

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Comprehensive Investment Plan

Funding for Transportation Projects and Programs

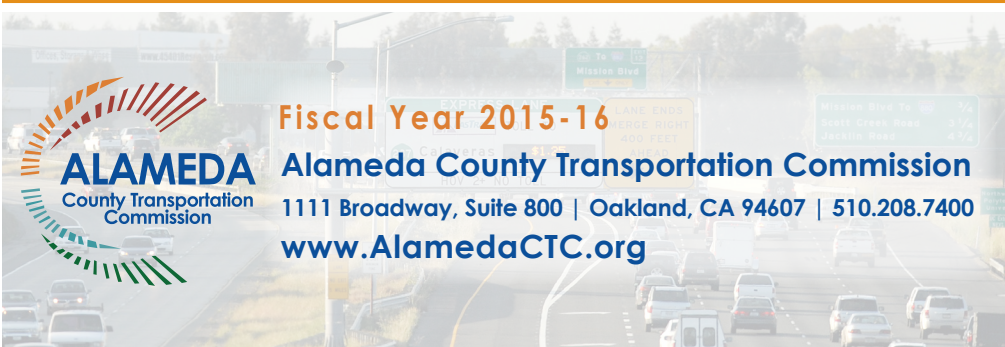
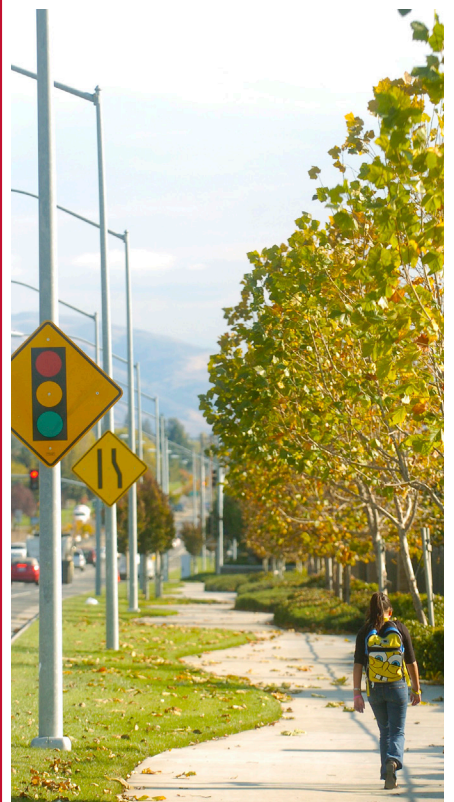


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Executive Summary

The Alameda County Transportation Commission (Alameda CTC) is responsible for the planning, programming and allocation of local, regional, state and federal funding from a number of sources for transportation investments 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 parts 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. The CTP establishes the Alameda County vision and goals for transportation over the planning horizon.

Alameda CTC also prepares 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.

The Comprehensive Investment Plan (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 CIP identifies a list of short-range priority



The CIP identifies a list of short-range priority transportation improvements to enhance and maintain Alameda County's transportation system.

transportation improvements to enhance and maintain Alameda County's transportation system in accordance with the objectives established in the CTP. The CIP identifies anticipated transportation funding over a five-year horizon and strategically matches the funding sources to targeted investments in Alameda County's transportation system. The five-year horizon includes a two-year allocation plan (i.e., the first two years). Once funds are allocated, they become subject to the Alameda CTC policy on the "Timely Use of Funds Allocated by the Commission" to ensure timely implementation of the intended improvements or services funded by the allocation.

The CIP also serves to satisfy the strategic plan requirements for the 1986 Measure B, 2000 Measure B, 2010 Vehicle Registration Fee and the 2014 Measure BB programs, each of which represents a fund source that Alameda CTC administers.

The expenditure and revenue assumptions included in the CIP are updated annually, and proposals for new projects and programs are considered every two years as part of the full CIP update cycle.

CIP components include:

- Five-year Comprehensive Investment Plan
- Two-year Allocation Plan
- Strategic Plan

Five-Year CIP and Two-Year Allocation Plan

The project and program selection process for this initial CIP was abbreviated to allow for the development of policies related to Measure BB implementation. Projects and programs included in the CIP funded by fund sources aside from Measure BB were selected through the specific guidelines associated with those funding sources.

The total revenue programmed over the five-year CIP horizon is \$1,113,993 from a variety of federal, state, regional and local sources. Including the funds programmed prior to FY2015-16, the total amount through FY2019-20 is \$1,222,410. The two-year allocation plan total is over \$478 million. Refer to Chapter 2 for fund source and revenue assumptions. Refer to Appendix A for the full Five-Year Investment Plan.

Summary of Investments by Fund Type (DLD, capital, programmatic) and Source

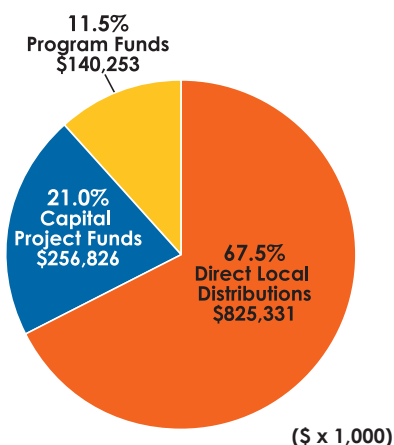
The initial five-year CIP includes funding for the following three fund types:

- **Direct local distributions** to local jurisdictions and transit agencies based on percentages of actual Measure B and Measure BB sales tax receipts and percentages of Vehicle Registration Fee receipts;
- **Capital project funds** disbursed on a reimbursement basis to implementing agencies that incur eligible project costs for projects named in the 1986 Measure B, 2000 Measure B, 2014 Measure BB or Vehicle

Registration Fee transportation expenditure plans and in the CTP;

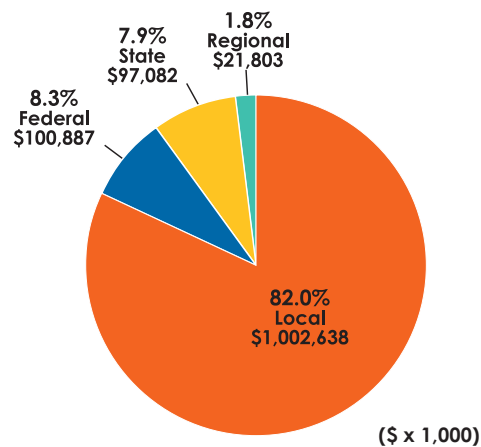
- **Program funds** disbursed on a reimbursement basis to implementing agencies that incur eligible program costs, which may include operations, maintenance, service provisions or capital projects, in accordance with specific allocation, discretionary fund award and funding agreement requirements.

Figure 1: Summary of Investments by Fund Type



The chart above summarizes the investments by fund type. More than two-thirds of the investments are direct local distributions to the local jurisdictions and transit agencies. These agencies determine what their local priorities are within the following programs: bicycle and pedestrian safety, local streets and roads, paratransit and transit. The following chart summarizes investments by fund sources.

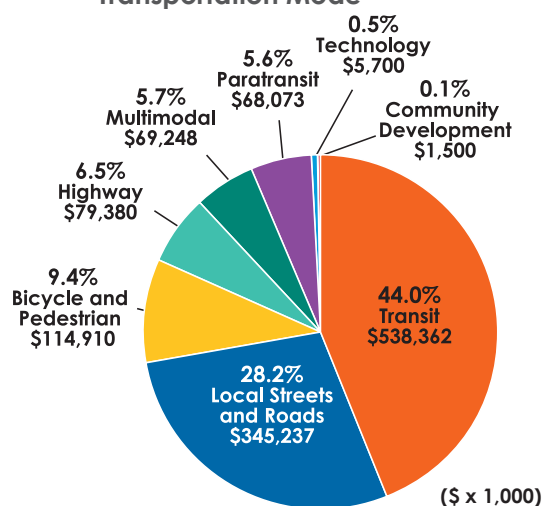
Figure 2: Summary of Investments by Fund Source



Summary of Investments by Transportation Mode

The initial five-year CIP includes funding for the following transportation modes: goods movement, bicycle and pedestrian safety, community development, highways, local streets and roads, paratransit and transit, which includes capital projects, operations and express bus services. The multimodal category signifies more than one mode.

Figure 3: Summary of Investments by Transportation Mode



Note: Highway includes freight valued at \$250 million or 0.02 percent.

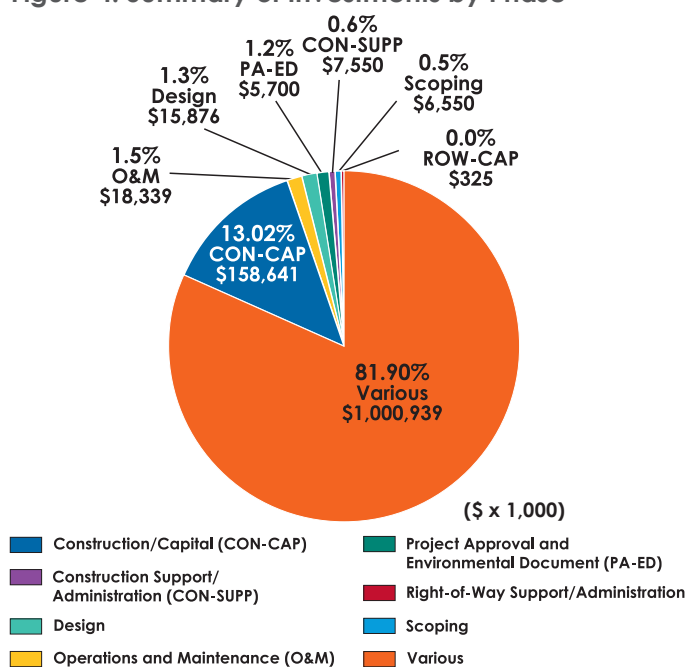
The previous chart summarizes the investments by transportation mode. The majority of investments fund transit (\$538 million). The next two largest investments are in local streets and roads (\$345 million) and in bicycle and pedestrian safety (\$114 million).

These investments cover a programming window of FY2015-16 through FY2019-20.

Summary of Investments by Phase

The initial five-year CIP includes funding for seven project and program phases. Over the five-year time period, some of the projects and programs will go through various development phases, and therefore, the CIP lists “various” as an additional phase. The chart below summarizes the investments by phase.

Figure 4: Summary of Investments by Phase



CIP Update Process

Alameda CTC will update annually the expenditure and revenue assumptions included in the CIP, which will serve as the basis of the Alameda CTC financial models and annual budget. The annual updates will also serve to satisfy any annual strategic plan requirements for the fund sources that Alameda CTC administers. The annual updates will afford the opportunity to review the first year and confirm the allocations for the second year of the two-year allocation plan. The annual update process will include a status update on the first year and any recommended adjustments or amendments for the second year.

A full update of the CIP will occur every two years, including a comprehensive review of the remaining three years of the five-year CIP horizon and the addition of two new years of programming for a five-year programming window. The full update will involve notifying project sponsors of the enrollment period for adding new projects and programs to the CIP, and the subsequent review and approval of project and program submittals to be included in the updated CIP. Refer to Chapters 7-8 for more information about the implementation, update and amendment processes.

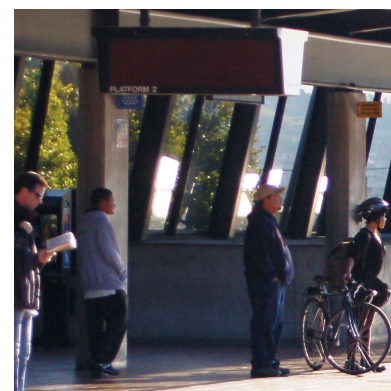


1. Background, Purpose and Guiding Principles

Background

The Alameda County Transportation Commission (Alameda CTC) is a joint powers authority governed by 22 elected officials representing the 14 cities, Alameda County and transit operators within Alameda County. Alameda CTC is responsible for the planning, programming and allocation of local, regional, state and federal funding from a number of sources for transportation investments 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 Alameda County. As the congestion management agency (CMA) for Alameda County, Alameda CTC is also responsible for implementing the Congestion Management Program and updating it every two years.

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 the Alameda County vision and goals for transportation over the planning horizon. Alameda CTC also prepares short and long-range plans to address transit, highway, roads, goods movement, senior and disabled transportation, bicycle and pedestrian facilities and programs, and community-based transportation that links transportation, housing and jobs.



The Comprehensive Investment Plan translates Alameda CTC's long-range transportation plan into a short-range programming document.

In addition to the programming authority for the Alameda County shares of certain federal and state funds, Alameda CTC has allocation authority for local, voter-approved transportation funding programs including the 1986 Measure B, the 2000 Measure B, the 2010 Vehicle Registration Fee, and the 2014 Measure BB. Alameda CTC also programs and allocates the Alameda County Program Manager funds from the Transportation for Clean Air Fund (TFCA).

In 2013, Alameda CTC adopted a Strategic Planning and Programming Policy to consolidate existing planning and programming processes to improve the efficiency and effectiveness of future policy decisions on transportation investments in Alameda County. This policy resulted in the consolidation of existing planning and programming practices performed by Alameda CTC into an integrated planning and programming document that identifies near-term transportation solutions that further the vision and goals established in the CTP. The vehicle to implement this policy is the Comprehensive Investment Plan (CIP).

The primary policy goals for the CIP are to:

- streamline Alameda CTC's planning, programming and delivery efforts;
- facilitate strategic programming of funds managed by Alameda CTC;
- establish effective feedback loops into decision-making through monitoring,

data collection, evaluation and collaborative information sharing; and

- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC.

Comprehensive Investment Plan Purpose

The Comprehensive Investment Plan (CIP) translates long-range plans into a short-range investment strategy by establishing a list of near-term priority improvements to enhance and maintain Alameda County's transportation system. The CIP identifies transportation funds from the various sources expected to be available over a five-year programming horizon and targets them for transportation priorities in Alameda County. The CIP includes a two-year allocation plan for funds that Alameda CTC administers and allocates for projects ready to be delivered beginning in the first two years of the CIP window. Allocated funds are made available for encumbrance and subsequent expenditure on eligible project costs.

The CIP will serve as the Strategic Plan for the voter-approved sales tax programs administered by Alameda CTC. All three transportation sales tax measures approved in Alameda County (the 1986 Measure B, the 2000 Measure B, and the 2014 Measure BB) have annual strategic plan update requirements. The Alameda County Vehicle Registration Fee Expenditure Plan (VRF Plan) approved by the voters in 2010 authorized the use of the proceeds from a vehicle registration

fee for transportation purposes and requires that Alameda CTC's annual budget include the VRF program revenue and expenditures anticipated for the budget year. The VRF Plan also requires that Alameda CTC prepare an Annual Report. The CIP includes the VRF revenue and expenditure information to be included in the Alameda CTC annual budget, and the VRF Annual Report will be prepared under separate cover.

