

## SECTION 1

### COMPREHENSIVE INVESTMENT PLAN

#### PROGRAMMING PRINCIPLES

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#### 1. PURPOSE

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

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

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

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

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

#### 2. FUND SOURCES AND PROGRAMS

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

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

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

**3. PROGRAMMING CAPACITY**

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

#### 4. PROGRAMMING PRIORITIES

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

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

#### 5. ELIGIBLE APPLICANTS

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

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

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

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

## 6. ELIGIBLE PROJECTS

Eligible CIP projects are as follows:

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

- Transit or shuttle operations
- Rideshare programs

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

For example, key requirements for federal funding include:

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

## 7. MAXIMUM AWARD

Funding awards are limited to the maximum awards identified below.

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

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

## 8. ELIGIBLE PROJECT COSTS

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

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

## 9. MATCHING REQUIREMENTS

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

## 10. PROJECT SELECTION CRITERIA

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

The following five primary CIP project selection criteria were approved by the Commission in January 2014 (see Exhibit B – Project Selection Criteria).

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

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

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

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

## 11. PERFORMANCE MEASURES AND MONITORING

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

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

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

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

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

## 12. TIMELY USE OF FUNDS AND RESCISSION OF FUNDS

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

## 13. OTHER REQUIREMENTS

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



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

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Exhibit A

**Project Categories, Funding Eligibility, and Funding Eligibility**

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

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

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

## Exhibit B

## Project Selection Criteria

(Commission Approved January 2015)

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

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

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

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

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

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

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

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

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