



# Comprehensive Investment Plan 2016 Update

*Fiscal Years 2015/16 to 2019/20*



FINAL July 2016



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**Alameda County Transportation Commission**  
**COMPREHENSIVE INVESTMENT PLAN**  
**2016 UPDATE**

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## **SECTION 1: INTRODUCTION**

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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.

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 A 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**

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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**

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The list of projects included in the CIP is based on local, countywide and regional planning efforts, and on specific voter-approved measures as applicable. The outreach performed for the basis of the programming and allocations in the CIP was specifically tailored to satisfy the requirements of each of the regional, state and federal fund sources available for leveraging.

The list of candidate projects considered in the CIP stems from the applications received for Alameda CTC's Countywide Transportation Plan 2016 Update, in consideration of Alameda CTC's multi-modal plans (Transit, Goods Movement, and Arterials), from coordination with local project sponsors to incorporate local priorities, and request for funding applications. Project selection and prioritization for the CIP is based, in part, on priorities identified in adopted planning documents and studies.

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**

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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. The CIP revenue assumptions include a place holder for cycles of STP funding expected during the five-year programming window of the CIP.

#### *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. The CIP revenue assumptions include a place holder for cycles of CMAQ funding expected during the five-year programming window of the CIP.

### 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. The CIP revenue assumptions include a place holder for cycles of LTP funding expected during the five-year programming window of the CIP.

#### *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. The CIP revenue assumptions include a place holder for cycles of Regional Measure funding expected during the five-year programming window of the CIP.

#### *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. The CIP revenue assumptions include a place holder for cycles of RIP funding expected during the five-year programming window of the CIP.

#### *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. The CIP revenue assumptions include a place holder for cycles of TFCA Program Manager funding expected during the five-year programming window of the CIP.

### 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. No new revenues for the 1986 Measure B program are included in the CIP revenue assumptions since the sales tax collection for the 1986 Measure B ended in 2002.

#### *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. The CIP revenue assumptions do not include revenues for the Local Exchange Program. 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) (Note: Alameda CTC may have a role in identifying projects for RM2 funds in conjunction with MTC); and
- Local Gas Tax (Highway Users Tax Account).

The CIP does not include revenue assumptions for the other fund sources listed above unless the governing body has published revenue assumptions for a cycle of funding expected to occur during the five-year programming window of the CIP.

## **SECTION 5: PROGRAMMING REQUIREMENTS**

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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 B 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**

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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 C. 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**

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For the CIP 2016 and CIP 2016 Update, Alameda CTC used an abbreviated project selection process to begin initial programming and allocations of Alameda CTC funds.

The project selection methodology for future CIP programming will be based on a three-phase approach as described below and illustrated in Appendix D: 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 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 C 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 by Alameda CTC in January 2015 (described below) as the initial 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 leverage local funds. Programming recommendations will be constrained by the total available programming within the five-year CIP window, and by the eligibility of projects to receive different fund sources.

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 Commission adopted selection criteria in January 2015. The approved project selection criteria includes traditional criteria that have been used in past funding cycles. 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.

The next edition of the CIP (CIP 2018), will represent the first shift of the five-year CIP programming window. CIP 2018 will include programming and allocation fiscal years 2017/18 to 2021/22. 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 C: CIP Programming Principles and Guidelines for programming and allocation decisions.

## **SECTION 8: BASIS OF PROJECT COST SHARING**

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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 Allocation and 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 package. 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**

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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 E: Currently Programmed Projects and Programs. The summary in Appendix E 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**

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The CIP 2016 Update includes additional programming, allocations, and technical adjustments to the current five-year programming and allocation window, from fiscal years 2015/16 to FY 2019/20 to be approved concurrently with the CIP 2016 Update. These modifications are detailed in Appendix F: CIP 2016 Update – 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 2016 Update 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 G: CIP 2016 Update – Five Year Programming and Allocations table combines the previous funding actions made prior to the CIP 2016 Update and the recommended changes that are to be approved concurrently with this update.

Appendix H: FY 2016/17 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**

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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.

### *Alameda CTC Projects and Programs Management Policies*

Alameda CTC is responsible for administering the voter approved transportation programs, CMA functions, and emerging countywide transportation needs and initiatives. Alameda CTC requires the following 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.

### 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 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 will be assessed through Alameda CTC's budgetary processes.

### Project and Program-wide Contingency Reserve

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.

Policies and Risk Management provides more information about establishing contingencies and a program-wide contingency reserve. Whereas Change Management provides a general description of procedures to transfer amounts from the contingency or program reserve amounts to individual project working budgets to address risk issues.

### 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

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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 B.

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.

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### **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.

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### **SECTION 14: TIMELY USE OF FUNDS**

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.

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.

Rescinded funds will be returned to the program to be distributed in a future CIP cycle. Projects receiving federal and state funds are to start and expend the program funds within the delivery timeframe required by federal funding requirements. 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.

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.

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**SECTION 15: DELIVERY DEADLINE EXTENSIONS**

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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.

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**SECTION 16: APPROVAL OF ADVANCE/PAYBACK AND EXCHANGE ARRANGEMENTS**

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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 B: 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**

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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 B: 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**

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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**

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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**

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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. Allocated funds are considered available for encumbrance in funding agreements between the funding agency and the implementing agency. To receive funds allocated by Alameda CTC, the implementing agency has to submit a request for funding agreement. It is recommended that requests for funding agreements be included with request for allocation packages submitted to Alameda CTC. If submitted separately, requests for funding agreement must be submitted no later than three months following the date the allocation is approved. Sponsors and implementing agencies are responsible for fulfilling all requirements related to executing the funding agreements.

**SECTION 21: PROJECTS AND PROGRAMS REIMBURSEMENT PROCEDURES**

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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.

**SECTION 22: ALAMEDA CTC CONTRACT EQUITY PROGRAM REQUIREMENTS**

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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.

**SECTION 23: PROJECT CLOSEOUT**

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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**

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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.

**SECTION 25: PREVIOUSLY APPROVED POLICIES AND PROCEDURES**

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Many of the requirements from previously approved policies and procedures have been incorporated into this CIP update. As existing policies and procedures are updated to reflect new and amended requirements, sections will be added and amended. Until such point at which the CIP includes all of the policies and procedures related to the programming, allocation, expenditure and reimbursement of the funding administered by Alameda CTC, the previously approved policies and procedures shall remain in full effect unless amended wholly or in part in the CIP update, in which case the current CIP requirements shall be applicable.

Appendix I provides the policies and procedures approved with the CIP 2016 in June 2015.



# Comprehensive Investment Plan: 2016 Update

## Appendix A

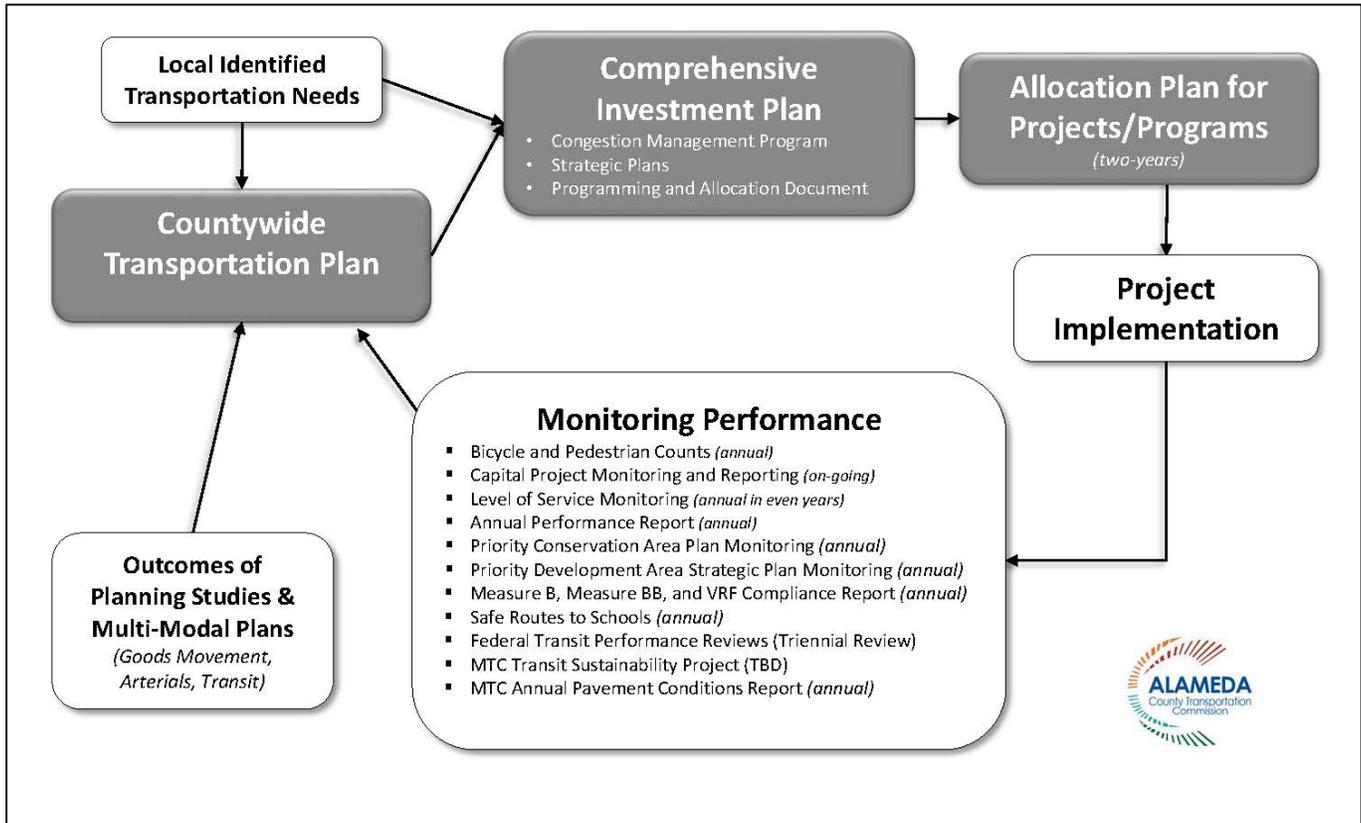
### Alameda CTC Planning and Programming Cycle Diagram



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## Alameda CTC Planning and Programming Cycle Diagram

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



**Figure 2: Planning and Programming Schedule**



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# Comprehensive Investment Plan: 2016 Update

## Appendix B

### Sample Programming and Allocation Project Information Form



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## 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:

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Sponsor:

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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)		
<b>Total Program/Project Cost</b>	\$ -	

# Appendix B | 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	Fund Source No. 1 Allocated MBB	Fund Source No. 2 DLD - MB	Fund Source No. 3 DLD - MBB	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 TBD	Total (All Sources)
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)											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
<b>Total Funding All Sources</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	
<b>Sponsor Staff Costs</b>											
Sponsor Staff Time											\$ -
Sponsor Direct Costs											\$ -
<b>Sub-Total Sponsor Staff Costs</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Contract Costs (One line per expected contract)</b>											
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
											\$ -
Contingency for this Phase											\$ -
<b>Sub-Total Contract Costs</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Phase Total (Staff + Contracts)</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Phase Cost Detail Notes:**

<b>Note 1</b>	
<b>Note 2</b>	
<b>Note 3</b>	

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# Comprehensive Investment Plan: 2016 Update

## Appendix C

### CIP Programming Principles and Guidelines



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

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## SECTION 1

### COMPREHENSIVE INVESTMENT PLAN

#### PROGRAMMING PRINCIPLES

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#### 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 in January 2014 (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.

