



Commission Meeting Agenda Thursday, July 26, 2018, 2 p.m.

Chair: Richard Valle, Alameda County District 2 Executive Director: Arthur L. Dao
 Vice Chair: Pauline Cutter, City of San Leandro Clerk of the Commission: [Vanessa Lee](#)

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Closed Session

- 3.1. Closed Session - Conference with Legal Counsel pursuant to Government Code section 54956.9(d)(2): Litigation exposure; one potential action I
- 3.2. Report on Closed Session A/I

4. Public Comment

5. Chair and Vice Chair Report

6. Executive Director Report

7. Consent Calendar Page/Action

Alameda CTC standing committees approved all action items on the consent calendar, except Item 7.1.

- 7.1. [Approve the June 28, 2018 Commission Minutes](#) 1 A
- 7.2. [Congestion Management Program \(CMP\): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#) 5 I
- 7.3. [California Office of Traffic Safety \(OTS\) Pedestrian and Bicycle Safety Program Grant Funding Award](#) 9 A
- 7.4. [Interstate 680 Sunol Express Lanes – Phase 1: Approval of Amendment No. 2 to Cooperative Agreement No. 04-2568 with Caltrans for the Plans, Specifications and Estimate Phase](#) 43 A
- 7.5. [Central Avenue Overpass: Approve Project Funding Agreement A18-0056 with the City of Newark for the Plans, Specifications and Estimate and Right of Way Phases](#) 51 A
- 7.6. [I-880 North Safety and Operational Improvements at 23rd and 29th: Approval of Amendment No. 1 to Cooperative Agreement No. 04-2550 with Caltrans for the Construction Phase](#) 61 A

7.7. [Approve Community Advisory Committee Appointments](#) 67 A

8. Community Advisory Committee Reports (3-minute time limit)

8.1. [Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair](#) 69 I

8.2. [Independent Watchdog Committee – Steve Jones, Chair](#) 77 I

8.3. [Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair](#) 83 I

9. Planning, Policy and Legislation Committee Action Items

The Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

9.1. [Legislative Update](#) 89 A/I

10. Programs and Projects Committee Action items

The Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

10.1. [2018 Comprehensive Investment Plan Technical Adjustments](#) 107 A

10.2. [Alameda CTC Capital Program Update](#) 189 I

11. Member Reports

12. Adjournment

Next Meeting: Thursday, September 27, 2018

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Councilmember Peter Maass

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	September 6, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	September 10, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	November 19, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	September 27, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	September 24, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	October 18, 2018	5:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).

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Alameda County Transportation Commission Commission Meeting Minutes Thursday, June 28, 2018, 2 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Haggerty, Commissioner Chan, Commissioner Miley, Commissioner Carson, Commissioner Saltzman, Commissioner Frietas, Commissioner Kalb, Commissioner King, Commissioner Dutra-Vernaci, Commissioner Kaplan.

Commissioner Narum was present as an alternate for Commissioner Thorne.
Commissioner Piexoto was present as an alternate for Commissioner Halliday.
Commissioner Worthington was present as an alternate for Commissioner Arrequin.

Subsequent to the roll call:

Commissioner Kaplan arrived during Item 3. Commissioner Haggerty arrived during Item 7. Commissioner Saltzman and Commissioner Miley arrived during Item 8.1. Commissioner Carson arrived during Item 9.

3. Public Comment

There were no public comments.

4. Chair/Vice-Chair Report

There was no Chair or Vice-Chair report.

5. Executive Director's Report

Art Dao informed the Commission that the Executive Director report could be found in the folders as well as online. Mr. Dao updated the Commission on congestion relief projects and programs that are being delivered by the Alameda CTC and cities with Measure BB funds. He reported that Commissioner Ortiz invited him to attend an AC Transit Management Workshop on Shared Mobility. Mr. Dao concluded that the Agency received an award from the Government Finance Officers Association for Excellence on Financial Reporting. He gave kudos to the CFO, Patricia Reavey and the Accounting Team for the good work.

