Phase Total amount for All Sources shown in the table below should match the cost for this Phase shown on the "CostsByPhase" sheet.
Include any significant phase cost detail notes in the Notes section at the bottom.*

	Fund Source No. 1	Fund Source No. 2	Fund Source No. 3	Fund Source No. 4	Fund Source No. 5	Fund Source No. 6	Fund Source No. 7	Fund Source No. 8	Fund Source No. 9	Fund Source No. 10	Total (All Sources)
	Allocated MBB	DLD - MB	DLD - MBB	0	0	0	0	0	0	TBD	
Sponsor Staff Costs											
Sponsor Staff Time											\$ -
Sponsor Direct Costs											\$ -
Sub-Total Sponsor Staff Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Costs (One line per expected contract)											
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
Contingency for this Phase											\$ -
Sub-Total Contract Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Total (Staff + Contracts)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Cost Detail Notes:

Note 1	
Note 2	
Note 3	

This page intentionally left blank



2018 Comprehensive Investment Plan

Appendix I

CIP Programming Principles and Guidelines



Page Intentionally Left Blank.

**Alameda County Transportation Commission
 COMPREHENSIVE INVESTMENT PLAN
 PROGRAMMING PRINCIPLES AND GUIDELINES**

Section 1:	CIP Programming Principles	3
Section 2:	Arterials (Local Streets and Roads) Program	19
Section 3:	Bicycle and Pedestrian Program	23
Section 4:	Community Development Investment Program	27
Section 5:	Freight and Economic Development Program	31
Section 6:	Highway Program	35
Section 7:	Paratransit Program	39
Section 8:	Technology Program	43
Section 9:	Transit Program	47
Section 10:	Transit Center Development Program	51
Section 11:	Transportation Fund for Clean Air Program	53
Section 12:	One Bay Area Grant Cycle 2 Program	59

This page intentionally left blank.

SECTION 1

COMPREHENSIVE INVESTMENT PLAN

PROGRAMMING PRINCIPLES

1. PURPOSE

The purpose of the Comprehensive Investment Plan (CIP) is to facilitate strategic programming and allocation of all fund sources under Alameda CTC's programming responsibilities. This includes funding from federal, state, regional, and local fund sources such as the Surface Transportation Program (STP) / Congestion Mitigation Air Quality Program (CMAQ), Transportation Fund for Clean Air Program (TFCA), local sales tax measures and vehicle registration fee programs.

To streamline programming of these funds sources, the CIP considers all available fund sources through a consolidated funding program that prioritizes, evaluates and recommends funding to critical transportation infrastructure and operations needs that build and maintain the county's transportation system. The coordinated programming effort is also intended to minimize the number of funding applications required from project sponsors and prioritize investments to projects and programs ("projects") identified through countywide transportation planning efforts.

The purpose of the CIP programming principles established herein is to provide a framework for programming and allocation decisions made by the Alameda CTC to accomplish countywide transportation goals and objectives. The following five fundamental guiding principles have been identified:

1. Implementing Alameda CTC's adopted visions and goals
2. Investments in all modes and areas within Alameda County
3. Maximize transportation investments
4. Balance strategic investments across project delivery phases
5. Deliver solutions while ensuring accountability

The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to create a uniform consolidation of historically separate programming practices, where applicable, to more effectively coordinate funding towards highly beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system.

2. FUND SOURCES AND PROGRAMS

The CIP consolidates the programming and allocations of the various fund sources under Alameda CTC's purview. These sources are delineated into principle programs, where feasible. For example, 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Bicycle/Pedestrian funds are

consolidated into a single Bicycle/Pedestrian Grant Program. This provides greater coordination of similar funding types, requirements, and eligibilities to meet larger program goals and objectives. The below table identifies the CIP’s principle programs. For all locally-funded programs (principle programs 1-10) a project-specific funding agreement between the Alameda CTC and project sponsor is required. For all other programs (principle programs 11- 13) project sponsors are required to enter into a funding agreement directly with the appropriate federal, state or regional agency.

Principle Program	Fund Source & Investment Program
1. Bicycle/Pedestrian Program	Measure B (MB) Bike/Pedestrian Countywide Discretionary Fund Measure BB (MBB) Bike/Pedestrian Grant Program Measure BB (MBB) Three Major Trails Vehicle Registration Fee (VRF) Pedestrian-Bicycle Access and Safety Program
2. Transit Program	MB Express Bus MBB Innovative Transit Program VRF Transit for Congestion Relief Program
3. Transit Center for Development Program	MB Transit Center Development Program
4. Community Development Investment Program	MBB Community Development Investment Program
5. Paratransit Program	MB Special Transportation for Seniors and People with Disabilities “Gap Grant” Program MBB Coordination and Service Grants
6. Freight and Economic Development Program	MBB Freight and Economic Development MBB Countywide Freight Corridors
7. Technology, Innovation and Development	MBB Technology, Innovation, and Development
8. Local Streets and Roads (Arterials) Program	MBB Congestion Relief, Local Bridge, Seismic Safety
9. Highways Program	MBB Highway Capital Projects
10. Transportation Fund for Clean Air (TFCA)	TFCA
11. Lifeline Transportation Program (LTP)	State Transit Account (STA) Job Access Reverse Commute (JARC) and Surface Transportation Program (STP)
12. One Bay Area Grant Program (OBAG)	Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ)
13. State Transportation Improvement Program (STIP)	STIP

3. PROGRAMMING CAPACITY

Alameda CTC’s programming capacity is limited to the funding anticipated during the period of delivery for projects included in the five-year programming and allocation horizon. Projects are programmed over a five-year period, with allocations to projects in the first two-years of the CIP window. Projects that exceed the five-year fiscally constrained CIP will be considered for inclusion in future CIP updates, and may receive priority consideration in the event a previously programmed commitment is unable to be delivered or additional funding capacity is made available.

4. PROGRAMMING PRIORITIES

Through the CIP, funds are prioritized to projects as follows:

- a. Achieves Fundamental Principles: The degree to which projects achieve the CIP's five (5) fundamental guiding principles.
- b. Countywide Significance: Projects identified as a countywide priority, as an identified project or along a corridor, in Alameda CTC's Countywide Transportation Plan (CTP), Multi-modal Plans (Goods Movement, Arterial and Transit), transportation expenditure plans, and the Countywide Bicycle and Pedestrian Plans will receive higher priority consideration.
- c. Readiness: Projects demonstrating higher state of construction readiness will receive higher priority consideration. Readiness includes technical and financial readiness such as completion of engineering, environmental and design studies, identification of risk-mitigation measures, secured funding towards project completion, feasible schedule, etc. Projects must be deliverable within the timeframe that funds are made available.
- d. Fund Leveraging: Projects that leverage external funding commitments for improvements in Alameda County, such as federal and state discretionary funds, identified with critical schedules to meet the requirements of the external funding, shall receive higher priority consideration.
- e. Coordination and Support: Projects are supported by multiple jurisdictions, agencies and the community with demonstration of coordination with all stakeholders, throughout the planning and project implementation phases and identification of commitments to maintain the improvements after completion.

5. ELIGIBLE APPLICANTS

- a. Eligible applicants (direct recipients) of funds programmed through the CIP are limited to the following:
 1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
 2. County of Alameda
 3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
 4. East Bay Regional Parks District (EBRPD)
 5. Public school districts in Alameda County (*exclusively for student transit pass programs*)
 6. Alameda County Transportation Commission (Alameda CTC)
 7. Private, Non-profit organizations (*exclusively for programs targeted towards seniors and people with disabilities*)

Entities that are not identified above as eligible direct recipients will only be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.

- b. 2000 Measure B Express Bus funds are only available to AC Transit and LAVTA.

- c. Applicants must acknowledge and agree to comply with the specific requirements of the identified fund source prior to receiving funds programmed through the CIP.
- d. Applicants must provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the fund source requirements.
- e. Applicants must identify and maintain a staff position that serves as the single point of contact for all Alameda CTC programmed funds within that agency.

6. ELIGIBLE PROJECTS

Eligible CIP projects are as follows:

- a. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.
- b. Projects must be publicly accessible and provide direct benefits to public transportation infrastructure and operations.
- c. Projects must be in and consistent with the most current adopted Regional Transportation Plan and the Alameda CTC's CTP.
- d. Projects must meet the goals and objectives of the funding sources and programs that are ultimately recommended by the Alameda CTC.
- e. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF monies must be consistent with requirements and priorities of their respective expenditure plans.
- f. Eligible capital infrastructure projects may include (but are not limited to):
 - Local street and road improvements
 - Bicycle and/or pedestrian infrastructure improvements include new facilities, gap closure, and safety improvements
 - Highway capital investments
 - Freight, ferry, rail and intermodal projects that facilitate the movement of goods, services and people
 - Transit infrastructure enhancements and expansion
 - Safety or modernization improvements to transit centers, stations or facilities,
 - Transportation improvements that provide greater transit access for residents of low-income and disadvantaged communities
 - Improvements that reduce greenhouse gas emissions
 - Technology improvements such as Intelligent Transportation System, transit signal priority, innovative uses of technology as it pertains to improvement and maintain the transportation system
- g. Eligible non-capital projects may include (but are not limited to):
 - Planning and studies such as bicycle and pedestrian master plans updates
 - Feasibility studies
 - Safe Routes to School operations including crossing guard programs
 - Safety education, training, enforcement and promotional programs
 - Transportation demand or traffic management programs
 - Travel Training and Mobility Management programs

- Transit or shuttle operations
- Rideshare programs

Eligible projects must meet the eligibility requirements of the funding sources and programs that are ultimately programmed by the Alameda CTC. Potential funding eligibilities are identified on Exhibit A - Project Categories, Funding Eligibility, and Transportation Priorities.

For example, key requirements for federal funding include:

- Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resource Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures.
- Project sponsors must submit a completed Federal Transportation Improvement Program (FTIP) application through the Metropolitan Transportation Commission's Funding Management System.

7. MAXIMUM AWARD

Funding awards are limited to the maximum awards identified below.

- a. Feasibility studies, plans and other studies maximum award of \$100,000 per year.
- b. Shuttle and transit operations maximum award of \$500,000 per year.

Applicants are responsible for securing the necessary match (see Section 9: Matching Requirements), and for additional funding needed to complete the project for cost increases, including contingencies, and future maintenance requirements. While there is no minimum award size specified, project selection through the CIP will be focused on selecting robust projects that yield significant benefits to the countywide transportation system. In general, smaller projects that are able to be funded through local means (direct local distribution funds) will be a lesser priority for discretionary funding.

8. ELIGIBLE PROJECT COSTS

Eligible costs for funds programmed through the CIP include project development and preconstruction activities such as scoping level documents, preliminary study reports, feasibility studies, environmental documents, preliminary engineering and design work. Eligible costs also include construction, rehabilitation, right-of-way acquisition, environmental mitigation, capital equipment acquisition, operational activities, project outreach/promotion, transit, and program operations.

All eligible costs for reimbursement must be in accordance with the policies and provisions set forth and described in detail in the "Eligible Costs for Reimbursement by Alameda CTC Policy".

9. MATCHING REQUIREMENTS

- a. Applications shall provide a minimum matching commitment on eligible project costs, by phase, unless otherwise stated by a particular program guideline, to receive a higher priority consideration for discretionary funding:
 - Capital projects and program operations, require a minimum 11.47 percent (11.47%) match of Alameda CTC funds requested during a given request for funding.
 - Feasibility studies, plans and other studies require a minimum 50 percent (50%) match of the Alameda CTC funds requested during a given request for funding.
 - Shuttle and transit operations require a minimum 50 percent (50%) match the Alameda CTC funds requested during a given request for funding.
- b. Previously incurred costs or previously expended funds do not count towards fulfilling the CIP matching requirement against the Alameda CTC funds requested during a given request for funding.
- c. Projects funded with federal funds (such as STP/CMAQ) requires a non-federal local match. Non-federal sources for local match can include local sales tax, special bond measures, financial private donations, other local revenues.
- d. In-kind funding (non-cash contributions of time, goods and services, equipment, or space) will not count towards fulfilling the CIP matching requirement.
- e. Alameda CTC may consider on a case-by-case basis exceptions to the matching requirement, where feasible, provided that the project is a named capital project in the 2014 Measure BB Transportation Expenditure Plan, provides considerable transportation benefits or leverages significant funds for transportation improvements in the county.

10. PROJECT SELECTION CRITERIA

Projects are prioritized based on their ability to provide the greatest transportation benefit and performance for the transportation system in Alameda County. Projects will be selected based on project eligibility, expected outcomes and performance, readiness and deliverability. Transportation priorities by mode are identified in Exhibit A - Project Categories, Funding Eligibility, and Transportation Priorities.

The following five primary CIP project selection criteria were approved by the Commission (see Exhibit B – Project Selection Criteria).

1. Project Need and Benefits: Project clearly defines project needs and how proposed transportation improvement will benefit the intended users at a local and countywide level. Alameda CTC will prioritize projects that exhibit strong benefits to fostering safe, connected, and accessible transportation that supports multi-modal transportation and connectivity to a larger countywide network. Additionally, project are to have a well-defined scope that well define beneficial results in a usable segment.

2. Project Readiness: Project application has a well-defined funding plan, budget and schedule. Project has no foreseeable implementation issues, has governing body approval, and is supported by the local community. Applicant clearly identifies the ability to coordinate among appropriate internal and external agencies, and has identified stakeholders. Project applications that are supported with a well-documented project study report or equivalent scoping document will receive a higher priority consideration for readiness.
3. Sustainability: Project application identifies funding sources and responsible agency for sustaining and maintaining the project beyond the funding period. Project is identified in a long-term development plan.
4. Matching Funds: Project has secured or committed funding from other funding sources outside of Alameda CTC's funding resources.
5. Other fund source specific criteria requirements: Project must meet the program requirements of specific fund sources, such as cost effectiveness calculations or proximity-connectivity to specific areas and user groups. These requirements are specific to the fund source and may change with each funding cycle.

The evaluation criteria will be applied by category mode (bicycle/pedestrian, transit, goods movement, highway, local streets and roads, transit operations, etc.) to provide a direct evaluation of similar investments to one another, i.e. transit projects to transit projects. Alameda CTC will consider key project merits and anticipated project performance such as (in no particular order):

- Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.
- State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.
- Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.
- Safety and Connectivity: Project's ability to foster a safe, connected, and accessible transportation system for multimodal movement of goods and people.
- Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.

11. PERFORMANCE MEASURES AND MONITORING

In order to monitor the performance of investments, project sponsors must identify and establish project goals, deliverables, and performance measures that will measure the effectiveness of the investment.

- a. For capital projects, performance indicators may include, but are not limited to, an evaluation of a project's ability to achieve CIP programming priorities, ability to meet

specific funding program goals, and reporting on the status and implementation on the project delivery.