An annual update to the CIP revenue and expenditure assumptions for the fund sources included in the CIP will be prepared each fiscal year. The annual revenue and expenditure update will also include an update of the current funding commitments to individual projects and programs included in each of the voter-approved fund source programs administered by Alameda CTC. Confirmation of the funding commitments to individual projects and programs is the primary purpose of the annual Strategic Plan updates required for the various voter-approved funding measures administered by Alameda CTC.

The overarching purpose of the CIP is to ensure that transportation funds are invested in projects and programs that provide the greatest public benefit, advance the development of projects and programs toward implementation, and support leveraging of local, regional, state and federal dollars for Alameda County's transportation priorities.

The main objectives of the CIP are to:

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 voter-approved transportation funding as required by the respective legislation for each funding program. 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; and

3. Establish a comprehensive and consolidated programming and allocation

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

Comprehensive Investment Plan Guiding Principles

Alameda CTC adopted the following five fundamental policy principles to guide the CIP development and the selection of projects and programs:

1. Implement Alameda County's adopted

vision: All funding decisions will support implementation of Alameda CTC's long-range transportation vision for Alameda County adopted in its long-range Countywide Transportation Plan. The 2012 CTP vision is:

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities."

The 2012 CTP's vision and goals focus on maintaining and operating the existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. The CIP supports the implementation of the CTP's transportation vision and goals to build and maintain a fully integrated multimodal transportation system by strategically translating long-range plan priorities into a five-year investment strategy.

2. Balance strategic investments across

project delivery phases: Alameda CTC strategically programs and allocates funds to optimize transportation planning, project delivery and performance analysis. The CIP will identify investments in all stages of project and program development. Striking a balance between project development and capital phases is intended 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/programs to optimize competitiveness for future grant opportunities.

Project Delivery Phases

- > Planning/Scoping/Conceptual Engineering
- > Preliminary Engineering/Environmental Studies
- > PS&E/Final Design
- > Right-of-Way Acquisition and Engineering
- > Utility Relocation
- > Construction Capital and Support
- > Equipment/Rolling Stock Acquisition
- > Startup Facility Operations
- > 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 fund allocations to ongoing program and operational activities to maintain essential services in Alameda County. All phases of programs and operations are eligible for funding.

3. Maximize transportation investments:

Alameda CTC will work with local agencies to program funds to projects and programs that are implementation ready, have a credible funding plan, are able to meet the requirements of the fund source

<i>The CIP identifies investments in all modes of transportation, project phases and geographic areas to the maximum extent practicable. Alameda CTC will require timely and cost-effective project and program delivery. Timely use of funds provisions will apply to all funds programmed and/or allocated in the CIP.</i>	and provide the greatest benefit to the transportation network. The CIP will examine opportunities to leverage local fund sources to the maximum extent possible. In addition, Alameda CTC
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will use the CIP to identify co-benefits between projects and programs, when practical and feasible.

4. Invest in all modes and areas within

Alameda County: The CIP identifies investments in all modes of transportation, project phases and geographic areas to the maximum extent practicable. The CIP is constrained to the revenue projected 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.

5. Deliver solutions while ensuring

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





2. Fund Sources and Revenue Assumptions

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, and 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. The FY2015-16 CIP includes the fund sources listed below in groups according to the type of the funding.



Alameda CTC has programming and allocation authority for transportation funds from federal, state, regional and local sources.

Federal Funding Programs

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 the reauthorization of federal legislation for surface transportation. MTC approves the programming of the STP funding for the nine-county Bay Area based on recommendations by the CMA for each of the nine counties, including Alameda County.

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 legislation for surface transportation. 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 recommendations by the CMA for each of the nine counties, including Alameda County.

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. The current program is made up of multiple fund sources including the State Transit Account, federal Job Access Reverse Commute and State Proposition 1B funds.

Regional Measure 2 and Future Regional

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

of programming from the existing bridge toll revenues or from a new bridge toll is expected, commonly referred to as "RM3," which MTC will consider and approve during the FY2015-16 or FY2016-17 time frame.

State Transportation Improvement Program:

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

Transportation Fund for Clean Air Program: State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of \$4 per

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

Local Funding Programs

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

1986 Measure B: In November 1986, voters passed the 1986 Measure B, a 15-year measure expected to generate more than \$990 million (in 1986 dollars) 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.

2000 Measure B: Nearly 82 percent of 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 (over \$125 million for the current year). The collection of 2000 MB 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 divided 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, and in accordance with the provisions set forth in the 2000 TEP and the Master Program Funding Agreements between Alameda CTC and the fund recipient agencies. The percentages 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 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)

The allocations of the Special Transportation for Seniors and People with Disabilities - Coordination and Gaps in Service Grants are approved by Alameda CTC based on recommendations from Alameda County's Paratransit Advisory and Planning Committee as prescribed in the 2000 TEP.

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 a recipient agency, or for eligible project costs incurred directly by Alameda CTC. The 2000 TEP is a 20-year program, and the CIP will document the programming and allocations of 2000 Measure B funds for capital projects and programs to be funded over sequential five-year windows of the CIP.

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

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

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

Discretionary Programs: A portion of the VRF funding is distributed for the following purposes on a reimbursement basis:

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

2014 Measure BB: In November 2014, more than 70 percent of voters approved Measure BB, which will fund projects and programs in the 2014 Transportation Expenditure Plan (2014 TEP), with a new half-cent transportation sales tax. In addition, Measure BB authorized continuation of the existing

voter-approved 2000 Measure B sales tax which will fund the projects and programs in the 2014 TEP beginning April 1, 2022. The 2014 Measure BB will continue through March 31, 2045 and is anticipated to generate more than \$8 billion over 30 years for transportation improvements throughout Alameda County. The 2014 Measure BB funds are allocated 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, and in accordance with the provisions set forth in the 2014 TEP and the Master Program Funding Agreements between Alameda CTC and the fund recipient agencies. 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 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)

2014 Measure BB 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. The 2014 TEP is a 30-year program, and the CIP will document the programming and allocations of Measure BB funds for capital projects and programs to be funded over sequential five-year windows of the CIP.

Local Exchange Program: Alameda CTC administers a local fund exchange program

to exchange state and federal funds for local monies, providing 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 and programs. 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.

Other Funding Sources

Numerous other funding programs 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).

Programming and Allocation Policies

Alameda CTC programs and allocates funds to programs and projects throughout Alameda County based on the requirements of the various fund sources for which Alameda CTC has programming and allocation authority. Each fund source has requirements related to the ultimate expenditure of the funds and to the procedures for programming and allocating the funds. These requirements are considered at the time of programming and allocation actions by Alameda CTC.

The 1986 Measure B, the 2000 Measure B and the 2014 Measure BB each include a set of implementing guidelines that govern the programming and allocation of voter-approved measures. The Vehicle Registration Fee approved in 2010 also includes requirements related to the programming and allocation of funds generated for the VRF Program.

The implementing guidelines included in the legislation for each of the fund sources administered by Alameda CTC are incorporated herein by reference. The policies included in the CIP are intended to augment or clarify the requirements of the implementing guidelines approved in each measure. The policies included in the CIP also incorporate the 2014 Measure BB requirements into existing policies for the 1986 and 2000 Measure B requirements, or combine them for policies which are uniform across all three sales tax measures. The implementing guidelines approved in each measure are considered in full force and effect throughout the life of the associated program.

The following policies are included in Appendix C, FY2015-16 Comprehensive Investment Plan Policies:

Procedures for Programming and Allocations Approved by the Commission

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

Deadline for Environmental Approval and Full Funding for Measure BB and/or Measure B Funded Capital Projects

Capital projects funded wholly, or in part, by Measure B and/or Measure BB shall receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements as required by each measure.

- 2000 Measure B deadlines occurred in previous years; therefore, no projects remain that are subject to this policy.
- 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 for one-year time extensions.

Timely Use of Funds Allocated by the Commission

Funding allocated and distributed by Alameda CTC shall be expended expeditiously to implement the improvements and services for which the allocations and distributions are approved in a timely fashion. 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 capital 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.

Eligible Costs for Reimbursement by the Commission

Program and project costs to be reimbursed by 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 project or program 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.

Funding for Project- and Program-related Costs Incurred Directly by the Commission

Costs incurred directly by Alameda CTC related to the 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 TEP and 2014 Measure BB TEP. Alameda CTC will use residual indirect costs less the billable indirect costs to compute the administrative cost ratios.

Local Contracting Related to Measure BB and/or Measure B-funded Contracts

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.

Other Agencies' Programming Policies

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.

Revenue Assumptions

For the purposes of developing a revenue forecast for the CIP, Alameda CTC uses historical financial data as the basis for the revenue projections. The assumptions for the revenue sources are described in detail below for each fund source:

- **Surface Transportation Program/Congestion Mitigation and Air Quality:** The Metropolitan Transportation Commission programs the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds in the Federal Transportation Improvement Program (FTIP). The One Bay Area Grant (OBAG) policy set forth the priorities for the first cycle of funds available from FY2012-13 to FY2016-17. Alameda CTC programmed approximately \$60.3 million in OBAG Cycle 1 funding through the FY2012-13 Coordinated Call for Projects. The second cycle of OBAG (known as OBAG 2)

is expected to be approved during 2016 for a five-year programming window beginning with FY2017-18. The five-year STP/CMAQ total assumed for OBAG 2 is based on the amount programmed in Cycle 1. The five-year programming window of the CIP includes \$38 million spread over the first three years of the OBAG 2 programming horizon: FY2017-18 through FY2019-20. The OBAG 2 funds will be programmed to individual projects and programs based on the CTP update efforts to collect project information. Once the OBAG 2 programming is approved in the FTIP, the individual projects and programs will be amended into the CIP (see Chapter 8).

- **State Transportation Improvement Program:** The California Transportation Commission administers the State Transportation Improvement Program (STIP). The STIP is updated every two years during even years. The next STIP cycle will be the 2016 STIP which is expected to be adopted in the April 2016 timeframe. Alameda CTC submits recommended programming of the Alameda County share of the Regional Improvement Program (RIP) portion of the STIP cycle to MTC, which in turn, submits the region's proposed STIP programming to the California Transportation Commission for adoption into the STIP. The current STIP approved in 2014 includes funds programmed through FY2018-19. The 2016 STIP cycle will add two new years to the STIP horizon (i.e., FY2019-20 and FY2020-21), and notwithstanding some likely adjustments

in the first three years of the 2016 STIP horizon, the new funding capacity added to the STIP during the 2016 STIP cycle will be programmed in the two later years of the STIP (i.e., FY2019-20 and FY2020-21). The 2016 STIP fund estimate is expected to be approved by the CTC in August 2015. The fund estimate quantifies the target Alameda County share for the 2016 STIP. For the purposes of this CIP, the 2016 STIP Alameda County share is assumed to be \$24 million based on preliminary information from MTC and the CTC. Alameda CTC is expected to approve the Alameda County 2016 STIP recommendations in October 2015. The new STIP capacity of \$26 million is assumed to be available in two equal parts over the two later years of the 2016 STIP (i.e., \$13 million in FY2019-20 and \$13 million in FY2020-21). Once the Alameda County STIP-RIP proposal is adopted into the 2016 STIP by the CTC, the individual projects and programs will be amended into the CIP (see Chapter 8).

- **Lifeline Transportation Program:** These funds include a mix of federal Job Access Reverse Commute (JARC) and Surface Transportation Program (STP) funds, State Transit Assistance (STA) and State Proposition 1B Transit funds. Approximately \$9.2 million in discretionary funds is anticipated to be available for Alameda County projects over a three-year funding cycle. Alameda CTC approved Cycle 4 of the LTP in March 2015. The projects and programs approved in the LTP Cycle 4 are included in the CIP

five-year programming window. Cycle 5 of the LTP is also included in the CIP five-year programming window with \$8.5 million of programming capacity assumed available in FY2017-18.

- **Regional Measure 2 and Future Regional Measures:** The projects being implemented by Alameda CTC funded wholly, or in part, by Regional Measure 2 are fully allocated and nearing completion. The FY2015-16 CIP includes \$12 million of RM2 funding currently programmed but unallocated for transit improvements in the I-580 corridor in eastern Alameda County. Another round of programming from the bridge toll revenues, known as Regional Measure 3 (RM3), will be considered and approved by MTC during the FY2015-16 or FY2016-17 time frame, but since MTC has not made a formal announcement, the FY2015-16 CIP does not include any funding from RM3.
- **Transportation Fund for Clean Air:** BAAQMD allocates Transportation Fund for Clean Air (TFCA) funding to Alameda CTC annually. The annual amount made available is approximately \$1.8 million and the programming capacity for a given fiscal year may include capacity carried forward from the closeout of previous fiscal year programs. The program is assumed to continue at effectively the same level through the time frame of this five-year CIP. The FY2015-16 TFCA program is expected to be approved by Alameda CTC in September 2015 with a total programming capacity of \$2.038 million.

Once the final FY2015-16 TFCA Program is approved by Alameda CTC, the individual projects and programs will be amended into the CIP (see Chapter 8). The FY2015-16 CIP includes \$1.8 million of TFCA programming capacity per fiscal year from FY2016-17 through FY2019-20.

- **1986 Measure B:** Revenue collection for the 1986 Measure B ceased on March 31, 2002. The funding for the remaining 1986 Measure B Capital Project commitments is available in the Alameda CTC accounts for draw down in accordance with the project delivery schedules.
- **2000 Measure B:** The 2000 Measure B sales-tax revenue projection reflects the actual receipts for FY2013-14 followed by two years of 2 percent growth per year; followed by 1.2 percent growth per year for the remainder of the sales tax collection period (i.e., through March 31, 2022). The CIP five-year programming window includes the programming and allocation of the remaining, unallocated commitments of 2000 Measure B funding for capital projects and the continued distribution of the funding for the direct local distributions and discretionary programs.
- **2010 Vehicle Registration Fee:** The VRF annual revenues have remained consistent year-to-year at approximately \$11.5 million. The revenues are assumed to continue at effectively the same level through the five-year programming window of the FY2015-16 CIP.
- **2014 Measure BB:** Similar to the 2000 MB revenue assumptions, the 2014 Measure BB sales-tax revenue projection reflects the 2000 MB actual receipts for FY2013-14 followed by two years of 2 percent growth per year, followed by 1.2 percent growth per year for the remainder of the sales tax collection period (i.e., through March 31, 2045).