6. Consent Calendar

- 6.1. Approve the May 24, 2018 Commission Minutes
- 6.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.3. Legislative Update
- 6.4. Fiscal Year 2016-17 Measure B, Measure BB, and Vehicle Registration Fee (VRF) Program Compliance Summary Reports

- 6.5. I-880 Interchange Improvements (Winton Avenue/A Street) Project (PN 1471000): Approval of Professional Services Agreement A18-0048 with Kimley-Horn and Associates, Inc. for Project Initiation Document (PID) and Project Approval and Environmental Document (PA&ED)
Phase Services

Commissioner Bauters moved to approve the Consent Calendar. Commissioner Ortiz seconded the motion. The motion passed with the following votes:

- Yes: Bauters, Cutter, Haubert, Kalb, Kaplan, Maass, Marchand, Mei, Narum, Ortiz, Plexoto, Spencer, Valle, Worthington*
- No: None*
- Abstain: None*
- Absent: Carson, Chan, Dutra-Vernaci, Freitas, Haggerty, King, Miley, Saltzman*

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2 Independent Watchdog Committee (IWC)

There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire stated that PAPCO met on Monday June 25, 2018. The committee approved the FY 2018-19 meeting calendar, held officer elections and received a presentation from the Community Resources for Independent Living’s Accessible Van Share Program. The next PAPCO meeting is scheduled for September 24, 2018.

8. Planning, Policy and Legislation Committee Action Items

8.1. BART Livermore Valley Extension Project Update

Tess Lengyel introduced Andrew Tang, BART Project Manager, who presented this item. Mr. Tang provided an update on the BART to Livermore Project history, and recent BART Board actions. He stated that the BART Board did not select an alternative to move forward with this project.

Commissioner Cutter wanted clarification on BART’s reasoning for not moving forward with the BART to Livermore project and wanted to know where funding for an alternative will come from. Mr. Tang stated that the BART Board took action to not move the project forward and the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) was created to create a transit solution. Tess Lengyel stated that the \$400 million of Measure BB funding that is earmarked to the project is money that will remain with Alameda CTC. She noted that at the last PPLC meeting the Committee discussed allowing the TVSJVRRA to complete its work and that policy decisions will come back to the Commission to make a decision on how the \$400 million will be used.

Commissioner Bauters noted that the PPLC Committee had lengthy discussions on this item at the last committee meeting, and noted that the TVSJVRRRA study will be complete in July 2019 and the Commission could consider what will need to be done.

Commissioner Spencer wanted to know if there was a mechanism to earmark the funds so that it cannot be used for another project. Ms. Lengyel stated that the funding has already been earmarked for the project.

This item was for information only.

8.2. Metropolitan Transportation Commission Regional Express Lane Network Update

Liz Rutman provided an update on the Regional Express Lane Network. She highlighted the current planned 500-mile Bay Area Express Lane Network with lanes operated by Bay Area Infrastructure Financing Authority (BAIFA), Alameda CTC and Santa Clara Valley Transportation Authority (VTA). Ms. Rutman reviewed the Metropolitan Transportation Commission (MTC) staff's proposal of a unified governance under BAIFA, including the proposal for corridor definition, financial enterprise consolidation, and net revenue distribution.

Commissioner Cutter asked to see an example of what BAIFA has done with their expenditures at the next presentation. Ms. Rutman stated that the information can be brought at a future meeting.

Commissioner Kalb asked how many express lanes were in the Bay Area Network and if the other lanes were seeing net positive revenue. Ms. Rutman stated that there are four express lanes and she provided brief information on the other express lanes revenue outlooks.

Commissioner Marchand stated that the allocation of net revenue by corridor is crucial and wanted to ensure that Alameda CTC does not end up subsidizing another jurisdictions lanes.

Commissioner Kaplan noted that there was significant discussion at the committee level and wanted to ensure that discussion was taken into consideration. Ms. Lengyel stated that the item presented at the committee level was an information item and there was no formal action recommended to the Commission. Art Dao also noted that although this is not an item for the Commission to take action on, staff has record of the Commissions general position on the conversation happening throughout the region regarding this issue.

Commissioner Spencer noted that it would have been helpful for the Commission to have been made privy to the discussion that was held at the committee level, so that the full Commission can be better informed on the issue.

Commissioner Narum stated that having one cohesive system of lanes in the Bay Area are best, provided the funding and control remains in the county and that Alameda CTC remains a decision maker.

This item was for information only.

9. Formation of Bid Protest Hearing Panel

(This item was heard after Item 7)

Art Dao recommended that the Commission approve and authorize the Commission Chair to appoint a three member Bid Protest Hearing Panel to review a protest submitted by Rail Surveys and Engineers, Inc. (RSE) and make a determination on the selection results of the Request For Proposal (RFP) #R18-0013 for the Final Design Plans, Specifications and Estimate (PS&E) phase services for the 7th Street Grade Separation East (7SGSE) Project.