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**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 general 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.	<b>Transit Capital</b> <ul style="list-style-type: none"> <li>Capital rehabilitation</li> <li>Capacity expansion, stations, capital replacement</li> <li>Safety and Access improvements</li> <li>Transit Signal Priority (TSP) / Communications</li> </ul>	<ol style="list-style-type: none"> <li>Increase transit access and ridership</li> <li>Regional projects in the expenditure plans</li> <li>Projects/need identified in a transit plan</li> <li>Increase frequency or reliability of service operations</li> <li>Facilitates express bus services</li> </ol>	X			X	X				X	X		X	
2.	<b>Local Streets and Roads (Arterials)</b> <ul style="list-style-type: none"> <li>Major Arterial Performance Initiative Program</li> <li>Roadway Safety/Traffic Calming</li> <li>Grade separations</li> <li>Traffic Signals, ITS/CCTV installations and upgrade</li> <li>Signal timing and coordination</li> <li>Complete Streets and Streetscape</li> <li>Coordination with freeways and ramps</li> <li>Roadway/Pavement Rehabilitation</li> <li>Sidewalk installation</li> </ul>	<ol style="list-style-type: none"> <li>Regional projects in the expenditure plans.</li> <li>Projects/need identified in Multimodal Arterials Plan</li> <li>Enhances multimodal connectivity and reliability, of transit, bicycle and pedestrian networks.</li> <li>Provides congestion relief and increased mobility</li> </ol>	X	X	X	X	X			X	X	X	X	X	X
3.	<b>Bicycle and Pedestrian</b> <ul style="list-style-type: none"> <li>Bike facilities (includes Class 1,2,3 and 4 facilities)</li> <li>Bike storage capital costs (racks, lockers, cages)</li> <li>Safety, gap closure, infrastructure improvements</li> <li>Bicycle and Pedestrian Master Plans and updates</li> </ul>	<ol style="list-style-type: none"> <li>Identified in a Countywide Bicycle/Pedestrian Plan</li> <li>Regional projects in the Expenditure Plans</li> <li>Closes gaps in local and countywide bicycle/pedestrian network.</li> <li>Improves safety and connectivity by removing known barriers to access and connections to activity centers, schools, jobs, and transit</li> <li>Bicycle/pedestrian master plans update to improve coordination</li> </ol>	X	X		X	X	X				X			
4.	<b>Highway Capital</b> <ul style="list-style-type: none"> <li>Interchange, bridge, sound wall, ramp improvements</li> <li>Bridge improvements</li> <li>Express lanes</li> </ul>	<ol style="list-style-type: none"> <li>Regional projects in the Expenditure Plans</li> <li>Improves safety and connectivity</li> <li>Address state of good repair of transportation system</li> <li>Address congestion and mobility</li> </ol>		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.	<b>Freight and Economic Development (Goods Movement)</b> <ul style="list-style-type: none"> <li>Truck/port/freight operations and goods movement</li> <li>Airport Facilities, Truck-vehicle parking</li> <li>Quiet Zone Improvements</li> </ul> <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"> <li>Regional projects in the Expenditure Plans</li> <li>Projects identified a Goods Movement Plan</li> <li>Reduce conflicts</li> <li>Improve goods mobility and economic development</li> <li>Enhance coordination to distribution centers</li> </ol>	X	X							X			X	X
6a.	<b>Transit Operations (non-paratransit)</b> <ul style="list-style-type: none"> <li>Fixed route or Shuttle operations and service expansion</li> <li>Transit priority measures</li> <li>Congestion Relief Programs</li> <li>Transit incentive programs (including fare-based)</li> </ul>	<ol style="list-style-type: none"> <li>Increase reliability of service operations</li> <li>Increase transit ridership</li> <li>Maintains or expands express bus services</li> </ol>	X			X	X							X	
6b.	<b>Paratransit Capital and Operations</b> <ul style="list-style-type: none"> <li>ADA Mandated Services</li> <li>City-based, non-ADA Services</li> <li>Specialized transportation programs</li> <li>Capital improvements (accessible vehicles, signage)</li> <li>Related assessments and plans</li> </ul>	<ol style="list-style-type: none"> <li>Maintains or expands existing transportation services designed for seniors and people and disabilities</li> <li>Increases accessibility of transportation services</li> <li>Eliminates gaps in existing services by offering transportation options for seniors and people with disabilities to important travel destinations to meet life needs.</li> </ol>	X				X		X						
7.	<b>Transportation Demand Management / Education Outreach</b> <ul style="list-style-type: none"> <li>Fare incentives – student bus passes</li> <li>Guarantee Ride Home Program</li> <li>Technical Assistance</li> <li>Alternative mode education and incentives</li> <li>Safe Routes to School or Transit</li> <li>Parking management</li> </ul>	<ol style="list-style-type: none"> <li>Facilitates connectivity to transit</li> <li>Promotes multi-modal transportation and modal shifts away from single occupancy vehicle (SOV) use towards alternative modes, including bicycle/pedestrian and transit.</li> <li>Provides a cost-effective strategy to improve and facilitate access to transit, schools, and job centers.</li> </ol>	X	X		X	X		X					X	
8.	<b>LSR / Highway Operations</b> <ul style="list-style-type: none"> <li>Traffic Signal Operations, ITS Maintenance</li> <li>Highway and Bridge Maintenance &amp; Operations</li> </ul>	<ol style="list-style-type: none"> <li>Addresses state of good repair of transportation system</li> <li>Addresses congestion and mobility</li> </ol>	X	X	X						X		X		
9.	<b>Planning / Studies</b> <ul style="list-style-type: none"> <li>Planning studies and implementation</li> <li>Feasibility studies and Modal Plans/Studies</li> <li>Bicycle and Pedestrian Master Plans</li> </ul>	<ol style="list-style-type: none"> <li>Defines project scopes, schedules and expected outcomes</li> <li>Examines feasibility of improvement implementations</li> <li>Contributes to long-rang planning of improvements for future implementation and decision making</li> <li>Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA)</li> </ol>	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"> <li>Status of planning and scoping documents</li> <li>Status of environmental phase and clearances</li> <li>Status of preliminary engineering &amp; design phase</li> <li>Status of right-of-way acquisitions</li> </ul>	45
2.	Detailed Scope, Schedule, and Funding Plan <ul style="list-style-type: none"> <li>Defined project scope</li> <li>Defined schedule and budget</li> <li>Identified funding need to continue project development</li> </ul>	
3.	Implementation Issues <ul style="list-style-type: none"> <li>Identified implementation issue(s) resolved or mitigated</li> <li>Local community and governing body support</li> <li>Coordination with partners</li> </ul>	
<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"> <li>Expands the transportation system, network, or service</li> <li>Enhances intermodal and multi-jurisdictional connectivity</li> <li>Complements existing services (not duplicative)</li> </ul>	40
2.	Access Improvements <ul style="list-style-type: none"> <li>Increases access to activity centers, central business districts, and employment centers</li> <li>Serves transit dependent populations, communities of concerns, or vulnerable populations.</li> <li>Improves transportation routes to schools</li> <li>Serves a known or realistic level of demand in the community for transit services</li> </ul>	
3.	State of Good Repair <ul style="list-style-type: none"> <li>Corrects a deteriorating condition/aging infrastructure</li> <li>Addresses past deferred maintenance</li> <li>Replaces capital assets that have exceeded their useful life</li> </ul>	
4.	Technology and Innovation	

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

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

<b>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.</b>		
<i>Index</i>	<i>Criteria</i>	<i>Proposed Weight</i>
1	<b>Matching Funds</b> <ul style="list-style-type: none"> <li>Commits other identified funds as project matching to the funds requested</li> </ul>	5
<b>Subtotal</b>		<b>5</b>

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

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

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**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

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

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**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**

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**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](http://www.alamedactc.org/app_pages/view/19025)

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

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**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.

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

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**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.

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

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**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](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**

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**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**

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**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**

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**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**

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**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 Master Funding Agreement between the Alameda CTC and the Air District. Project and grant specific requirements related to the expenditure and reimbursement of TFCA funds allocated as part of the Alameda CTC’s TFCA CPM Program shall be included in the project-specific 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 policies further define eligible projects and establish criteria for calculating emissions reductions (i.e., TFCA cost-effectiveness), as available here: [http://www.alamedactc.org/app\\_pages/view/19025](http://www.alamedactc.org/app_pages/view/19025). Projects that are authorized by HSC Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District’s current TFCA 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. The Air District will advance these funds to the Alameda CTC in biannual installments each fiscal year. The Alameda CTC must 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 fund estimate as follows:

- A maximum of five percent (5%) 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 the remaining funds will be included in a fund estimate for allocation to the cities/county based on population:
  - 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.
  - Relinquished funds from a city's or the county's completed projects are made available to the same jurisdiction. These funds are tracked through the annual fund estimate and will be reprogrammed to future projects.
  - 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.
  - Relinquished funds from completed discretionary projects are returned to the 30 percent (30%) share of revenue (not the same jurisdiction) for reprogramming to future projects.
  - 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 light duty vehicles with a gross vehicle weight (GVW) of 10,000 pounds or lighter, 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 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, except for 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 can only be given on a case-by-case basis by the Air District.

**SECTION 11**  
**PROGRAMMING/ALLOCATION GUIDELINES FOR**  
**STP/CMAQ FUNDS**  
**ONE BAY AREA GRANT (OBAG) CYCLE 2 PROGRAM**

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**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.

**FUND SOURCES**

The OBAG 2 funding is based on anticipated future federal transportation program apportionments 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 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs are the cornerstone programs for funds distributed to regions for transportation. STP and CMAQ are "flexible" funding programs. This means the money can be spent on public transit, bicycle and pedestrian projects, as well as on roads and highways.

**PROGRAMMING AND ALLOCATION PRIORITIES**

OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. Alameda CTC will program at least 70 percent (70%) of OBAG 2 funds 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 rather than the single-occupant automobile.

## 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

- 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, on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects would use capacity in the first year, followed by the capital phases of projects in later years.

Alameda CTC staff will be updating OBAG 2 principles covered under this Section, based on the Metropolitan Transportation Commission's Final OBAG 2 Principles and Guidelines, which is scheduled for approval in summer 2016. Additional information and guidelines will be available on the Alameda CTC website: [http://www.alamedactc.org/app\\_pages/view/19025](http://www.alamedactc.org/app_pages/view/19025).



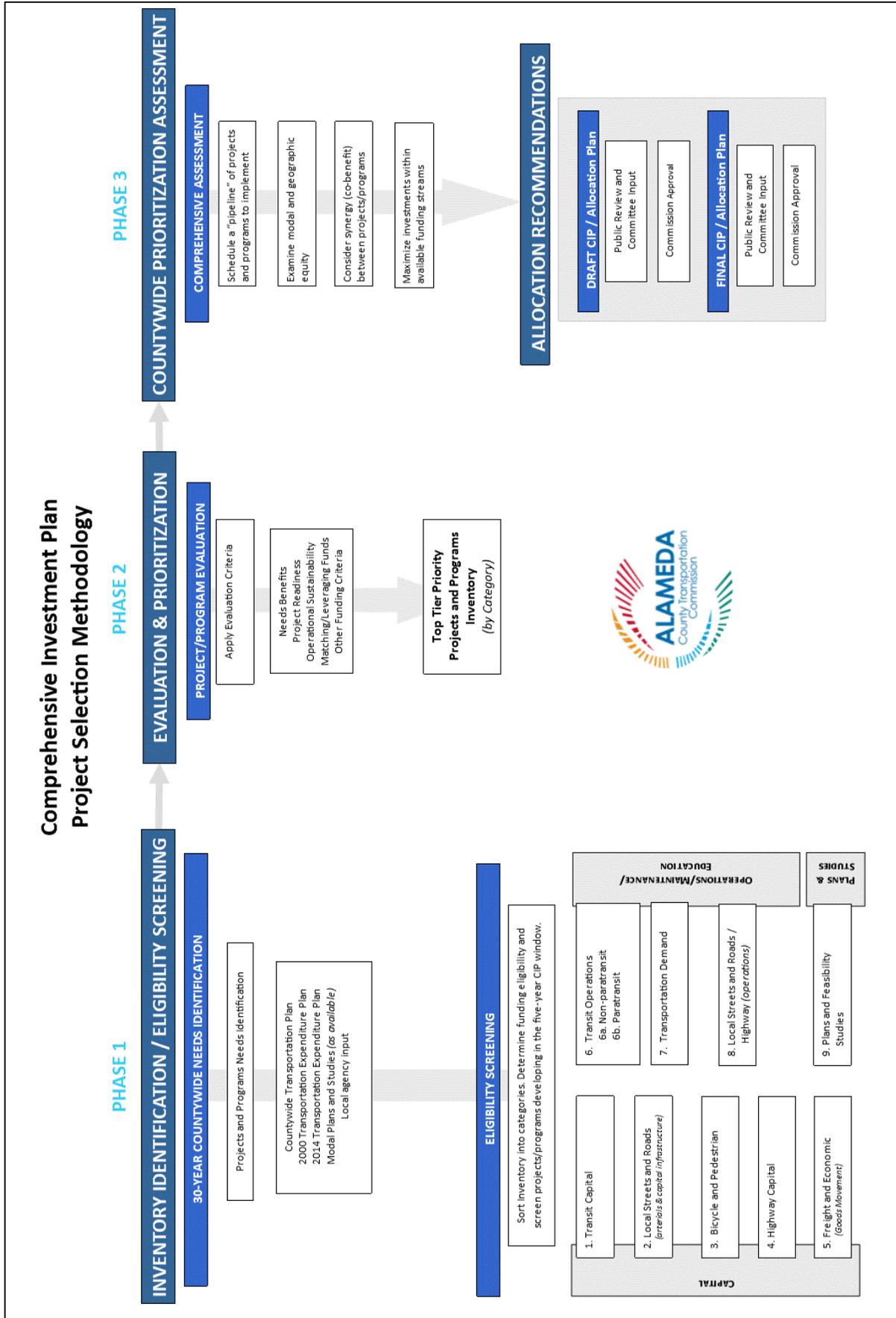
# Comprehensive Investment Plan: 2016 Update

## Appendix D

### CIP Project Selection Methodology Diagram



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**ALLOCATION RECOMMENDATIONS**

**DRAFT CIP / Allocation Plan**

Public Review and Committee Input

Commission Approval

**FINAL CIP / Allocation Plan**

Public Review and Committee Input

Commission Approval

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# Comprehensive Investment Plan: 2016 Update