3. Comprehensive Investment Plan Components

Each CIP includes a five-year programming window and a two-year allocation plan for the investments approved by Alameda CTC for transportation improvements and services throughout Alameda County.

Five-year Comprehensive Investment Plan

Alameda CTC's five-year Comprehensive Investment Plan serves as the following:

- **Five-year programming document:** The CIP serves as a programming document that Alameda CTC uses to program and allocate funds to projects and programs. Alameda CTC's programming capacity is limited to the available programming revenue during a given five-year CIP cycle to establish a fiscally constrained plan.
 - Alameda CTC's first CIP programs most fund sources according to existing guidelines. However, due to the new nature of Measure BB funds, Alameda CTC approved a two-year allocation plan in March 2013 for Measure BB Direct Local Distribution funds, capital projects and programs.
 - For future CIP programming of funds, investments will be strategically chosen using the Commission-approved three-phase project selection methodology and selection criteria: 1) project/program delivery readiness; 2) needs and benefits; 3) project/program sustainability; 4) matching and leveraging funds; and 5) other funding



The CIP serves as a five-year investment plan, a two-year allocation plan and the strategic plan required by Measure B, Measure BB and Vehicle Registration Fee expenditure plans.

features as approved by the Alameda CTC. In addition, specific criteria will be developed for each type of Measure B and BB programs (i.e., Transit Innovation Program, Bicycle and Pedestrian Program, Freight and Economic Development Program, Community Investments that Improve Transit Connections to Jobs and Schools, Technology, Innovation, and Development Program, and Affordable Student Transit Pass Program). See Chapter 5 for details on the project/program selection process. Refer to Appendix A for the Five-year Investment Plan.

- **Fund estimates:** Alameda CTC analyzes past, present and future trends in revenue generation, debt levels, fluctuations in revenue sources and collections, and general economic factors to develop its programming envelope. The agency develops fund estimates based on these factors as well as information received directly from funding agencies, for the funds that Alameda CTC distributes on behalf of these agencies.
- **Program and project investments:** Once projects and programs are evaluated and selected to be included in the CIP (see Chapter 5), Alameda CTC projects the five-year investments based on the total estimated available funds. These investments are numbered in the CIP and catalogued according to fund type, transportation mode,

area within the county (or designated as countywide), and by project or program development phase. The CIP provides an exhaustive list of the program and project investments for transportation improvements throughout Alameda County. Alameda CTC's initial CIP will be more limited in scope than future CIPs due to the development of policies and project and program selection criteria that will be complete in FY2015-2016.

Two-year Allocation Plan

The two-year Allocation Plan is developed to allocate funds directly to sponsors during the first two years of the CIP. The Allocation Plan ties directly into Alameda CTC's annual budgetary process to facilitate cash-flow distributions and financing strategies. The two-year Allocation Plan also provides sponsors with a definitive funding estimate to assist them in preparing their local capital program budgets.

The Allocation Plan includes three main types of funds:

- Direct local distributions
- Capital allocations
- Program allocations

Direct local distributions

Direct local distributions (formerly known as pass-through funds), include local streets and roads, bicycle and pedestrian, paratransit and transit operations/maintenance funds that are directly allocated to local jurisdictions and transit

operators. Alameda CTC directly passes these funds to local jurisdictions and transit operators per expenditure plans' contract agreement requirements and does not apply project/program selection criteria discussed in Chapter 5 for fund distribution.

Capital allocations

Capital project funds for specifically named projects, and grouped projects in the 2014 TEP, in voter-approved expenditure plans must have a specific sponsor responsible for delivering the project which will be evaluated for funding based on criteria in Chapter 5.

Program allocations

Alameda CTC programs and allocates funds for discretionary programs (fund categories in local transportation expenditure plans that do not have specifically named projects). Alameda CTC will develop and follow specific programming guidelines and use specific project selection criteria to define which projects, programs or plans to fund from discretionary sources. Alameda CTC is developing specific selection criteria for each mode of transportation included in program categories and will complete this work in FY2015-2016. Future CIPs will use the Alameda CTC-adopted criteria for specific program funding. This initial CIP programs a limited amount of program funds, and the selection of programs was based on project need, benefit and readiness criteria approved by the Commission in January 2015.

Annual Strategic Plan

The 1986 Measure B, 2000 Measure B, 2014 Measure BB and Vehicle Registration Fee expenditure plans require that Alameda CTC develop an annual strategic plan. The CIP serves as the strategic plan for each of the fund sources with a strategic plan requirement. The strategic plan for a given fund source confirms the commitments of the funding to the projects and programs included in the expenditure plan for the given fund source. The strategic plan also provides the basis for the expenditure and revenue assumptions that guide the administration of the fund source. The CIP will satisfy all of Alameda CTC's strategic plan requirements for the various fund sources included in the CIP.

Alameda CTC Annual Budget Process

The CIP will be updated annually and will provide the basis for the sections of the Alameda CTC annual budget related to the programming and allocations approved or confirmed in the CIP. Approved allocations lead to the encumbrance and subsequent expenditure of funds, and the expenditure of funds by Alameda CTC, including the direct local distributions and the reimbursements of eligible program and project costs. All expenditures from the Alameda CTC accounts, including reimbursements to implementing agencies, must be included in the Alameda CTC annual budget. Anticipated revenues are also reflected in the annual budget.

The expenditure and revenue assumptions for the CIP are consistent with the assumptions used to establish the Alameda CTC annual budget. Figure 5 on the next page shows the components that comprise the CIP.

Public Involvement

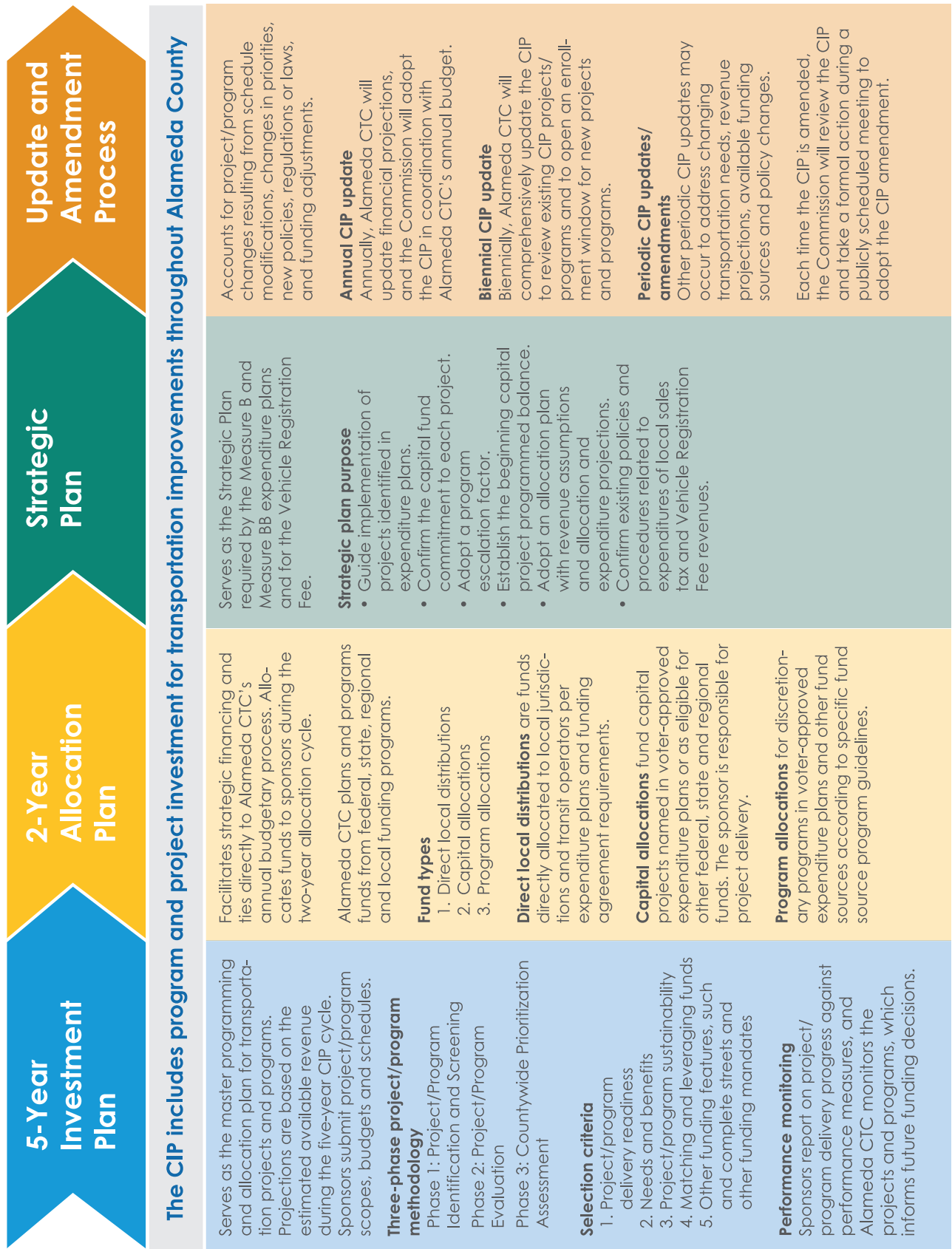
Alameda CTC is committed to involving the public in identifying countywide needs. The long-range plans such as the Countywide

The outreach and public involvement efforts for the CTP update and CIP development processes are intended to satisfy all requirements related to programming and allocations for the individual fund sources included in the CIP five-year programming horizon.

Transportation Plan and the Regional Transportation Plan are developed through public outreach processes that identify local and regional needs. The CIP incorporates the needed improvements identified by communities in the long-range

transportation plans and establishes a five-year project/program programming schedule. The outreach and public involvement efforts for the CTP update and CIP development processes are intended to satisfy all requirements related to programming and allocations for the individual fund sources included in the CIP five-year programming horizon.

Figure 5: Alameda CTC's Comprehensive Investment Plan







4. Requirements for Projects and Programs

Programming and allocation actions approved or recommended by Alameda CTC for capital projects and programs are based on project information provided by project sponsors to initiate the project or program, and information provided throughout the project delivery process or the life cycle of an approved program. Project or program implementation is divided into phases for funding, monitoring and reporting purposes. The gathering of project information begins with the Countywide Transportation Plan update process and continues into the CIP process, as Alameda CTC considers project and program proposals for programming and/or allocation.

Project and program proposals are evaluated based on the project selection criteria approved by Alameda CTC and the intended benefits expected to result from implementation of the proposed project or program. All sponsors must submit a scope, budget and schedule; meet project and program phase requirements and complete streets requirements, as applicable; and be committed to completing the project or program in the CIP in accordance with approved funding agreements.



Alameda CTC programs and allocates funds based on detailed project information submitted by sponsors. All allocations are monitored for timely delivery.

Detailed Scope, Budget and Schedule

All sponsors must submit a detailed project or program scope, details of all project or program phases, a detailed budget identifying all fund sources, including which fund sources will fund specific phases, and a realistic implementation schedule that shows delivery by phase prior to receiving funding for a project or

program. Sponsors must use and fully complete all required information in Alameda CTC forms that specifically detail the requirements for project and program scope, cost and schedule information. See Appendix E for CIP categories and sample project types.

For the first CIP programming cycle, the project and program inventory was derived from existing projects and programs submitted to Alameda CTC as part of the CTP, included in voter-approved expenditure plans and adopted by the Commission, or in other funding programs approved by the Commission.

Cost estimates

For projects, cost estimates must include all phases from project initiation through to construction, regardless of whether or not all funding will be available within the current budgeting and allocation cycle, and must be in the anticipated year of expenditure. For programs and plans, cost estimates are required for all phases including feasibility analyses, program development, implementation and monitoring.

Cost estimates must be prepared by using Alameda CTC's Cost Estimating Guide (Appendix D).

Alameda CTC Cost Estimating Guide

As part of the CTP development, Alameda CTC requires jurisdictions to use its adopted Cost Estimating Guide to create uniform and

standardized cost estimates for projects and programs. This standardized approach creates an opportunity to better compare proposed projects/programs for inclusion in the CIP. Alameda CTC's CIP uses this guide to provide a "best practice" tool for project sponsors to help create more uniform cost estimates across projects.

For capital projects, cost estimates are split into two types: conceptual cost estimates and detailed cost estimates.

1. **Conceptual cost estimates** are typically prepared during the early planning development phases, when detailed information about the project or program is known.
2. **Detailed cost estimates** are prepared with more detailed information, when engineering has been performed.

Both types of cost estimates require clearly defined scope, quantities, current pricing of materials, contingencies and risk assessment for project costs. The cost estimates encompass all major project phases.

For programs, cost estimates are comprised of particular milestones or tasks associated with a program. These include, but are not limited to, administrative, operations, materials, staff and consultant costs, program evaluation, outreach and rental space leases. Program cost estimates are reliant on either known historical program costs (from existing/prior programs) or supported by documentation of cost estimates from similar activities.

Through standardized cost estimating for projects and programs, the costs for transportation projects and programs included in the CIP allows Alameda CTC to evaluate and compare project costs more consistently. This is especially important as projects and programs are screened and prioritized for the limited funding resources available in each five-year CIP cycle. The full Alameda CTC Cost Estimating Guide appears in Appendix D.

Scope, budget and schedule review

Alameda CTC reviews projects and programs to verify that scope, budget and schedules are realistically implementable prior to inclusion into the CIP. Project costs are reviewed to determine the adequacy of the budget and appropriate funding. If Alameda CTC has questions concerning a project/program, the sponsors are required to clarify issues to allow Alameda CTC to effectively prioritize transportation needs.

Alameda CTC will also monitor local fund reserves such as Measure B, Measure BB and Vehicle Registration Fee direct local distribution funds and will encourage sponsors to use these funds to initiate project development to increase a project's readiness potential.

Specific Funding Phase Requirements

Alameda CTC strives to fund projects phase by phase, and to make this possible, sponsors must provide proof that prior phases are complete before receiving funding for the current or future phases. Alameda CTC may allocate

discretionary funds to one project phase at a time, with the exception of smaller, less-complex projects for which Alameda CTC may consider exceptions to approve multiphase allocations.

Before funding a project or program, Alameda CTC will also take into consideration any impediments to complete the project or program phase, including pending or threatened litigation or local community issues/concerns. After funding projects or programs, Alameda CTC will regularly monitor them to ensure the sponsor completes the required phases on schedule and within the corresponding budget.

See Appendix C3 for Alameda CTC's Timely Use of Funds policy.