- b. For operations, performance indicators may include the above, as well as monitoring, number of trips, service hours, cost effectiveness, and outreach efforts.

Performance measures will be established as part of a funding agreement between Alameda CTC and the fund recipient.

12. TIMELY USE OF FUNDS AND RESCISSION OF FUNDS

- a. Projects must be started within a year of the “project initiation date” identified in the executed funding agreement that defines the date of eligible costs and reimbursements. Funds may be rescinded if a project is not started within the established time period.
- b. Projects must be completed within three (3) years of the established initiation date, unless a different period is identified in the program guidelines or approved in advance by the Alameda CTC and incorporated into the funding agreement.
- c. Rescinded funds will be returned to the program to be distributed in a future CIP cycle.
- d. Projects receiving federal and state funds are to start and expend the program funds within the delivery timeframe required by federal funding requirements.
- e. Projects with funding other than local Measure B, Measure BB, and VRF funds are subject to the timely use of funds and other related policies and provisions of these fund sources.
- f. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If fund awards are withdrawn, projects and allocations may be removed from or deferred in a future CIP.

13. OTHER REQUIREMENTS

- a. Program specific guidelines may supersede the requirements set forth in these CIP programming guidelines.
- b. Programming and allocations programmed through the CIP are subject to the current policies and guidelines, as they may be created, revised or amended from time to time.
- c. Programmed federal, state and regional funds are subject to the requirements of the specific fund source, and may require project sponsors to enter into funding agreements directly with the authorizing agency.
- d. Funding agreements between the Alameda CTC and the fund recipient will be developed for approved allocations of Measure B, Measure BB, VRF and TFCA and will include project scope, cost, schedule, performance measures, reporting requirements, publicity requirements, audit requirements, task deliverables, and requirements to adhere to applicable regulations such as American Disability Act (ADA) requirements, and other roles and responsibilities of the fund recipient.
- e. Request for fund allocations must be made prior to execution a funding agreement through the Alameda CTC’s Request for Allocation process. The request for allocation process

- includes a summary of project costs defined by phase and fund source, and a project schedule for each phase.
- f. Alameda CTC will not be responsible for any cost overruns.
 - g. Payments to fund recipients will be made on a reimbursement basis and after approval of submitted invoices. No reimbursements will be made prior to the execution of a project-specific funding agreement with the Alameda CTC. Invoices are required to be submitted at least once every six months with required progress reports and task deliverables complete, unless otherwise approved by Alameda CTC.
 - h. Alameda CTC may consider on a case-by-case basis exceptions to the programming requirements of the CIP programming principles and guidelines in the event of unanticipated programming actions/funding availability, or if a proposed project or program has extraordinary project merit, project synergies, or project delivery circumstances that if implemented will result in a significant countywide benefit.

This page intentionally left blank.

Exhibit A

Project Categories, Funding Eligibility, and Funding Eligibility

Projects will be separated into project categories by type as part of the project selection and evaluation process to prioritize projects relative to each other. The following table identifies CIP project categories, transportation priorities, and example funding eligibility.

Project Categories, Funding Eligibility, and Priority			Federal		State	Regional and Local									
#	Category and Sample Example Projects	Transportation priorities <i>(in no particular order)</i>	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF	MB- MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB TCD	MBB Congestion	MBB CDIP	MBB Freight
1.	Transit Capital <ul style="list-style-type: none"> Capital rehabilitation Capacity expansion, stations, capital replacement Safety and Access improvements Transit Signal Priority (TSP) / Communications 	<ol style="list-style-type: none"> Increase transit access and ridership Regional projects in the expenditure plans Projects/need identified in a transit plan Increase frequency or reliability of service operations Facilitates express bus services 	X			X	X				X	X		X	
2.	Local Streets and Roads (Arterials) <ul style="list-style-type: none"> Major Arterial Performance Initiative Program Roadway Safety/Traffic Calming Grade separations Traffic Signals, ITS/CCTV installations and upgrade Signal timing and coordination Complete Streets and Streetscape Coordination with freeways and ramps Roadway/Pavement Rehabilitation Sidewalk installation 	<ol style="list-style-type: none"> Regional projects in the expenditure plans. Projects/need identified in Multimodal Arterials Plan Enhances multimodal connectivity and reliability, of transit, bicycle and pedestrian networks. Provides congestion relief and increased mobility 	X	X	X	X	X			X	X	X	X	X	X
3.	Bicycle and Pedestrian <ul style="list-style-type: none"> Bike facilities (includes Class 1,2,3 and 4 facilities) Bike storage capital costs (racks, lockers, cages) Safety, gap closure, infrastructure improvements Bicycle and Pedestrian Master Plans and updates 	<ol style="list-style-type: none"> Identified in a Countywide Bicycle/Pedestrian Plan Regional projects in the Expenditure Plans Closes gaps in local and countywide bicycle/pedestrian network. Improves safety and connectivity by removing known barriers to access and connections to activity centers, schools, jobs, and transit Bicycle/pedestrian master plans update to improve coordination 	X	X		X	X	X				X			
4.	Highway Capital <ul style="list-style-type: none"> Interchange, bridge, sound wall, ramp improvements Bridge improvements Express lanes 	<ol style="list-style-type: none"> Regional projects in the Expenditure Plans Improves safety and connectivity Address state of good repair of transportation system Address congestion and mobility 		X						X		X	X	X	X

Project Categories, Funding Eligibility, and Priority			Federal		State	Regional and Local									
#	Category and Sample Example Projects	Transportation priorities <i>(in no particular order)</i>	STP	CMAQ	STIP	TFCA	Lifeline	MB-MBB-VRF	MB-MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB TCD	MBB Congestion	MBB CDIP	MBB Freight
5.	Freight and Economic Development (Goods Movement) <ul style="list-style-type: none"> Truck/port/freight operations and goods movement Airport Facilities, Truck-vehicle parking Quiet Zone Improvements <i>Note: Road or highway access improvements are will be evaluated under local streets and roads or highway categories.</i>	<ol style="list-style-type: none"> Regional projects in the Expenditure Plans Projects identified a Goods Movement Plan Reduce conflicts Improve goods mobility and economic development Enhance coordination to distribution centers 	X	X							X			X	X
6a.	Transit Operations (non-paratransit) <ul style="list-style-type: none"> Fixed route or Shuttle operations and service expansion Transit priority measures Congestion Relief Programs Transit incentive programs (including fare-based) 	<ol style="list-style-type: none"> Increase reliability of service operations Increase transit ridership Maintains or expands express bus services 	X		X	X	X		X					X	
6b.	Paratransit Capital and Operations <ul style="list-style-type: none"> ADA Mandated Services City-based, non-ADA Services Specialized transportation programs Capital improvements (accessible vehicles, signage) Related assessments and plans 	<ol style="list-style-type: none"> Maintains or expands existing transportation services designed for seniors and people and disabilities Increases accessibility of transportation services Eliminates gaps in existing services by offering transportation options for seniors and people with disabilities to important travel destinations to meet life needs. 	X				X		X					X	
7.	Transportation Demand Management / Education Outreach <ul style="list-style-type: none"> Fare incentives – student bus passes Guarantee Ride Home Program Technical Assistance Alternative mode education and incentives Safe Routes to School or Transit Parking management 	<ol style="list-style-type: none"> Facilitates connectivity to transit Promotes multi-modal transportation and modal shifts away from single occupancy vehicle (SOV) use towards alternative modes, including bicycle/pedestrian and transit. Provides a cost-effective strategy to improve and facilitate access to transit, schools, and job centers. 	X	X		X	X		X					X	
8.	LSR / Highway Operations <ul style="list-style-type: none"> Traffic Signal Operations, ITS Maintenance Highway and Bridge Maintenance & Operations 	<ol style="list-style-type: none"> Addresses state of good repair of transportation system Addresses congestion and mobility 	X	X	X						X		X		
9.	Planning / Studies <ul style="list-style-type: none"> Planning studies and implementation Feasibility studies and Modal Plans/Studies Bicycle and Pedestrian Master Plans 	<ol style="list-style-type: none"> Defines project scopes, schedules and expected outcomes Examines feasibility of improvement implementations Contributes to long-rang planning of improvements for future implementation and decision making Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA) 	X	X	X			X	X	X	X	X		X	X

Exhibit B

Project Selection Criteria

(Commission Approved January 2015)

Project Selection Criteria as approved by the Commission in January 2015. Additional criteria may be included within this framework based on program needs and requirements.

A. Readiness Delivery Criteria Overview: The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the agency has the ability to coordinate among internal and external agencies, as applicable.		
Index	Criteria	Proposed Weight
1.	Project Development Status (<i>not initiated, underway, complete</i>) <ul style="list-style-type: none"> Status of planning and scoping documents Status of environmental phase and clearances Status of preliminary engineering & design phase Status of right-of-way acquisitions 	45
2.	Detailed Scope, Schedule, and Funding Plan <ul style="list-style-type: none"> Defined project scope Defined schedule and budget Identified funding need to continue project development 	
3.	Implementation Issues <ul style="list-style-type: none"> Identified implementation issue(s) resolved or mitigated Local community and governing body support Coordination with partners 	
<i>Subtotal</i>		<i>45</i>

B. Needs and Benefits Criteria Overview: The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, supporting well maintained transportation facilities/equipment (as applicable); promotes innovation and a multi-modal system; improves safety and supports a clean environment and strong economy.		
Index	Criteria	Proposed Weight
1.	Connectivity/Gap Closures <ul style="list-style-type: none"> Expands the transportation system, network, or service Enhances intermodal and multi-jurisdictional connectivity Complements existing services (not duplicative) 	40
2.	Access Improvements <ul style="list-style-type: none"> Increases access to activity centers, central business districts, and employment centers Serves transit dependent populations, communities of concerns, or vulnerable populations. Improves transportation routes to schools Serves a known or realistic level of demand in the community for transit services 	
3.	State of Good Repair <ul style="list-style-type: none"> Corrects a deteriorating condition/aging infrastructure Addresses past deferred maintenance Replaces capital assets that have exceeded their useful life 	
4.	Technology and Innovation	

	<ul style="list-style-type: none"> Promotes innovative (non-traditional) elements for services Promotes vehicle technology or ITS coordination Incorporates innovative design treatments to transportation projects 	
5.	Multimodal Benefits <ul style="list-style-type: none"> Identifies benefits to transit, bike, pedestrian, rail and goods movements Support multimodal transportation through coordination of improvements 	
6.	Environmental Benefits <ul style="list-style-type: none"> Promotes modal shifts that encourages less dependency on motorized transportation Supports transit and/or transit access improvements Supports housing and/or jobs adjacent to transit 	
7.	Safety & Security <ul style="list-style-type: none"> Identifies safety concerns Increases public safety through a reduction of risk of accidents for vehicles, bicycles, and/or pedestrians Identifies known safety issues with a proven countermeasure to address the conflicts 	
8.	Economic Growth <ul style="list-style-type: none"> Promotes job growth Increases in economic growth as a result of improvements to freight corridors investments 	
Subtotal		40

C. Project/Program Sustainability Criteria Overview: Project demonstrates the ability to be maintained beyond project completion.		
<i>Index</i>	<i>Criteria</i>	<i>Proposed Weight</i>
1	Sustainability (Ownership / Lifecycle / Maintenance) <ul style="list-style-type: none"> Identifies funding sources and responsible agency for maintain the transportation project Transportation project is identified in a long-term development plan 	5
Subtotal		5

D. Matching and Leveraging Funds Criteria Overview: The project has secured funding from other sources or demonstrates how it will leverage other funds for use on the project.		
<i>Index</i>	<i>Criteria</i>	<i>Proposed Weight</i>
1	Matching Funds <ul style="list-style-type: none"> Commits other identified funds as project matching to the funds requested 	5
Subtotal		5

E. Other Funding Features: As applicable, the project incorporates complete streets and other requirements mandated by other funding sources/programs.		
<i>Index</i>	<i>Criteria</i>	<i>Proposed Weight</i>
1	Complete Streets <ul style="list-style-type: none"> • Incorporates complete street design elements in proposed improvements • Defined benefits to multi-modes from the improvement 	5
2.	Other Funding Criteria <ul style="list-style-type: none"> • Includes required funding criteria mandated by funding sources/programs, as applicable 	
<i>Subtotal</i>		<i>5</i>
<i>Criteria A-E Total</i>		<i>100</i>

Alameda CTC will strategic programming fund based on identified transportation benefits, readiness, and financial constraints. Geographic and modal equity, and synergies (co-benefits) between proposed improvements will also be considered during the programming of available funds.

OBAG Selection Criteria

No.	Criteria ¹	Description ²	Max. Points ³
PDA Supportive			
1	PDA Supportive Investments (Includes Proximate Access to a PDA)	Extent to which project supports connectivity to Jobs/ Transit centers / Activity Centers for a PDA and provides multi modal travel options.	5
2	Transportation Investment addressing / implementing planned vision of PDA (Timing of Project vs. Overall Schedule of PDA Development)	Extent to which project addresses implementation of the vision of the PDA.	4
High Impact Areas			
3A	Housing Growth	Projected growth of Housing Units in PDA. ³	2
3B	Jobs Growth	Projected growth of Jobs in PDA. ³	2
3C	Improved transportation choices for all income levels, proximity to quality transit access	Project is located within a Transit Priority Area (TPA).	6
3D	Parking management and pricing policies	Extent to which there are Parking Management and/or other TDM strategies in place.	3
3E	Affordable housing preservation and creation strategies	Does the jurisdiction have policies/actions to increase the supply of affordable housing, preserve affordable housing and/or prevent displacement of existing residents due to escalating rents? ³	9
Communities of Concern (COC)			
4	Communities of Concern (COC)	Extent to which the proposed project activities will mitigate the transportation need (i.e. addresses transportation gaps and/or barriers and/or improves transportation choices) for a low income community.	4
Freight and Emissions			
5	Freight and Emissions	Extent to which project (1) is in PDA that overlaps or is collocated with an Air District Community Air Risk Evaluation (CARE) Area or is in the vicinity of a major freight corridor, (2) Reduces VMT, and/or (2) local policies in place to address toxic air contaminants exposure.	5
Notes:		Total Points	40
1.	OBAG-specific Selection Criteria, adopted by Alameda CTC Commission, 10/25/2012.		
2.	Criteria descriptions are consistent with MTC Resolution 4202, OBAG 2 project selection and programming principles.		
3.	Point maximums are unchanged from OBAG Cycle 1.		
4.	As identified in Alameda CTC's PDA Investment and Growth Strategy: http://www.alamedactc.org/app_pages/view/10385 .		