Commissioner Bauters wanted confirmation that it is appropriate to have exceptions to the bid protest rules that have been previously approved. Neal Parish, Legal Counsel, Wendel Rosen Black & Dean LLP, stated that it is appropriate to have the Commission approve an item that makes exceptions to the Commission approved protest rules. He also noted that the agency will also be reviewing the contracting process in its entirety and potentially suggesting changes to the Commission for approval.

Commissioner Bauters moved to approve this item. Commissioner Narum seconded the motion. The motion passed with the following vote:

Yes: Bauters, Carson, Cutter, Haggerty, Haubert, Kalb, Kaplan, Maass, Marchand, Mei, Miley, Narum, Ortiz, Piexoto, Saltzman, Spencer, Valle, Worthington

No: None

Abstain: None

Absent: Chan, Freitas, King, Dutra-Vernaci,

10. Closed Session

10.1. Closed Session

The Commission went into closed session pursuant to Government Code Section 54956.9(d)(2)

10.2. Report on Closed Session

Neal Parish, WRBD, reported that there was no action taken in Closed Session.

11. Member Reports

Mr. Dao noted that staff will be bringing information on SB 1 to the next PPLC committee meeting.

12. Adjournment

The next meeting is Thursday, July 26, 2018 at 2:00 p.m.



Memorandum

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 19, 2018

TO: Alameda County Transportation Commission

FROM: Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

This item is provide the Commission with an update on the summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on June 11, 2018, the Alameda CTC reviewed one Draft EIR. A response was submitted and is included in Attachment A.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Response to the 2580 Bancroft Way Mixed-use Project DEIR in Berkeley

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June 1, 2018

Leslie Mendez
City of Berkeley, Planning and Development Department
Land Use Planning Division, 1947 Center Street, 2nd Floor
Berkeley, CA 94704

SUBJECT: Response to the 2580 Bancroft Way Mixed-use Project Draft Environmental Impact Report (DEIR) in Berkeley

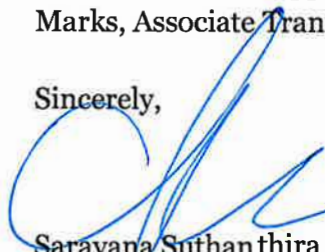
Dear Ms. Mendez,

Thank you for the opportunity to respond to the Notice of Availability of the Draft Environmental Impact Report (DEIR) and Notice of Public Hearing for the 2580 Bancroft Way Mixed-use Project. The project is located on a 0.67-acre site in the City of Berkeley on Bancroft Way, mid-block between Telegraph Avenue and Bowditch Street. The project will replace a 44-space subterranean parking garage and 25,650 square feet of retail and restaurant commercial space with a 37-space parking garage, 122 new residential units, and 11,000 square feet of retail and restaurant space.

The proposed project is estimated to generate 26 net new pm-peak hour trips before applying any reductions for pass by and non-auto trips (trips anticipated to be shifted to other modes). We have reviewed the DEIR and determined that this project is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak-hour trips in excess of existing land use designations. We have no further comments.

Thank you for the opportunity to respond to this DEIR. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453 if you have any questions.

Sincerely,


Chris Marks
for SARAVANA
SUTHANTHIRA

Saravana Suthan thira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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Memorandum

7.3

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: July 19, 2018

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Leslie Lara-Enriquez, Associate Program Analyst

SUBJECT: California Office of Traffic Safety (OTS) Pedestrian and Bicycle Safety Program Grant Funding Award

Recommendation

It is recommended the Commission approve Resolution No. 18-005, which authorizes the Executive Director, or his designee, to execute a grant agreement to receive \$200,000 in grant funding awarded by the California Office of Traffic Safety (OTS) for Alameda CTC to implement a Pedestrian and Bicyclist Rail Safety Education Program.

Summary

On June 20, 2018, the California OTS awarded Alameda CTC \$200,000 in grant funding under the OTS's Pedestrian and Bicycle Safety Program. The funding will allow staff to develop a Pedestrian and Bicyclist Rail Safety Education Program to raise awareness among Alameda County K-12 students about the dangers of distracted walking and bicycling on and near active rail routes, as well as trespassing on railroad rights-of way. The Pedestrian and Bicyclist Rail Safety Education Program will be fully integrated into the Alameda County Safe Routes to Schools Program.