## Appendix E

### Currently Programmed Projects and Programs



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Alameda CTC CIP - 2016 Update Current Programming and Allocations July 2016									Programming and Allocations (\$ x 000)																	
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations		FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated Amount (Thru FY 16-17)
																				Allocated	2-Year Allocation Plan					
												Prior To FY2015-16	FY2015-16	FY2016-17												
00001	Multiple	State	CTC	STIP	RIP	MTC	Planning, Programming and Monitoring	Multi	CON-CAP	532		126	131	135	140		0	257								
00002	Multiple	State	CTC	STIP	RIP	AlaCTC	Planning, Programming and Monitoring	Multi	CON-CAP	2,201			886	750	565		0	886								
00003	N/A	N/A	N/A	N/A	N/A	N/A	Funding deprogrammed - project deleted	N/A	N/A								0	0								
00004	Multiple	State	MTC	Lifeline	STA	AC Transit	Preservation of Existing Services in Communities of Concern	TR	O&M	3,583		3,583					0	3,583								
00004	Multiple	Federal	MTC	Lifeline	JARC	AC Transit	Preservation of Existing Services in Communities of Concern	TR	O&M	1,417		1,417					0	1,417								
00005	Multiple	Federal	MTC	Lifeline	STA	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	TR	O&M	250		250					0	250								
00006	Multiple	Federal	MTC	Lifeline	STA	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	TR	CON-CAP	450		450					0	450								
00007	Multiple	Federal	MTC	Lifeline	STA	AC Transit	Additional Preservation of Existing Services in Communities of Concern	TR	O&M	1,741		1,741					0	1,741								
00008	4-East	Federal	MTC	Lifeline	STA	LAVTA	WHEELS Route 14 Operating Assistance	TR	O&M	388		388					0	388								
00008	4-East	Federal	MTC	Lifeline	JARC	LAVTA	WHEELS Route 14 Operating Assistance	TR	O&M	129		129					0	129								
00009	1-North	Federal	MTC	Lifeline	JARC	AC Transit	City of Oakland Broadway Shuttle	TR	O&M	405		405					0	405								
00010	3-South	Federal	MTC	Lifeline	STA	UC Transit	Operations Support for Route 2	TR	O&M	220		220					0	220								
00011	Multiple	Federal	MTC	Lifeline	STA	TBD	Lifeline Cycle 5 (Estimated)	TR	Var.	8,500			8,500				0	0								
00012	1-North	State	CTC	STIP	RIP	MTC	Improved Bike/Ped Access to East Span of SFOBB (Alameda Share)	BP	CON-CAP	3,063			3,063				0	3,063								
00013	Multiple	Regional	BAAQMD	TFCA	Prog Mgr	AlaCTC	FY 15-16 Program Manager Funds - Cities/County Shares	Multi	Var.	2,038		2,038					0	2,038								
00014	Multiple	Regional	BAAQMD	TFCA	Prog Mgr	Var.	FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share	Multi	Var.	4,788			1,197	1,197	1,197	1,197	0	1,197								
00015	Multiple	Regional	BAAQMD	TFCA	Prog Mgr	Var.	FY 16-17 Through FY 19-20 Program Manager Funds - Transit Discretionary	TR	Var.	2,052			513	513	513	513	0	513								
00016	Multiple	Local	AlaCTC	2000 MB	DLD	Var.	2000 MB Local Streets and Roads - Direct Local Distributions	LSR	Var.	140,870		27,506	27,836	28,171	28,507	28,850	0	55,342								
00017	Multiple	Local	AlaCTC	2000 MB	DLD	Var.	2000 MB Bicycle/Pedestrian - Direct Local Distributions	BP	Var.	24,142		4,714	4,770	4,828	4,886	4,944	0	9,484								
00018	Multiple	Local	AlaCTC	2000 MB	Disc-BP	Var.	2000 MB Bicycle/Pedestrian - Discretionary Program	BP	Var.	7,992		1,516	1,590	1,609	1,629	1,648	0	3,106								
00019	Multiple	Local	AlaCTC	2000 MB	Disc-BP	Var.	Countywide Bicycle Pedestrian Planning/Promotion	BP	Var.	75		75					0	75								
00020	Multiple	Local	AlaCTC	2000 MB	DLD	Var.	2000 MB Paratransit - Direct Local Distributions	PT	Var.	58,067		11,338	11,474	11,612	11,751	11,892	0	22,812								
00021	Multiple	Local	AlaCTC	2000 MB	Disc-PT	ASEB	Special Transportation Services for Individuals with Dementia	PT	O&M	300	200	100					0	300								
00022	Multiple	Local	AlaCTC	2000 MB	Disc-PT	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	PT	O&M	420	272	148					0	420								
00023	Multiple	Local	AlaCTC	2000 MB	Disc-PT	CIL	Mobility Matters Project	PT	O&M	490	350	140					0	490								

Alameda CTC CIP - 2016 Update Current Programming and Allocations July 2016									Programming and Allocations (\$ x 000)									
									Phase	Programmed Amount	Allocations			FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated Amount (Thru FY 16-17)
											Allocated Prior To FY2015-16	2-Year Allocation Plan						
CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode				FY2015-16	FY2016-17					
00024	Multiple	Local	AlaCTC	2000 MB	Disc-PT	Emeryville	8-To-Go Demand Response Door to Door Shuttle	PT	O&M	140	106	34				0	140	
00025	3-South	Local	AlaCTC	2000 MB	Disc-PT	Fremont	Tri-City Mobility Management and Travel Training Program	PT	O&M	325	200	125				0	325	
00026	3-South	Local	AlaCTC	2000 MB	Disc-PT	Fremont	Tri-City Volunteer Driver Programs	PT	O&M	400	250	150				0	400	
00027	3-South	Local	AlaCTC	2000 MB	Disc-PT	Fremont	Tri-City Taxi Voucher Program	PT	O&M	300	150	150				0	300	
00028	Multiple	Local	AlaCTC	2000 MB	Disc-PT	Oakland	Taxi-Up & Go Project	PT	O&M	278	185	93				0	278	
00029	4-East	Local	AlaCTC	2000 MB	Disc-PT	Pleasanton	Downtown Route Shuttle (DTR)	PT	O&M	128	86	42				0	128	
00030	Multiple	Local	AlaCTC	2000 MB	Disc-PT	SHS	Rides for Seniors	PT	O&M	210	150	60				0	210	
00031	Multiple	Local	AlaCTC	2000 MB	Disc-PT	SSPTV	Volunteer Assisted Senior Transportation Program	PT	O&M	225	150	75				0	225	
00032	Multiple	Local	AlaCTC	2000 MB	Disc-PT	TBD	Gap funds for Capital Purchases and Grant Matching	PT	Var.	200	100	100				0	200	
00033	Multiple	Local	AlaCTC	2000 MB	Disc-PT	AlaCTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	PT	O&M	490	140	70	70	70	70	70	0	280
00034	Multiple	Local	AlaCTC	2000 MB	Disc-PT	Var.	2000 MB Paratransit - Discretionary (Estimated)	PT	Var.	5,600			1,400	1,400	1,400	1,400	0	1,400
00035	Multiple	Local	AlaCTC	2000 MB	DLD	Var.	2000 MB Mass Transit - Direct Local Distributions	TR	Var.	136,610		26,674	26,994	27,318	27,646	27,978	0	53,668
00036	Multiple	Local	AlaCTC	2000 MB	Disc-EB	Var.	2000 MB Express Bus - Discretionary	TR	Var.	4,506		880	890	901	912	923	0	1,770
00037	Multiple	Local	AlaCTC	2000 MB	Disc-TCD	Var.	2000 MB Transit Center Development - Discretionary Program	TR	Var.	1,225		239	242	245	248	251	0	481
00038	Multiple	Local	AlaCTC	VRF	DLD	Var.	2010 VRF Local Streets and Roads - Direct Local Distributions	LSR	Var.	34,200		6,840	6,840	6,840	6,840	6,840	0	13,680
00039	Multiple	Local	AlaCTC	VRF	Disc-Transit	Var.	2010 VRF Transit - Discretionary	TR	Var.	14,250		2,850	2,850	2,850	2,850	2,850	0	5,700
00040	Multiple	Local	AlaCTC	VRF	Disc-BP	Var.	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	BP	Var.	2,850		570	570	570	570	570	0	1,140
00041	Multiple	Local	AlaCTC	VRF	Disc-Tech	Var.	2010 VRF Local Transportation Technology - Discretionary	TECH	Var.	5,700		1,140	1,140	1,140	1,140	1,140	0	2,280
00042	Multiple	Local	AlaCTC	2014 MBB	DLD	Var.	2014 MBB Local Streets and Roads - Direct Local Distributions	LSR	Var.	130,025		25,388	25,693	26,001	26,314	26,629	0	51,081
00043	Multiple	Local	AlaCTC	2014 MBB	DLD	Var.	2014 MBB Mass Transit Services - Direct Local Distributions	TR	Var.	141,604		27,650	27,980	28,317	28,657	29,000	0	55,630
00044	Multiple	Local	AlaCTC	2014 MBB	Disc-Transit	Var.	2014 MBB Transit Innovative Grants - Discretionary	TR	All	14,865		2,903	2,937	2,973	3,008	3,044	0	5,840
00045	Multiple	Local	AlaCTC	2014 MBB	DLD	Var.	2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions	BP	Var.	19,712		3,849	3,895	3,942	3,989	4,037	0	7,744
00046	Multiple	Local	AlaCTC	2014 MBB	Disc-BP	Var.	2014 MBB Bicycle/Pedestrian Safety - Discretionary	BP	All	13,273		2,592	2,623	2,654	2,686	2,718	0	5,215
00047	Multiple	Local	AlaCTC	2014 MBB	DLD	Var.	2014 MBB Transit - Direct Local Distributions	TR	Var.	140,101		27,356	27,683	28,016	28,353	28,693	0	55,039
00048	Multiple	State	CTC	STIP	RIP	TBD	2016 STIP - Alameda County Share (Estimated)(50% for 1-Year)	Multi	Var.	13,000					13,000	0	0	

Alameda CTC CIP - 2016 Update Current Programming and Allocations July 2016									Programming and Allocations (\$ x 000)																	
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations		FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated Amount (Thru FY 16-17)
																				Allocated	2-Year Allocation Plan					
												Prior To FY2015-16	FY2015-16	FY2016-17												
00049	Multiple	Federal	MTC	OBAG	STP/CMAQ	TBD	OBAG Cycle 2 (Estimated)	Multi	Var.	38,000				10,000	14,000	14,000	0	0								
00050	Multiple	Regional	BAAQMD	TFCA	Prog Mgr	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	CON-CAP	925	925						0	925								
00050	Multiple	State	CTC	STIP	RIP	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	CON-CAP	7,995		7,995					0	7,995								
00050	Multiple	Local	AlaCTC	2000 MB	07A	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	Var.	11,510	11,510						0	11,510								
00050	Multiple	Local	AlaCTC	2014 MBB	013	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	CON-CAP	10,000			10,000				0	10,000								
00051	Multiple	Local	AlaCTC	2000 MB	01	SJRRC	ACE Capital	TR	Var.	13,184	11,184	2,000					0	13,184								
00052	4-East	Local	AlaCTC	2000 MB	09	Dublin	Iron Horse Transit Route - Dougherty Road	Multi	CON-CAP	6,267		6,267					0	6,267								
00053	Multiple	Local	AlaCTC	2014 MBB	008	AlaCTC	Affordable Student Transit Pass Programs	TR	O&M	2,000		2,000					0	2,000								
00054	Multiple	Local	AlaCTC	2014 MBB	012	AlaCTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	PT	Scoping	500		500					0	500								
00055	1-North	Local	AlaCTC	2014 MBB	014	Alameda	Alameda to Fruitvale BART Rapid Bus	TR	Scoping	100		100					0	100								
00056	1-North	Local	AlaCTC	2014 MBB	015	AC Transit	Grand/MacArthur BRT	TR	Scoping	100		100					0	100								
00057	1-North	Local	AlaCTC	2014 MBB	016	AC Transit	College/Broadway Corridor Transit Priority	TR	Scoping	100		100					0	100								
00058	3-South	Local	AlaCTC	2014 MBB	017	BART	Irvington BART Station	TR	Sco	2,760		100	2,660				0	2,760								
00059	2-Centra	Local	AlaCTC	2014 MBB	018	BART	Bay Fair Connector/BART METRO	TR	Scoping	100		100					0	100								
00060	Multiple	Local	AlaCTC	2014 MBB	019	BART	BART Station Modernization and Capacity Program - Scoping	TR	Scoping	100		100					0	100								
00060	Multiple	State	CTC	STIP	RIP	BART	BART Station Modernization and Capacity Program - Scoping	TR	Con Cap	3,726				3,726			0	0								
00061	3-South	Local	AlaCTC	2014 MBB	021	Multi	Dumbarton Corridor Area Transportation Improvements - Scoping	Multi	Scoping	100		100					0	100								
00062	3-South	Local	AlaCTC	2014 MBB	022	Union City	Union City Intermodal Station	TR	Scoping	100		100					0	100								
00063	Multiple	Local	AlaCTC	2014 MBB	023	AlaCTC	Railroad Corridor Right of Way Preservation and Track Improvements - Scoping	TR	Scoping	100		100					0	100								
00064	1-North	Local	AlaCTC	2014 MBB	024	Oakland	Oakland Broadway Corridor Transit	TR	Sco	600		100	500				0	600								
00065	Multiple	Local	AlaCTC	2014 MBB	025	CCJPA	Capitol Corridor Service Expansion	TR	Scoping	100		100					0	100								
00066	Multiple	Local	AlaCTC	2014 MBB	026	Multi	Congestion Relief, Local Bridge Seismic Safety - Scoping	LSR	Scoping	1,350		1,350					0	1,350								
00067	2-Centra	Local	AlaCTC	2014 MBB	026	San Leandro	San Leandro Streets Rehabilitation	LSR	Con Cap	30,000			3,000	6,000	7,000	7,000	7,000	3,000								
00068	Multiple	Local	AlaCTC	2014 MBB	027	Multi	Countywide Freight Corridors - Scoping	FR	Scoping	44		44					0	44								
00069	1-North	Local	AlaCTC	2014 MBB	029	AlaCTC	I-80 Gilman Street Interchange Improvements	HWY	PA-ED	3,000		3,000					0	3,000								