SECTION 2
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
ARTERIALS GRANT PROGRAM

PROGRAM SUMMARY

The Arterials Grant Program includes discretionary funding from the 2014 Measure BB Transportation Expenditure Plan (2014 TEP). This program aims to support the arterials in our community that serve as major commute routes for those traveling by transit, auto, bicycle, or foot, and enhance access to jobs, stores, and more through capital infrastructure investments, service operations, and innovative projects. This program focuses on improvements to major roads, bridges, freight corridors, or quiet zones.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plan. The specific funding requirements related to the expenditure and reimbursement of the 2014 Measure BB funds allocated to projects as part of the Arterials Grant Program shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs (“projects”) that will be funded with the sales tax revenues. Ten percent (10%) of the net revenue collected is dedicated to funding congestion relief, local bridge, and seismic safety type projects benefiting arterials and roadways that improve the mobility of transit riders, motorists, bicyclists, and pedestrians, as well as the movement of goods to stores and consumers within Alameda County.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to improve accessibility, enhance operational efficiencies, increase safety, and reduce congestion. Such activities include projects that remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in key commute corridors.

Examples of commute corridors eligible for funding include:

- *North County Major Roadways:* Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale Bridge replacements; Powell Street Bridge widening at Christie; East 14th Street improvements and Oakland Army Base transportation infrastructure improvements.
- *Central County Major Roadways:* Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements and Tennyson Road grade separation.
- *South County Major Roadways:* East-west connector in North Fremont and Union City, I-680/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont, Central Avenue Overcrossing, Thornton Avenue widening, Mowry Avenue and Newark local streets.
- *East County Major Roadways:* Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening and Bernal Bridge construction.
- *Countywide Freight Corridors:* Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

PROGRAMMING AND ALLOCATION PRIORITIES

The Arterials Grant Program seeks to award projects that advance goals identified in the Countywide Multimodal Arterials Plan and as identified in the Measure BB expenditure plan. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide mobility along arterials. This program recognizes that concentrating improvements in key arterial corridors will improve access and efficiencies, increase safety, and reduce congestion. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Regional projects or corridors identified in the Transportation Expenditure Plan:** Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans.
2. **Projects aligned with needs established in the Multimodal Arterials Plan:** Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Multimodal Arterials Plan.

3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.
4. **Enhance multimodal connectivity:** Priority consideration is given to projects that enhance the reliability, safety, and connectivity of transit, bicycle and pedestrian networks.
5. **Congestion relief and increased mobility:** Priority consideration is given to projects identified as significantly improving congestion on major commute corridors and facilitating connectivity and travel over multiple jurisdictions.
6. **State of Good Repair:** Priority consideration is given to projects that improve the conditions of existing transportation facilities or address conditions that would otherwise deteriorate if left unimproved.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance mobility, access, safety, and convenience in Alameda County. The program goal is to fund projects that will best serve the County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

Arterials Grant Program funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Resurfacing and beautification
- Local road safety improvements
- Intersection enhancements
- Traffic/signal operation improvements
- Grade separations and railroad crossings
- Bridge replacements
- Cross connectors
- Truck route improvements
- Quiet zone enhancements
- Education, enforcement and promotion programs

This page intentionally left blank.

SECTION 3
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
BICYCLE AND PEDESTRIAN DISCRETIONARY GRANT PROGRAM

PROGRAM SUMMARY

The Bicycle and Pedestrian Discretionary Grant program includes the combined discretionary funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Bicycle and Pedestrian programs as a unified grant program. This program aims to support enhanced access and safety for bicyclists and pedestrians through capital infrastructure investments, encouragement/promotion, and planning activities.

The 2000 Measure B, 2014 Measure BB, and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans. The specific funding requirements related to the expenditure and reimbursement of 2000 Measure B, 2014 Measure BB, and VRF funds allocated as part of the Bicycle and Pedestrian Discretionary Grant Program shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports a multiple of projects to improve the County’s transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs (“projects”) that will be funded with the sales tax revenues. Five percent (5%) of the net revenue collected is dedicated to bicycle and pedestrian projects. The five percent (5%) is further separated into two funding pots:

- 75 percent (75%) of the funds are Direct Local Distributions to Alameda County cities and County based on population; and
- 25 percent (25%) of the funds are distributed on a discretionary basis through the Measure B Bicycle and Pedestrian Countywide Discretionary Fund. Funds in this category includes use for Countywide Bicycle and Pedestrian coordination.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Eight percent (8%) of the net revenue collected is dedicated to bicycle and pedestrian

infrastructure and safety projects that support projects that encourage people to bike and walk. Three percent (3%) is directed towards Gap Closure on Three Major Trails - Iron Horse Trail, Bay Trail, and the East Bay Greenway Corridor. The remaining five percent (5%) is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, by focusing on projects that complete and maintain the bicycle/pedestrian infrastructure network. The 5% is further separated into two funding pots:

- 60 percent (60%) of the funds are Direct Local Distributions to Alameda County cities and County based on population; and
- 40 percent (40%) of the funds are distributed on a discretionary basis through the Measure BB Bicycle and Pedestrian Grant program for regional projects and trail maintenance. Funds in this category includes use for Countywide Bicycle and Pedestrian coordination.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar (\$10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promotes the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Five percent (5%) of the VRF funds are dedicated to the VRF Pedestrian and Bicycle Access and Safety Program, which goal is to improve the safety of bicycles and pedestrians by reducing conflicts with motorized vehicles, create safety access to activity centers, and improve connectivity of the transportation network.

PROGRAMMING AND ALLOCATION PRIORITIES

The Bicycle and Pedestrian Discretionary Grant program seeks to award projects that advance countywide bicycle and pedestrian goals as identified in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and the Measure B, Measure BB, and VRF expenditure plans. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering the countywide bicycle and pedestrian priorities. The Countywide Bicycle and Pedestrian Plans specify a priority vision system consisting of projects, corridors, and projects on the system that are the most significant from a countywide perspective. This priority system will guide and focus the programming and allocations of the bicycle/pedestrian program funds. In general, competitive projects are those also that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Identified in the Countywide Bicycle and Pedestrian Plans:** Priority consideration is given to bicycle and pedestrian projects identified as a countywide priority in Alameda CTC's Countywide Bicycle and Pedestrian Plans.
2. **Regional projects in the Expenditure Plans:** Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans. This includes projects identified in the Alameda CTC's Measure BB Capital Project Delivery Plan.
3. **Gap Closure:** Priority consideration is given to projects that close gaps in local and countywide bicycle/pedestrian network.
4. **Safety and Connectivity:** Priority consideration is given to projects that improve connections to activity centers, schools, jobs, and transit by removing known barriers to access.
5. **Local Master Plan Updates:** All local master plans are considered to be a countywide priority since they will enhance the ability of the county to identify and implement the highest priority bicycle and/or pedestrian improvements. Priority consideration (in no particular order) will be given to project sponsors who:
 - a. Identify funding limitations for creating or updating a master plan;
 - b. Propose an investigation of new and innovative topic areas, not historically examined in a master plan;
 - c. Require a bicycle and/or pedestrian master plan or an update to a plan that is more than five years old (consideration between three and five year old plans will be taken thereafter); and
 - d. Focus components of a master plan that commit to an identification of specific near-term and long-term priorities that are connectivity to countywide goals and expenditure plan priorities.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance bicycle and pedestrian access, convenience, safety and usage in Alameda County. The program goal is to fund projects that will best serve the County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. master plans to master plans), as feasible and practical. Funds for the completion of the three major trails may be applied to the construction and maintenance of the three major trails, as well as local connectors and access routes.

Bicycle and Pedestrian Discretionary Grant program funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Sidewalks and multi-use paths
- New bikeways and pedestrian facilities
- Crossing improvements (at intersections, interchanges, railroad, freeway)
- Bicycle and pedestrian signals
- Bicycle lockers, racks and parking facilities
- Signage for pedestrian and/or bicyclists
- Traffic calming devices
- Pedestrian and bicycle access improvements to and from transit facilities
- Bicycle/pedestrian components of complete streets and streetscape improvements

Non-infrastructure

- Planning studies such as master plans and master plan updates that improve the coordination between jurisdictions
- Feasibility studies for capital projects
- Safe routes to school operations including crossing guard programs
- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Routine maintenance of roadway facilities
- Maintenance of multi-use pathways and bike-transit facilities serving a large number of pedestrian and/or bicyclists, that have a countywide significance, and which will improve the safety, access, and convenience of the facility will be considered on a case-by-case basis
- Ongoing facility operations (e.g. attended bicycle parking)
- Funding to replace funds for existing ongoing programs

SECTION 4
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
COMMUNITY DEVELOPMENT INVESTMENT PROGRAM

PROGRAM SUMMARY

Community developments are strengthened when enhanced by transportation choices that provide expanded access to residential developments, jobs and schools. The Community Development Investment Program (CDIP) will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. Investments include capital projects, programs, plans and studies which serve to achieve the objectives of the CDIP, including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that facilitate transit-oriented growth.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plans. The specific funding requirements related to the expenditure and reimbursement of 2014 Measure BB funds allocated to projects as part of the CDIP shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs (“projects”) that will be funded with the sales tax revenues. The 2014 TEP establishes a total of 4 percent of net sales tax revenue, for the development and implementation of the program. CDIP investments are intended to enhance access and safety around transit stations and hubs, and to support station area development and transit oriented development at the station areas listed in the 2014 TEP.

PROGRAMMING AND ALLOCATION PRIORITIES

The Community Development Investment Program seeks to award projects that advance access and connectivity to transit as identified in the Measure BB expenditure plan. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering community connectivity to transit, schools and job centers. In general, competitive projects are

those that enhance connectivity from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Capital Infrastructure:** A minimum of 70 percent (70%) of available program funds will be specifically allotted to capital projects for infrastructure investments.
2. **Non-infrastructure:** The remaining 30 percent (30%) may be used for non-infrastructure improvements including shuttle operations, plans and studies.
3. **Increase Access and Connectivity:** Priority consideration will be given to projects that significantly improve access and connectivity to transit, jobs and schools.
4. **Leveraging Funds:** Projects that are recommended by Alameda CTC for non-Alameda CTC administered funds, such as One Bay Area Grant (OBAG), will receive first priority to secure these external funding commitments for Alameda County.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance access and safety around transit stations, hubs, and transit oriented development.

CDIP funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Transit station improvements including plazas, station access, pocket parks, parking lots and structures.
- Local streets and road improvements including streetscape projects associated with high density developments and near transit facilities with sample elements such as pedestrian street lighting, bulb outs, crosswalk and sidewalk improvements, new striping for bicycle lanes and road diets, way finding signage and bus shelters.
- Bicycle and pedestrian improvements including bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, bicycle parking.
- Park-and-ride facility improvements
- Passenger rail station access and capacity improvements
- Development and implementation of transit priority treatments on local roadways
- Equipment and rolling stock such as equipment that is attached to a facility and integral to the benefit of the facility (i.e. EV charging stations)

Non-infrastructure

- Planning studies such as master plans and master plan updates that improve the coordination between jurisdictions
- Planning studies
- Feasibility studies for capital projects
- Transit operations
- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Funds for shuttles are provided for operations activities only and may not be used for maintenance or vehicle purchases
- Studies that extend beyond Alameda County other than to establish contributing impacts
- Vehicle purchases
- Routine maintenance
- Promotional program giveaways including food, etc.

OTHER REQUIREMENTS

- Shuttle operations will be limited to a maximum award of \$500,000 per year, and will require a 50 percent (50%) match. Awards will be for a two-year period. Awards less than \$100,000 per year will be considered on a case-by-case basis.
- Plans and Studies will be limited to a maximum award of \$100,000, and will require a 50 percent (50%) match.
- Compliance with complete guidance and policies for CDIP, as approved by the Commission in March 2016. For full guidelines refer to the Alameda CTC website:
http://www.alamedactc.org/app_pages/view/19025

This page intentionally left blank.

SECTION 5
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
FREIGHT AND ECONOMIC DEVELOPMENT GRANT PROGRAM

PROGRAM SUMMARY

The Freight and Economic Development Grant Program includes discretionary funding from the 2014 Measure BB Program, which aims to develop innovative approaches to moving goods in a safe and healthy environment in support of a robust economy.

The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan. The specific funding requirements related to the expenditure and reimbursement of funds allocated to projects as part of the Freight and Economic Development Program shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs (“projects”) that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding improvements that support moving goods in a safe and healthy environment in support of a robust economy as part of the Traffic Relief on Highways Type (Highway Program) included in the 2014 TEP.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other types of transportation
- Improve reduction of greenhouse gas production in the transport of goods
- Mitigate environmental impacts of freight movements on residential neighborhoods
- Enhance coordination between the Port of Oakland, the Oakland Airport, and local jurisdictions for the purposes of improving the efficiency, safety, and environmental impacts of freight operations

PROGRAMMING AND ALLOCATION PRIORITIES

The Freight and Economic Development Grant Program seeks to award projects that advance freight related goals identified in the Countywide Goods Movement Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide safety and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the Transportation Expenditure Plans. Funding from this category will be done in coordination with the Highway Program in the following section to support related transportation projects and corridor investments, where applicable.
2. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.
3. **Projects aligned with needs established in the Goods Movement Plan:** Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Goods Movement Plan.
4. **Reduce conflicts:** Priority consideration is given to projects that reduce conflicts between goods movement, passenger transportation, and local communities, and that improve safety.
5. **Improve goods mobility and economic development:** Priority consideration is given to projects that positively affect truck mobility and accessibility.
6. **Enhance coordination:** Priority consideration is given to projects that mitigate impacts on neighborhoods and enhance coordination between freight distribution centers.

ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish the program's objective to improve mobility and coordination of freight and goods to and from Alameda County. Projects must directly address a specific freight coordination issue or goods movement need.

The Freight and Economic Development program will be available for projects that include, but are not limited to the following:

- Highway interchange improvements that address freight or passenger delays

- Technology programs that address smart operations and deliveries
- Rail infrastructure capacity improvements on freight rail lines
- Gateway infrastructure improvements
- Impact reduction programs
- Local truck route enhancements
- Goods movement planning support
- Quiet Zone Improvements
- Airport Facilities
- Truck vehicle parking
- Truck/port/freight/operations

INELIGIBLE PROJECTS

- Projects that do not directly benefit or facilitate freight and goods movement in Alameda County.
- Projects that do not meet the goals and objectives of this program.

This page intentionally left blank.

SECTION 6
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
HIGHWAY PROGRAM

PROGRAM SUMMARY

The Highway Program seeks to implement projects as identified in the Measure BB 2014 Transportation Expenditure Plan (2014 TEP). The expenditure plan identifies specific highway and freight corridors and improvements on I-80, SR84, I-580, I-680 and I-880 that would address infrastructure gaps and facilitate greater access, congestion relief and goods movement. The 2014 TEP identifies specific projects for each of the highway corridors in the amount of \$600M, with an additional one percent (1%) of net revenue or approximately \$77M specifically targeted towards improvements that improve goods movement. Projects were based on project readiness, local priority, and the ability to leverage current investment and funds. Alameda CTC aims to prioritize the specific investments that demonstrate an ability to move forward in project implementation and delivery. A number of eligible projects, or candidate projects will be selected for funding based on their contribution to maximizing the connectivity, reliability, and efficiency of the transportation system, while also providing congestion relief and facility improvements.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs that will be funded with the sales tax revenues. The 2014 TEP identifies \$600 million for specific highway capital improvements with an additional including one percent (1%) of net revenue or approximately \$77 million, targeted specifically for the Freight and Economic Development Program that supports goods movement related improvements.