Complete Streets Requirements

Sponsors that receive Measure B and Measure BB direct local distributions are required to have an adopted complete streets policy and must meet Alameda CTC's two complete street requirements:

1. Capital projects must support Alameda CTC's Complete Street Policy that encourages the integration of multimodal transportation and land use development practices.
2. Complete streets are designed, built and maintained to be safe, convenient and inviting for all users of the roadway, including pedestrians, bicyclists, motorists and persons with disabilities, movers of commercial goods, users and operators of public transit, seniors and children.

The CIP will examine complete street elements when prioritizing projects and programs.

Sponsor Commitment

In addition to providing the project/program scope, budget and schedule, sponsors must be committed to completing each project/program funded in the CIP, as evidenced by doing the following.

- Sponsors are required to ensure the projects and programs comply with the specific funding source requirements and all applicable laws and regulations.
- Sponsors must also sign a funding agreement with Alameda CTC to receive funding and must regularly report on the project/program progress (refer to Chapter 7 for more information on project and program funding agreements and reporting requirements).
- In addition to the reporting required by the funding agreement between the sponsor and Alameda CTC, sponsors must report significant changes to project or program scope, cost or funding and schedule as soon as changes are identified by the sponsor for the Commission's consideration. Refer to Chapter 9 for details on the Corrective Action Plan that may be required in this type of situation.



5. Project and Program Selection

Alameda CTC abbreviated the project and program selection process for this initial CIP to allow for the development of policies related to Measure BB implementation. Projects and programs included in the CIP funded by fund sources aside from Measure BB were selected through the specific guidelines associated with those funding sources.

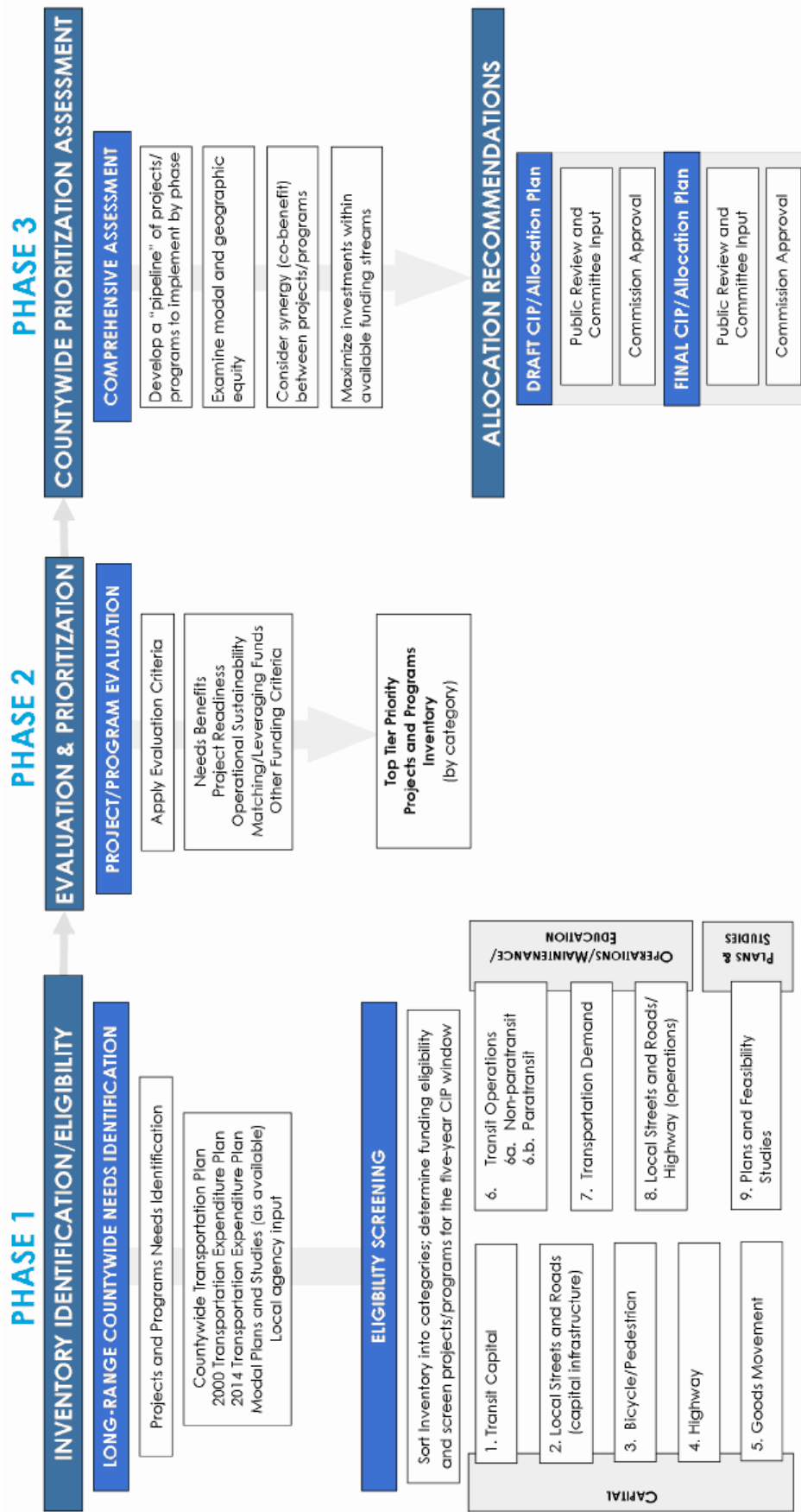
For Measure BB projects and programs, Alameda CTC adopted a two-year allocation plan in March 2015 that included funding for various phases of projects specifically named in the 2014 TEP with a specified funding amount, and for capital projects named in expenditure plan line items which represent groups, or categories, of capital projects, known as “Grouped” capital projects. The recommended allocations included allocations for the scoping, or subsequent phase of both named and grouped capital projects. Allocations for the scoping phase of named capital projects are to reimburse expenditures incurred by the implementing agency, and/or directly by Alameda CTC, associated with developing a more detailed project delivery strategy and furthering project development.

For subsequent updates to the five-year CIP, Alameda CTC will use the following three-phase project and program selection methodology and, at minimum, the following five criteria to choose projects and programs to include in the CIP. Alameda CTC will develop additional evaluation criteria for CIP project and program selection during FY2015-16.



Alameda CTC uses a three-phase approach to select projects and programs for funding in the CIP.

Figure 6: Project/Program Selection Methodology



Project/Program Selection Methodology

To strategically program funds countywide, Alameda CTC will evaluate eligible projects and programs using programming criteria adopted by the Alameda CTC. The project selection methodology anticipated for future updates of the CIP includes a three-phase approach as shown in Figure 6 on the preceding page:

Phase 1: Project and Program Identification and Screening

Alameda CTC will identify projects and program inventories from the CTP, countywide modal plans, short- and long-range transportation plans and local planning documents. The inventory will be screened for eligible projects and programs 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 and programs into categories described below, sort them by phases within their designated categories and identify their eligibility to receive different types of funding. Projects and programs will be assessed for eligible funding sources to ensure they meet funding requirements. 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/delivery. Projects and programs outside the five-year period will be considered for future implementation in subsequent CIP cycles. For examples of these categories, see Appendix E: CIP Categories and Sample Project Types.

Phase 2: Project and Program 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 evaluated separately. Based on their scoring assessment, projects and programs 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.

For examples of these categories, see Appendix E: CIP Categories and Sample Project Types.

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 the available CIP funds 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.

Alameda CTC will examine opportunities to promote the timely delivery of projects

and programs, and leverage local funds. Programming recommendations will be constrained by the total available funds within the five-year CIP cycle and by the eligibility of projects and programs to receive different fund sources.

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

Project/Program Selection Criteria

The Commission adopted selection criteria in January 2015. Alameda CTC will develop additional criteria during FY2015-16 and will apply them to future CIP programming actions. The approved project selection criteria include traditional criteria that have been used in past funding cycles.

The initial CIP uses five categories of criteria to score each project and program:

- 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 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.



6. Programming and Allocations

The FY2015-16 CIP establishes the five-year programming and allocation horizon from FY2015-16 through FY2019-20 as shown in Appendix A: FY2015-16 Comprehensive Investment Plan. The funds included in the FY2015-16 CIP are those for which Alameda CTC has programming authority, or programming and allocation authority. For the funds Alameda CTC allocates, the first two fiscal years of the five-year CIP horizon are considered the CIP two-year allocation plan.

The amounts shown in the first two fiscal years of the CIP for fund sources allocated by Alameda CTC and are considered allocated in the fiscal year shown for the project and phase indicated on approval of the CIP (if not already approved individually before the CIP). 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 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's programming capacity is limited to the available programming revenue during a given five-year CIP cycle to establish a fiscally constrained plan.

Five-year Program and Project Investments

In the initial CIP, Alameda CTC took a conservative approach in funding projects and programs, because the Commission is currently addressing many policies that will guide implementation of the 2014 TEP funded by Measure BB. The next update to the CIP will include robust criteria and a larger set of projects and

programs, and will incorporate policy actions taken by the Commission as part of the 2014 TEP implementation.

Alameda CTC's programming capacity is limited to the available programming revenue during a given five-year CIP cycle to establish a fiscally constrained plan. Projects and programs outside Alameda CTC's programming availability will be considered for inclusion in future CIP updates. It is important to note agency sponsors may use direct local distributions (DLD) to initiate and prepare capital improvements projects for future CIP allocations, where feasible, in addition to using DLD funds to support annual local transportation programs, maintenance operations and transit services.

Appendix A provides the full project and program inventory totaling \$1.2 billion in the first five-year Investment Plan including a programming, allocations and projections for federal, state, regional and local funds during the initial five- year time period.

Two-year Allocation Plan

The two-year Allocation Plan represents allocations of 1986 Measure B, 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee funds, as well as allocations from regional, state and federal fund sources. The plan includes three types of allocations, as specified in Chapter 3:

- **Direct local distributions** to local jurisdictions and transit agencies based on percentages of actual Measure B and Measure BB sales tax receipts and percentages of Vehicle Registration Fee receipts;
- **Capital project funds** disbursed on a reimbursement basis to implementing agencies that incur eligible project costs for projects named in the 1986 Measure B, 2000 Measure B, 2014 Measure BB or Vehicle Registration Fee transportation expenditure plans and are included in the CTP.
- **Program funds** disbursed on a reimbursement basis to implementing agencies that incur eligible program costs, which may include operations, maintenance, service provisions or capital projects, in accordance with specific allocation, fund award and funding agreement requirements.

See Appendix A for the Two-year Allocation Plan of \$478 million in total allocations for projects and programs over a two-year period.

Current Investments by Fund Source

Alameda CTC programs and allocates funds from federal, state, regional and local fund sources. These programs have cycles that vary according to the availability of funding. For information on current programming, see Appendix F, Current Programming of Fund Sources, which includes the following:

Federal programs:

- One Bay Area Grant Program
 - Congestion Mitigation & Air Quality Program
 - Surface Transportation Program
- Other Federal Programs including Active Transportation

State and regional programs:

- Lifeline Transportation Program
- Regional Improvement Program
- Regional Measure 2
- State Transportation Improvement Program
- Transportation Fund for Clean Air
- Other State and Regional Programs (Active Transportation)

Local programs:

- 1986 Measure B
- 2000 Measure B
- 2014 Measure BB
- Vehicle Registration Fee





7. Implementation

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

Alameda CTC acts as project co-sponsor, and as implementing agency, for a number of projects and project phases, and incurs eligible project costs through contracts with vendors, staff charges and other direct costs. Alameda CTC also serves as program implementer and incurs eligible costs as described above for programs. Implementing agencies receive reimbursements from the project funds approved in the CIP via funding agreements with Alameda CTC. Once the funding agreements are in place, implementing agencies may encumber the funds and deliver the projects and programs approved in the CIP. Alameda CTC monitors the performance of the projects and programs during implementation and after implementation during operations (see Chapter 9).

Throughout the implementation process, Alameda CTC relies on project sponsors (and implementing agencies) to communicate regularly about project/program activities through the reports required by the funding agreements. The regular updates from



Throughout the implementation process, project sponsors and implementing agencies report to Alameda CTC on project and program activities.

project sponsors support Alameda CTC's management of the overall CIP and are the basis of the project status information made available to the public by Alameda CTC.

Timely and accurate reporting is essential to early identification of potential project/program issues or situations that may affect project/program delivery. Approving changes to funding levels in the CIP requires various lead times, depending on the fund source and applicable requirements.

If a project or program 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 update cycle, Alameda CTC may amend the CIP to account for project/program schedule modifications, priority changes, new policies, regulations or laws, and funding adjustments (refer to Chapter 8).

Funding Agreements with Sponsors

A funding agreement is required between agencies for reimbursements of eligible project expenditures to take place. The funding agreements specify the financial terms of the agreement, the duration and the basis of any required payments. 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 Project Funding Agreement package.

Within three months of CIP approval, sponsors of all projects included in the CIP must submit a Request for Project Funding Agreement (if they have not already submitted a request). Recipients are responsible for fulfilling all requirements related to executing the funding agreements. Specific project and program guidelines will be developed and included in the following types of funding agreements:

1. Master Project Funding Agreements and Project-specific Funding Agreements:

A Master Project Funding Agreement (Master Agreement) delineates general terms and conditions for the expenditures of funds administered by Alameda CTC. The Master Agreement requires that a Project-Specific Funding Agreement be executed for each project to spell out any project-specific conditions and requirements.

2. Master Programs Funding Agreements:

These agreements delineate the requirements for recipients of direct local distribution funds.

3. Program-Specific Funding Agreements:

These agreements delineate the terms and conditions for funding from discretionary programs for Measure B, Measure BB and VRF fund sources.

Timely use of funds requirements will be applied to all allocations and detailed in the funding agreements (see Appendix C3).



8. Update and Amendment Process

Alameda CTC will update and amend the CIP to account for project/program 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 will be periodically updated to address changing transportation needs, revenue projections, available funding sources and policy changes.

CIP Updates

The CIP will be periodically updated to address changing transportation needs, revenue projections, available funding sources and policy changes. It will also be updated in conjunction with the 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

Every year, Alameda CTC will update the CIP financial projections, and the Commission will adopt the CIP in coordination with Alameda CTC's annual budget. CIP projects and programs with identified funds from the second year of the Allocation Plan will be confirmed, and funds will be budgeted. Additionally, Alameda CTC will examine strategic planning of its projects and programs and will provide a status update or recommend amendments to the Commission for review and consideration.

Biennial CIP update

Every two years, Alameda CTC will comprehensively update the CIP to 1) review existing CIP projects/programs and 2) to open an enrollment window for new projects/programs for inclusion in the CIP.

