

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

PROGRAM SUMMARY

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

FUND SOURCES

2000 Measure B

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

2014 Measure BB

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

Vehicle Registration Fee

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

PROGRAMMING AND ALLOCATION PRIORITIES

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

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

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

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

Express Bus Service is defined as either:

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

ELIGIBLE PROJECTS

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

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

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

INELIGIBLE PROJECTS

- Routine bus maintenance

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