Alameda CTC CIP - 2016 Update Current Programming and Allocations July 2016									Programming and Allocations (\$ x 000)																	
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations		FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated Amount (Thru FY 16-17)
																				Allocated	2-Year Allocation Plan					
												Prior To FY2015-16	FY2015-16	FY2016-17												
00070	1-North	Local	AlaCTC	2014 MBB	030	TBD	I-80 Ashby Interchange Improvements	HWY	Scoping	100		100				0	100									
00070	1-North	Local	AlaCTC	2014 MBB	030	AlaCTC	I-80 Ashby Interchange Improvements	HWY	Env	4,000		4,000				0	4,000									
00071	4-East	Local	AlaCTC	2014 MBB	031	AlaCTC	SR-84/I-680 Interchange and SR-84 Widening	HWY	PA-ED	4,000		4,000				0	4,000									
00072	4-East	Local	AlaCTC	2014 MBB	032	AlaCTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	HWY	CON-CAP	10,000			10,000			0	10,000									
00073	4-East	Local	AlaCTC	2014 MBB	033	AlaCTC	I-580/I-680 Interchange Improvements (Study Only)	HWY	Sco	1,000		1,000				0	1,000									
00074	Multiple	Local	AlaCTC	2014 MBB	034	Multi	I-580 Local Interchange Improvement Program - Scoping	HWY	Scoping	300		300				0	300									
00075	Multiple	Local	AlaCTC	2014 MBB	035	AlaCTC	I-680 HOT/HOV Lane from SR-237 to Alcosta	HWY	Design	5,000		5,000				0	5,000									
00075	Multiple	Local	AlaCTC	2014 MBB	035	AlaCTC	I-680 HOT/HOV Lane from SR-237 to Alcosta	HWY	Con Cap	15,000		15,000				0	15,000									
00076	Multiple	Local	AlaCTC	2014 MBB	036	AlaCTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	HWY	Scoping	100		100				0	100									
00077	Multiple	Local	AlaCTC	2014 MBB	038	AlaCTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	HWY	Sco	925		925				0	925									
00078	Multiple	Local	AlaCTC	2014 MBB	039	AlaCTC	I-880 Industrial Parkway Interchange West Improvements	HWY	Sco	825		825				0	825									
00079	Multiple	Local	AlaCTC	2014 MBB	040	Multi	I-880 Local Access and Safety Improvements - Scoping	HWY	Scoping	300		300				0	300									
00080	Multiple	Local	AlaCTC	2014 MBB	042	Multi	Gap Closure on Three Major Trails - Scoping	BP	Scoping	550		550				0	550									
00081	Multiple	Federal	CTC	ATP	State	AlaCTC	East Bay Greenway	BP	PA-ED	2,656	2,656					0	2,656									
00081	Multiple	Local	AlaCTC	2014 MBB	042	AlaCTC	Eastbay Greenway	BP	PA-ED	3,500		3,500				0	3,500									
00082	Multiple	Local	AlaCTC	2014 MBB	045	Multi	Community Investments That Improve Transit Connections to Jobs and Schools - Scoping	CI	Scoping	1,400		1,400				0	1,400									
00083	1-North	State	CTC	STIP	RIP	BART	Downtown Berkeley BART Plaza/Transit Area Improvements	TR	Con Cap	0						0	0									
00084	3-South	State	CTC	STIP	RIP	AlaCTC	East-West Connector in Fremont & Union City	LSR	CON-CAP	12,000				12,000		0	0									
00085	4-East	State	CTC	STIP	RIP	Caltrans	SR 84 Expressway Widening	HWY	CON-CAP	39,480	39,480					0	39,480									
00086	4-East	State	CTC	STIP	RIP	Caltrans	SR 84 Expressway Widening	HWY	CON-SUPP	7,550	7,550					0	7,550									
00087	1-North	Federal	MTC	OBAG	STP	Alameda	Alameda City Complete Streets	BP	CON-CAP	505	505					0	505									
00088	Multiple	Federal	MTC	OBAG	STP	Ala. County	Alameda Co-Variou Streets and Roads Preservation	LSR	CON-CAP	1,565	1,565					0	1,565									
00089	1-North	Federal	MTC	OBAG	STP	Berkeley	Shattuck Complete Streets and De-couplet	BP	CON-CAP	2,777	2,777					0	2,777									
00090	4-East	Federal	MTC	OBAG	STP	Dublin	Dublin Boulevard Preservation	LSR	CON-CAP	470	470					0	470									
00091	3-South	Federal	MTC	OBAG	STP	Fremont	Fremont City Center Multi-Modal Improvements	Multi	CON-CAP	1,288	1,288					0	1,288									

Alameda CTC CIP - 2016 Update Current Programming and Allocations July 2016									Programming and Allocations (\$ x 000)																	
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations		FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated Amount (Thru FY 16-17)
																				Allocated	2-Year Allocation Plan					
												Prior To FY2015-16	FY2015-16	FY2016-17												
00092	2-Centra	Federal	MTC	OBAG	STP	Hayward	Hayward - Industrial Boulevard Preservation	LSR	CON-CAP	1,265	1,265					0	1,265									
00093	1-North	Federal	MTC	OBAG	STP	Oakland	Lake Merritt BART Bikeways	BP	CON-CAP	571	571					0	571									
00094	1-North	Federal	MTC	OBAG	STP	Oakland	Oakland Complete Streets	LSR	CON-CAP	3,384	3,384					0	3,384									
00095	1-North	Federal	MTC	OBAG	STP	Oakland	Lakeside Complete Streets and Road Diet	BP	CON-CAP	4,446	4,446					0	4,446									
00095	1-North	Federal	MTC	OBAG	CMAQ	Oakland	Lakeside Complete Streets and Road Diet	BP	CON-CAP	2,554	2,554					0	2,554									
00096	1-North	Federal	MTC	OBAG	STP	San Leandro	San Leandro Boulevard Preservation	LSR	CON-CAP	804	804					0	804									
00097	1-North	Federal	MTC	OBAG	STP	Berkeley	Hearst Avenue Complete Streets	BP	CON-CAP	2,156		2,156				0	2,156									
00098	1-North	Federal	MTC	OBAG	STP	Emeryville	Emeryville - Hollis Street Preservation	LSR	CON-CAP	100		100				0	100									
00099	3-South	Federal	MTC	OBAG	STP	Newark	Enterprise Drive Complete Streets and Road Diet	BP	CON-CAP	454		454				0	454									
00100	1-North	Federal	MTC	OBAG	CMAQ	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	BP	CON-CAP	5,452		5,452				0	5,452									
00101	1-North	Federal	MTC	OBAG	STP	Piedmont	Piedmont Complete Streets (CS)	BP	CON-CAP	129		129				0	129									
00102	Multiple	Federal	MTC	OBAG	STP	MTC	Regional Planning Activities and PPM - Alameda	Multi	PA-ED	1,034			1,034			0	1,034									
00103	1-North	Federal	MTC	OBAG	CMAQ	Oakland	7th Street West Oakland Transit Village, Phase II	BP	CON-CAP	3,288			3,288			0	3,288									
00104	4-East	Federal	MTC	OBAG	STP	Pleasanton	Pleasanton Complete Streets	BP	CON-CAP	832			832			0	832									
00105	1-North	State	CTC	ATP	Reg	Alameda	Cross Alameda Trail (includes SRTS component)	BP	Design	226	226					0	226									
00105	1-North	Federal	CTC	ATP	Reg	Alameda	Cross Alameda Trail (includes SRTS component)	BP	CON-CAP	2,005		2,005				0	2,005									
00106	1-North	Federal	CTC	ATP	Reg	Ala. County	Be Oakland, Be Active	BP	CON-CAP	988	988					0	988									
00107	1-North	Federal	CTC	ATP	Reg	Berkeley	LeConte Elementary Safe Routes to School Improvements	BP	Design	82	82					0	82									
00108	1-North	Federal	CTC	ATP	Reg	Berkeley	LeConte Elementary Safe Routes to School Improvements	BP	CON-CAP	600		600				0	600									
00109	4-East	Federal	CTC	ATP	Reg	Livermore	Livermore Marilyn Avenue Safe Routes to School	BP	Design	83	83					0	83									
00110	4-East	Federal	CTC	ATP	Reg	Livermore	Livermore Marilyn Avenue Safe Routes to School	BP	CON-CAP	275		275				0	275									
00111	1-North	Federal	CTC	ATP	Reg	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	BP	Design	2,885		2,885				0	2,885									
00112	1-North	Federal	CTC	ATP	Reg	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	BP	ROW-CAP	325		325				0	325									
00113	1-North	Federal	CTC	ATP	State	Albany	Complete Streets for San Pablo Ave/Buchanan St.	BP	Design	335		335				0	335									
00114	1-North	Federal	CTC	ATP	State	Oakland	International Boulevard Improvement Project	BP	CON-CAP	2,481		2,481				0	2,481									

Alameda CTC CIP - 2016 Update Current Programming and Allocations July 2016									Programming and Allocations (\$ x 000)																	
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations		FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated Amount (Thru FY 16-17)
																				Allocated	2-Year Allocation Plan					
												Prior To FY2015-16	FY2015-16	FY2016-17												
00115	1-North	Federal	CTC	ATP	State	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	BP	CON-CAP	3,598		3,598				0	3,598									
00116	3-South	Local	AlaCTC	2000 MB	025	Newark	Central Avenue Overpass	LSR	Design	2,765	2,765				0	2,765										
00116	3-South	Local	AlaCTC	2000 MB	025	Newark	Central Avenue Overpass	LSR	CON-CAP	13,289			13,289		0	0										
00117	Multiple	Local	AlaCTC	2000 MB	08A	AlaCTC	I-680 Sunol SB Express Lane	HWY	O&M	4,500	4,500				0	4,500										
00118	Multiple	Local	AlaCTC	2000 MB	08B	AlaCTC	I-680 Sunol NB Express Lane	HWY	Design	4,500	4,500				0	4,500										
00119	4-East	Regional	MTC	RM2	Reg	TBD	I-580 Transit Improvements	TR	Var.	12,000		12,000			0	12,000										
00120	Multiple	Local	AlaCTC	2014 MBB	027	AlaCTC	Alameda County Rail Strategy Study	Rail	Sco	250		250			0	250										
00121	1-North	Local	AlaCTC	2014 MBB	026	Oakland	Oakland Army Base Roadway Infrastructure Improvements	FR	Con Cap	41,000			7,000	17,000	17,000	0	0									
00122	1-North	Local	AlaCTC	2014 MBB	026	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	FR	Con Cap	5,000		5,000			0	5,000										
00123	4-East	Local	AlaCTC	2014 MBB	026	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	LSR	Con Cap	11,200		11,200			0	11,200										
00124	4-East	Local	AlaCTC	2014 MBB	026	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	LSR	Con Cap	3,000		3,000			0	3,000										
00125	1-North	Local	AlaCTC	2014 MBB	026	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	LSR	PSE	1,300		1,300			0	1,300										
00125	1-North	Local	AlaCTC	2014 MBB	026	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	LSR	Con Cap	5,300			5,300		0	0										
00126	2-Centra	Local	AlaCTC	2014 MBB	026	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	LSR	Util Relocation	9,500		9,500			0	9,500										
00126	2-Centra	Local	AlaCTC	2014 MBB	026	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	LSR	Con Cap	12,000			12,000		0	0										
00127	2-Centra	Local	AlaCTC	2014 MBB	026	Ala. County	Hesperian Blvd Corridor Improvement (A St - I880)	LSR	Con Cap	7,000		7,000			0	7,000										
00128	1-North	Local	AlaCTC	2014 MBB	041	AlaCTC	Port - Intelligent Transportation System (ITS) and Technology Plan	FR	Env	4,000		4,000			0	4,000										
00129	1-North	Local	AlaCTC	2014 MBB	027	AlaCTC	Middle Harbor Road Improvements	FR	Env	4,000		4,000			0	4,000										
00130	1-North	Local	AlaCTC	2014 MBB	027	AlaCTC	7th Street Grade Separation, West and East	FR	Env	5,000		5,000			0	5,000										
00130	1-North	Local	AlaCTC	2014 MBB	027	AlaCTC	7th Street Grade Separation, West and East	FR	PSE	20,000		20,000			0	20,000										
00131	4-East	Local	AlaCTC	2014 MBB	026	AlaCTC	I-580 Freeway Corridor Management System (FCMS)	HWY	Sco	5,000		5,000			0	5,000										
00132	1-North	Local	AlaCTC	2014 MBB	026	AlaCTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	LSR	Sco	4,000		4,000			0	4,000										
00133	1-North	Local	AlaCTC	2014 MBB	026	AlaCTC	Telegraph Avenue Multi-Modal Corridor Project	LSR	Sco	3,000		3,000			0	3,000										
00134	1-North	Local	AlaCTC	2014 MBB	026	AlaCTC	University Avenue Multi-Modal Corridor Project	LSR	Sco	2,000		2,000			0	2,000										
00135	1-North	Local	AlaCTC	2014 MBB	026	AlaCTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	LSR	Sco	1,000		1,000			0	1,000										