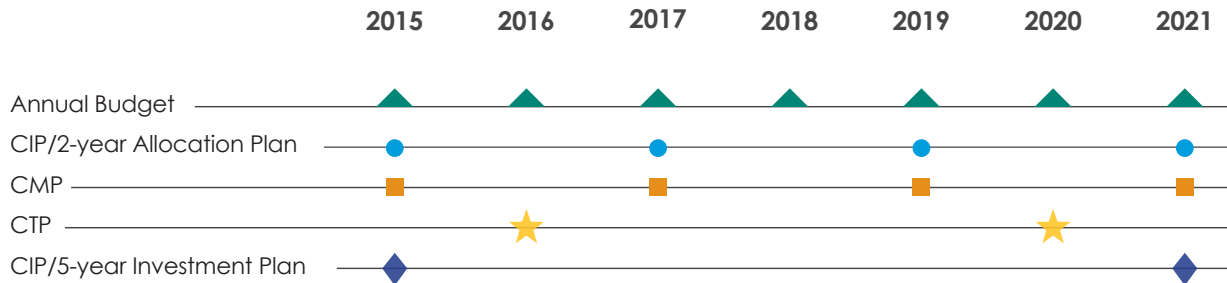
- 1) The biennial update will include review of existing projects and programs to determine whether to recommend continuing or postponing funding and delaying, removing or reincorporating projects/programs. Alameda CTC may recommend additional funding to continue existing approved projects.
- 2) Alameda CTC will open an enrollment window to consider new projects/programs every two years. Projects/programs submitted during the enrollment window that meet the Commission-adopted screening criteria (described in Chapter 5)

will be evaluated and prioritized for funding consideration.

Alameda CTC will monitor CIP investments through performance feedback mechanisms built into the CIP and other countywide planning processes (see Chapter 9, Performance Monitoring).

In subsequent comprehensive biennial CIP updates, 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/program changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments.

Figure 7: Planning and Programming Schedule



Timeline for next update

The next full update of the 2016 CIP will be developed in conjunction with the update to the long-range Countywide Transportation Plan, which commenced in spring 2015.

The update to the CTP will also include development of performance measures and additional criteria for project and program selection that focus on project readiness to move projects, programs and plans into specific phases of development to begin a steady pipeline of project delivery in Alameda County, as well as a robust analysis of how geographic equity could be implemented in Alameda County related to CIP funding. In addition, specific selection criteria for each type of discretionary program will be developed in FY2015-16 and will be used for future CIP updates once the criteria are adopted.

The Congestion Management Program that Alameda CTC updates biennially also informs the CIP update. Figure 7 shows the timeline for the plan, programming and budget updates.

CIP Amendments

Amendments will be made and/or considered for 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 or programs to prevent delays or cost increases to the project/program.
- 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 2000 TEP and 2014 TEP.

- Sponsors report changes such as budget increases, schedule delays or other factors that may impede project/program delivery and submit a Corrective Plan detailing the strategy to deliver the project/program (see “Project/Program Reporting” in Chapter 9).
- Other circumstances arise that affect the ability of Alameda CTC or sponsors to deliver projects and programs as previously approved.

Commission Action and Adoption

Each time the CIP is amended, the Commission will review the CIP, and take a formal action during a publicly scheduled meeting to adopt the CIP amendment. This adoption may occur any time prior to the next CIP update cycle.



9. Performance Monitoring

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

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



Alameda CTC will evaluate performance of project and program delivery in providing benefits to the transportation system.

Performance Measures

Alameda CTC's countywide plans contain projects and programs 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. In addition, performance measures will be developed for direct local distribution funds in FY2015-16 and will be incorporated into Master

Program Funding Agreements described in Chapter 7.

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.

Project/Program Reporting

Semi-annual reports: The executed funding agreements require a minimum of semi-annual reporting on progress made toward implementation of the project or program, including deliverables, commitment status of supplemental funds identified in the funding agreement and adherence to the adopted project schedule.

Corrective Plan: Once a funding agreement is executed, sponsors are required to report changes to the project or program scope, schedule, cost and funding as soon as the required changes are identified by the sponsor for Alameda CTC'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 or program (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.

Monitoring Outcomes

Required performance measure monitoring and audits of expenditures will be detailed in funding agreements with Alameda CTC and will be monitored regularly to assess if performance measures are being met.

The performance monitoring and expenditure audits may affect a sponsor's ability to receive funding in future CIP update cycles.



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									Programming			5-Year CIP Programming Window					
									(\$ x 1,000)			2-Year Allocation Plan		(\$ x 1,000)			
CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Pre FY2015-16	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	TOTAL PROGRAMMED AMOUNT (Thru FY 19-20)
00001	Multiple	State	CTC	STIP	RIP	MTC	Planning, Programming and Monitoring	Multi	CON-CAP	532		126	131	135	140		532
00002	Multiple	State	CTC	STIP	RIP	AlaCTC	Planning, Programming and Monitoring	Multi	CON-CAP	2,201			886	750	565		2,201
00003	1-North	State	CTC	STIP	RIP	BART	Downtown Berkeley BART Plaza/Transit Area Improvements	TR	CON-CAP	3,726			3,726				3,726
00004	Multiple	State	MTC	Lifeline	STA	AC Transit	Preservation of Existing Services in Communities of Concern	TR	O&M	3,583		3,583					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					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					250
00006	Multiple	Federal	MTC	Lifeline	STA	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	TR	CON-CAP	450		450					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					1,741
00008	Multiple	Federal	MTC	Lifeline	STA	LAVTA	WHEELS Route 14 Operating Assistance	TR	O&M	388		388					388
00008	Multiple	Federal	MTC	Lifeline	JARC	LAVTA	WHEELS Route 14 Operating Assistance	TR	O&M	129		129					129
00009	Multiple	Federal	MTC	Lifeline	JARC	AC Transit	City of Oakland Broadway Shuttle	TR	O&M	405		405					405
00010	Multiple	Federal	MTC	Lifeline	STA	UC Transit	Operations Support for Route 2	TR	O&M	220		220					220
00011	Multiple	Federal	MTC	Lifeline	STA	TBD	Lifeline Cycle 5 (Estimated)	TR	Var.	8,500				8,500			8,500
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				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					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	4,788
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	2,052
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	140,870
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	24,142
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	7,992
00019	Multiple	Local	AlaCTC	2000 MB	Disc-BP	Var.	Countywide Bicycle Pedestrian Planning	BP	Var.	75		75					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	58,067
00021	Multiple	Local	AlaCTC	2000 MB	Disc-PT	ASEB	Special Transportation Services for Individuals with Dementia	PT	O&M	300	200	100					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					420
00023	Multiple	Local	AlaCTC	2000 MB	Disc-PT	CIL	Mobility Matters Project	PT	O&M	490	350	140					490
00024	Multiple	Local	AlaCTC	2000 MB	Disc-PT	Emeryville	8-To-Go Demand Response Door to Door Shuttle	PT	O&M	140	106	34					140
00025	Multiple	Local	AlaCTC	2000 MB	Disc-PT	Fremont	Tri-City Mobility Management and Travel Training Program	PT	O&M	325	200	125					325

									Programming			5-Year CIP Programming Window					
									(\$ x 1,000)			2-Year Allocation Plan		(\$ x 1,000)			
CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Pre FY2015-16	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	TOTAL PROGRAMMED AMOUNT (Thru FY 19-20)
00026	3-South	Local	AlaCTC	2000 MB	Disc-PT	Fremont	Tri-City Volunteer Driver Programs	PT	O&M	400	250	150					400
00027	3-South	Local	AlaCTC	2000 MB	Disc-PT	Fremont	Tri-City Taxi Voucher Program	PT	O&M	300	150	150					300
00028	Multiple	Local	AlaCTC	2000 MB	Disc-PT	Oakland	Taxi-Up & Go Project	PT	O&M	278	185	93					278
00029	4-East	Local	AlaCTC	2000 MB	Disc-PT	Pleasanton	Downtown Route Shuttle (DTR)	PT	O&M	128	86	42					128
00030	Multiple	Local	AlaCTC	2000 MB	Disc-PT	SHS	Rides for Seniors	PT	O&M	210	150	60					210
00031	Multiple	Local	AlaCTC	2000 MB	Disc-PT	SSPTV	Volunteer Assisted Senior Transportation Program	PT	O&M	225	150	75					225
00032	Multiple	Local	AlaCTC	2000 MB	Disc-PT	TBD	Gap funds for Capital Purchases and Grant Matching	PT	Var.	200	100	100					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	490
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	5,600
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	136,610
00036	Multiple	Local	AlaCTC	2000 MB	Disc-EB	Var.	2000 MB Express Bus - Discretionary	TR	Var.	4,506		880	890	901	912	923	4,506
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	1,225
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	34,200
00039	Multiple	Local	AlaCTC	VRF	Disc-Transit	Var.	2010 VRF Mass Transit - Discretionary	TR	Var.	14,250		2,850	2,850	2,850	2,850	2,850	14,250
00040	Multiple	Local	AlaCTC	VRF	Disc-BP	Var.	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	BP	Var.	2,850		570	570	570	570	570	2,850
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	5,700
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	130,025
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	141,604
00044	Multiple	Local	AlaCTC	2014 MBB	Disc-Transit	Var.	2014 MBB Transit Innovative Grants - Discretionary	TR	Var.	14,865		2,903	2,937	2,973	3,008	3,044	14,865
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	19,712
00046	Multiple	Local	AlaCTC	2014 MBB	Disc-BP	Var.	2014 MBB Bicycle/Pedestrian Safety - Discretionary	BP	Var.	13,273		2,592	2,623	2,654	2,686	2,718	13,273
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	140,101
00048	Multiple	State	CTC	STIP	RIP	TBD	2016 STIP - Alameda County Share (Estimated)(50% for 1-Year)	Multi	Var.	13,000						13,000	13,000
00049	Multiple	Federal	MTC	OBAG	STP/CMAQ	TBD	OBAG Cycle 2 (Estimated)	Multi	Var.	38,000				10,000	14,000	14,000	38,000
00050	Multiple	Regional	BAAQMD	TFCA	Prog Mgr	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	CON-CAP	925	925						925
00050	Multiple	State	CTC	STIP	RIP	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	CON-CAP	7,995		7,995					7,995
00050	Multiple	Local	AlaCTC	2000 MB	07A	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	Var.	11,510	11,510						11,510
00050	Multiple	Local	AlaCTC	2014 MBB	13	AC Transit	AC Transit: East Bay Bus Rapid Transit	TR	CON-CAP	10,000			10,000				10,000

									Programming			5-Year CIP Programming Window					
									(\$ x 1,000)			2-Year Allocation Plan		(\$ x 1,000)			
CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Pre FY2015-16	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	TOTAL PROGRAMMED AMOUNT (Thru FY 19-20)
00051	Multiple	Local	AlaCTC	2000 MB	01	SJRRRC	ACE Capital	TR	Var.	13,184	11,184	2,000					13,184
00052	4-East	Local	AlaCTC	2000 MB	09	Dublin	Iron Horse transit Route - Dougherty Drive	Multi	CON-CAP	6,267		6,267					6,267
00053	Multiple	Local	AlaCTC	2014 MBB	008	AlaCTC	Affordable Student Transit Pass Programs	TR	O&M	2,000		2,000					2,000
00054	Multiple	Local	AlaCTC	2014 MBB	012	AlaCTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	PT	Scoping	500		500					500
00055	Multiple	Local	AlaCTC	2014 MBB	014	Alameda	Alameda to Fruitvale BART Rapid Bus	TR	Scoping	100		100					100
00056	Multiple	Local	AlaCTC	2014 MBB	015	AC Transit	Grand/MacArthur BRT	TR	Scoping	100		100					100
00057	Multiple	Local	AlaCTC	2014 MBB	016	AC Transit	College/Broadway Corridor Transit Priority	TR	Scoping	100		100					100
00058	Multiple	Local	AlaCTC	2014 MBB	017	BART	Irvington BART Station	TR	Scoping	100		100					100
00059	Multiple	Local	AlaCTC	2014 MBB	018	BART	Bay Fair Connector/BART METRO	TR	Scoping	100		100					100
00060	Multiple	Local	AlaCTC	2014 MBB	019	BART	BART Station Modernization and Capacity Program	TR	Scoping	100		100					100
00061	Multiple	Local	AlaCTC	2014 MBB	021	Multi	Dumbarton Corridor Area Transportation Improvements	Multi	Scoping	100		100					100
00062	Multiple	Local	AlaCTC	2014 MBB	022	Union City	Union City Intermodal Station	TR	Scoping	100		100					100
00063	Multiple	Local	AlaCTC	2014 MBB	023	AlaCTC	Railroad Corridor Right of Way Preservation and Track Improvements	TR	Scoping	100		100					100
00064	Multiple	Local	AlaCTC	2014 MBB	024	Oakland	Oakland Broadway Corridor Transit	TR	Scoping	100		100					100
00065	Multiple	Local	AlaCTC	2014 MBB	025	CCJPA	Capitol Corridor Service Expansion	TR	Scoping	100		100					100
00066	Multiple	Local	AlaCTC	2014 MBB	026	Multi	Congestion Relief, Local Bridge Seismic Safety	LSR	Scoping	1,500		1,500					1,500
00067	Multiple	Local	AlaCTC	2014 MBB	026	San Leandro	San Leandro Streets Rehabilitation	LSR	CON-CAP	3,000			3,000				3,000
00068	Multiple	Local	AlaCTC	2014 MBB	027	Multi	Countywide Freight Corridors	FR	Scoping	250		250					250
00069	Multiple	Local	AlaCTC	2014 MBB	029	AlaCTC	I-80 Gilman Street Interchange Improvements	HWY	PA-ED	3,000		3,000					3,000
00070	Multiple	Local	AlaCTC	2014 MBB	030	TBD	I-80 Ashby Interchange Improvements	HWY	Scoping	100		100					100
00071	Multiple	Local	AlaCTC	2014 MBB	031	AlaCTC	SR-84/I-680 Interchange and SR-84 Widening	HWY	PA-ED	4,000		4,000					4,000
00072	Multiple	Local	AlaCTC	2014 MBB	032	AlaCTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	HWY	CON-CAP	10,000			10,000				10,000
00073	Multiple	Local	AlaCTC	2014 MBB	033	AlaCTC	I-580/I-680 Interchange Improvements (Study Only)	HWY	Scoping	100		100					100
00074	Multiple	Local	AlaCTC	2014 MBB	034	Multi	I-580 Local Interchange Improvement Program	HWY	Scoping	300		300					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					5,000
00076	Multiple	Local	AlaCTC	2014 MBB	036	AlaCTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	HWY	Scoping	100		100					100
00077	Multiple	Local	AlaCTC	2014 MBB	038	AlaCTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	HWY	Scoping	100		100					100