Background

Alameda County is a cornerstone of the Bay Area and Northern California freight and passenger rail system. This extensive rail network located directly through the core of many local communities, including many local schools is a critical transportation link serving a unique role for both people and goods movement. The density of the rail network in Alameda County results in a large number of locations where roadways and the rail system cross each other at-grade. Alameda County has 277 at-grade rail-highway crossings 248 of these crossings are open to the public and 121 grade-separated crossings. The 248 at-grade public crossings are of most concern because these are locations that are used by trains, cars, trucks, bicyclists and pedestrians (many

of them students) with potential impacts on safety and the efficient movement of people and goods.

Addressing trespass collisions involving pedestrians along railroad rights-of-way are a high-priority for the Commission due to their frequency and high fatality rate. Since 2011, there have been 47 trespass collisions 33 (or 70 percent) of which have resulted in fatalities yielding an average of 7.8 trespass collisions and 5.5 fatalities per year. This is slightly higher than the 6.9 annual collisions that occur at actual rail-street crossings and the 3.1 fatalities that occur annually at rail-street crossings in the county. As such, trespass collisions require a different set of strategies to address compared to rail-street crossings collisions because specific rail-street crossing locations can be improved with standard safety treatments such as gates. However, to address trespassing and distracted walking and bicycling specifically, a combination of education and outreach must be advanced to address trespassing.

Trespass collisions and fatalities are concentrated in the unincorporated communities of San Lorenzo and the City of Hayward (see Attachment C and E). In this area, there are 54 schools located within one mile of three parallel active mainline rail tracks that are used for both passenger and freight rail operations, and approximately 61 percent of these schools are within one-half mile of the rail tracks (see Attachment D). Additionally, just over one-quarter of all of the trespass incidents in the county (12) occurred on this 4.9-mile stretch of track in San Lorenzo and Hayward and approximately one-third of the county's trespass fatalities (11) occurred on this corridor since 2011 (see Attachment E). Some of the fatalities involved students attending schools adjacent to this corridor. Combined, there are over 33,000 students enrolled in these schools who are exposed to the safety issues resulting from crossing active railroad tracks either by walking or biking. Also, nearly 30,000 residents live within one-quarter mile of this corridor. Attachment E shows trespass collisions and fatalities by Rail Corridors in Alameda County.

Funding Opportunity

The OTS is California's lead traffic safety organization and it is tasked with developing and implementing an annual Highway Safety Program (HSP) that addresses the behavioral factors that impact safety on the road. The goal of the HSP is to prevent serious injury and death resulting from collisions so that all roadway users arrive at their destination safely. Using Federal Highway Safety Administration (FHWA) program funds and housed within the California State Transportation Agency (CalSTA), the OTS works to address California's highway safety needs at the state, county and local level.

To develop the HSP, the OTS reviews local, county and state crash data to identify roadway users with a statistically higher crash risk. These data, combined with citation, licensing, vehicle miles traveled, and demographic information, are analyzed to help the OTS understand what is prompting crashes and the resulting injuries and fatalities on California's roadways. This information is then used to develop the annual HSP, which

details the extent of California's crash problem and how federal highway safety dollars will be distributed into priority behavioral safety programs during the following federal fiscal year (October 1 – September 30).

The distribution of federal highway safety dollars, which does not require a match from local agencies, is conducted via a competitive statewide grant award process that opens in late December with an application submittal deadline of January 30. For the FFY 2019, the OTS identified ten topic areas of concentration to address safety, one of which is pedestrian and bicycle safety with the goal of increasing "safety awareness among pedestrians, bicyclists and motorists through various approaches including education, enforcement and engineering." This is the focus of Alameda CTC's grant application submitted to OTS.

Staff identified the funding opportunity through the OTS grant program and submitted an application proposing to implement a Pedestrian and Bicyclist Rail Safety Education Program to teach and raise awareness among Alameda County K-12 students about the dangers of distracted walking and bicycling on and near active rail routes, as well as trespassing on railroad rights-of way. The \$200,000 awarded by OTS will allow Alameda CTC to develop the Pedestrian and Bicyclist Rail Safety Education Program and deliver in-classroom education and training to public school students and their families in Alameda County. The Rail Safety Education Program will be fully integrated into the Alameda County Safe Routes to Schools Program in order to maximize efficiencies in implementation and leverage the funding to reach more students.