Funds will be periodically distributed by Alameda CTC for projects that will make the existing highway system safer, more efficient and effective by:

- Removing bottlenecks at interchanges and other hot spots
- Improving efficiency by providing HOV/HOT/Express Lanes and operational improvements, and integrating Intelligent Transportation System (ITS) strategies
- Providing connectivity/accessibility between goods, markets, and employment centers
- Complementing other modes of transportation and integrating complete street features
- Completing gaps in the system
- Improving air quality by reducing pollution and greenhouse gas emissions

The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan. The specific funding requirements related to the expenditure and reimbursement of funds allocated to projects as part of the Highway Program shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

PROGRAMMING AND ALLOCATION PRIORITIES

The Highway program seeks to award projects that improve the safety and efficiency of Alameda County's highway system, as specifically identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly towards addressing safety, access and infrastructure gaps, while also furthering countywide efficiencies and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

- 1. Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the 2014 TEP and earmarked for certain Measure BB amounts.
 - a. Projects specifically named or referenced in the group category and that have already started various project development phases such as scoping, preliminary engineering, design, and environmental will receive priority consideration.
 - b. Projects referenced in the group category and earmarked for certain Measure BB amounts in the 2014 TEP but not yet started any project development work.
 - c. Funding from this category will be done in coordination with the Freight and Economic Development Program to support related transportation projects and corridor investments, where applicable.
- 2. Improve Safety:** Priority consideration is given to projects that improve safety among vehicles, bicycles, and/or pedestrians, on major truck routes, and the safety of maintenance and operational workers.
- 3. Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.
- 4. Improve mobility and provide congestion relief:** Priority consideration is given to projects that positively affect transportation mobility and accessibility. This includes the removal of bottlenecks at the interchange locations and other hot spots identified, improving efficiency by providing additional capacity via HOV/HOT/Express and operational improvements, and reducing travel times (peak hour vehicle delays and average vehicle delays).

5. **Enhance Connectivity/Access Improvements:** Priority consideration is given to projects that provide connectivity and accessibility between goods and markets, ports, major businesses and employment centers
6. **System Reliability:** Priority consideration is given to projects that maximize connectivity, and provide congestion relief, gap closures, and contribute to improving environmental conditions i.e. air quality.

ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish program's objective improve efficiency, remove bottlenecks, and increase access on the highway system to and from Alameda County. The Highway program funds will be available for projects that include, but are not limited to the following:

- Highway projects and corridors identified in the 2014 TEP from the following investment categories:
 - I-80 Improvements
 - I-580 Improvements
 - I-680 Improvements
 - I-880 Improvements
 - I-880 Improvements
 - SR-84 Improvements
- Highway related improvements that provide congestion relief, increase safety, access, and enhances mobility of vehicles and goods movement operations.

INELIGIBLE PROJECTS

- Projects that do not directly benefit transportation in Alameda County.
- Projects that do not meet the goals and objectives of this program.

This page intentionally left blank.

SECTION 7
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B AND 2014 MEASURE BB
PARATRANSIT DISCRETIONARY GRANT PROGRAM

PROGRAM SUMMARY

The Paratransit Discretionary Grant Program includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and 2014 Measure BB funds shall be expended in accordance with the requirements of the guiding expenditure plans. The specific funding requirements related to the expenditure and reimbursement of funds allocated to projects as part of the program shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. A total of 10.45 percent (10.45%) of net MB revenue is directed towards projects intended for seniors and people with disabilities (Paratransit). The 10.45 percent (10.45%) is further split, as follows:

- 9.02 percent (9.02%) of net revenues are Direct Local Distributions (DLDs) to Alameda County cities, County and Transit Operators as follows:
 - 5.63 percent (5.63%) are DLDs directed towards the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services; and
 - 3.39 percent (3.39 %) are DLDs directed towards Alameda County cities and County for paratransit services based on a funding formula with population and other factors. The formula is recommended by the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.
- 1.43 percent (1.43%) of net revenues are distributed on a discretionary basis, based on a funding recommendation by PAPCO and approved by the Commission. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

2014 Measure BB

Measure BB, approved by Alameda County voters in 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Ten percent (10%) of net revenue collected is dedicated to paratransit projects targeted towards seniors and people with disabilities (Paratransit), as follows:

- Six percent (6%) of net revenue is directed towards the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenue are DLDs directed towards Alameda County cities and County for paratransit services, as follows:
 - A funding formula based on the percentage of the population over age 70 in each of four planning areas; and
 - Funds can be further allocated within each planning area to the individual cities based on a formula recommended by PAPCO and approved by the Commission.
- One percent (1%) of net Measure BB revenues are administered by the Alameda CTC and directed towards coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

PROGRAMMING AND ALLOCATION PRIORITIES

The Program aims to improve availability, affordability, access to and coordination of transit and paratransit services for seniors and people with disabilities by directing funding towards projects that will:

- Improve mobility by reducing the differences in the types of services available to seniors and people with disabilities that might occur based on the geographic residence of any individual needing services.
- Encourage public transit use among seniors and people with disabilities.
- Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
- Improve the efficiency/effectiveness of ADA-mandated and local, non-mandated services.

Priority (in no particular order) is given to projects as follows:

- 1. Identified in a Countywide Plan or Assessment:** Identified as a countywide priority in the Alameda Countywide Transit Plan or other relevant countywide plan or through a countywide needs assessment.
- 2. Identified in Regional Plans or Assessments:** Identified as regional and/or county priority in a relevant regional plan or needs assessment.

3. **Multi-jurisdictional Projects:** Identified projects that provide service across jurisdictional boundaries.
4. **Other priorities as recommended by PAPCO:** PAPCO may periodically recommend other Program funding priorities.

ELIGIBLE PROJECTS

Eligible projects must conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*, which currently identifies the following eligible categories:

ADA-mandated Paratransit Services

- Paratransit operations mandated by the ADA that are implemented and administered according to federal guidelines.

Non-mandated Paratransit Services

- City-based Door-to-Door Services
- Taxi Subsidy Programs
- City-based Accessible Van Services
- Accessible Shuttle Services
- Group Trip Services
- Volunteer Driver Services
- Mobility Management and/or Travel Training Services
- Scholarship/Subsidized Fare Program
- Meal Delivery (*programs established prior to July 1, 2016 only, not eligible for discretionary funding*)
- Hospital Discharge Transportation Service (HDTs)
- Wheelchair Scooter Breakdown Transportation Service (WSBTS)

Capital Projects/Procurement

- Capital improvements and equipment purchases are eligible if directly related to the implementation of a project within an eligible category, including but not limited to:
 - Scheduling software purchase
 - Accessible vehicle and equipment purchase
 - Capital projects to improve accessibility at shuttle stops.

Refer to the *Implementation Guidelines for Paratransit Programs* for detailed eligibility requirements and service descriptions here: http://www.alamedactc.org/app_pages/view/19025.

INELIGIBLE PROJECTS

- Projects that do not conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.
- Capital projects, programs, maintenance, or operations that do not directly improve paratransit services.
- Using Program funds to replace/supplant other secured funding.

SECTION 8
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB AND VEHICLE REGISTRATION FEE
TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Technology, Innovation, and Development Program includes the discretionary funding primarily from the 2014 Measure BB. However, funds identified for the Vehicle Registration Fee (VRF) Local Technology Program may be made available upon availability, at the discretion of the Alameda CTC, to meet the overall goals of the Technology, Innovation, and Development Program. Projects funded through the program shall support innovative development and application of technologies that enhance the performance of a multimodal transportation system.

The 2014 Measure BB and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans. The specific funding requirements related to the expenditure and reimbursement of 2014 Measure BB and VRF funds allocated to projects and programs as part of the Technology, Innovation, and Development Program shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding innovative approaches to meet the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Successful models will receive the first priority for funding from this category.

Funds will be distributed periodically by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Increase utilization of non-auto types of transportation or to increase the occupancy of autos with the goal of reducing congestion, air pollution, and greenhouse gas production.
- Reduce transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Use demand management strategies designed to reduce congestion, increase use of non-auto transportation, manage existing infrastructure and reduce greenhouse gas emissions.

- Inform consumers of their transportation choices and improve the efficiency or effectiveness of the county’s transportation system.
- Manage parking supply to improve availability and utilization, and to reduce congestion and greenhouse gas production.
- Support environmental mitigation for transportation projects including land banking.

Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

Vehicle Registration Fee

Measure F, approved by Alameda County in November 2010, authorizes a ten dollar (\$10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County’s transportation network and promotes the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies.

Five percent (5%) of net VRF funds are dedicated to the VRF Local Transportation Technology Program. This program aims to improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a Direct Local Distribution (DLD) program to the Alameda CTC. The goal of this policy is to create a reliable source of funding to support ongoing operational requirements and cost incurred by the Alameda CTC for technology related capital investments that benefit traffic corridors in Alameda County such as the “Smart Corridors Program” and other significant countywide technology programs implemented by the Alameda CTC.

PROGRAMMING AND ALLOCATION PRIORITIES

The Technology, Innovation, and Development Program seeks to award projects that contribute significantly to furthering countywide technological advancement and innovation related enhancing the transportation system through new and emerging research, assets, capital investments, applications, and technological based transportation strategies. In general, competitive projects are those that serve more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

- 1. New and Innovative Approaches:** Priority consideration is given to projects and programs that employ “out-of-the box” approaches to improving the transportation infrastructure and transit services.

7. **Regional projects in the Expenditure Plans:** Priority consideration is given to regional projects that are identified in the transportation expenditure plans. Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.
2. **Increase transit access and ridership:** Priority consideration is given to projects and programs that promote access, use, and connectivity to the transit system and services in Alameda County and throughout the region, by identifying mobility-enhancing practices and technologies that promote multi-modal connectivity, provide transportation options, and improve the transit user's experience.
3. **Asset Innovation and Management:** Priority consideration is given to projects and programs ("projects") that identify innovative and sustainable use of transit vehicles, transit operations, and services including the employment of new technologies or technology-based strategies and partnerships.
4. **Enhance Efficiency of moving people and goods:** Priority consideration is given to projects that create greater mobility and reliability of the transportation system through the application of innovative technologies and practices that create sustainable movement of people and goods that increase economic vitality for the county.
5. **Increase in Safety:** Priority consideration is given to projects that increase safety of the transportation system through safety-enhancing practices, technologies, and programs.

ELIGIBLE PROJECTS

Eligible projects include planning, development, implementation, and maintenance of technology that will best serve Alameda County's transportation goals. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

Technology, Innovation, and Development Program funds will be available for projects that include, but are not limited to the following:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology such as the "Smart Corridors Program", traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems
- Infrastructure for alternative vehicle fuels such as electric and plug-in-hybrid vehicle stations
- New or emerging transportation technologies that provide congestion or pollution mitigation

- Advanced signal technology for walking and bicycling
- Traveler information systems
- Advanced safety systems including infrastructure improvements that support vehicle-to-vehicle and vehicle-to-infrastructure communication, technologies associated with autonomous vehicles, and other collision avoidance technologies
- Mobile applications that facilitates greater transportation access, car sharing, and user ability (enhanced information availability, connectivity to transit, user experience).
- Advanced public transportation technologies that assist public transportation operators or other shared mobility entities in managing and optimizing public transportation and mobility services. This includes remote fleet monitoring systems, coordinated communication systems, and applications that support transit connectivity, data collection, information sharing, and mobility sharing.

INELIGIBLE PROJECTS

- Projects that do not directly benefit or are inaccessible to the public.
- Projects that do not meet the goals and objectives of this program.

SECTION 9
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE
TRANSIT GRANT PROGRAM

PROGRAM SUMMARY

The Transit Grant Program includes the combined discretionary funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Express Bus and Transit programs as a unified grant program. This program aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects. The 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee funds shall be expended in accordance with the requirements of their respective expenditure plans. The specific funding requirements related to the expenditure and reimbursement of the 2000 Measure B, 2014 Measure BB, and VRF funds allocated to projects as part of the Transit Grant Program shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple investments to improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. 0.7 percent (0.7%) of the net revenue collected is dedicated to express bus service projects. The goal of the Express Bus Grant Program is to create, expand, and enhance express bus services, focusing on projects with countywide significance. Measure B funds will be available to fund eligible AC Transit and LAVTA projects.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects ("projects") that will be funded with the sales tax revenues. 2.24 percent (2.24%) of the net revenue collected is dedicated to funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this funding category.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar (\$10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Twenty-five percent (25%) of the VRF funds are dedicated to the VRF Transit for Congestion Relief Program. The goal of the program is to make it easier for drivers to use public transportation, make the existing transportation system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution.

PROGRAMMING AND ALLOCATION PRIORITIES

The Transit Grant Program seeks to award projects that advance transit related goals identified in the Countywide Transit Plan and as identified in the Measure B, Measure BB, and VRF expenditure plans. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide access to and expansion of transit services. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Increase transit access and ridership:** Priority consideration is given to transit projects that promote access, use, and connectivity to transit services and the transit system in Alameda County and throughout the region.
2. **Regional projects in the Expenditure Plans:** Priority consideration is given to regional projects that are identified in the expenditure plans and Countywide Transit Plans (CTP).
3. **Projects aligned with needs established a Transit Plan:** Priority consideration is given to projects that align with the transit priorities and needs as established in the Alameda CTC's CTP or short range transit plan.
4. **Reliability of Service Operations:** Priority consideration is given to projects that address regionally significant transit issues and maintain and improve reliability, frequency, and cost effectiveness of operational services.
5. **Express Bus Services:** Priority consideration is given to Express Bus Services that have countywide significance. In general, projects must service residents from more than one

specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of transit connections that go beyond one planning area.

Express Bus Service is defined as either:

- a. Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone, or
- b. Service that provides a simple route layout, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, signature identification of rapid bus such as color coded buses, stops, and enhanced stations.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance transit access, convenience, and service operations in Alameda County. The program goal is to fund projects that will best serve the County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

Transit Grant Program funds will be available for projects that include, but are not limited to the following:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in a congested area
- Development and implementation of transit priority treatments on local roadways
- Student transit pass programs identified through the affordable student transit program with models benefiting junior and high school youth riders
- Investments to improve the speed and reliability of transit operations
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low-floor transit vehicles
- Passenger rail station access and capacity improvements
- Routine bus maintenance
- Feasibility studies for capital projects
- Safe routes to school operations,
- Safety education, enforcement, and promotional programs
- Express Bus Services including capital expenses and operations. Funding for express bus service operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls

INELIGIBLE PROJECTS

- Routine bus maintenance

- Funding to replace funds for existing ongoing programs, expected to eliminate or prevent express bus service cuts due to service budget shortfalls
- Projects must not directly duplicate existing services, but may enhance services and should be coordinated with existing services to the extent feasible

SECTION 10
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B
TRANSIT CENTER DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Transit Center Development Program (TCD) aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects.