										Programming			5-Year CIP Programming Window					
										(\$ x 1,000)			2-Year Allocation Plan		(\$ x 1,000)			
CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Pre FY2015-16	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	TOTAL PROGRAMMED AMOUNT (Thru FY 19-20)	
00078	Multiple	Local	AlaCTC	2014 MBB	039	AlaCTC	I-880 Industrial Parkway Interchange Improvements	HWY	Scoping	100		100					100	
00079	Multiple	Local	AlaCTC	2014 MBB	040	Multi	I-880 Local Access and Safety Improvements	HWY	Scoping	300		300					300	
00080	Multiple	Local	AlaCTC	2014 MBB	042	Multi	Gap Closure on Three Major Trails	BP	Scoping	600		600					600	
00081	Multiple	Federal	CTC	ATP	State	AlaCTC	East Bay Greenway	BP	PA-ED	2,656	2,656						2,656	
00081	Multiple	Local	AlaCTC	2014 MBB	042	AlaCTC	Eastbay Greenway	BP	PA-ED	3,500		3,500					3,500	
00082	Multiple	Local	AlaCTC	2014 MBB	045	Multi	Community Investments That Improve Transit Connections to Jobs and Schools	CD	Scoping	1,500		1,500					1,500	
00083	Multiple	State	CTC	STIP	RIP	BART	Downtown Berkeley BART Plaza/Transit Area Imps.	TR	CON-CAP	3,726			3,726				3,726	
00084	3-South	State	CTC	STIP	RIP	AlaCTC	East-West Connector in Fremont & Union City	LSR	CON-CAP	12,000					12,000		12,000	
00085	4-East	State	CTC	STIP	RIP	Caltrans	SR 84 Expressway Widening	HWY	CON-CAP	39,480	39,480						39,480	
00086	4-East	State	CTC	STIP	RIP	Caltrans	SR 84 Expressway Widening	HWY	CON-SUPP	7,550	7,550						7,550	
00087	2-Central	Federal	MTC	OBAG	STP	Alameda	Alameda City Complete Streets	BP	CON-CAP	505	505						505	
00088	Multiple	Federal	MTC	OBAG	STP	Ala. County	Alameda Co-Various Streets and Roads Preservation	LSR	CON-CAP	1,565	1,565						1,565	
00089	1-North	Federal	MTC	OBAG	STP	Berkeley	Shattuck Complete Streets and De-couplet	BP	CON-CAP	2,777	2,777						2,777	
00090	4-East	Federal	MTC	OBAG	STP	Dublin	Dublin Boulevard Preservation	LSR	CON-CAP	470	470						470	
00091	3-South	Federal	MTC	OBAG	STP	Fremont	Fremont City Center Multi-Modal Improvements	Multi	CON-CAP	1,288	1,288						1,288	
00092	2-Central	Federal	MTC	OBAG	STP	Hayward	Hayward - Industrial Boulevard Preservation	LSR	CON-CAP	1,265	1,265						1,265	
00093	1-North	Federal	MTC	OBAG	STP	Oakland	Lake Merritt BART Bikeways	BP	CON-CAP	571	571						571	
00094	1-North	Federal	MTC	OBAG	STP	Oakland	Oakland Complete Streets	LSR	CON-CAP	3,384	3,384						3,384	
00095	1-North	Federal	MTC	OBAG	STP	Oakland	Lakeside Complete Streets and Road Diet	BP	CON-CAP	4,446	4,446						4,446	
00095	1-North	Federal	MTC	OBAG	CMAQ	Oakland	Lakeside Complete Streets and Road Diet	BP	CON-CAP	2,554	2,554						2,554	
00096	1-North	Federal	MTC	OBAG	STP	San Leandro	San Leandro Boulevard Preservation	LSR	CON-CAP	804	804						804	
00097	1-North	Federal	MTC	OBAG	STP	Berkeley	Hearst Avenue Complete Streets	BP	CON-CAP	2,156		2,156					2,156	
00098	1-North	Federal	MTC	OBAG	STP	Emeryville	Emeryville - Hollis Street Preservation	LSR	CON-CAP	100		100					100	
00099	3-South	Federal	MTC	OBAG	STP	Newark	Enterprise Drive Complete Streets and Road Diet	BP	CON-CAP	454		454					454	
00100	1-North	Federal	MTC	OBAG	CMAQ	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	BP	CON-CAP	5,452		5,452					5,452	
00101	1-North	Federal	MTC	OBAG	STP	Piedmont	Piedmont Complete Streets (CS)	BP	CON-CAP	129		129					129	
00102	Multiple	Federal	MTC	OBAG	STP	MTC	Regional Planning Activities and PPM - Alameda	Multi	PA-ED	1,034			1,034				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				3,288	

									Programming			5-Year CIP Programming Window					
									(\$ x 1,000)			2-Year Allocation Plan		(\$ x 1,000)			
CIP ID	PA	Funding Type	Funding Agency	Fund Source	Fund Subset	Sponsor	Project Title	Mode	Phase	Programmed Amount	Pre FY2015-16	FY2015-16	FY2016-17	FY2017-18	FY2018-19	FY2019-20	TOTAL PROGRAMMED AMOUNT (Thru FY 19-20)
00104	4-East	Federal	MTC	OBAG	STP	Pleasanton	Pleasanton Complete Streets	BP	CON-CAP	832			832				832
00105	1-North	State	CTC	ATP	Reg	Alameda	Cross Alameda Trail (includes SRTS component)	BP	Design	226	226						226
00105	1-North	Federal	CTC	ATP	Reg	Alameda	Cross Alameda Trail (includes SRTS component)	BP	CON-CAP	2,005		2,005					2,005
00106	1-North	Federal	CTC	ATP	Reg	Ala. County	Be Oakland, Be Active	BP	CON-CAP	988	988						988
00107	1-North	Federal	CTC	ATP	Reg	Berkeley	LeConte Elementary Safe Routes to School Imps	BP	Design	82	82						82
00108	1-North	Federal	CTC	ATP	Reg	Berkeley	LeConte Elementary Safe Routes to School Imps	BP	CON-CAP	600		600					600
00109	4-East	Federal	CTC	ATP	Reg	Livermore	Livermore Marylin Avenue Safe Routes to School	BP	Design	83	83						83
00110	4-East	Federal	CTC	ATP	Reg	Livermore	Livermore Marylin Avenue Safe Routes to School	BP	CON-CAP	275		275					275
00111	1-North	Federal	CTC	ATP	Reg	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	BP	Design	2,885		2,885					2,885
00112	1-North	Federal	CTC	ATP	Reg	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	BP	ROW-CAP	325		325					325
00113	1-North	Federal	CTC	ATP	State	Albany	Complete Streets for San Pablo Ave/Buchanan St.	BP	Design	335		335					335
00114	1-North	Federal	CTC	ATP	State	Oakland	International Boulevard Improvement Project	BP	CON-CAP	2,481		2,481					2,481
00115	1-North	Federal	CTC	ATP	State	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	BP	CON-CAP	3,598		3,598					3,598
00116	3-South	Local	AlaCTC	2000 MB	025	Newark	Central Avenue Overpass	LSR	Design	2,765	2,765						2,765
00116	3-South	Local	AlaCTC	2000 MB	025	Newark	Central Avenue Overpass	LSR	CON-CAP	13,289				13,289			13,289
00117	Multiple	Local	AlaCTC	2000 MB	08A	AlaCTC	I-680 Sunol S/B Express Lane	HWY	O&M	4,500	4,500						4,500
00118	Multiple	Local	AlaCTC	2000 MB	08B	AlaCTC	I-680 Sunol N/B Express Lane	HWY	Design	4,500	4,500						4,500
00119	4-East	Regional	MTC	RM2	Reg	TBD	I-580 Transit Improvements	TR	Var.	12,000		12,000					12,000

Alameda CTC 1986 Measure B Capital Program - Remaining Active Capital Projects Strategic Plan - Project Commitment and Allocation Summary				
June 2015				
ACTA No.	ACTA No. Title	Total 1986 Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)
MB226	I-880 to Mission Blv d East-West Connector	\$ 88,871	\$ 88,871	\$ -
MB239	I-580/Redwood Road Interchange (Note 1)	\$ 15,000	\$ 15,000	\$ -
MB240	Central Alameda County Freeway System Operational Analysis	\$ 5,000	\$ 5,000	\$ -
MB241	Castro Valley Local Area Traffic Circulation Improvement	\$ 5,000	\$ 5,000	\$ -
MBVar	Program-Wide and Project Closeout Costs (Note 2)	\$ 5,750	\$ 5,750	\$ -
Totals		\$ 119,621	\$ 119,621	\$ -

Notes:

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

Alameda CTC 2000 Measure B Capital Program Strategic Plan - Project Commitment and Allocation Summary				
June 2015				
ACTIA No.	ACTIA No. Title	Total 2000 Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)
01	ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000 ⁶
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	\$ -
07A	Telegraph Avenue Corridor Transit Project	\$ 11,510	\$ 11,510	\$ -
07B	San Pablo Avenue Corridor Transit Improvement Project	\$ 2,262	\$ 2,262	\$ -
07C	Telegraph Avenue Corridor Transit Project - Stage 2	\$ 10,672	\$ 10,672	\$ -
08A	I-680 Express Lane - Southbound	\$ 19,697	\$ 19,697	\$ -
08B	I-680 Express Lane - Northbound	\$ 15,500	\$ 15,500	\$ -
09	Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267 ⁶
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 (Note 1)	\$ 11,525	\$ 11,525	\$ -
13	Lewelling Boulevard/East Lewelling Boulevard (Note 2)	\$ 13,104	\$ 13,104	\$ -
14A	I-580 Auxiliary Lane Westbound (Fallon Rd to Tassajara Rd)	\$ 2,500	\$ 2,500	\$ -
14B	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Rd)	\$ 2,686	\$ 2,686	\$ -
14C	I-580 Auxiliary Lane Eastbound (El Charro Rd to Airway Blvd) (Note 3)	\$ 7,843	\$ 7,843	\$ -
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 27,037	\$ -
16	Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ -
17A	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ -
17B	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 2)	\$ 686	\$ 686	\$ -

ACTIA No.	ACTIA No. Title	Total 2000 Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)
18A	Westgate Parkway Extension (Wal-Mart to Williams St)	\$ 7,918	\$ 7,918	\$ -
18B	Westgate Parkway Extension (Davis St)	\$ 600	\$ 600	\$ -
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 (Note 3)	\$ 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 (Note 4)	\$ 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	\$ -
27A	Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ -
27B	I-80 Integrated Corridor Mobility Project	\$ 2,600	\$ 2,600	\$ -
27C	I-880 Corridor Improvements in Oakland and San Leandro (Note 5)	\$ 5,550	\$ 5,550	\$ -
27D	CWTP/TEP Development	\$ 50	\$ 50	\$ -
27E	Studies for Congested Segments/Locations on the CMP Network	\$ 551	\$ 551	\$ -
Totals		\$ 786,469	\$ 764,913	\$ 21,556

Notes:

1. The I-580 Castro Valley Interchanges Improvements project is included in both the 1986 MB Program (MB 239) and the 2000 MB Program (ACTIA No. 12). The 1986 MB commitment is treated as a contribution to the 2000 MB project.
2. The second stage of the Hesperian Boulevard/Lewelling Boulevard Widening project (ACTIA No. 17B) was implemented with the Lewelling/East Lewelling Blvd Widening project (ACTIA No. 13) by Alameda County.
3. The 2000 MB commitment for ACTIA No. 14C was exchanged for other funds in the I-580 Corridor. The ACTIA 14C commitment is treated as a contribution to the I-238 Widening Project (ACTIA No. 21) included in the 2000 MB Program.
4. The Total Measure B Commitment to ACTIA 24 includes \$37.03M of MB funding exchanged for an equivalent amount of STIP funding programmed in the 2012 STIP. The exchange was originally approved during the 2012 STIP process, and modified during the 2014 STIP cycle.
5. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project and the North and South Segments of the I-880 Southbound HOV Lane project, including follow on landscaping, are eligible for the 2000 MB commitment to the I-880 Corridor Improvements in Oakland and San Leandro project (ACTIA No. 27C).
6. Allocation of Remaining Programmed Balance amount shown is included in the FY2015-16 CIP Allocation Plan.

Alameda CTC 2014 Measure BB Capital Program Strategic Plan - Project Commitment and Allocation Summary				
June 2015				
TEP No.	TEP Commitment Title	Total 2014 Measure BB Commitment (\$ x 1,000) (Note 1)	Total Amount Allocated To Date (\$ x 1,000) (Note 2)	Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)
01	Transit: Operations, Maintenance and Safety Program - AC Transit	\$ 1,533,579	\$ -	\$ 1,533,579 ⁽³⁾
02	Transit: Operations, Maintenance and Safety Program - ACE	\$ 81,573	\$ -	\$ 81,573 ⁽³⁾
03	Transit: Operations, Maintenance and Safety Program - BART	\$ 40,787	\$ -	\$ 40,787 ⁽³⁾
04	Transit: Operations, Maintenance and Safety Program - WETA	\$ 40,787	\$ -	\$ 40,787 ⁽³⁾
05	Transit: Operations, Maintenance and Safety Program - LAVTA	\$ 40,787	\$ -	\$ 40,787 ⁽³⁾
06	Transit: Operations, Maintenance and Safety Program -UC Transit	\$ 20,393	\$ -	\$ 20,393 ⁽³⁾
07	Transit: Operations, Maintenance and Safety Program - Innovative Grant Funds	\$ 182,724	\$ -	\$ 182,724
08	Affordable Student Transit Pass Programs	\$ 15,000	\$ 2,000	\$ 13,000
09	City-based and Locally Mandated Direct Allocations	\$ 244,720	\$ -	\$ 244,720 ⁽³⁾
10	East Bay Paratransit Consortium - AC Transit	\$ 367,080	\$ -	\$ 367,080 ⁽³⁾
11	East Bay Paratransit Consortium - BART	\$ 122,360	\$ -	\$ 122,360 ⁽³⁾
12	Affordable Transit for Seniors and People with Disabilities - Coordination and Service Grants	\$ 81,573	\$ 500	\$ 81,073
13	Telegraph Ave/East 14th/International Blvd Project	\$ 10,000	\$ 10,000	\$ -
14	Alameda to Fruitvale BART Rapid Bus	\$ 9,000	\$ 100	\$ 8,900
15	Grand/MacArthur BRT	\$ 6,000	\$ 100	\$ 5,900
16	College/Broadway Corridor Transit Priority	\$ 10,000	\$ 100	\$ 9,900
17	Irvington BART Station	\$ 120,000	\$ 100	\$ 119,900
18	Bay Fair Connector/BART METRO	\$ 100,000	\$ 100	\$ 99,900
19	BART Station Modernization and Capacity Program	\$ 90,000	\$ 100	\$ 89,900
20	BART to Livermore Extension, Phase 1	\$ 400,000	\$ -	\$ 400,000
21	Dumbarton Corridor Area Transportation Improvements	\$ 120,000	\$ 100	\$ 119,900
22	Union City Intermodal Station	\$ 75,000	\$ 100	\$ 74,900
23	Railroad Corridor Right of Way Preservation and Track Improvements	\$ 110,000	\$ 100	\$ 109,900
24	Oakland Broadway Corridor Transit	\$ 10,000	\$ 100	\$ 9,900
25	Capitol Corridor Service Expansion	\$ 40,000	\$ 100	\$ 39,900