Alameda CTC CIP - 2016 Update Current Programming and Allocations July 2016									Programming and Allocations (\$ x 000)																	
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations		FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated Amount (Thru FY 16-17)
																				Allocated Prior To FY2015-16	2-Year Allocation Plan					
00136	1-North	Local	AlaCTC	2014 MBB	040	AlaCTC	I-880/23rd-29th Operations Improvements	HWY	Con Cap	5,000		5,000				0	5,000									
00137	1-North	Local	AlaCTC	2014 MBB	040	Oakland	I-880/42nd-High Street Access Improvements	HWY	Con Cap	10,000			10,000			0	10,000									
00138	2-Centra	Local	AlaCTC	2014 MBB	040	AlaCTC	I-880/Winton Avenue Interchange	HWY	Sco	1,500			1,500			0	1,500									
00139	3-South	Local	AlaCTC	2014 MBB	040	AlaCTC	South County Access (SR 262/Mission Blvd Cross Connector)	HWY	Sco	1,500			1,500			0	1,500									
00140	3-South	Local	AlaCTC	2014 MBB	045	Fremont	Warm Springs BART Station - West Side Access	TR	Con Cap	25,000				25,000		0	25,000									
00141	1-North	Local	AlaCTC	2014 MBB	044	Emeryville	South Bayfront Bridge	BP	Con Cap	2,000				2,000		0	0									
00142	4-East	Local	AlaCTC	2014 MBB	026	Alameda CTC	Scoping: I-580 ICM	Multi	Sco	50			50			0	50									
00143	3-South	Local	AlaCTC	2014 MBB	026	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	Multi	Sco	50			50			0	50									
00144	1-North	Local	AlaCTC	2014 MBB	026	Port	Scoping: Airport Drive Overlay	Multi	Sco	50			50			0	50									
00145	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Port Terminal Seismic Monitoring Program	FR	Sco	8			8			0	8									
00146	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Port Area ITS Deployment	Multi	Sco	50			50			0	50									
00147	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Middle Harbor Road Improvements	Multi	Sco	30			30			0	30									
00148	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Port Terminal Lighting Upgrade	Multi	Sco	8			8			0	8									
00149	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	Multi	Sco	50			50			0	50									
00150	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Airport Perimeter Dike	Multi	Sco	50			50			0	50									
00151	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: 7th Street Grade Separation East	Multi	Sco	10			10			0	10									
00152	3-South	Local	AlaCTC	2014 MBB	042	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	Multi	Sco	50			50			0	50									
00153	3-South	Local	AlaCTC	2014 MBB	045	Fremont	Scoping: Fremont BART Station West Side Enhancement	TR	Sco	50			50			0	50									
00154	3-South	Local	AlaCTC	2014 MBB	045	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	BP	Sco	50			50			0	50									
										<b>Totals</b>	<b>1,458,844</b>	<b>108,417</b>	<b>318,621</b>	<b>304,881</b>	<b>246,141</b>	<b>237,597</b>	<b>236,187</b>	<b>7,000</b>	<b>731,919</b>							
										<b>2-Year Allocation Plan (FY 2015-16 &amp; FY 2016-17) Total</b>		<b>\$623,502</b>														
										<b>5-Year Programming Window (FY 2015-16 - FY 2019-20) Total</b>		<b>\$1,343,427</b>														





# Comprehensive Investment Plan: 2016 Update

## Appendix F

### CIP 2016 Update - Changes to Current Programming and Allocations



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Alameda CTC CIP - 2016 Update Changes to Current Programming July 2016							Programming and Allocations (\$ x 000)								Notes						
							CIP ID	PA	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase		Programmed Amount	Allocations				
																	Prior To FY2015-16	2-Year Allocation Plan		FY2017-18	FY2018-19
00012	1-North	STIP	RIP	MTC	Improved Bike/Ped Access to East Span of SFOBB (Alameda Share)	BP	CON-CAP	(3,063)		(3,063)				0	(3,063)	RIP funds deprogrammed in 2016 STIP					
00013	Multiple	TFCA	Prog Mgr	AlaCTC	FY 15-16 Program Manager Funds - Cities/County Shares	Multi	Var.	(2,038)		(2,038)				0	(2,038)	Grants Programmed: CIP ID 00162 - 00175					
00014	Multiple	TFCA	Prog Mgr	Var.	FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share	Multi	Var.	2,052		513	513	513	513	0	513	Funds added from CIP ID 00015					
00015	Multiple	TFCA	Prog Mgr	Var.	FY 16-17 Through FY 19-20 Program Manager Funds - Transit Discretionary	TR	Var.	(2,052)		(513)	(513)	(513)	(513)	0	(513)	Funds moved to CIP ID 00014					
00018	Multiple	2000 MB	Disc-BP	Var.	2000 MB Bicycle/Pedestrian - Discretionary Program	BP	Var.	(160)		(160)				0	(160)	Grant Programmed: CIP ID 00019					
00019	Multiple	2000 MB	Disc-BP	Var.	Countywide Bicycle Pedestrian Planning/Promotion	BP	Var.	160		160				0	160	Grant Programmed from CIP ID 00018					
00021	Multiple	2000 MB	Disc-PT	ASEB	Special Transportation Services for Individuals with Dementia	PT	O&M	100		100				0	100	FY 16/17 funds added to existing grant from CIP ID 00034					
00022	Multiple	2000 MB	Disc-PT	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	PT	O&M	148		148				0	148	FY 16/17 funds added to existing grant from CIP ID 00034					
00023	Multiple	2000 MB	Disc-PT	CIL	Mobility Matters Project	PT	O&M	189		189				0	189	FY 16/17 funds added to existing grant from CIP ID 00034					
00024	Multiple	2000 MB	Disc-PT	Emeryville	8-To-Go Demand Response Door to Door Shuttle	PT	O&M	34		34				0	34	FY 16/17 funds added to existing grant from CIP ID 00034					
00025	3-South	2000 MB	Disc-PT	Fremont	Tri-City Mobility Management and Travel Training Program	PT	O&M	125		125				0	125	FY 16/17 funds added to existing grant from CIP ID 00034					
00026	3-South	2000 MB	Disc-PT	Fremont	Tri-City Volunteer Driver Programs	PT	O&M	150		150				0	150	FY 16/17 funds added to existing grant from CIP ID 00034					
00027	3-South	2000 MB	Disc-PT	Fremont	Tri-City Taxi Voucher Program	PT	O&M	150		150				0	150	FY 16/17 funds added to existing grant from CIP ID 00034					
00028	Multiple	2000 MB	Disc-PT	Oakland	Taxi-Up & Go Project	PT	O&M	84		84				0	84	FY 16/17 funds added to existing grant from CIP ID 00034					
00029	4-East	2000 MB	Disc-PT	Pleasanton	Downtown Route Shuttle (DTR)	PT	O&M	45		45				0	45	FY 16/17 funds added to existing grant from CIP ID 00034					
00030	Multiple	2000 MB	Disc-PT	SHS	Rides for Seniors	PT	O&M	68		68				0	68	FY 16/17 funds added to existing grant from CIP ID 00034					
00031	Multiple	2000 MB	Disc-PT	SSPTV	Volunteer Assisted Senior Transportation Program	PT	O&M	106		106				0	106	FY 16/17 funds added to existing grant from CIP ID 00034					
00032	Multiple	2000 MB	Disc-PT	TBD	Gap funds for Capital Purchases and Grant Matching	PT	Var.	100		100				0	100	FY 16/17 funds added to existing grant from CIP ID 00034					
00033	Multiple	2000 MB	Disc-PT	AlaCTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	PT	O&M	(70)		(70)				0	(70)	Adjustment based on actual amount					
00034	Multiple	2000 MB	Disc-PT	Var.	2000 MB Paratransit - Discretionary (Estimated)	PT	Var.	(1,400)		(1,400)				0	(1,400)	Grants Programmed: CIP ID 00021 - 00032					
00036	Multiple	2000 MB	Disc-EB	Var.	2000 MB Express Bus - Discretionary	TR	Var.	(100)		(100)				0	(100)	Grants Programmed: CIP ID 00160					
00039	Multiple	VRF	Disc-Transit	Var.	2010 VRF Transit - Discretionary	TR	Var.	(300)		(300)				0	(300)	Grant Programmed: CIP ID 00158					
00048	Multiple	STIP	RIP	TBD	2016 STIP - Alameda County Share (Estimated)(50% for 1-Year)	Multi	Var.	(13,000)				(13,000)		0	0	No new RIP in 2016 STIP					
00053	Multiple	2014 MBB	008	AlaCTC	Affordable Student Transit Pass Programs	TR	O&M	13,000		13,000				0	13,000	Allocation of remaining 2014 MBB funds					
00064	1-North	2014 MBB	024	Oakland	Oakland Broadway Corridor Transit	TR	Sco							0	0	Funds reprogrammed to FY 18/19					
00084	3-South	STIP	RIP	AlaCTC	East-West Connector in Fremont & Union City	LSR	CON-CAP					(12,000)	12,000	0	0	RIP funds reprogrammed in 2016 STIP					
00097	1-North	OBAG	STP	Berkeley	Hearst Avenue Complete Streets	BP	CON-CAP	100		100				0	100	Funds added from CIP ID 00098					

Alameda CTC CIP - 2016 Update Changes to Current Programming July 2016							Programming and Allocations (\$ x 000)								Notes								
							CIP ID	PA	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase		Programmed Amount	Allocations		FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated (Thru 16-17)
																	Allocated Prior To FY2015-16	2-Year Allocation Plan					
00098	1-North	OBAG	STP	Emeryville	Emeryville - Hollis Street Preservation	LSR	CON-CAP	(100)		(100)				0	(100)	Funds moved to CIP ID 00097							
00121	1-North	2014 MBB	026	Oakland	Oakland Army Base Roadway Infrastructure Improvements	FR	Con Cap			16,500	(4,000)	(12,500)		0	16,500	Timing of funds revised (no funding added)							
00122	1-North	2014 MBB	026	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	FR	Con Cap			(4,000)	4,000			0	(4,000)	Timing of funds revised (no funding added)							
00126	2-Central	2014 MBB	026	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	LSR	Util Relocation	(9,500)		(9,500)				0	(9,500)	Moved from Util Relocation to CON Cap							
00126	2-Central	2014 MBB	026	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	LSR	Con Cap	9,500		9,500				0	9,500	Moved from Util Relocation to CON Cap							
00128	1-North	2014 MBB	041	AlaCTC	Port - Intelligent Transportation System (ITS) and Technology Plan	FR	Env	(4,000)		(4,000)				0	(4,000)	Funds moved to CIP ID 00155 and 2014 MBB TEP No. 27							
00129	1-North	2014 MBB	027	AlaCTC	Middle Harbor Road Improvements	FR	Env	(4,000)		(4,000)				0	(4,000)	Funds moved to CIP ID 00155							
00130	1-North	2014 MBB	027	AlaCTC	7th Street Grade Separation, West and East	FR	Env	(5,000)		(5,000)				0	(5,000)	Funds moved to CIP ID 00155							
00130	1-North	2014 MBB	027	AlaCTC	7th Street Grade Separation, West and East	FR	PSE	(20,000)		(20,000)				0	(20,000)	Funds moved to CIP ID 00155							
00132	1-North	2014 MBB	026	AlaCTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	LSR	Sco			(1,000)		1,000		0	(1,000)	Funds reprogrammed to FY 18/19							
00133	1-North	2014 MBB	026	AlaCTC	Telegraph Avenue Multi-Modal Corridor Project	LSR	Sco			(750)		750		0	(750)	Funds reprogrammed to FY 18/19							
00134	1-North	2014 MBB	026	AlaCTC	University Avenue Multi-Modal Corridor Project	LSR	Sco			(500)		500		0	(500)	Funds reprogrammed to FY 18/19							
00135	1-North	2014 MBB	026	AlaCTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	LSR	Sco			(250)		250		0	(250)	Funds reprogrammed to FY 18/19							
00137	1-North	2014 MBB	040	Oakland	I-880/42nd-High Street Access Improvements	HWY	Con Cap			(10,000)		10,000		0	(10,000)	Funds reprogrammed to FY 18/19							
00075	Multiple	2000 MB	08B	AlaCTC	I-680 Sunol NB Express Lane	HWY	Con Cap	100,000		100,000				0	100,000	Advance approved by Alameda CTC December 2015							
00117	Multiple	2000 MB	08A	AlaCTC	I-680 Sunol SB Express Lane	HWY	Con Cap	20,000		20,000				0	20,000	Advance approved by Alameda CTC December 2015							
00155	1-North	2014 MBB	027	AlaCTC	7th Street Grade Separation and Port Arterial Improvements Project	FR	Env	15,000		15,000				0	15,000	CIP IDs 00128, 00129 & 00130 moved to CIP ID 00155							
00155	1-North	2014 MBB	027	AlaCTC	7th Street Grade Separation and Port Arterial Improvements Project	FR	PSE	18,000		18,000				0	18,000	CIP IDs 00128, 00129 & 00130 moved to CIP ID 00155							
00156	Multiple	2014 MBB	026	AlaCTC	Modal Plans Implementation (inc. Oakland Corridors such as Grand/MacArthur, E. 14th/Mission & MLK)	Multi	Var.	1,500		1,500				0	1,500	Grant programmed from 2014 MBB TEP No. 026							
00157	Multiple	2014 MBB	041	AlaCTC	Modal Plans Implementation (inc. Oakland Corridors such as Grand/MacArthur, E. 14th/Mission & MLK)	FR	Var.	300		300				0	300	Grant programmed from 2014 MBB TEP No. 041							
00158	Multiple	VRF	Disc-Transit	AlaCTC	Modal Plans Implementation (inc. Oakland Corridors such as Grand/MacArthur, E. 14th/Mission & MLK)	TR	Var.	300		300				0	300	Grant programmed from CIP ID 00039							
00159	Multiple	2014 MBB	046	AlaCTC	Matching Program for Last Mile Connection Technology Programs	TEC	Var.	200		200				0	200	Grant programmed from 2014 MBB TEP No. 046							
00160	4-East	2000 MB	Disc-EB	LAVTA	Pilot Transit Program for Last Mile Connections	TR	Var.	100		100				0	100	Grant programmed from CIP ID 00036							
00161	Multiple	2014 MBB	046	AlaCTC	Overall Planning/Monitoring Services	TEC	Var.	100		100				0	100	Grant programmed from 2014 MBB TEP No. 046							
00162	4-East	TFCA	Prog Mgr	Ala County	East Castro Valley Boulevard Class II Bike Lanes	BP	Var.	62		62				0	62	Grant Programmed from CIP ID 00013							
00163	Multiple	TFCA	Prog Mgr	AlaCTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multi	Var.	210		210				0	210	Grant Programmed from CIP ID 00013							
00164	1-North	TFCA	Prog Mgr	Albany	Marin Ave Class 2 Bike Lane Gap Closure	BP	Var.	95		95				0	95	Grant Programmed from CIP ID 00013							