Transit Center Developments refers to priority development areas (PDAs), transit villages, or transit oriented designs, a mixed-use residential or commercial area designed to maximize access to public transportation. The California Department of Transportation defines TCD or Transit Oriented Development (TOD) as “moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitates transit use.” The 2000 Measure B funds shall be expended in accordance with the requirements of the expenditure plan. The specific funding requirements related to the expenditure and reimbursement of the 2000 Measure B funds allocated to projects as part of the TCD Program shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

FUND SOURCE

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple projects to improve the County’s transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs (“projects”) that will be funded with the sales tax revenues. Approximately 0.19 percent (0.19%) of the net revenue collected is dedicated to the TCD Program. The goal of the TCD Program is to encourage transportation development near transit centers to facilitate and support the growth of transit oriented developments.

PROGRAMMING AND ALLOCATION PRIORITIES

The TCD Program seeks to award projects that advance TOD projects, and as identified in the 2000 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to facilitating residential and retail development near transit centers, and PDAs. In

general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Support for Transit Oriented Developments or Priority Development Areas:** Priority consideration is given to activities that promote access, use and connectivity of transportation infrastructure that provides direct access to mixed use developments and housing near major transit facilities in Alameda County.
2. **Consistent with the Expenditure Plan:** Priority consideration is given to projects that encourage the development of transit centers per the expenditure plan.
3. **Technical Assistance Program:** Priority consideration is given to a technical assistance program administered by the Alameda CTC, known as the Sustainable Communities Technical Assistance Program (SC-TAP), which supports jurisdictions in their technical planning efforts to complete studies and plans in a variety of topics that help advance TOD projects.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance the development of transit centers and transit oriented communities in Alameda County. The program goal is to fund projects that will best serve the County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. capital projects to capital projects, operations to operations, study to study), as feasible and practical.

TCD Program funds will be available for projects that include, but are not limited to the following:

- Capital infrastructure projects that support access to and from transit villages
- PDA planning and implementation of projects
- Studies and plans, including technical assistance programs that address multimodal access and complete streets implementation, streetscape and urban design work, and implementation of transit communities, priority development areas, and the associated components
- Consultant services (through a technical assistance program) to complete specific planning, environmental review, and project development tasks

INELIGIBLE PROJECTS

- Project activities that do not support the development or implementation of transit oriented developments or to priority development areas

SECTION 11
PROGRAMMING/ALLOCATION GUIDELINES FOR
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
COUNTY PROGRAM MANAGER FUND PROGRAM

PROGRAM SUMMARY

The Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund is funding made available by the Bay Area Air Quality Management District (Air District) from revenue that is generated by a regional four dollar vehicle registration fee. TFCA funded projects are to result in the reduction of motor vehicle emissions and achieve “surplus” emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and vehicle trip reduction programs.

As the designated TFCA CPM for Alameda County, the Alameda CTC is responsible for programming 40 percent (40%) of the four dollar (\$4) vehicle registration fee that is collected in Alameda County for this program. TFCA funds shall be expended in accordance with the requirements of the Air District’s current TFCA CPM Policies, the Air District’s adopted county expenditure plans and the provisions set forth in the annual TFCA CPM Master Funding Agreement between the Alameda CTC and the Air District. Project- and grant-specific requirements related to the expenditure and reimbursement of TFCA CPM funds shall be included in the funding agreements between the Alameda CTC and TFCA funding recipients.

FUND SOURCE

Transportation Fund for Clean Air

Pursuant to the 1988 California Clean Air Act, the Air District is required to periodically adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with state and federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the State Legislature, through AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized the Air District to collect a fee of up to four dollars (\$4) per vehicle per year, for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40 percent (40%) of the revenue to an overall program manager in each county. The overall program manager must

be designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) in the Bay Area that are designated as AB 434 program managers “shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute).” The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 also adds a requirement that designated county program managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate TFCA funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant TCMs and/or MSMs in the Air District’s most recently approved CAP , and 4) are not planning or technical studies.

PROGRAMMING AND ALLOCATION PRIORITIES

The Air District annually adopts policies for the TFCA CPM Fund. The current [Air District TFCA CPM Policies](#) further define eligible projects and establish criteria for calculating emissions reductions (i.e., TFCA cost-effectiveness). Projects that are authorized by HSC Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District’s current TFCA CPM policies are subject to Air District approval on a case-by-case basis.

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a project-specific fund transfer agreement between the Alameda CTC and the project sponsor.

General Program Structure

As the designated CPM for Alameda County, the Alameda CTC is allocated 40 percent (40%) of the funds collected in Alameda County for this program. The Air District will advance these funds to the Alameda CTC in semi-annual installments each fiscal year. The Alameda CTC must fully program the TFCA revenue received each year within the Air District’s allowable time period. Any unallocated funds may be reallocated by the Air District. The Alameda CTC will prepare an annual [TFCA CPM Fund Estimate](#), as follows:

- A maximum of 6.25 percent (6.25%) of the annual revenue will be used directly by the Alameda CTC for program implementation and administration.
- The remaining 95 percent (95%) of funds will be distributed as follows:

- 70 percent (70%) of funds will be segregated into population-based shares for the cities and County:
 - A minimum of \$10,000 to each jurisdiction.
 - City population will be updated annually based on the State Department of Finance (DOF) estimates.
 - The Alameda CTC may choose to roll over a city or the county's annual 70 percent (70%) allocation for programming in a future year.
 - The Alameda CTC may also borrow against the rolled over allocations in order to program all available revenues.
 - Unused funds from cancelled or completed projects are returned to the sponsor's share of the fund estimate and are available for reprogramming in a future cycle.
 - The Alameda CTC may also program against future TFCA revenue for projects that are larger than the annual funds available.
- The remaining 30 percent (30%) of funds are to be programmed to transit-related projects on a discretionary basis:
 - Projects competing for the 30 percent (30%) discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project.
 - Project prioritization may consider the TFCA cost-effectiveness evaluation, the emissions reductions per total project dollar invested for the project and the matching funds provided by the project sponsor.
 - Unused funds from cancelled or completed transit discretionary projects are returned to the 30 percent (30%) share of the fund estimate for reprogramming in a future cycle.
 - The Alameda CTC may also program against future TFCA revenue for transit-related projects that are larger than the annual funds available.

ELIGIBLE PROJECTS

Consistent with the project types authorized under the California Health and Safety Code (HSC) Section 44241, projects eligible for TFCA funds include:

- Implementation of rideshare programs;
- Purchase or lease of clean fuel buses for school districts and transit operators;
- Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets";
- Implementation of rail-bus integration and regional transit information systems;
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges and public transit;

- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to engine repowers (subject to Air District approval on a case-by-case basis), engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
- Implementation of smoking vehicles program;
- Implementation of an automobile buy-back scrappage program operated by a governmental agency;
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
- Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

INELIGIBLE PROJECTS

TFCA funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project;
- Routine maintenance;
- The purchase of personal computing equipment for an individual's home use;
- Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively for the grantee's employees; or
- Costs of developing TFCA grant applications.

OTHER REQUIREMENTS

TFCA Cost Effectiveness

The Air District requires the evaluation of projects proposed for and completed with TFCA funding for TFCA cost-effectiveness. The Alameda CTC will measure cost-effectiveness based on the ratio of the TFCA cost divided by the sum total tons of emissions (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller "PM10") that are estimated to be reduced by the project. For the purpose of calculating the TFCA cost-effectiveness, the TFCA project cost is the sum of the requested TFCA CPM Funds and any secured TFCA Regional Funds. Air District-generated forms are used to calculate a cost effectiveness result of \$ TFCA/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, that is equal to or less than either: 1) the standard threshold of \$90,000 of TFCA funds per ton of total ROG, NOx and weighted PM10 emissions reduced (\$/ton), or 2) another threshold as identified in the current [Air District TFCA CPM Policies](#) for the project type. Project sponsors are required to provide the Alameda CTC with the data necessary to evaluate projects for TFCA cost-effectiveness. This may include, but is not

limited to, transit ridership, bicycle counts, verifiable survey data, vehicle data and results from comparable projects.

Attributes of Cost-Effective TFCA Projects

The following list includes the project attributes typically associated with successful candidate projects for TFCA funding:

- Project purchases or provides service using best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, utilizes vehicles that have 2010 and newer engines, is not a Family Emission Limit (FEL) engine, and/or have zero tailpipe emissions).
- Project is delivered or placed into service within one year and/or significantly in advance of regulatory changes (e.g., lower engine emission standards.).
- Project requests relatively low amount of TFCA funds; Grantee provides significant matching funds.
- Project is associated with a multi-modal transit center, supports high-density mixed-use development or communities.
- For vehicle trip reduction projects (e.g., bike facilities, shuttle/feeder bus service and ridesharing projects):
 - Project provides service to relatively large percent of riders/participants that otherwise would have driven alone over a long distance.
 - Project provides “first and last mile” connection to between employers and transit.
 - Service travels relatively short distances between start and end point/ and has relatively low mileage and a minimal amount of non-service miles. Shuttle operates on a route (service and non-service miles) that is relatively short in distance.
- For vehicle-based projects:
 - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, and utility vehicles).
- For arterial management and smart growth projects:
 - Pre- and post-project counts demonstrate high usage and a potential to affect mode or behavior shift that reduces emissions.
 - Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and improving transit.
 - Project is located along high volume transit corridors and/or is near major activity centers such as schools, transit centers, civic or retail centers.

TFCA Expenditure Period

TFCA funding is subject to a TFCA expenditure period. In general, the Air District TFCA CPM Policies allow for a two-year expenditure period unless a longer expenditure period is established at the time of programming. For projects that provide a service, such as ridesharing

programs and shuttle/feeder bus projects, the TFCA grant period is limited to not more than two (2) years for operations, except for bike share (Bay Area Bike Share) projects, which have a TFCA grant period of up to five (5) years. To receive TFCA funding in subsequent funding cycles, all operations projects must be re-evaluated for TFCA cost effectiveness based on the most current project data. The Alameda CTC may approve no more than two one-year extensions to the TFCA expenditure period. Subsequent extensions are granted on a case-by-case basis by the Air District.

SECTION 12
PROGRAMMING/ALLOCATION GUIDELINES FOR
STP/CMAQ FUNDS
ONE BAY AREA GRANT (OBAG) CYCLE 2 PROGRAM

PROGRAM SUMMARY

The One Bay Area Grant Program Cycle 2 (OBAG 2) is the second round of the federal funding program designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22.

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the SCS, and contributes to the implementation of the goals and objectives of the Regional Transportation Plan. Overall, the OBAG 2 Program goals include:

- Support the SCS by linking transportation dollars to land use decisions,
- Target transportation investments to support Priority Development Areas (PDAs), and
- Select transportation projects for funding based on Alameda County's PDA Investment and Growth Strategy.

MTC's Resolution 4202 (December 2016), the OBAG 2 project selection criteria and programming policy, identifies revenue estimates, project categories, and general and county programming policies and deadlines.

FUND SOURCES

OBAG 2 funding is based on anticipated future federal transportation program apportionments of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding from the recently passed Fixing America's Surface Transportation (FAST) Act and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21) Act. The STP and CMAQ programs are the primary federal funding sources distributed to regions for transportation and can fund a variety of project types, including public transit, bicycle and pedestrian and local road and highway projects.

PROGRAMMING AND ALLOCATION PRIORITIES

As established in MTC Resolution 4202, OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. At least 70 percent (70%) of OBAG 2 funds is to be programmed towards eligible PDA supportive Transportation Investment Projects. The purpose of PDA supportive transportation investments is to support community based transportation projects that promote new vibrancy to downtown areas, commercial cores, high density neighborhoods, and transit corridors, enhancing

their amenities and ambiance and making them places where people want to live, work and visit. This category supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes.

ELIGIBLE PROJECTS

OBAG 2 will be available for projects and programs that include, but are not limited to the following:

- Planning and Outreach Activities
- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes to School
- Priority Conservation Areas
- Federal Aid Secondary (FAS) Improvements

OTHER REQUIREMENTS

MTC Program Requirements

MTC's Resolution 4202 (December 2016) (http://mtc.ca.gov/sites/default/files/RES-4202_approved_1.pdf) include:

- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation.
- At least half of the OBAG 2 funds must be obligated (federal authorization/FTA transfer) by January 31, 2020. All remaining OBAG 2 funds must be obligated by January 31, 2023.
- In general, capacity in the first year is to be prioritized for on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects, followed by the capital phases of projects in later years.

Alameda CTC Program Requirements

In addition to conforming to the Alameda County OBAG 2 Programming Guidelines (2018 CIP Appendix I, Section 12), the project evaluation and program development for OBAG 2 conforms to the following:

- Alameda CTC's 2018 CIP Programming Principles (2018 CIP Appendix I, Section 1),
- Overall CIP and OBAG-specific evaluation criteria (2018 CIP Appendix I, Section 1),
- Alameda County OBAG 2 Principles (July 2016) (http://www.alamedactc.org/files/managed/Document/19310/6.6_Combos.pdf) and
- Alameda CTC's PDA Investment and Growth Strategy (update scheduled for May 2017) (http://www.alamedactc.org/app_pages/view/10385)

Additional information related to the programming of OBAG 2 funds, including PDA maps, is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.