TEP No.	TEP Commitment Title	Total 2014 Measure BB Commitment (\$ x 1,000) (Note 1)	Total Amount Allocated To Date (\$ x 1,000) (Note 2)	Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)
26	Congestion Relief, Local Bridge Seismic Safety	\$ 639,000	\$ 4,500	\$ 634,500
27	Countywide Freight Corridors	\$ 161,000	\$ 250	\$ 160,750
28	Local Streets Maintenance and Safety Program (Direct Allocations)	\$ 1,631,467	\$ -	\$ 1,631,467 ⁽³⁾
29	I-80 Gilman Street Interchange Improvements	\$ 24,000	\$ 3,000	\$ 21,000
30	I-80 Ashby Interchange Improvements	\$ 52,000	\$ 100	\$ 51,900
31	SR-84/I-680 Interchange and SR-84 Widening	\$ 122,000	\$ 4,000	\$ 118,000
32	SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$ 10,000	\$ 10,000	\$ -
33	I-580/I-680 Interchange Improvements	\$ 20,000	\$ 100	\$ 19,900
34	I-580 Local Interchange Improvement Program	\$ 28,000	\$ 300	\$ 27,700
35	I-680 HOT/HOV Lane from SR-237 to Alcosta	\$ 60,000	\$ 5,000	\$ 55,000
36	I-880 NB HOV/HOT Extension from A Street to Hegenberger	\$ 20,000	\$ 100	\$ 19,900
37	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	\$ 75,000	\$ -	\$ 75,000
38	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	\$ 60,000	\$ 100	\$ 59,900
39	I-880 Industrial Parkway Interchange Improvements	\$ 44,000	\$ 100	\$ 43,900
40	I-880 Local Access and Safety Improvements	\$ 85,000	\$ 300	\$ 84,700
41	Freight and Economic Development Program	\$ 81,573	\$ -	\$ 81,573
42	Gap Closure on Three Major Trails	\$ 264,000	\$ 4,100	\$ 259,900
43	Bicycle and Pedestrian Direct Allocations to Cities and County	\$ 244,720	\$ -	\$ 244,720 ⁽³⁾
44	Bicycle and Pedestrian Grant Program	\$ 163,147	\$ -	\$ 163,147
45	Community Investments That Improve Transit Connections to Jobs and Schools	\$ 326,293	\$ 1,500	\$ 324,793
46	Technology, Innovation & Development Program	\$ 81,573	\$ -	\$ 81,573
	Totals	\$ 8,064,136	\$ 47,050	\$ 8,017,086

Notes:

1. The Total 2014 Measure BB Commitment amounts shown are based on revenue and commitment update presented to the Commission in January 2015. Some commitments in the 2014 Measure BB Transportation Expenditure Plan (TEP) were based on fixed dollar amounts, and some on a percentage of net revenues.
2. Allocated to Date amounts shown are from the 2014 Measure BB 2-Year Allocation Plan approved in March 2015.
3. Allocations for Direct Local Distribution (DLD) commitments are included in the FY 15/16 CIP Allocation Plan. Programmed and allocated amounts for DLD commitments are based on percentages of the estimated net revenues. The actual amounts distributed for the DLD commitments are based on the percentages of the actual receipts of the sales tax proceeds from the State Board of Equalization (BOE) as prescribed in the 2014 Measure BB Transportation Expenditure Plan (TEP).

C1. Procedures for Programming and Allocations Approved by the Alameda County Transportation Commission

Policy

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

Purpose

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

fund sources while maintaining compliance with the requirements for individual fund sources.

Guidelines

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

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

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

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

programs confirms the funding commitments, allocated amounts, and the plan for future allocations. The Strategic Plan functions for each of the fund sources administered by Alameda CTC have been incorporated into the CIP procedures. The 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 Manager 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 below:

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

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).

C2. 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.

C3. 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.

C4. 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.

Utility Relocation Phase: Funds allocated for utility protection or relocation are available to reimburse eligible expenses incurred for sponsor staff, consultant costs, utility company costs and other direct costs necessary for utility protection or relocation directly related to the Alameda CTC funded project in accordance with the funding agreement. Utility relocation costs are eligible for reimbursement according to previous agreements establishing rights for those utilities.

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.

C5. 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..

C6. 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.

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.

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

C7. 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.

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.

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

The Cost Estimating Guide is available on Alameda CTC's website at http://www.alamedactc.org/files/managed/Document/16388/AlamedaCTC_Cost_Estimating_Guide.pdf.

No. Category		Example Project Types	Example Projects
1.	Transit	<ul style="list-style-type: none"> Capital rehabilitation Capacity expansion Capital replacement Safety Stations Communications Environmental/Greening Capital Project 	<ul style="list-style-type: none"> AC Transit – EB Rapid Transit Bike/Ped Elements Berkeley – Bart Plaza & Transit Area Improvements Fremont – City Center Multimodal Improvements Oakland – 7th W. Oakland Transit Village Phase II Union City – Station Improvements & RR Xing Solar Panels, greening vehicles, waste disposal, etc. East Bay BRT Irvington BART Station Vehicle Replacement
2.	Local Streets and Roads	<ul style="list-style-type: none"> Major Arterial Performance Initiative Program Roadway Safety/Traffic Calming Grade separations Traffic Signals ITS/CCTV Installations and Upgrade Complete Streets Signage Coordination with freeways (improving connections to ramps) Roadway/Pavement Rehabilitation Slurry and Chip Seals 	<ul style="list-style-type: none"> Alameda County- Patterson Pass Road Safety Improvements Alameda County – Pavement Rehabilitation Alameda County – Vasco Road Safety Improvements Alameda – Local Streets and Roads (O&M) Berkeley – Ashby/State Route 13 Disaster Resilience Berkeley – Hearst Ave. Complete Streets Dublin – Iron Horse bicycle and pedestrian transit route Oakland – Non-Capacity Increasing Road Rehabilitation Oakland – Lakeside Green Street Project Oakland – Peralta Green Street Project Oakland – MLK Way Improvements San Leandro – Traffic Signal Systems Upgrade
3.	Bicycle/Pedestrian	<ul style="list-style-type: none"> Infrastructure support facilities Maintenance 	<ul style="list-style-type: none"> Albany – Buchanan/Marin Bikeway Alameda – Cross Alameda Trail Berkeley – Shattuck Reconfiguration & Ped Safety EBRPD – Gilman to Buchanan Bay Trail Emeryville – Christie Ave Bay Trail Gap Closure Hayward – Main St. Complete Streets Pleasanton – Microwave Ped & Bike Detection Oakland – Bike Lane Lake Merritt BART Bikeways San Leandro – W. Juana Improvements
4.	Highway	<ul style="list-style-type: none"> Interchange improvements 	<ul style="list-style-type: none"> Multiple – Interchange Improvements

CAPITAL PROJECTS

No.	Category	Example Project Types	Example Projects
		<ul style="list-style-type: none"> Ramp metering Sound walls Bridge improvements Environmental mitigation Express lanes 	<ul style="list-style-type: none"> Multiple – Congestion Relief Multiple – Safety Improvements North – I-80 Aquatic Park Soundwall Central – Sound walls Central Alameda County Freeway Study Multiple – Soundwall
5.	Goods Movement	<ul style="list-style-type: none"> Improvements for goods movement by truck Truck-vehicle parking Truck/port/freight operations Airport Facilities Quiet Zone Improvements <p><i>Note: Road or highway access improvements are will be evaluated under local streets and roads or highway categories.</i></p>	<ul style="list-style-type: none"> Port of Oakland improvements Multiple - Truck Parking North Planning Area – Shore Power for ships at Port of Oakland Woodland – 81st Avenue Industrial Zone Street Reconstruction Oakland – Truck Facilities, Truck Route Rehabilitation North – Truck Services at Oakland Army Base
6a.	Transit Operations (non-paratransit)	<ul style="list-style-type: none"> Operations and Maintenance Service expansion Transit priority measures Congestion Relief Programs Fare incentives Shuttle Operations 	<ul style="list-style-type: none"> AC Transit – Line 51 Corridor GPS Transit Signal Priority Alameda – Estuary Crossing Shuttle Oakland – Broadway Shuttle LAVTA – Rapid Route Operations LAVTA – Route 12v, 20x and 70x Operations Lifeline Transit passes/incentives
6b.	Transit Operations (Paratransit)	<ul style="list-style-type: none"> ADA Mandated Services Paratransit Services <ul style="list-style-type: none"> Travel Training/ Mobility Management Volunteer Drivers Programs Shuttle Operations Same Day Taxi Services 	<ul style="list-style-type: none"> CIL – Mobility Matters Emeryville – Door-to-Door Shuttle Fremont – Travel Training & Mobility Management Hayward – Central County Taxi Program Oakland – Taxi-up and Go Pleasanton – Downtown Route Shuttle
7.	Transportation Demand Management/ Education	<ul style="list-style-type: none"> Fare incentives – student bus passes Guarantee Ride Home Program Technical Assistance Guaranteed Ride Home 	<ul style="list-style-type: none"> San Leandro – Downtown Parking Management Berkeley – Downtown Berkeley Transit Center Parking Emeryville – Parking Management Oakland – Parking Management
PROGRAMS			

No. Category		Example Project Types		Example Projects	
	Outreach	<ul style="list-style-type: none">Safe Routes to School (SR2S)Safe Routes to Transit (SR2T)Variable parking pricingParking management	<ul style="list-style-type: none">Pleasanton – Park and RideMultiple – Transit Card Programs or Eco-passCrossing Guard ProgramSafe Routes to School ImplementationNeighborhood Traffic Safety ProgramOutreach to schools/students		
8.	Local Streets and Roads, and Highway Operations	<ul style="list-style-type: none">Traffic Signal OperationsITS Maintenance and OperationsMaintenance and OperationsBridge OperationsHighway Operations	<ul style="list-style-type: none">Alameda County – Estuary Bridge OperationsOakland – Traffic Signal OperationsOakland - ITS System and Signal OperationsAlameda CTC - Express Lane (I-680 O&M)		
		<ul style="list-style-type: none">Planning studies and implementationFeasibility studiesBicycle and Pedestrian Master PlansModal Plans/StudiesSupports Transit Oriented Development (TOD) and Priority Development Areas (PDA) through multimodal improvements and CEQA mitigation	<ul style="list-style-type: none">Berkeley – San Pablo Avenue Public ImprovementsBerkeley – TOD Access InfrastructureEBRPD – Niles Canyon Regional Trail Feasibility StudyDublin – Iron Hour Trail/BART Feasibility StudyDublin – Amador Plaza Road Complete StreetsHayward – Bike/Ped Master Plan UpdateLivermore - Segment 1 of Iron Horse TrailLivermore – Regional Air Quality and Climate Protection StrategiesOakland – Coliseum BART CorridorOakland – Lake Merritt Chanel Bike/Ped BridgePleasanton – Bike/Ped Bridges Feasibility StudyPiedmont – Bike/Ped Master PlanPleasanton – I-580 Foothill Road InterchangeUnion City – Decoto Road and RR Xing		
9. Plans and Studies					
PLANS AND STUDIES					

Federal Funding - Currently Programmed Projects						FY 2015-16 CIP 5-Year Programming Horizon						
June 2015						(\$ x 1,000)						
CIP No.	Project Sponsor	Project Title	Fund Source	Fund Source Program	Phase	Prior To FY 2015-16	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Programmed Amount (thru FY 2019-20)
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Lifeline	STA	O&M		1,741					1,741
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Lifeline	STA	CON-CAP		450					450
00009	AC Transit	City of Oakland Broadway Shuttle	Lifeline	JARC	O&M		405					405
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Lifeline	JARC	O&M		1,417					1,417
00088	Ala. County	Alameda Co-Variou Streets and Roads Preservation	OBAG	STP	CON-CAP	1,565						1,565
00106	Ala. County	Be Oakland, Be Active	ATP	Reg	CON-CAP	988						988
00081	AlaCTC	East Bay Greenway	ATP	State	PA-ED	2,656						2,656
00087	Alameda	Alameda City Complete Streets	OBAG	STP	CON-CAP	505						505
00105	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	Reg	CON-CAP		2,005					2,005
00113	Albany	Complete Streets for San Pablo Ave/Buchanan St.	ATP	State	Design		335					335
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Lifeline	STA	O&M		250					250
00097	Berkeley	Hearst Avenue Complete Streets	OBAG	STP	CON-CAP		2,156					2,156
00108	Berkeley	LeConte Elementary Safe Routes to School Imps	ATP	Reg	CON-CAP		600					600
00107	Berkeley	LeConte Elementary Safe Routes to School Imps	ATP	Reg	Design	82						82
00089	Berkeley	Shattuck Complete Streets and De-couplet	OBAG	STP	CON-CAP	2,777						2,777
00090	Dublin	Dublin Boulevard Preservation	OBAG	STP	CON-CAP	470						470
00098	Emeryville	Emeryville - Hollis Street Preservation	OBAG	STP	CON-CAP		100					100
00091	Fremont	Fremont City Center Multi-Modal Improvements	OBAG	STP	CON-CAP	1,288						1,288
00092	Hayward	Hayward - Industrial Boulevard Preservation	OBAG	STP	CON-CAP	1,265						1,265