Alameda CTC CIP - 2016 Update Changes to Current Programming July 2016							Programming and Allocations (\$ x 000)								Notes						
							CIP ID	PA	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase		Programmed Amount	Allocations				
																	Allocated Prior To FY2015-16	2-Year Allocation Plan		FY2017-18	FY2018-19
00165	1-North	TFCA	Prog Mgr	Berkeley	Berkeley Citywide Bicycle Parking Program	BP	Var.	137			137				0	137	Grant Programmed from CIP ID 00013				
00166	4-East	TFCA	Prog Mgr	Dublin	San Ramon Road Arterial Mgmt	LSR	Var.	146			146				0	146	Grant Programmed from CIP ID 00013				
00167	1-North	TFCA	Prog Mgr	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	TR	Var.	210			210				0	210	Grant Programmed from CIP ID 00013				
00168	1-North	TFCA	Prog Mgr	Oakland	CityRacks, Phase 12	BP	Var.	124			124				0	124	Grant Programmed from CIP ID 00013				
00169	4-East	TFCA	Prog Mgr	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	TR	Var.	53			53				0	53	Grant Programmed from CIP ID 00013				
00170	2-Central	TFCA	Prog Mgr	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	TR	Var.	50			50				0	50	Grant Programmed from CIP ID 00013				
00171	Multiple	TFCA	Prog Mgr	AC Transit	Line 97 Corridor Improvements (Signal timing component)	TR	Var.	228			228				0	228	Grant Programmed from CIP ID 00013				
00172	1-North	TFCA	Prog Mgr	BART	BART West Oakland Bike Locker Plaza	TR	Var.	55			55				0	55	Grant Programmed from CIP ID 00013				
00173	2-Central	TFCA	Prog Mgr	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	TR	Var.	123			123				0	123	Grant Programmed from CIP ID 00013				
00174	Multiple	TFCA	Prog Mgr	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	TR	Var.	270			270				0	270	Grant Programmed from CIP ID 00013				
00175	4-East	TFCA	Prog Mgr	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	TR	Var.	275			275				0	275	Grant Programmed from CIP ID 00013				
<b>Totals</b>								<b>118,866</b>	<b>0</b>	<b>(108)</b>	<b>131,974</b>	<b>0</b>	<b>(12,000)</b>	<b>(1,000)</b>	<b>0</b>	<b>131,866</b>					
<b>2-Year Allocation Plan (FY 2015-16 &amp; FY 2016-17) Total</b>										<b>\$131,866</b>											
<b>5-Year Programming Window (FY 2015-16 - FY 2019-20) Total</b>										<b>\$118,866</b>											





# Comprehensive Investment Plan: 2016 Update

## Appendix G

### CIP 2016 Update - Five-Year Programming and Allocations



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Alameda CTC CIP - 2016 Update 5-Year Programming Horizon with 2-Year Allocation Plan July 2016									Programming and Allocations (\$ x 000)															
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations				
																				Prior To FY2015-16	2-Year Allocation Plan		FY2017-18	FY2018-19
00001	Multiple	State	CTC	STIP	RIP	MTC	Planning, Programming and Monitoring	Multi	CON-CAP	532		126	131	135	140	0	257							
00002	Multiple	State	CTC	STIP	RIP	AlaCTC	Planning, Programming and Monitoring	Multi	CON-CAP	2,201			886	750	565	0	886							
00003	N/A	N/A	N/A	N/A	N/A	N/A	Funding deprogrammed - project deleted	N/A	N/A							0	0							
00004	Multiple	State	MTC	Lifeline	STA	AC Transit	Preservation of Existing Services in Communities of Concern	TR	O&M	3,583		3,583				0	3,583							
00004	Multiple	Federal	MTC	Lifeline	JARC	AC Transit	Preservation of Existing Services in Communities of Concern	TR	O&M	1,417		1,417				0	1,417							
00005	Multiple	Federal	MTC	Lifeline	STA	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	TR	O&M	250		250				0	250							
00006	Multiple	Federal	MTC	Lifeline	STA	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	TR	CON-CAP	450		450				0	450							
00007	Multiple	Federal	MTC	Lifeline	STA	AC Transit	Additional Preservation of Existing Services in Communities of Concern	TR	O&M	1,741		1,741				0	1,741							
00008	4-East	Federal	MTC	Lifeline	STA	LAVTA	WHEELS Route 14 Operating Assistance	TR	O&M	388		388				0	388							
00008	4-East	Federal	MTC	Lifeline	JARC	LAVTA	WHEELS Route 14 Operating Assistance	TR	O&M	129		129				0	129							
00009	1-North	Federal	MTC	Lifeline	JARC	AC Transit	City of Oakland Broadway Shuttle	TR	O&M	405		405				0	405							
00010	3-South	Federal	MTC	Lifeline	STA	UC Transit	Operations Support for Route 2	TR	O&M	220		220				0	220							
00011	Multiple	Federal	MTC	Lifeline	STA	TBD	Lifeline Cycle 5 (Estimated)	TR	Var.	8,500			8,500			0	0							
00012	1-North	State	CTC	STIP	RIP	MTC	Improved Bike/Ped Access to East Span of SFOBB (Alameda Share)	BP	CON-CAP							0	0							
00013	Multiple	Regional	BAAQMD	TFCA	Prog Mgr	AlaCTC	FY 15-16 Program Manager Funds - Cities/County Shares	Multi	Var.							0	0							
00014	Multiple	Regional	BAAQMD	TFCA	Prog Mgr	Var.	FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share	Multi	Var.	6,840			1,710	1,710	1,710	1,710	0	1,710						
00015	Multiple	Regional	BAAQMD	TFCA	Prog Mgr	Var.	FY 16-17 Through FY 19-20 Program Manager Funds - Transit Discretionary	TR	Var.							0	0							
00016	Multiple	Local	AlaCTC	2000 MB	DLD	Var.	2000 MB Local Streets and Roads - Direct Local Distributions	LSR	Var.	140,870		27,506	27,836	28,171	28,507	28,850	0	55,342						
00017	Multiple	Local	AlaCTC	2000 MB	DLD	Var.	2000 MB Bicycle/Pedestrian - Direct Local Distributions	BP	Var.	24,142		4,714	4,770	4,828	4,886	4,944	0	9,484						
00018	Multiple	Local	AlaCTC	2000 MB	Disc-BP	Var.	2000 MB Bicycle/Pedestrian - Discretionary Program	BP	Var.	7,832		1,516	1,430	1,609	1,629	1,648	0	2,946						
00019	Multiple	Local	AlaCTC	2000 MB	Disc-BP	Var.	Countywide Bicycle Pedestrian Planning/Promotion	BP	Var.	235		75	160				0	235						
00020	Multiple	Local	AlaCTC	2000 MB	DLD	Var.	2000 MB Paratransit - Direct Local Distributions	PT	Var.	58,067		11,338	11,474	11,612	11,751	11,892	0	22,812						
00021	Multiple	Local	AlaCTC	2000 MB	Disc-PT	ASEB	Special Transportation Services for Individuals with Dementia	PT	O&M	400	200	100	100				0	400						
00022	Multiple	Local	AlaCTC	2000 MB	Disc-PT	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	PT	O&M	568	272	148	148				0	568						
00023	Multiple	Local	AlaCTC	2000 MB	Disc-PT	CIL	Mobility Matters Project	PT	O&M	679	350	140	189				0	679						

Alameda CTC CIP - 2016 Update 5-Year Programming Horizon with 2-Year Allocation Plan July 2016									Programming and Allocations (\$ x 000)									
									Phase	Programmed Amount	Allocations		FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated Amount (Thru FY 16-17)	
											Prior To FY2015-16	2-Year Allocation Plan						
CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode				FY2015-16	FY2016-17					
00024	Multiple	Local	AlaCTC	2000 MB	Disc-PT	Emeryville	8-To-Go Demand Response Door to Door Shuttle	PT	O&M	174	106	34	34				0	174
00025	3-South	Local	AlaCTC	2000 MB	Disc-PT	Fremont	Tri-City Mobility Management and Travel Training Program	PT	O&M	450	200	125	125				0	450
00026	3-South	Local	AlaCTC	2000 MB	Disc-PT	Fremont	Tri-City Volunteer Driver Programs	PT	O&M	550	250	150	150				0	550
00027	3-South	Local	AlaCTC	2000 MB	Disc-PT	Fremont	Tri-City Taxi Voucher Program	PT	O&M	450	150	150	150				0	450
00028	Multiple	Local	AlaCTC	2000 MB	Disc-PT	Oakland	Taxi-Up & Go Project	PT	O&M	362	185	93	84				0	362
00029	4-East	Local	AlaCTC	2000 MB	Disc-PT	Pleasanton	Downtown Route Shuttle (DTR)	PT	O&M	173	86	42	45				0	173
00030	Multiple	Local	AlaCTC	2000 MB	Disc-PT	SHS	Rides for Seniors	PT	O&M	278	150	60	68				0	278
00031	Multiple	Local	AlaCTC	2000 MB	Disc-PT	SSPTV	Volunteer Assisted Senior Transportation Program	PT	O&M	331	150	75	106				0	331
00032	Multiple	Local	AlaCTC	2000 MB	Disc-PT	TBD	Gap funds for Capital Purchases and Grant Matching	PT	Var.	300	100	100	100				0	300
00033	Multiple	Local	AlaCTC	2000 MB	Disc-PT	AlaCTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	PT	O&M	420	140		70	70	70	70	0	210
00034	Multiple	Local	AlaCTC	2000 MB	Disc-PT	Var.	2000 MB Paratransit - Discretionary (Estimated)	PT	Var.	4,200				1,400	1,400	1,400	0	0
00035	Multiple	Local	AlaCTC	2000 MB	DLD	Var.	2000 MB Mass Transit - Direct Local Distributions	TR	Var.	136,610		26,674	26,994	27,318	27,646	27,978	0	53,668
00036	Multiple	Local	AlaCTC	2000 MB	Disc-EB	Var.	2000 MB Express Bus - Discretionary	TR	Var.	4,406		880	790	901	912	923	0	1,670
00037	Multiple	Local	AlaCTC	2000 MB	Disc-TCD	Var.	2000 MB Transit Center Development - Discretionary Program	TR	Var.	1,225		239	242	245	248	251	0	481
00038	Multiple	Local	AlaCTC	VRF	DLD	Var.	2010 VRF Local Streets and Roads - Direct Local Distributions	LSR	Var.	34,200		6,840	6,840	6,840	6,840	6,840	0	13,680
00039	Multiple	Local	AlaCTC	VRF	Disc-Transit	Var.	2010 VRF Transit - Discretionary	TR	Var.	13,950		2,850	2,550	2,850	2,850	2,850	0	5,400
00040	Multiple	Local	AlaCTC	VRF	Disc-BP	Var.	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	BP	Var.	2,850		570	570	570	570	570	0	1,140
00041	Multiple	Local	AlaCTC	VRF	Disc-Tech	Var.	2010 VRF Local Transportation Technology - Discretionary	TECH	Var.	5,700		1,140	1,140	1,140	1,140	1,140	0	2,280
00042	Multiple	Local	AlaCTC	2014 MBB	DLD	Var.	2014 MBB Local Streets and Roads - Direct Local Distributions	LSR	Var.	130,025		25,388	25,693	26,001	26,314	26,629	0	51,081
00043	Multiple	Local	AlaCTC	2014 MBB	DLD	Var.	2014 MBB Mass Transit Services - Direct Local Distributions	TR	Var.	141,604		27,650	27,980	28,317	28,657	29,000	0	55,630
00044	Multiple	Local	AlaCTC	2014 MBB	Disc-Transit	Var.	2014 MBB Transit Innovative Grants - Discretionary	TR	All	14,865		2,903	2,937	2,973	3,008	3,044	0	5,840
00045	Multiple	Local	AlaCTC	2014 MBB	DLD	Var.	2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions	BP	Var.	19,712		3,849	3,895	3,942	3,989	4,037	0	7,744
00046	Multiple	Local	AlaCTC	2014 MBB	Disc-BP	Var.	2014 MBB Bicycle/Pedestrian Safety - Discretionary	BP	All	13,273		2,592	2,623	2,654	2,686	2,718	0	5,215
00047	Multiple	Local	AlaCTC	2014 MBB	DLD	Var.	2014 MBB Transit - Direct Local Distributions	TR	Var.	140,101		27,356	27,683	28,016	28,353	28,693	0	55,039
00048	Multiple	State	CTC	STIP	RIP	TBD	2016 STIP - Alameda County Share (Estimated)(50% for 1-Year)	Multi	Var.								0	0