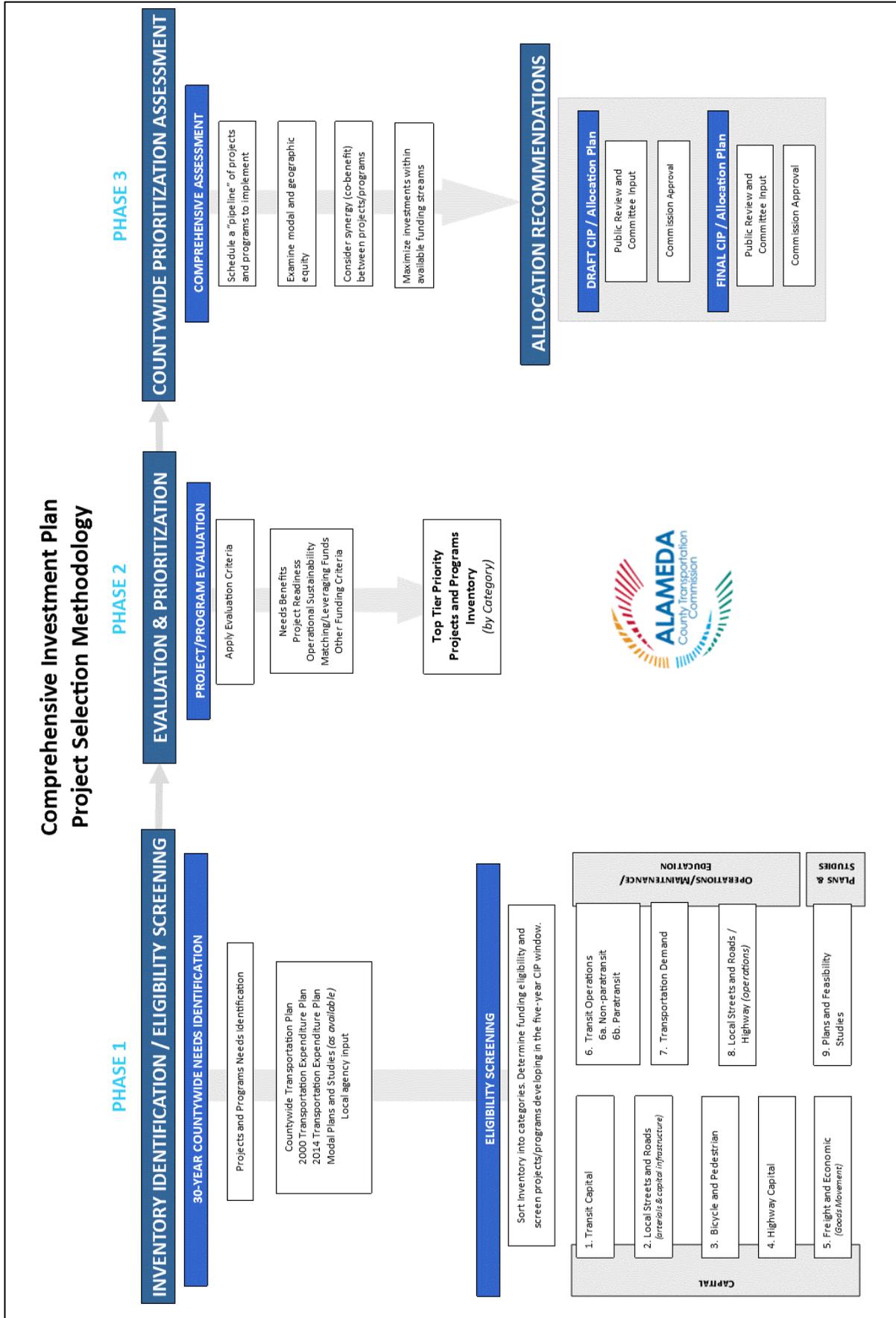
2018 Comprehensive Investment Plan

Appendix J

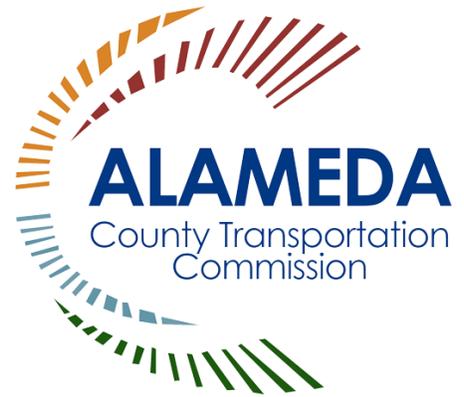
CIP Project Selection Methodology Diagram



Page Intentionally Left Blank.



This page intentionally left blank.



2018 Comprehensive Investment Plan

Appendix K

FY 2017/18 Strategic Plans



Page Intentionally Left Blank.

Alameda CTC 2000 Measure B Capital Program Strategic Plan - Project Commitment and Allocation Summary				
April 2017				
ACTIA No.	ACTIA No. Title	Total 2000 Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)
01	ACE Capital Improvements	\$ 13,184	\$ 13,184	\$ -
02	BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ -
03	BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ -
04	Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ -
05	Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ -
06	Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ -
07	San Pablo/Telegraph Corridors - AC Transit	\$ 24,444	\$ 24,444	\$ -
08	I-680 Express Lanes	\$ 35,197	# \$ 35,197	\$ -
09	Iron Horse Transit Route	\$ 6,267	\$ 6,267	\$ -
10	I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ -
11	I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ -
12	I-580 Interchange Improvements in Castro Valley	\$ 11,525	\$ 11,525	\$ -
13	Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ -
14	I-580 Auxiliary Lanes	\$ 13,029	\$ 13,029	\$ -
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 27,037	\$ -
16	Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ -
17	Hesperian Boulevard/Lewelling Boulevard Widening	\$ 1,264	\$ 1,264	\$ -
18	Westgate Parkway Extension	\$ 8,518	\$ 8,518	\$ -
19	East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218	\$ 3,218	\$ -
20	Newark Local Streets	\$ 1,422	\$ 1,422	\$ -
21	I-238 Widening	\$ 81,022	\$ 81,022	\$ -
22	I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ -
23	Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 26,529	\$ -
24	Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ -
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289
26	I-580 Corridor/BART to Livermore Studies	\$ 41,831	\$ 41,831	\$ -
27	Emerging Projects	\$ 10,251	\$ 10,251	\$ -
Totals		\$ 786,469	\$ 773,180	\$ 13,289

**Alameda CTC 1986 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary
Remaining Active Capital Projects**

April 2017

ACTA No.	ACTA No. Title	Total 1986 Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)
MB226	I-880 to Mission Blvd East-West Connector	\$ 88,871	\$ 88,871	\$ -
MB239	I-580/Redwood Road Interchange (Note 1)	\$ 15,000	\$ 15,000	\$ -
MB240	Central Alameda County Freeway System Operational Analysis	\$ 5,000	\$ 5,000	\$ -
MB241	Castro Valley Local Area Traffic Circulation Improvement	\$ 5,000	\$ 5,000	\$ -
MBVar	Program-Wide and Project Closeout Costs (Note 2)	\$ 5,750	\$ 5,750	\$ -
Totals		\$ 119,621	\$ 119,621	\$ -

Notes:

1. The 1986 Measure B commitment for the I-580/Redwood Road Interchange (MB 239) is treated as a contribution to the I-580 Interchange Improvements in Castro Valley (ACTIA No. 12) project included in the 2000 Measure B Capital Program.
2. The Program-Wide and Project Closeout Costs (MBVar) commitment is programmed and allocated for program-wide and project closeout activities related to multiple projects and the capital program overall such as post-project obligations, financial closeout, right of way transfers, ongoing coordination with projects implemented by others etc.

Alameda CTC 2014 Measure BB Program All TEP Commitments and Allocations Summary						
April 2017						
TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
07	Disc	Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds		\$ -	\$ -	
08	Fixed Program	Affordable Student Transit Pass Program	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ -
12	Disc	Coordination and Service Grants (Paratransit)		\$ 1,635,000	\$ 1,635,000	
13	Named	Telegraph Ave/East 14th/International Blvd Project	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ -
14	Named	Alameda to Fruitvale BART Rapid Bus	\$ 9,000,000	\$ 9,000,000	\$ 1,350,000	\$ 7,650,000
15	Named	Grand/MacArthur BRT	\$ 6,000,000	\$ 100,000	\$ 100,000	\$ 5,900,000
16	Named	College/Broadway Corridor Transit Priority	\$ 10,000,000	\$ 100,000	\$ 100,000	\$ 9,900,000
17	Named	Irvington BART Station	\$ 120,000,000	\$ 2,760,000	\$ 2,760,000	\$ 117,240,000
18	Named	Bay Fair Connector/BART METRO	\$ 100,000,000	\$ 5,600,000	\$ 5,600,000	\$ 94,400,000
19	Named	BART Station Modernization and Capacity Program	\$ 90,000,000	\$ 4,300,000	\$ 4,300,000	\$ 85,700,000
20	Named	BART to Livermore Extension, Phase 1	\$ 400,000,000	\$ 3,000,000	\$ 3,000,000	\$ 397,000,000
21	Disc-Cap	Dumbarton Corridor Area Transportation Improvements	\$ 120,000,000	\$ -	\$ -	\$ 120,000,000
22	Named	Union City Intermodal Station	\$ 75,000,000	\$ 100,000	\$ 100,000	\$ 74,900,000
23	Disc-Cap	Railroad Corridor Right of Way Preservation and Track Improvements	\$ 110,000,000	\$ -	\$ -	\$ 110,000,000
24	Named	Oakland Broadway Corridor Transit	\$ 10,000,000	\$ 600,000	\$ 600,000	\$ 9,400,000
25	Named	Capitol Corridor Service Expansion	\$ 40,000,000	\$ -	\$ -	\$ 40,000,000
26	Disc-Cap	Congestion Relief, Local Bridge Seismic Safety	\$ 639,000,000	\$ 182,948,000	\$ 140,426,000	\$ 498,574,000
27	Disc-Cap	Countywide Freight Corridors	\$ 161,000,000	\$ 40,968,000	\$ 37,000,000	\$ 124,000,000
29	Named	I-80 Gilman Street Interchange Improvements	\$ 24,000,000	\$ 8,146,000	\$ 8,146,000	\$ 15,854,000
30	Named	I-80 Ashby Interchange Improvements	\$ 52,000,000	\$ 4,100,000	\$ 4,100,000	\$ 47,900,000
31	Named	SR-84/I-680 Interchange and SR-84 Widening	\$ 122,000,000	\$ 40,500,000	\$ 30,500,000	\$ 91,500,000
32	Named	SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ -
33	Named	I-580/I-680 Interchange Improvements	\$ 20,000,000	\$ 1,000,000	\$ 1,000,000	\$ 19,000,000
34	Named	I-580 Local Interchange Improvement Program	\$ 28,000,000	\$ 1,380,000	\$ 1,380,000	\$ 26,620,000
35	Named	I-680 HOT/HOV Lane from SR-237 to Alcosta	\$ 60,000,000	\$ 41,500,000	\$ 41,500,000	\$ 18,500,000
36	Named	I-880 NB HOV/HOT Extension from A Street to Hegenberger	\$ 20,000,000	\$ 100,000	\$ 100,000	\$ 19,900,000
37	Named	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	\$ 75,000,000	\$ -	\$ -	\$ 75,000,000
38	Named	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	\$ 60,000,000	\$ 5,675,000	\$ 5,675,000	\$ 54,325,000
39	Named	I-880 Industrial Parkway Interchange Improvements	\$ 44,000,000	\$ 5,575,000	\$ 5,575,000	\$ 38,425,000
40	Named	I-880 Local Access and Safety Improvements	\$ 85,000,000	\$ 32,308,000	\$ 32,308,000	\$ 52,692,000
41	Disc	Freight and Economic Development Program		\$ 350,000	\$ 350,000	
42	Disc-Cap	Gap Closure on Three Major Trails	\$ 264,000,000	\$ 27,390,000	\$ 12,557,000	\$ 251,443,000
44	Disc	Bicycle and Pedestrian Grant Program		\$ 8,198,000	\$ 6,564,000	
45	Disc	Community Investments That Improve Transit Connections to Jobs and Schools		\$ 46,719,000	\$ 35,099,000	
46	Disc	Technology, Innovation & Development Program		\$ 12,300,000	\$ 2,800,000	
Subtotal (Fixed Commitments)			\$ 2,779,000,000	\$ 452,150,000	\$ 373,177,000	\$ 2,405,823,000
Subtotal (Percentage Based)				\$ 69,202,000	\$ 46,448,000	
Subtotal (Fixed + Percentage)				\$ 521,352,000	\$ 419,625,000	

Alameda CTC 2014 Measure BB Program All TEP Commitments and Allocations Summary						
April 2017						
TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
DIRECT LOCAL DISTRIBUTIONS (DLD)						
01	DLD	Transit: Operations, Maintenance and Safety Program - AC Transit		\$ 29,246,129	\$ 29,246,129	
02	DLD	Transit: Operations, Maintenance and Safety Program -ACE		\$ 1,555,645	\$ 1,555,645	
03	DLD	Transit: Operations, Maintenance and Safety Program -BART		\$ 777,823	\$ 777,823	
04	DLD	Transit: Operations, Maintenance and Safety Program - WETA		\$ 777,823	\$ 777,823	
05	DLD	Transit: Operations, Maintenance and Safety Program -LAVTA		\$ 777,823	\$ 777,823	
06	DLD	Transit: Operations, Maintenance and Safety Program -UC Transit		\$ 388,911	\$ 388,911	
09	DLD	City-based and Locally Mandated Direct Allocations (paratransit)		\$ 4,666,935	\$ 4,666,935	
10	DLD	East Bay Paratransit Consortium - AC Transit		\$ 7,000,403	\$ 7,000,403	
11	DLD	East Bay Paratransit Consortium - BART		\$ 2,333,468	\$ 2,333,468	
28	DLD	Local Streets Maintenance and Safety Program (DLD)		\$ 31,112,903	\$ 31,112,903	
43	DLD	Bicycle and Pedestrian Direct Allocations to Cities and County		\$ 4,666,935	\$ 4,666,935	
Subtotal (DLD)				\$ 83,304,798	\$ 83,304,798	
SUMMARY TOTAL						
Subtotal (Fixed + Percentage)			\$ 3,445,000,000	\$ 521,352,000	\$ 419,625,000	\$ 2,935,108,000
Subtotal (DLD)				\$ 83,304,798	\$ 83,304,798	
Total (Fixed+Percentage+DLD)				\$ 604,656,798	\$ 502,929,798	
Notes:						
1. Measure BB Commitments are dollar amounts identified for specifically named projects and discretionary capital programs identified in the 2014 Transportation Expenditure Plan.						
2. Discretionary categories are percentage based of generated program revenues.						
3. Direct Local Distributions allocations shown are actuals from April 1, 2015 through June 30, 2016.						



2018 Comprehensive Investment Plan

Appendix L

CIP Policies and Procedures



Page Intentionally Left Blank.

POLICIES AND PROCEDURES

Policy 1:	Procedures for Programming and Allocations Approved by Alameda CTC	1
Policy 2:	Deadline for Environmental Approval and Full Funding for Measure BB and/or Measure B Funded Capital Projects	5
Policy 3:	Timely Use of Funds Allocated by Alameda CTC.....	6
Policy 4:	Eligible Costs for Reimbursement by Alameda CTC	7
Policy 5:	Funding for Program- and Project-Related Costs Incurred Directly by Alameda CTC.....	12
Policy 6:	Local Contracting Related to Measure BB and/or Measure B Funded Contracts.....	14
Policy 7:	Alameda CTC Project and Programs Management Policies	14
Policy 8:	Programming Policies for Outreach and Transparency	15

POLICY 1: PROCEDURES FOR PROGRAMMING AND ALLOCATIONS APPROVED BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

POLICY: The Alameda County Transportation Commission (Alameda CTC) has programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard procedures set forth herein. Programmed funds are available for allocation. Allocated funds are available for encumbrance in funding agreements between Alameda CTC and the recipient agency or in contracts for costs incurred directly by Alameda CTC. Exceptions to the procedures set forth herein are considered on a case-by-case basis.