CIP No.	Project Sponsor	Project Title	Fund Source	Fund Source Program	Phase	Prior To FY 2015-16	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Programmed Amount (thru FY 2019-20)
00008	LA VTA	WHEELS Route 14 Operating Assistance	Lifeline	STA	O&M		388					388
00008	LA VTA	WHEELS Route 14 Operating Assistance	Lifeline	JARC	O&M		129					129
00110	Livermore	Livermore Marylin Avenue Safe Routes to School	ATP	Reg	CON-CAP		275					275
00109	Livermore	Livermore Marylin Avenue Safe Routes to School	ATP	Reg	Design	83						83
00102	MTC	Regional Planning Activities and PPM - Alameda	OBAG	STP	PA-ED			1,034				1,034
00099	Newark	Enterprise Drive Complete Streets and Road Diet	OBAG	STP	CON-CAP		454					454
00103	Oakland	7th Street West Oakland Transit Village, Phase II	OBAG	CMAQ	CON-CAP			3,288				3,288
00114	Oakland	International Boulevard Improvement Project	ATP	State	CON-CAP		2,481					2,481
00093	Oakland	Lake Merritt BART Bikeways	OBAG	STP	CON-CAP	571						571
00111	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ATP	Reg	Design		2,885					2,885
00112	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ATP	Reg	ROW-CAP		325					325
00095	Oakland	Lakeside Complete Streets and Road Diet	OBAG	STP	CON-CAP	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	OBAG	CMAQ	CON-CAP	2,554						2,554
00115	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	ATP	State	CON-CAP		3,598					3,598
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	OBAG	CMAQ	CON-CAP		5,452					5,452
00094	Oakland	Oakland Complete Streets	OBAG	STP	CON-CAP	3,384						3,384
00101	Piedmont	Piedmont Complete Streets (CS)	OBAG	STP	CON-CAP		129					129
00104	Pleasanton	Pleasanton Complete Streets	OBAG	STP	CON-CAP			832				832
00096	San Leandro	San Leandro Boulevard Preservation	OBAG	STP	CON-CAP	804						804
00010	UC Transit	Operations Support for Route 2	Lifeline	STA	O&M		220					220
Totals						23,438	25,795	5,154	0	0	0	54,387

State Funding - Currently Programmed Projects June 2015						FY 2015-16 CIP 5-Year Programming Horizon (\$ x 1,000)						
CIP No.	Project Sponsor	Project Title	Fund Source	Fund Source Program	Phase	Prior To FY 2015-2016	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Programmed Amount (thru FY 2019-20)
00006	AC Transit	AC Transit: East Bay Bus Rapid Transit	STIP	RIP	CON-CAP		7,995					7,995
00008	AlaCTC	East-West Connector in Fremont & Union City	STIP	RIP	CON-CAP							0
00010	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	Reg	Design	226						226
00007	BART	Downtown Berkeley BART Plaza/Transit Area Imps.	STIP	RIP	CON-CAP			3,726				3,726
00008	Caltrans	SR 84 Expressway Widening	STIP	RIP	CON-CAP	39,480						39,480
00009	Caltrans	SR 84 Expressway Widening	STIP	RIP	CON-SUPP	7,550						7,550
00004	MTC	Improved Bike/Ped Access to East Span of SFOBB (Alameda Share)	STIP	RIP	CON-CAP			3,063				3,063
					Totals	47,256	7,995	6,789	0	0	0	62,040

Regional Funding - Currently Programmed Projects						FY 2015-16 CIP 5-Year Programming Horizon						
June 2015						(\$ x 1,000)						
CIP No.	Project Sponsor	Project Title	Fund Source	Fund Source Program	Phase	Prior To FY 2015-2016	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Programmed Amount (thru FY 2019-20)
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	TFCA	Prog Mgr	CON-CAP	925						925
00013	AlaCTC	FY 15-16 Program Manager Funds - Cities/County Shares (Note 1)	TFCA	Prog Mgr	Var.		2,038					2,038
00119	TBD	I-580 Transit Improvements	RM2	Reg	Var.		12,000					12,000
Totals						925	14,038	0	0	0	0	14,963

Note:

1. The FY2015-16 TFCA Program Manager funding program is expected to be approved by Alameda CTC in September 2015 with a total programming capacity of \$2.038 million. Once the final FY2015-16 TFCA Program is approved by Alameda CTC, the individual projects and programs will be programmed and amended into the CIP.

Local Funding - Currently Programmed Projects June 2015						FY 2015-16 CIP 5-Year Programming Horizon (\$ x 1,000)						
CIP No.	Project Sponsor	Project Title	Fund Source	Fund Source Program	Phase	Prior To FY 2015-2016	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Programmed Amount (thru FY 2019-20)
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	2014 MBB	13	CON-CAP		10,000					10,000
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	2000 MB	07A	Var.	11,510						11,510
00057	AC Transit	College/Broadway Corridor Transit Priority	2014 MBB	016	Scoping		100					100
00056	AC Transit	Grand/MacArthur BRT	2014 MBB	015	Scoping		100					100
00053	AlaCTC	Affordable Student Transit Pass Programs	2014 MBB	008	O&M		2,000					2,000
00054	AlaCTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	2014 MBB	012	Scoping		500					500
00081	AlaCTC	Eastbay Greenway	2014 MBB	042	PA-ED		3,500					3,500
00073	AlaCTC	I-580/I-680 Interchange Improvements (Study Only)	2014 MBB	033	Scoping		100					100
00075	AlaCTC	I-680 HOT/HOV Lane from SR-237 to Alcosta	2014 MBB	035	Design		5,000					5,000
00118	AlaCTC	I-680 Sunol N/B Express Lane	2000 MB	08B	Design	4,500						4,500
00117	AlaCTC	I-680 Sunol S/B Express Lane	2000 MB	08A	O&M	4,500						4,500
00069	AlaCTC	I-80 Gilman Street Interchange Improvements	2014 MBB	029	PA-ED		3,000					3,000
00078	AlaCTC	I-880 Industrial Parkway Interchange Improvements	2014 MBB	039	Scoping		100					100
00076	AlaCTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	2014 MBB	036	Scoping		100					100
00077	AlaCTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	038	Scoping		100					100
00063	AlaCTC	Railroad Corridor Right of Way Preservation and Track Improvements	2014 MBB	023	Scoping		100					100
00072	AlaCTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	2014 MBB	032	CON-CAP		10,000					10,000
00071	AlaCTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	031	PA-ED		4,000					4,000
00033	AlaCTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	2000 MB	Disc-PT	O&M	140	70	70	70	70	70	490
00055	Alameda	Alameda to Fruitvale BART Rapid Bus	2014 MBB	014	Scoping		100					100

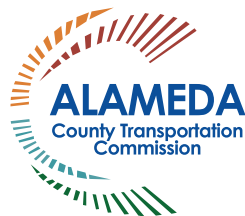
CIP No.	Project Sponsor	Project Title	Fund Source	Fund Source Program	Phase	Prior To FY 2015-2016	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Programmed Amount (thru FY 2019-20)
00021	ASEB	Special Transportation Services for Individuals with Dementia	2000 MB	Disc-PT	O&M	200	100					300
00060	BART	BART Station Modernization and Capacity Program	2014 MBB	019	Scoping		100					100
00059	BART	Bay Fair Connector/BART METRO	2014 MBB	018	Scoping		100					100
00058	BART	Irvington BART Station	2014 MBB	017	Scoping		100					100
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	2000 MB	Disc-PT	O&M	272	148					420
00065	CCJPA	Capitol Corridor Service Expansion	2014 MBB	025	Scoping		100					100
00023	CIL	Mobility Matters Project	2000 MB	Disc-PT	O&M	350	140					490
00052	Dublin	Iron Horse transit Route - Dougherty Drive	2000 MB	09	CON-CAP		6,267					6,267
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	2000 MB	Disc-PT	O&M	106	34					140
00025	Fremont	Tri-City Mobility Management and Travel Training Program	2000 MB	Disc-PT	O&M	200	125					325
00027	Fremont	Tri-City Taxi Voucher Program	2000 MB	Disc-PT	O&M	150	150					300
00026	Fremont	Tri-City Volunteer Driver Programs	2000 MB	Disc-PT	O&M	250	150					400
00082	Multi	Community Investments That Improve Transit Connections to Jobs and Schools	2014 MBB	045	Scoping		1,500					1,500
00066	Multi	Congestion Relief, Local Bridge Seismic Safety	2014 MBB	026	Scoping		1,500					1,500
00068	Multi	Countywide Freight Corridors	2014 MBB	027	Scoping		250					250
00061	Multi	Dumbarton Corridor Area Transportation Improvements	2014 MBB	021	Scoping		100					100
00080	Multi	Gap Closure on Three Major Trails	2014 MBB	042	Scoping		600					600
00074	Multi	I-580 Local Interchange Improvement Program	2014 MBB	034	Scoping		300					300
00079	Multi	I-880 Local Access and Safety Improvements	2014 MBB	040	Scoping		300					300
00116	Newark	Central Avenue Overpass	2000 MB	025	CON-CAP				13,289			13,289
00116	Newark	Central Avenue Overpass	2000 MB	025	Design	2,765						2,765

CIP No.	Project Sponsor	Project Title	Fund Source	Fund Source Program	Phase	Prior To FY 2015-2016	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Programmed Amount (thru FY 2019-20)
00064	Oakland	Oakland Broadway Corridor Transit	2014 MBB	024	Scoping		100					100
00028	Oakland	Taxi-Up & Go Project	2000 MB	Disc-PT	O&M	185	93					278
00029	Pleasanton	Downtown Route Shuttle (DTR)	2000 MB	Disc-PT	O&M	86	42					128
00067	San Leandro	San Leandro Streets Rehabilitation	2014 MBB	026	CON-CAP			3,000				3,000
00030	SHS	Rides for Seniors	2000 MB	Disc-PT	O&M	150	60					210
00051	SJRRRC	ACE Capital	2000 MB	01	Var.	11,184	2,000					13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	2000 MB	Disc-PT	O&M	150	75					225
00032	TBD	Gap funds for Capital Purchases and Grant Matching	2000 MB	Disc-PT	Var.	100	100					200
00070	TBD	I-80 Ashby Interchange Improvements	2014 MBB	030	Scoping		100					100
00062	Union City	Union City Intermodal Station	2014 MBB	022	Scoping		100					100
00016	Var.	2000 MB Local Streets and Roads - Direct Local Distributions	2000 MB	DLD	Var.		27,506	27,836	28,171	28,507	28,850	140,870
00017	Var.	2000 MB Bicycle/Pedestrian - Direct Local Distributions	2000 MB	DLD	Var.		4,714	4,770	4,828	4,886	4,944	24,142
00018	Var.	2000 MB Bicycle/Pedestrian - Discretionary Program	2000 MB	Disc-BP	Var.		1,516	1,590	1,609	1,629	1,648	7,992
00036	Var.	2000 MB Express Bus - Discretionary	2000 MB	Disc-EB	Var.		880	890	901	912	923	4,506
00035	Var.	2000 MB Mass Transit - Direct Local Distributions	2000 MB	DLD	Var.		26,674	26,994	27,318	27,646	27,978	136,610
00034	Var.	2000 MB Paratransit - Discretionary (Estimated)	2000 MB	Disc-PT	Var.			1,400	1,400	1,400	1,400	5,600
00020	Var.	2000 MB Paratransit - Direct Local Distributions	2000 MB	DLD	Var.		11,338	11,474	11,612	11,751	11,892	58,067
00037	Var.	2000 MB Transit Center Development - Discretionary Program	2000 MB	Disc-TCD	Var.		239	242	245	248	251	1,225
00038	Var.	2010 VRF Local Streets and Roads - Direct Local Distributions	VRF	DLD	Var.		6,840	6,840	6,840	6,840	6,840	34,200
00040	Var.	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	VRF	Disc-BP	Var.		570	570	570	570	570	2,850
00041	Var.	2010 VRF Local Transportation Technology - Discretionary	VRF	Disc-Tech	Var.		1,140	1,140	1,140	1,140	1,140	5,700

CIP No.	Project Sponsor	Project Title	Fund Source	Fund Source Program	Phase	Prior To FY 2015-2016	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total Programmed Amount (thru FY 2019-20)
00039	Var.	2010 VRF Mass Transit - Discretionary	VRF	Disc-Transit	Var.		2,850	2,850	2,850	2,850	2,850	14,250
00042	Var.	2014 MBB Local Streets and Roads - Direct Local Distributions	2014 MBB	DLD	Var.		25,388	25,693	26,001	26,314	26,629	130,025
00045	Var.	2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions	2014 MBB	DLD	Var.		3,849	3,895	3,942	3,989	4,037	19,712
00046	Var.	2014 MBB Bicycle/Pedestrian Safety - Discretionary	2014 MBB	Disc-BP	Var.		2,592	2,623	2,654	2,686	2,718	13,273
00043	Var.	2014 MBB Mass Transit Services - Direct Local Distributions	2014 MBB	DLD	Var.		27,650	27,980	28,317	28,657	29,000	141,604
00047	Var.	2014 MBB Transit - Direct Local Distributions	2014 MBB	DLD	Var.		27,356	27,683	28,016	28,353	28,693	140,101
00044	Var.	2014 MBB Transit Innovative Grants - Discretionary	2014 MBB	Disc-Transit	Var.		2,903	2,937	2,973	3,008	3,044	14,865
00019	Var.	Countywide Bicycle Pedestrian Planning	2000 MB	Disc-BP	Var.		75					75
Totals						36,798	207,684	200,477	192,746	181,456	183,477	1,002,638

AC Transit	Alameda-Contra Costa Transit District
ACE	Altamont Commuter Express
Admin	general administrative support
Alameda CTC	Alameda County Transportation Commission
BAAQMD	Bay Area Air Quality Management District
BART	San Francisco Bay Area Rapid Transit District
Caltrans	California Department of Transportation
CIP	Comprehensive Investment Plan; also Capital Improvement Program
Closeout	project closeout
CMAQ	Congestion Mitigation and Air Quality
CMA TIP	Congestion Management Agency Transportation Improvement Program
CMP	Congestion Management Program
Complete	project complete
CON-CAP	construction-capital phase
CON-SUPP	construction support/administration
Contingency	project/program contingency
CTC	California Transportation Commission
CTP	Countywide Transportation Plan
DLD	direct local distributions
Equip-Purch	equipment purchase
JARC	Job Access Reverse Commute
LAVTA	Livermore-Amador Valley Transportation Authority
LTP	Lifeline Transportation Program
MTC	Metropolitan Transportation Commission
OBAG	One Bay Area Grant Program

O&M	operations and maintenance
PA-ED	project approval and environmental document
PS&E	plans, specifications and engineering
RIP	Regional Improvement Program
RM2	Regional Measure 2
ROW-CAP	right-of-way capital phase
ROW-SUPP	right-of-way support/administration
Scoping_PSR	scoping/project scoping report phase
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TFCA	Transportation Fund for Clean Air
TIP	Transportation Improvement Program
VRF	Vehicle Registration Fee
WETA	San Francisco Bay Area Water Emergency Transportation



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