Alameda CTC CIP - 2016 Update 5-Year Programming Horizon with 2-Year Allocation Plan July 2016									Programming and Allocations (\$ x 000)															
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations				
																				Prior To FY2015-16	2-Year Allocation Plan		FY2017-18	FY2018-19
00049	Multiple	Federal	MTC	OBAG	STP/CMAQ	TBD	OBAG Cycle 2 (Estimated)	Multi	Var.	38,000			10,000	14,000	14,000	0	0							
00050	Multiple	Regional	BAAQMD	TFCA	Prog Mgr	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	CON-CAP	925	925					0	925							
00050	Multiple	State	CTC	STIP	RIP	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	CON-CAP	7,995		7,995				0	7,995							
00050	Multiple	Local	AlaCTC	2000 MB	07A	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	Var.	11,510	11,510					0	11,510							
00050	Multiple	Local	AlaCTC	2014 MBB	013	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	CON-CAP	10,000		10,000				0	10,000							
00051	Multiple	Local	AlaCTC	2000 MB	01	SJRRRC	ACE Capital	TR	Var.	13,184	11,184	2,000				0	13,184							
00052	4-East	Local	AlaCTC	2000 MB	09	Dublin	Iron Horse Transit Route - Dougherty Road	Multi	CON-CAP	6,267		6,267				0	6,267							
00053	Multiple	Local	AlaCTC	2014 MBB	008	AlaCTC	Affordable Student Transit Pass Programs	TR	O&M	15,000		2,000	13,000			0	15,000							
00054	Multiple	Local	AlaCTC	2014 MBB	012	AlaCTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	PT	Scoping	500		500				0	500							
00055	1-North	Local	AlaCTC	2014 MBB	014	Alameda	Alameda to Fruitvale BART Rapid Bus	TR	Scoping	100		100				0	100							
00056	1-North	Local	AlaCTC	2014 MBB	015	AC Transit	Grand/MacArthur BRT	TR	Scoping	100		100				0	100							
00057	1-North	Local	AlaCTC	2014 MBB	016	AC Transit	College/Broadway Corridor Transit Priority	TR	Scoping	100		100				0	100							
00058	3-South	Local	AlaCTC	2014 MBB	017	BART	Irvington BART Station	TR	Sco	2,760		100	2,660			0	2,760							
00059	2-Central	Local	AlaCTC	2014 MBB	018	BART	Bay Fair Connector/BART METRO	TR	Scoping	100		100				0	100							
00060	Multiple	Local	AlaCTC	2014 MBB	019	BART	BART Station Modernization and Capacity Program - Scoping	TR	Scoping	100		100				0	100							
00060	Multiple	State	CTC	STIP	RIP	BART	BART Station Modernization and Capacity Program - Scoping	TR	Con Cap	3,726				3,726		0	0							
00061	3-South	Local	AlaCTC	2014 MBB	021	Multi	Dumbarton Corridor Area Transportation Improvements - Scoping	Multi	Scoping	100		100				0	100							
00062	3-South	Local	AlaCTC	2014 MBB	022	Union City	Union City Intermodal Station	TR	Scoping	100		100				0	100							
00063	Multiple	Local	AlaCTC	2014 MBB	023	AlaCTC	Railroad Corridor Right of Way Preservation and Track Improvements - Scoping	TR	Scoping	100		100				0	100							
00064	1-North	Local	AlaCTC	2014 MBB	024	Oakland	Oakland Broadway Corridor Transit	TR	Sco	600		100	500			0	600							
00065	Multiple	Local	AlaCTC	2014 MBB	025	CCJPA	Capitol Corridor Service Expansion	TR	Scoping	100		100				0	100							
00066	Multiple	Local	AlaCTC	2014 MBB	026	Multi	Congestion Relief, Local Bridge Seismic Safety - Scoping	LSR	Scoping	1,350		1,350				0	1,350							
00067	2-Central	Local	AlaCTC	2014 MBB	026	San Leandro	San Leandro Streets Rehabilitation	LSR	Con Cap	30,000			3,000	6,000	7,000	7,000	7,000	3,000						
00068	Multiple	Local	AlaCTC	2014 MBB	027	Multi	Countywide Freight Corridors - Scoping	FR	Scoping	44		44				0	44							
00069	1-North	Local	AlaCTC	2014 MBB	029	AlaCTC	I-80 Gilman Street Interchange Improvements	HWY	PA-ED	3,000		3,000				0	3,000							

Alameda CTC CIP - 2016 Update 5-Year Programming Horizon with 2-Year Allocation Plan July 2016									Programming and Allocations (\$ x 000)								
									Phase	Programmed Amount	Allocations		FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated Amount (Thru FY 16-17)
											Prior To FY2015-16	2-Year Allocation Plan					
CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode				FY2015-16	FY2016-17				
00070	1-North	Local	AlaCTC	2014 MBB	030	TBD	I-80 Ashby Interchange Improvements	HWY	Scoping	100		100				0	100
00070	1-North	Local	AlaCTC	2014 MBB	030	AlaCTC	I-80 Ashby Interchange Improvements	HWY	Env	4,000		4,000				0	4,000
00071	4-East	Local	AlaCTC	2014 MBB	031	AlaCTC	SR-84/I-680 Interchange and SR-84 Widening	HWY	PA-ED	4,000		4,000				0	4,000
00072	4-East	Local	AlaCTC	2014 MBB	032	AlaCTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	HWY	CON-CAP	10,000			10,000			0	10,000
00073	4-East	Local	AlaCTC	2014 MBB	033	AlaCTC	I-580/I-680 Interchange Improvements (Study Only)	HWY	Sco	1,000		1,000				0	1,000
00074	Multiple	Local	AlaCTC	2014 MBB	034	Multi	I-580 Local Interchange Improvement Program - Scoping	HWY	Scoping	300		300				0	300
00075	Multiple	Local	AlaCTC	2014 MBB	035	AlaCTC	I-680 HOT/HOV Lane from SR-237 to Alcosta	HWY	Design	5,000		5,000				0	5,000
00075	Multiple	Local	AlaCTC	2014 MBB	035	AlaCTC	I-680 HOT/HOV Lane from SR-237 to Alcosta	HWY	Con Cap	15,000		15,000				0	15,000
00076	Multiple	Local	AlaCTC	2014 MBB	036	AlaCTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	HWY	Scoping	100		100				0	100
00077	Multiple	Local	AlaCTC	2014 MBB	038	AlaCTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	HWY	Sco	925		925				0	925
00078	Multiple	Local	AlaCTC	2014 MBB	039	AlaCTC	I-880 Industrial Parkway Interchange West Improvements	HWY	Sco	825		825				0	825
00079	Multiple	Local	AlaCTC	2014 MBB	040	Multi	I-880 Local Access and Safety Improvements - Scoping	HWY	Scoping	300		300				0	300
00080	Multiple	Local	AlaCTC	2014 MBB	042	Multi	Gap Closure on Three Major Trails - Scoping	BP	Scoping	550		550				0	550
00081	Multiple	Federal	CTC	ATP	State	AlaCTC	East Bay Greenway	BP	PA-ED	2,656	2,656					0	2,656
00081	Multiple	Local	AlaCTC	2014 MBB	042	AlaCTC	Eastbay Greenway	BP	PA-ED	3,500		3,500				0	3,500
00082	Multiple	Local	AlaCTC	2014 MBB	045	Multi	Community Investments That Improve Transit Connections to Jobs and Schools - Scoping	CI	Scoping	1,400		1,400				0	1,400
00083	1-North	State	CTC	STIP	RIP	BART	Downtown Berkeley BART Plaza/Transit Area Improvements	TR	Con Cap							0	0
00084	3-South	State	CTC	STIP	RIP	AlaCTC	East-West Connector in Fremont & Union City	LSR	CON-CAP	12,000				12,000		0	0
00085	4-East	State	CTC	STIP	RIP	Caltrans	SR 84 Expressway Widening	HWY	CON-CAP	39,480	39,480					0	39,480
00086	4-East	State	CTC	STIP	RIP	Caltrans	SR 84 Expressway Widening	HWY	CON-SUPP	7,550	7,550					0	7,550
00087	1-North	Federal	MTC	OBAG	STP	Alameda	Alameda City Complete Streets	BP	CON-CAP	505	505					0	505
00088	Multiple	Federal	MTC	OBAG	STP	Ala. County	Alameda Co-Variou Streets and Roads Preservation	LSR	CON-CAP	1,565	1,565					0	1,565
00089	1-North	Federal	MTC	OBAG	STP	Berkeley	Shattuck Complete Streets and De-couplet	BP	CON-CAP	2,777	2,777					0	2,777
00090	4-East	Federal	MTC	OBAG	STP	Dublin	Dublin Boulevard Preservation	LSR	CON-CAP	470	470					0	470
00091	3-South	Federal	MTC	OBAG	STP	Fremont	Fremont City Center Multi-Modal Improvements	Multi	CON-CAP	1,288	1,288					0	1,288

Alameda CTC CIP - 2016 Update 5-Year Programming Horizon with 2-Year Allocation Plan July 2016									Programming and Allocations (\$ x 000)															
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations				
																				Prior To FY2015-16	2-Year Allocation Plan		FY2017-18	FY2018-19
00092	2-Central	Federal	MTC	OBAG	STP	Hayward	Hayward - Industrial Boulevard Preservation	LSR	CON-CAP	1,265	1,265				0	1,265								
00093	1-North	Federal	MTC	OBAG	STP	Oakland	Lake Merritt BART Bikeways	BP	CON-CAP	571	571				0	571								
00094	1-North	Federal	MTC	OBAG	STP	Oakland	Oakland Complete Streets	LSR	CON-CAP	3,384	3,384				0	3,384								
00095	1-North	Federal	MTC	OBAG	STP	Oakland	Lakeside Complete Streets and Road Diet	BP	CON-CAP	4,446	4,446				0	4,446								
00095	1-North	Federal	MTC	OBAG	CMAQ	Oakland	Lakeside Complete Streets and Road Diet	BP	CON-CAP	2,554	2,554				0	2,554								
00096	1-North	Federal	MTC	OBAG	STP	San Leandro	San Leandro Boulevard Preservation	LSR	CON-CAP	804	804				0	804								
00097	1-North	Federal	MTC	OBAG	STP	Berkeley	Hearst Avenue Complete Streets	BP	CON-CAP	2,256		2,256			0	2,256								
00098	1-North	Federal	MTC	OBAG	STP	Emeryville	Emeryville - Hollis Street Preservation	LSR	CON-CAP						0	0								
00099	3-South	Federal	MTC	OBAG	STP	Newark	Enterprise Drive Complete Streets and Road Diet	BP	CON-CAP	454		454			0	454								
00100	1-North	Federal	MTC	OBAG	CMAQ	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	BP	CON-CAP	5,452		5,452			0	5,452								
00101	1-North	Federal	MTC	OBAG	STP	Piedmont	Piedmont Complete Streets (CS)	BP	CON-CAP	129		129			0	129								
00102	Multiple	Federal	MTC	OBAG	STP	MTC	Regional Planning Activities and PPM - Alameda	Multi	PA-ED	1,034			1,034		0	1,034								
00103	1-North	Federal	MTC	OBAG	CMAQ	Oakland	7th Street West Oakland Transit Village, Phase II	BP	CON-CAP	3,288			3,288		0	3,288								
00104	4-East	Federal	MTC	OBAG	STP	Pleasanton	Pleasanton Complete Streets	BP	CON-CAP	832			832		0	832								
00105	1-North	State	CTC	ATP	Reg	Alameda	Cross Alameda Trail (includes SRTS component)	BP	Design	226	226				0	226								
00105	1-North	Federal	CTC	ATP	Reg	Alameda	Cross Alameda Trail (includes SRTS component)	BP	CON-CAP	2,005		2,005			0	2,005								
00106	1-North	Federal	CTC	ATP	Reg	Ala. County	Be Oakland, Be Active	BP	CON-CAP	988	988				0	988								
00107	1-North	Federal	CTC	ATP	Reg	Berkeley	LeConte Elementary Safe Routes to School Improvements	BP	Design	82	82				0	82								
00108	1-North	Federal	CTC	ATP	Reg	Berkeley	LeConte Elementary Safe Routes to School Improvements	BP	CON-CAP	600		600			0	600								
00109	4-East	Federal	CTC	ATP	Reg	Livermore	Livermore Marylin Avenue Safe Routes to School	BP	Design	83	83				0	83								
00110	4-East	Federal	CTC	ATP	Reg	Livermore	Livermore Marylin Avenue Safe Routes to School	BP	CON-CAP	275		275			0	275								
00111	1-North	Federal	CTC	ATP	Reg	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	BP	Design	2,885		2,885			0	2,885								
00112	1-North	Federal	CTC	ATP	Reg	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	BP	ROW-CAP	325		325			0	325								
00113	1-North	Federal	CTC	ATP	State	Albany	Complete Streets for San Pablo Ave/Buchanan St.	BP	Design	335		335			0	335								
00114	1-North	Federal	CTC	ATP	State	Oakland	International Boulevard Improvement Project	BP	CON-CAP	2,481		2,481			0	2,481								