PURPOSE: Alameda CTC makes programming recommendations for the Alameda County shares of certain state and federal funds, and has programming and allocation authority for certain local and regional funds. The purpose of this policy is to establish standard procedures by which Alameda CTC exercises its programming and allocation authority, and the prerequisite activities for both programming and allocating funds from the various sources. The programming and allocation procedures for each of the fund sources within the purview of Alameda CTC have been consolidated into these Comprehensive Investment Plan (CIP) procedures to standardize the process to the extent practicable for all of the fund sources while maintaining compliance with the requirements for individual fund sources.

GUIDELINES: Programmed funds are adopted into the applicable programming document by the governing board of the agency or commission with statutory authority for the administration of the fund program. Alameda CTC administers the following local, voter-approved funding programs:

- The 1986 Measure B Program;
- The 2000 Measure B Program;
- The 2010 Vehicle Registration Fee Program; and
- The 2014 Measure BB Program.

Alameda CTC also administers the programming and allocation process for the Transportation Fund for Clean Air (TFCA) Program Manager funding program in compliance with the requirements of the Bay Area Air Quality Management District (BAAQMD), which delegates the programming and allocation administration to Alameda CTC.

The commitments from the local, voter-approved funding programs are established in the expenditure plans included in the ballot measure language for each program. The 1986 Measure B, 2000 Measure B, 2010 Vehicle Registration Fee and the 2014 Measure BB expenditure plans each include a set of commitments to fund the programs and

projects listed in the plan. The Strategic Plan prepared for each of the individual funding programs confirms the funding commitments, allocated amounts, and the plan for future allocations. The Strategic Plan functions for each of the fund sources administered by Alameda CTC have been incorporated into the CIP procedures. The commitment amounts prior CIPs for each of the funds sources is carried over and incorporated in the current five-year programming window of the current CIP as applicable.

In general, the current programmed amount for a given program or project at a given time represents the amount available for allocation. An allocated amount represents the amount available for encumbrance in project funding agreements and/or contracts directly with Alameda CTC, which, in turn, represents the amount available for reimbursement of eligible project costs.

The programming and allocation procedures are related to the funding amounts committed, programmed and allocated. The different amounts, along with the procedures for approval of the amounts, are described as follows.

- *Commitment Amount:* The Expenditure Plan contains the commitment amount of funds for the local, voter-approved funding programs administered by Alameda CTC. Commitment Amounts for the local, voter-approved funding programs are confirmed in the Strategic Plan appendices to the CIP and during the annual CIP financial update.
- *Programmed Amount:* The CIP serves as the programming document for the fund sources administered by Alameda CTC. Programmed Amounts approved in the CIP for the local, voter-approved funding programs are based on the Commitment Amounts and the requirements included in the Expenditure Plan for the specific funding program. Programmed Amounts approved in the CIP for the TFCA Program Manger funding program are based on the programming and allocation process administered by Alameda CTC in compliance with the requirements of the BAAQMD. Programmed Amounts shown in the CIP for fund sources administered by other agencies are intended to reflect the current programming information from the programming document for the individual fund source approved by the governing board of the agency or commission with statutory authority for the administration of the fund program. Programmed Amounts are typically approved for a specific program or project phase in a specific fiscal year. Funds programmed in specific fiscal years are required to be allocated by the end of the fiscal year in which the funds are programmed. Changes to Programmed Amounts require amendments to the CIP.
- *Allocated Amount:* The CIP five-year programming window includes a two-year allocation plan (i.e., the first two years of the five-year window). The CIP

Allocation Plan shows the Allocation Amounts approved by Alameda CTC for the funds administered by Alameda CTC and anticipated allocations to be approved by other agencies.

Allocated Amounts shown in the CIP for the local, voter-approved funding programs are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action). Allocated Amounts shown in the CIP for the TFCA Program Manager funding program are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action, or if the Allocated Amount shown is dependent on a future programming approval). Allocations, or modifications to allocations, are approved by Alameda CTC based on staff recommendations and allocation requests submitted by project sponsors. The amount of funding available for allocation to a given project, or project phase, is limited by the Programmed Amount for the project, or project phase, at the time of the allocation request.

Requests for allocation packages for allocations approved by Alameda CTC should be submitted to Alameda CTC at least 60 days prior to the Alameda CTC meeting at which the sponsor requests the allocation be approved, or the meeting at which the CIP will be approved. The request for allocation package shall be in a format provided by Alameda CTC or a format that at minimum includes details about the program or project scope, cost, funding and schedule broken down by phase. The request package shall reflect actual cost and funding amounts based on progress to date at the time of the request.

Allocated Amounts are typically approved for a specific program or project phase only after the prerequisite activities, in addition to submittal of a request for allocation package, are complete for the phase indicated in the table below:

Program or Project Phase	Allocation Pre-requisite Activities
Design	<ul style="list-style-type: none"> • Environmental Approval
Right-of-Way Acquisition	<ul style="list-style-type: none"> • Environmental Approval • Right-of-Way Needs Summary • Right-of-Way Cost Estimate by Parcel
Construction and Construction Support	<ul style="list-style-type: none"> • Environmental Approval • Right-of-Way Certification • Final Plans, Specifications and Estimates (PS&E)

A request to increase or decrease an Allocation Amount requires a written request by the project sponsor. To increase the total amount of an allocation

requires sufficient capacity in the Programmed Amount and is considered a new allocation. A reduction to an Allocated Amount will be “credited” back to the Programmed Amount for the project at the time that the written request to reduce the allocation is received by Alameda CTC. Requests to adjust Allocated Amounts that do not change the total amount allocated for the program or project, e.g., shifting allocated funds between phases, can be approved by the Alameda CTC executive director, or designee of the executive director. However, if the request for shifting allocated funds reflects any significant change to the overall project delivery plan, the request may be forwarded to the Alameda CTC committees and full Commission for review, similar to the process for a new allocation.

Requests for allocations received by Alameda CTC will be considered in the context of CIP in effect at the time of the request. Requests consistent with the CIP have typically been included in the overall Alameda CTC financial analysis performed to assess the availability of funds when needed to reimburse eligible project costs. If a request is not consistent with the CIP, or if conditions warrant a review of the assumptions used for the most recent overall financial analysis, an updated overall financial analysis may be required. The update would be used to determine whether or not the requested allocation would have an adverse impact on commitments of funds to other projects.

Allocated Amounts approved by Alameda CTC must be encumbered in funding agreements or in contracts for program or project costs incurred directly by Alameda CTC, in accordance with the policy on the Timely Use of Funds Allocated by the Commission (refer to Appendix C3).

POLICY 2: DEADLINE FOR ENVIRONMENTAL APPROVAL AND FULL FUNDING FOR MEASURE BB AND/OR MEASURE B FUNDED CAPITAL PROJECTS

POLICY: Capital projects funded wholly, or in part, by Measure BB and/or Measure B shall receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements as required by the Expenditure Plan for each measure. Because the 2000 Measure B deadlines occurred in previous years, there are no projects remaining that are subject to this policy. The 2014 Measure BB requires each project receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements by December 31, 2022. Project sponsors may appeal to the Alameda County Transportation Commission (Alameda CTC) for one-year time extensions.

PURPOSE: To ensure that the projects included in the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans can be completed in a timely manner,

and to provide a process by which project sponsors may appeal to Alameda CTC Commissioners for one-year time extensions. The intent is to require continued due diligence by the sponsor to secure environmental clearance approvals and a full funding plan.

GUIDELINES: The 2000 Measure B Transportation Expenditure Plan (2000 TEP) and the 2014 Measure BB Transportation Expenditure Plan (2014 TEP) both contain provisions for projects which cannot clear the Environmental Approval process, or cannot do so in a timely manner. There are no remaining 2000 Measure B capital projects subject to the environmental clearance approval or full funding policy.

The 2014 TEP establishes a deadline for environmental clearance approval and a full funding plan for each capital project that receives Measure BB capital funding. Environmental clearance approval is defined as the issuance of a Categorical Exclusion (CE), a Finding of No Significant Impact (FONSI) or the filing of the Record of Decision (ROD) for National Environmental Policy Act documents and the Notice of Determination or Notice of Exemption for California Environmental Quality Act documents. A full funding plan is defined as a plan containing a reliable cost estimate and sufficient funding identified to cover the estimated costs. The 2014 Measure BB deadline is December 31, 2022; however, the 2014 TEP includes provisions for one-year extensions to the deadline, if approved by Alameda CTC.

POLICY 3: TIMELY USE OF FUNDS ALLOCATED BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

POLICY: Funding allocated and distributed by the Alameda County Transportation Commission (Alameda CTC) shall be expended expeditiously to implement the improvements and services for which the allocations and distributions are approved.

Funding allocated for programs and projects, and distributed on a reimbursement basis, shall be encumbered in a funding agreement between Alameda CTC and the recipient agency incurring the reimbursable costs, or in a contract for costs incurred directly by Alameda CTC, within 12 months from the date the allocation is approved by the Commission. The recipient agency shall submit a request for project funding agreement within three months from the date the Commission approves the allocation. Allocated funds not encumbered by the deadlines established in this policy are subject to rescission and reprogramming at the discretion of Alameda CTC.

Recipients of funding through the direct local distribution method shall report annually on the actual expenditures, upcoming planned expenditures and the benefits resulting

from the expenditures. These reports shall be made available to the public at the beginning of each calendar year.

Allocated funds rescinded in accordance with this policy shall be returned to the programmed amount from which the allocation was approved.

PURPOSE: To ensure that funds allocated by Alameda CTC are used in a timely manner to implement the programs and projects for which they were allocated.

GUIDELINES: Sponsors must provide Alameda CTC with realistic scope, costs and schedules that serve as the informational basis of Alameda CTC's programming and allocation decisions, and foundations of subsequent funding agreements. Sponsors must request a funding agreement within three-months from the date the Commission approves the allocation.

The project fund agreement(s) between Alameda CTC and the recipient agency outlines the agreed upon reimbursable costs, budget, scope, and schedule. Preliminary engineering must begin within six-months from the identified milestone start date identified in the project funding agreement. Sponsors shall award contracts for construction or capital purchases within nine-months from the date of completion of design, or as agreed upon in the milestone schedule of the project funding agreement. Project development allocations must be expended within one-year of the date of allocation, or as agreed upon in the schedule of the project funding agreement.

Allocated funds not encumbered into a funding agreement by the deadlines established in this policy or used in the manner inconsistent with these guidelines are subject to rescission and reprogramming at the discretion of Alameda CTC. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If fund awards are withdrawn, projects and allocations may be removed from or deferred in a future CIP. In the event allocated funds are reprogrammed, the project shall automatically terminate without further action by either party.

Extensions: Project implementing agencies may request extensions to funding related deadlines established by policy, or by Alameda CTC at the time of allocation. Such requests for extensions shall be submitted in writing to Alameda CTC at least ninety (90) days prior to the deadline for which an extension is being requested and at least forty-five (45) days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval. The request for extension package submitted to Alameda CTC shall include a detailed explanation of the conditions or circumstances that have changed since the deadline was established, and the corresponding impact to the remainder of the project or program implementation

schedule if the extension is approved. Extensions to delivery deadlines established in funding agreements shall be submitted, reviewed, and approved in accordance with the provisions set forth in the funding agreement.

POLICY 4: ELIGIBLE COSTS FOR REIMBURSEMENT BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

POLICY: Program and project costs to be reimbursed by the Alameda County Transportation Commission (Alameda CTC) shall be segregated into project phases to correlate with the encumbrance or encumbrances of the funding from which reimbursement is requested. Funds shall be encumbered in a funding agreement between Alameda CTC and the implementing agency which incurs the reimbursable costs, or in a contract with Alameda CTC for project costs incurred directly by Alameda CTC.

Eligible staff and other direct costs incurred directly by Alameda CTC shall be considered encumbered when they are included in the annual budget adopted by the Commission. Costs submitted for reimbursement shall be limited to activities, materials and services directly related to the implementation of the scope of the program or project for which the funds were allocated and subsequently encumbered in a funding agreement. Eligible costs shall be incurred in accordance with the provisions set forth herein or be at risk of being determined ineligible for reimbursement by Alameda CTC.

PURPOSE: To limit the expenditures of funding administered by Alameda CTC to the reimbursement of eligible program and project costs, and to provide general guidance to implementing agencies which incur the reimbursable costs.

GUIDELINES: Alameda CTC approves reimbursements of eligible program and project costs based on requests for reimbursements submitted by implementing agencies and sponsors which incur the reimbursable costs. The requirements for the requests for reimbursement are included in the funding agreements authorizing the costs to be reimbursed. The request for reimbursements must identify the costs for which reimbursement is requested in the context of the total program or project costs incurred, including costs funded by sources other than Alameda CTC. Reimbursable costs must be segregated by phase. The following describes the eligible costs for the phase indicated:

Scoping Phase: Funds allocated for the scoping phase are available to reimburse eligible expenses incurred for sponsor staff, consultant costs and other direct costs necessary to prepare a well-developed project delivery plan which includes a clear statement of the program or project scope; a cost breakdown by phase; a funding summary which identifies currently programmed funding and potential future sources sufficient to cover

the program or project costs; and a milestone schedule that includes, at a minimum, the beginning and ending of each phase and any additional significant milestones. For projects that require a formal scoping document such as projects on the state highway system, or with state or federal funding, the preparation of the scoping document is eligible for scoping phase funding.

Preliminary Engineering/Environmental Studies Phase: Funds allocated for the preliminary engineering/environmental studies phase are available to reimburse eligible expenses incurred for sponsor staff, consultant costs and other direct costs necessary to perform preliminary engineering, and to secure approval for the appropriate environmental document for the program or project.

Plan, Specification and Estimate (PS&E) Phase: Funds allocated for the PS&E, or design phase, are available to reimburse eligible expenses incurred for sponsor staff, consultant costs and other direct costs necessary to prepare final PS&E and to provide support during the bidding process until the time of contract award. Services beyond the contract award are considered design services during construction, which are typically included in the Construction Support Phase. The milestone (i.e., advertisement, award, etc.) at which the costs change from being budgeted and tracked in the PS&E Phase to the Construction Support Phase may vary on a case-by-case basis. Regardless of the phase in which the advertise-bid-award costs are budgeted and tracked, they should be clearly segregated from other costs in the same phase.

Right-of-Way Acquisition and Support Phases: Funds allocated for the Right-of-Way Acquisition and Support Phases are available to reimburse eligible expenses incurred for sponsor staff, consultant costs and other direct costs necessary for the acquisition of right-of-way, right-of-way preservation and hardship acquisitions.