<b>Alameda CTC CIP - 2016 Update</b> <b>5-Year Programming Horizon with 2-Year Allocation Plan</b> July 2016									Programming and Allocations (\$ x 000)									
									Phase	Programmed Amount	Allocations		FY2017-18	FY2018-19	FY2019-20	Later	Total Allocated Amount (Thru FY 16-17)	
											Prior To FY2015-16	2-Year Allocation Plan						
CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode				FY2015-16	FY2016-17					
00115	1-North	Federal	CTC	ATP	State	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	BP	CON-CAP	3,598		3,598					0	3,598
00116	3-South	Local	AlaCTC	2000 MB	025	Newark	Central Avenue Overpass	LSR	Design	2,765	2,765						0	2,765
00116	3-South	Local	AlaCTC	2000 MB	025	Newark	Central Avenue Overpass	LSR	CON-CAP	13,289				13,289			0	0
00117	Multiple	Local	AlaCTC	2000 MB	08A	AlaCTC	I-680 Sunol SB Express Lane	HWY	O&M	4,500	4,500						0	4,500
00118	Multiple	Local	AlaCTC	2000 MB	08B	AlaCTC	I-680 Sunol NB Express Lane	HWY	Design	4,500	4,500						0	4,500
00119	4-East	Regional	MTC	RM2	Reg	TBD	I-580 Transit Improvements	TR	Var.	12,000		12,000					0	12,000
00120	Multiple	Local	AlaCTC	2014 MBB	027	AlaCTC	Alameda County Rail Strategy Study	Rail	Sco	250		250					0	250
00121	1-North	Local	AlaCTC	2014 MBB	026	Oakland	Oakland Army Base Roadway Infrastructure Improvements	FR	Con Cap	41,000			16,500	3,000	4,500	17,000	0	16,500
00122	1-North	Local	AlaCTC	2014 MBB	026	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	FR	Con Cap	5,000			1,000	4,000			0	1,000
00123	4-East	Local	AlaCTC	2014 MBB	026	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	LSR	Con Cap	11,200		11,200					0	11,200
00124	4-East	Local	AlaCTC	2014 MBB	026	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	LSR	Con Cap	3,000			3,000				0	3,000
00125	1-North	Local	AlaCTC	2014 MBB	026	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	LSR	PSE	1,300			1,300				0	1,300
00125	1-North	Local	AlaCTC	2014 MBB	026	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	LSR	Con Cap	5,300				5,300			0	0
00126	2-Central	Local	AlaCTC	2014 MBB	026	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	LSR	Util Relocation								0	0
00126	2-Central	Local	AlaCTC	2014 MBB	026	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	LSR	Con Cap	21,500			9,500	12,000			0	9,500
00127	2-Central	Local	AlaCTC	2014 MBB	026	Ala. County	Hesperian Blvd Corridor Improvement (A St - I880)	LSR	Con Cap	7,000		7,000					0	7,000
00128	1-North	Local	AlaCTC	2014 MBB	041	AlaCTC	Port - Intelligent Transportation System (ITS) and Technology Plan	FR	Env								0	0
00129	1-North	Local	AlaCTC	2014 MBB	027	AlaCTC	Middle Harbor Road Improvements	FR	Env								0	0
00130	1-North	Local	AlaCTC	2014 MBB	027	AlaCTC	7th Street Grade Separation, West and East	FR	Env								0	0
00130	1-North	Local	AlaCTC	2014 MBB	027	AlaCTC	7th Street Grade Separation, West and East	FR	PSE								0	0
00131	4-East	Local	AlaCTC	2014 MBB	026	AlaCTC	I-580 Freeway Corridor Management System (FCMS)	HWY	Sco	5,000			5,000				0	5,000
00132	1-North	Local	AlaCTC	2014 MBB	026	AlaCTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	LSR	Sco	4,000			3,000		1,000		0	3,000
00133	1-North	Local	AlaCTC	2014 MBB	026	AlaCTC	Telegraph Avenue Multi-Modal Corridor Project	LSR	Sco	3,000			2,250		750		0	2,250
00134	1-North	Local	AlaCTC	2014 MBB	026	AlaCTC	University Avenue Multi-Modal Corridor Project	LSR	Sco	2,000			1,500		500		0	1,500
00135	1-North	Local	AlaCTC	2014 MBB	026	AlaCTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	LSR	Sco	1,000			750		250		0	750

Alameda CTC CIP - 2016 Update 5-Year Programming Horizon with 2-Year Allocation Plan July 2016									Programming and Allocations (\$ x 000)															
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations				
																				Prior To FY2015-16	2-Year Allocation Plan		FY2017-18	FY2018-19
00136	1-North	Local	AlaCTC	2014 MBB	040	AlaCTC	I-880/23rd-29th Operations Improvements	HWY	Con Cap	5,000		5,000				0	5,000							
00137	1-North	Local	AlaCTC	2014 MBB	040	Oakland	I-880/42nd-High Street Access Improvements	HWY	Con Cap	10,000				10,000		0	0							
00138	2-Central	Local	AlaCTC	2014 MBB	040	AlaCTC	I-880/Winton Avenue Interchange	HWY	Sco	1,500			1,500			0	1,500							
00139	3-South	Local	AlaCTC	2014 MBB	040	AlaCTC	South County Access (SR 262/Mission Blvd Cross Connector)	HWY	Sco	1,500		1,500				0	1,500							
00140	3-South	Local	AlaCTC	2014 MBB	045	Fremont	Warm Springs BART Station - West Side Access	TR	Con Cap	25,000			25,000			0	25,000							
00141	1-North	Local	AlaCTC	2014 MBB	044	Emeryville	South Bayfront Bridge	BP	Con Cap	2,000				2,000		0	0							
00142	4-East	Local	AlaCTC	2014 MBB	026	Alameda CTC	Scoping: I-580 ICM	Multi	Sco	50		50				0	50							
00143	3-South	Local	AlaCTC	2014 MBB	026	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	Multi	Sco	50		50				0	50							
00144	1-North	Local	AlaCTC	2014 MBB	026	Port	Scoping: Airport Drive Overlay	Multi	Sco	50		50				0	50							
00145	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Port Terminal Seismic Monitoring Program	FR	Sco	8		8				0	8							
00146	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Port Area ITS Deployment	Multi	Sco	50		50				0	50							
00147	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Middle Harbor Road Improvements	Multi	Sco	30		30				0	30							
00148	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Port Terminal Lighting Upgrade	Multi	Sco	8		8				0	8							
00149	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	Multi	Sco	50		50				0	50							
00150	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: Airport Perimeter Dike	Multi	Sco	50		50				0	50							
00151	1-North	Local	AlaCTC	2014 MBB	027	Port	Scoping: 7th Street Grade Separation East	Multi	Sco	10		10				0	10							
00152	3-South	Local	AlaCTC	2014 MBB	042	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	Multi	Sco	50		50				0	50							
00153	3-South	Local	AlaCTC	2014 MBB	045	Fremont	Scoping: Fremont BART Station West Side Enhancement	TR	Sco	50		50				0	50							
00154	3-South	Local	AlaCTC	2014 MBB	045	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	BP	Sco	50		50				0	50							
00075	Multiple	Local	AlaCTC	2000 MB	08B	AlaCTC	I-680 Sunol NB Express Lane	HWY	Con Cap	100,000			100,000			0	100,000							
00117	Multiple	Local	AlaCTC	2000 MB	08A	AlaCTC	I-680 Sunol SB Express Lane	HWY	Con Cap	20,000			20,000			0	20,000							
00155	1-North	2014 MBB	027	2014 MBB	027	AlaCTC	7th Street Grade Separation and Port Arterial Improvements Project	FR	Env	15,000		15,000				0	15,000							
00155	1-North	2014 MBB	027	2014 MBB	027	AlaCTC	7th Street Grade Separation and Port Arterial Improvements Project	FR	PSE	18,000			18,000			0	18,000							
00156	Multiple	2014 MBB	026	2014 MBB	026	AlaCTC	Modal Plans Implementation (inc. Oakland Corridors such as Grand/MacArthur, E. 14th/Mission & MLK)	Multi	Var.	1,500			1,500			0	1,500							
00157	Multiple	2014 MBB	041	2014 MBB	041	AlaCTC	Modal Plans Implementation (inc. Oakland Corridors such as Grand/MacArthur, E. 14th/Mission & MLK)	FR	Var.	300			300			0	300							

Alameda CTC CIP - 2016 Update 5-Year Programming Horizon with 2-Year Allocation Plan July 2016									Programming and Allocations (\$ x 000)															
									CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Allocations				
																				Prior To FY2015-16	2-Year Allocation Plan		FY2017-18	FY2018-19
00158	Multiple	Local	AlaCTC	VRF	Disc-Transit	AlaCTC	Modal Plans Implementation (inc. Oakland Corridors such as Grand/MacArthur, E. 14th/Mission & MLK)	TR	Var.	300		300				0	300							
00159	Multiple	2014 MBB	046	2014 MBB	046	AlaCTC	Matching Program for Last Mile Connection Technology Programs	TEC	Var.	200		200				0	200							
00160	4-East	Local	AlaCTC	2000 MB	Disc-EB	LAVTA	Pilot Transit Program for Last Mile Connections	TR	Var.	100		100				0	100							
00161	Multiple	2014 MBB	046	2014 MBB	046	AlaCTC	Overall Planning/Monitoring Services	TEC	Var.	100		100				0	100							
00162	4-East	TFCA	Prog Mgr	TFCA	Prog Mgr	Ala County	East Castro Valley Boulevard Class II Bike Lanes	BP	Var.	62		62				0	62							
00163	Multiple	TFCA	Prog Mgr	TFCA	Prog Mgr	AlaCTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multi	Var.	210		210				0	210							
00164	1-North	TFCA	Prog Mgr	TFCA	Prog Mgr	Albany	Marin Ave Class 2 Bike Lane Gap Closure	BP	Var.	95		95				0	95							
00165	1-North	TFCA	Prog Mgr	TFCA	Prog Mgr	Berkeley	Berkeley Citywide Bicycle Parking Program	BP	Var.	137		137				0	137							
00166	4-East	TFCA	Prog Mgr	TFCA	Prog Mgr	Dublin	San Ramon Road Arterial Mgmt	LSR	Var.	146		146				0	146							
00167	1-North	TFCA	Prog Mgr	TFCA	Prog Mgr	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	TR	Var.	210		210				0	210							
00168	1-North	TFCA	Prog Mgr	TFCA	Prog Mgr	Oakland	CityRacks, Phase 12	BP	Var.	124		124				0	124							
00169	4-East	TFCA	Prog Mgr	TFCA	Prog Mgr	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	TR	Var.	53		53				0	53							
00170	2-Central	TFCA	Prog Mgr	TFCA	Prog Mgr	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	TR	Var.	50		50				0	50							
00171	Multiple	TFCA	Prog Mgr	TFCA	Prog Mgr	AC Transit	Line 97 Corridor Improvements (Signal timing component)	TR	Var.	228		228				0	228							
00172	1-North	TFCA	Prog Mgr	TFCA	Prog Mgr	BART	BART West Oakland Bike Locker Plaza	TR	Var.	55		55				0	55							
00173	2-Central	TFCA	Prog Mgr	TFCA	Prog Mgr	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	TR	Var.	123		123				0	123							
00174	Multiple	TFCA	Prog Mgr	TFCA	Prog Mgr	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	TR	Var.	270		270				0	270							
00175	4-East	TFCA	Prog Mgr	TFCA	Prog Mgr	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	TR	Var.	275		275				0	275							
										<b>Totals</b>	<b>1,577,710</b>	<b>108,417</b>	<b>318,513</b>	<b>436,855</b>	<b>246,141</b>	<b>225,597</b>	<b>235,187</b>	<b>7,000</b>	<b>863,785</b>					
										<b>2-Year Allocation Plan (FY 2015-16 &amp; FY 2016-17) Total</b>		<b>\$755,368</b>												
										<b>5-Year Programming Window (FY 2015-16 - FY 2019-20) Total</b>		<b>\$1,462,293</b>												



# Comprehensive Investment Plan: 2016 Update

## Appendix H

### FY 16/17 Strategic Plans



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<b>Alameda CTC 2000 Measure B Capital Program Strategic Plan - Project Commitment and Allocation Summary</b>					
<b>July 2016</b>					
<b>ACTIA No.</b>	<b>ACTIA No. Title</b>	<b>Total 2000 Measure B Commitment (\$ x 1,000)</b>		<b>Total Amount Allocated To Date (\$ x 1,000)</b>	<b>Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)</b>
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	\$ -
<b>Totals</b>		<b>\$ 786,469</b>		<b>\$ 773,180</b>	<b>\$ 13,289</b>

<b>Alameda CTC 1986 Measure B Capital Program Strategic Plan - Project Commitment and Allocation Summary Remaining Active Capital Projects</b>				
<b>July 2016</b>				
<b>ACTA No.</b>	<b>ACTA No. Title</b>	<b>Total 1986 Measure B Commitment (\$ x 1,000)</b>	<b>Total Amount Allocated To Date (\$ x 1,000)</b>	<b>Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)</b>
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	\$ -
<b>Totals</b>		<b>\$ 119,621</b>	<b>\$ 119,621</b>	<b>\$ -</b>

**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.



# Comprehensive Investment Plan: 2016 Update

## Appendix I

Policies from CIP 2016 (approved June 2015)



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**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 sources 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 FY2015-16 Comprehensive Investment Plan (FY2015-16 CIP) carries forward the commitment amounts from the current Strategic Plan for each of the funds sources and incorporates them into the five-year programming window of the FY2015-16 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 that 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:

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

A request to increase or decrease an Allocation Amount requires a written request by the program or 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).

**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.

**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. 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.

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 at the discretion of Alameda CTC.

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 requesting allocations of funding from Alameda CTC are encouraged to request the associated funding agreement at the time of the allocation request. If not with the allocation request, the request for a funding agreement should be in accordance with this 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.

**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.

**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.

**7: Other Agencies’ Programming Policies****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.



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