Right-of-way acquisitions initiated prior to environmental clearance approval for the program or project for which the right of way is required, shall not be eligible for reimbursement by Alameda CTC unless specifically authorized in the funding agreement. The cost of eligible right-of-way acquisitions shall be supported by an appraisal prepared by a professional appraiser. The appraisal report shall be provided to Alameda CTC with the request for allocation package.

Right-of-way activities related to property not required for the program or project as programmed shall be at the expense of the sponsor to the extent such costs can be determined.

If excess right of way is sold, used for purposes other than the program or project as programmed, or otherwise disposed of, a share of any proceeds from the sale of such

excess property shall be returned to Alameda CTC based on the prorated percentage of Alameda CTC funding contributed to the purchase of the property.

If condemnation procedures are required to obtain access to right of way, Alameda CTC will consider the required deposit as an eligible cost and reimburse the sponsor upon request in accordance with the funding agreement. If the amount of reimbursement to the sponsor is higher than the Alameda CTC funding share of the amount of settlement in the final order of condemnation, the sponsor shall pay Alameda CTC the difference between the amount reimbursed and the Alameda CTC funding share of the amount settled plus the Alameda CTC funding share of the interest accrued to the deposit account.

Property acquired for a program or project using Alameda CTC funding shall be available for project construction within 10 years of Alameda CTC reimbursement to the sponsor. If, after 10 years, the property has not been utilized for the program or project as programmed, the sponsor shall reimburse Alameda CTC for its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year after the expiration of this 10-year period.

If right of way is acquired for a program or project as programmed and is not utilized for the program or project as programmed, because the program or project has been modified or de-programmed, Alameda CTC shall be reimbursed its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year from the time the program or project is modified or de-programmed.

Construction Capital and Support Phases: Funds allocated for the Construction Capital and Support Phases are available to reimburse eligible expenses incurred for sponsor staff, consultant costs, contractor costs and other direct costs necessary for all construction expenditures on the project that are part of the scope of work agreed to by Alameda CTC, including sponsor's management oversight expenses associated with the construction of the project.

If sponsor includes additional work beyond the scope of the program or project as programmed by Alameda CTC, such work and all related costs shall be segregated from the program or project costs funded by Alameda CTC. Costs not associated with the scope of the program or project as programmed by Alameda CTC shall be at the expense of the sponsor and shall not count as a match for Alameda CTC funding for the program or project as programmed by Alameda CTC. Items of work within the scope of the program or project as programmed, but utilizing more expensive than standard treatment, such as specialized lighting standards and signs, more elaborate landscaping,

specialized treatment on the face of soundwalls/retaining walls and specialized sidewalk/hardscape treatments, will be eligible for reimbursement only if they are agreed to in advance and no additional Alameda CTC funding is required.

Proposed contract change orders that may arise once the contract has been awarded will be reviewed on a case-by-case basis by Alameda CTC for approval to be reimbursed with Alameda CTC funding. Alameda CTC will require written approval of such change orders over \$25,000 unless the Alameda CTC approves otherwise as reflected in the project funding agreement.

Rolling Stock and Equipment Acquisition Phases: Rolling stock purchased by sponsor and reimbursed by Alameda CTC shall remain in the sponsor fleet for a minimum of five years. If the rolling stock is removed from the fleet prior to the required five years, sponsor shall notify Alameda CTC as to the disposition of the rolling stock. If the rolling stock is sold and the receipts of the sale are not used to purchase replacement rolling stock, the proceeds from the sale shall be returned to Alameda CTC.

Sponsor shall prepare and submit to Alameda CTC for approval, prior to the beginning of service, an operations schedule indicating the frequency, vehicle type and operating hours of the rolling stock purchased by sponsor for the program or project as programmed. The rolling stock used in this service will be the same type as purchased with Alameda CTC funding, but may not be the exact vehicles due to the need to rotate vehicles in the fleet. The approved service level shall be maintained, as a minimum, for five years. In the event that the minimum service level is not maintained, sponsor shall reimburse Alameda CTC for its share of the reduced service based on vehicle needs for the reduced service and the salvage value of the rolling stock purchased by sponsor and reimbursed by Alameda CTC.

Specialized equipment required for the project must be identified in the project funding agreement to be eligible for reimbursement with Alameda CTC funding.

In addition to the individual phase requirements described above, the following general provisions apply to cost eligibility and exclusions for any phase:

Contract Costs: Costs incurred via contracts between the implementing agency and consultants, contractors, suppliers or other vendors are eligible for reimbursement from the local, voter-approved funding programs administered by Alameda CTC only if the contract is established in accordance with the, "Alameda County Transportation Authority and Alameda County Transportation Improvement Authority Local Business Contract Equity Program." The Contract Equity Program applies to contracts funded wholly, or in part, with local, voter-approved funding programs administered by Alameda CTC. While not every contract funded in part by local, voter-approved funding

programs administered by Alameda CTC will require a contract goal set during the procurement process, every contract is required to comply with the reporting requirements set forth in the Alameda County Transportation Authority and Alameda County Transportation Improvement Authority Local Business Contract Equity Program.

Sponsor Staff Costs: Costs for sponsor staff dedicated directly to management or development work on the project will be eligible for reimbursement by Alameda CTC funding. Hourly wages and fringe benefits for sponsor staff will be reimbursed based on the actual wage rate plus the audited fringe benefit rate supplied by the sponsor. Alameda CTC will review and approve a fringe benefit rate based on documentation provided by the sponsor. Approved fringe benefit rates will be set forth in the project funding agreement, but in no case will fringe benefits of more than 70 percent of the hourly wage be approved.

Alameda CTC Program and Project Support Requested by Sponsor: If requested by sponsor, Alameda CTC will consider providing support staff and/or consultant support for a program or project. Costs for these services will be considered eligible costs and be reimbursed to Alameda CTC from funds for the program or project, or be deducted directly by Alameda CTC from the Alameda CTC funding allocated for the program or project.

Bonding Costs: If Alameda CTC determines that it is in the best interest of a funding program to sell bonds, or otherwise incur financing costs to deliver the programs and projects included in the funding program, the cost of bonding and financing, including interest payments, shall be considered a program-wide cost and shall be identified in the Comprehensive Investment Plan (CIP) as the first priority repayment.

If a sponsor wishes to independently bond or use other approved borrowing programs, Alameda CTC funding is eligible to reimburse expenses incurred by sponsor for staff time, consultant costs, principal payments and the associated cost of financing required to provide the financing for the project.

Exchanging Measure B Capital Funds: Alameda CTC funding may be used for fund exchanges approved by Alameda CTC on a case-by-case basis. Any exchange payments of Alameda CTC funding must be identified in the project funding agreement to be eligible for reimbursement.

Miscellaneous Costs: The costs of fees from other agencies, including permit fees or reimbursement for review or oversight costs needed for the project, are eligible project costs with the exception of the cost of permits, fees or oversight from the sponsor.

Direct costs, such as reproduction, shipping, mileage and long-distance calls, will be considered for reimbursement if they can be independently documented as directly relating to the implementation of the program or project for which the funds were allocated. Air travel and overnight stays are not eligible unless prior approval is obtained from Alameda CTC.

General Exclusions: Cost not directly related to the implementation of the program or project as programmed, and consistent with an approved environmental document as applicable, will not be eligible for reimbursement with Alameda CTC funding.

Ongoing annual expenses incurred for maintenance of a program or project shall be borne by the sponsor unless specifically identified in the funding agreement.

POLICY 5: FUNDING FOR PROGRAM- AND PROJECT-RELATED COSTS INCURRED DIRECTLY BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

POLICY: Costs incurred directly by the Alameda County Transportation Commission (Alameda CTC) related to the management and implementation of programs and projects shall be eligible for the funding made available for those programs and projects. The cost allocation methodology shall comply with OMB Circular A-87. The eligibility of costs incurred directly by Alameda CTC shall be limited to any restrictions related to such costs for any individual fund source. All direct costs and billable indirect costs shall be excluded from the salary and administration limitations set forth in the 2000 Measure B Transportation Expenditure Plan and in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC will use residual indirect costs less the billable indirect costs to compute the administrative cost ratios.

PURPOSE: The purpose of this policy is to establish guidelines by which costs incurred directly by Alameda CTC related to the management and implementation of the programs and projects funded in the funding programs administered by Alameda CTC are segregated and to identify a fund source, or sources, for such costs.

GUIDELINES: The following provisions are intended to support the purpose of this policy:

- A. The cost allocation methodology will comply with OMB Circular A-87.
- B. Direct costs relate to activities directly identifiable with Capital Projects Funds, Program Funds, and contracted sponsor assignments or grants. These direct costs shall be posted to appropriate benefitting funds or activities. Direct cost allocations shall be supported by time cards, related benefits based on calculated percentages, direct consulting and other costs supported by approved invoices.

Where specific agreements are in place, the direct cost along with the indirect cost allocation (see below) shall be posted to specific projects or grants. Where such agreements do not exist, the direct costs shall be posted to a control account within the Capital Projects or Program Funds.

- C. Indirect costs relate to activities that cannot be directly identified with specific Capital Projects or Program Funds. Such costs shall be accumulated under the General Fund and supported by time cards, invoices and other appropriate documents. The indirect cost ratio for billing purposes will be based on the General Fund costs less non-billable activities. Non-billable activities are those costs that do not benefit sponsor/grant-funded activities. These non-billable costs include Measure B-mandated costs such as CWC publication fees, sales tax recovery fees, etc.
- D. Staff will maintain a cost allocation plan as required by OMB A-87, certified by the finance and administration manager, reviewed by independent auditors and available to the public and grant funding agencies.
- E. Staff will implement a billing system, supported by acceptable detail for direct and indirect costs. However, no allowance shall be made for profit margin.
- F. All direct costs and billable indirect costs will be excluded from the salary and administration limitations set forth in the 2000 Measure B Transportation Expenditure Plan and in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC will use residual indirect costs less the billable indirect costs to compute the administrative cost ratios.

POLICY 6: LOCAL CONTRACTING RELATED TO MEASURE BB AND/OR MEASURE B FUNDED CONTRACTS

POLICY: The Alameda County Transportation Authority and Alameda County Transportation Improvement Authority Local Business Contract Equity Program shall remain in effect and apply to contracts funded wholly, or in part, with Measure BB funds, as the program applies to Measure B-funded contracts.

PURPOSE: The purpose of this policy is to continue support for the hiring of local contractors, vendors, suppliers and service providers on contracts funded wholly, or in part, by funding approved by Alameda County voters. The Alameda County Transportation Authority and Alameda County Transportation Improvement Authority Local Business Contract Equity Program includes requirements for the use, or targeted use, of local businesses in various size categories such as small and very small. A “local” business is a business located within Alameda County as defined in the Alameda County Transportation Authority and Alameda County Transportation Improvement Authority Local Business Contract Equity Program.

GUIDELINES: Contracts funded wholly, or in part, with Measure BB and/or Measure B funds are required to comply with the provisions set forth in the Alameda County Transportation Authority and Alameda County Transportation Improvement Authority Local Business Contract Equity Program. While not every contract funded in part by Measure BB and/or Measure B funds will require a contract goal set during the procurement process, every contract is required to comply with the reporting requirements set forth in the Alameda County Transportation Authority and Alameda County Transportation Improvement Authority Local Business Contract Equity Program.

POLICY 7: ALAMEDA CTC PROJECT AND PROGRAMS MANAGEMENT POLICIES

POLICY: The Alameda CTC shall administer and manage project delivery efforts and program implementation through these policies and procedures.

Direct Local Distribution Programs Management Policy: As the administering agency for the Measure BB DLD program, Alameda CTC is responsible for monitoring and compliance administration of the DLD recipients. As a direct costs to administer DLD program oversight, Alameda CTC reserves up to one percent (1%) from the annual Measure BB DLD portion of the net revenues as assessed through Alameda CTC’s budgetary processes.

Capital Projects and Programs Management Policy: As implementing agency for several countywide significant Measure BB related projects identified in the Capital Project Delivery Plan (CPDP), Alameda CTC has assumed the lead in project management and

project delivery using its own staffing and consultant resources. In order to effectively deliver these Measure BB transportation projects, and to oversee projects being implemented by other agencies, Alameda CTC reserves up to five (5) percent from the annual Measure BB capital projects portion of the net revenues, as assessed through Alameda CTC's budgetary processes, to support costs associated with establishing policies, procedures, ongoing project management oversight, preliminary scoping and planning, and other core functions related to Measure BB capital program delivery that are not directly sourced to Measure BB capital commitments for individual projects. This is referred to as the Capital Projects and Programs Management Policy.

Project and Program-wide Contingency Reserve: Furthermore, the CPDP recommends programming Measure BB funds for specific project phases, including and set-asides for program-wide management, oversight, and monitoring, as well as a program-wide risk contingency. Each project will include budget allowances that account for risk and unknowns. Where risk issues are common to many projects, Alameda CTC may elect to place those budget amounts into a program-wide contingency reserve. This is referred to herein as the Project and Program-wide Contingency Reserve.

PURPOSE: Alameda CTC is responsible for administering the voter approved transportation programs, CMA functions, and emerging countywide transportation needs and initiatives. Alameda CTC requires these projects and program management policies in order to provide continuing support and resources to these functions; to strengthen and enhance the agency's position within the changing framework of regional, state, and federal transportation agencies; and to increase responsiveness to new regional and state climate change mandates.

GUIDELINES: Alameda CTC's annual requirements related to project and program implementation, oversight, and delivery management costs will be assessed through Alameda CTC's budgetary processes.

POLICY 8: PROGRAMMING POLICIES FOR OUTREACH AND TRANSPARENCY

POLICY: The project selection and prioritization process employed for the development of the CIP, which begins with the Countywide Transportation Plan (CTP) update process, shall satisfy the requirements for all the fund sources included in the CIP, including federal, state, regional and local sources. The CTP update process shall include significant efforts to satisfy requirements related to notification, outreach and transparency typically satisfied at the time of individual, fund-specific calls for projects.

PURPOSE: To ensure that the notification, outreach and transparency measures employed by Alameda CTC to identify potential uses for transportation funding from the

full range of sources available in Alameda County satisfy all programming policies from other agencies pertaining to the specific fund sources being programmed by Alameda CTC. By satisfying the most stringent of requirements, Alameda CTC will be afforded flexibility at the time of programming to match the most appropriate, available fund source to the priorities at the time of programming.

GUIDELINES: Sponsors are required to support this policy through outreach programs and notifications which penetrate all geographic areas, communities and portions of the population during solicitations for proposed uses of transportation funding available for programs and projects within Alameda County. The penetration must include communities and groups commonly referred to as communities of concern, underserved populations and disadvantaged.



Alameda County Transportation Commission
1111 Broadway Suite 800
Oakland, CA 94607
www.alamedactc.org