Program Strategy

In spring 2018, the Alameda County Safe Routes to Schools Program staff reached out to Operation Lifesaver (OLI) the only nationally- and state-recognized provider of rail safety education throughout the U.S. and began working with their state coordinator for California to develop a partnership and strategy to implement and fully-integrate rail safety education into Alameda CTC's SR2S program. During the summer, OLI will train and certify all of the SR2S school site coordinators as official OLI instructors. This will allow the SR2S program to deliver training and education activities directly to Alameda County schools without having to rely solely on OLI's volunteer trainers. In addition, staff is currently working with OLI to develop an online toolkit that will include a wide range of resources (posters, handouts, videos, safety tip sheets, etc.) and will be accessible to the public via the Alameda County SR2S website at alamedacountysr2s.org. In September, the SR2S program will participate in OLI's Rail Safety Awareness campaign as a way to announce our partnership, launch the online toolkit and raise awareness of rail safety. When the OTS grant funding starts on October 1, SR2S school site coordinators will begin conducting outreach and delivering training to the schools identified as high-need in the OTS grant application. Staff will continue to pursue additional OTS grants each year in order to continue delivering rail safety education to additional schools in the county.

As such, it is recommended that the Commission approve and Adopt Resolution No. 18-005, which authorizes the Executive Director, or his designee, to execute a grant agreement to receive \$200,000 in grant funding awarded by the California OTS for the Alameda CTC to implement a Pedestrian and Bicyclist Rail Safety Education Program.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

- A. Alameda CTC Resolution No. 18-005
- B. California OTS Grant Assurances
- C. Rail Safety Education Target Schools Map
- D. Rail Safety Education Target Schools List
- E. Trespass Collisions and Fatalities by Rail Corridors in Alameda County



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Resolution 18-005

Authorization for Execution of a Grant Agreement for the Pedestrian and Bicyclist Rail Safety Education Program (FFY2019)

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
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Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

WHEREAS, the mission of the California Office of Traffic Safety (OTS) is to effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries and economic losses; and

WHEREAS, the OTS is tasked with the development and implementation of an annual Highway Safety Program (HSP) that addresses the behavioral factors that impact safety on the road; and

WHEREAS, the HSP details the extent of California's crash problem and how federal highway safety dollars will be distributed into priority behavioral safety programs during the federal fiscal year (October 1–September 30); and

WHEREAS, the OTS administers such funds and awards such funds via a competitive statewide grant award process; and

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is eligible to receive OTS funds; and

WHEREAS, the Alameda CTC was awarded \$200,000 in grant funding under the OTS's Pedestrian and Bicycle Safety Program; and

WHEREAS, Alameda CTC recognizes that it is responsible for compliance with all OTS grant assurances, and state and federal laws, including, but not limited to, laws governing the use of such funds; and

WHEREAS, Alameda CTC requires a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of Alameda CTC to execute actions necessary to obtain OTS grant funds from OTS and ensure continued compliance with OTS assurances, and state and federal laws.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Alameda CTC that the Executive Director, and/or his Designee, is hereby authorized to execute for and on behalf of Alameda CTC, a public entity established

under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the California Office of Traffic Safety.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, July 26, 2018 in Oakland, California, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Richard Valle
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

CERTIFICATIONS AND ASSURANCES
HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4 AND SEC. 1906, PUB. L. 109-59, AS AMENDED)

Failure to comply with applicable Federal statutes, regulations, and directives may subject Grantee Agency officials to civil or criminal penalties and/or place the State in a high-risk grantee status in accordance with 49 CFR §18.12.

The officials named on the grant agreement, certify by way of signature on the grant agreement signature page, that the Grantee Agency complies with all applicable Federal statutes, regulations, and directives and State rules, guidelines, policies and laws in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are not limited to, the following:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended
- 49 CFR Part 18—Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1300—Uniform Procedures for State Highway Safety Grant Programs

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- The Civil Rights Restoration Act of 1987, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding

recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

- To insert this clause, including paragraphs (a) through (e), in every subcontract and sub agreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

- (1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

LAW ENFORCEMENT AGENCIES

All subrecipient law enforcement agencies shall comply with California law regarding profiling. Penal Code section 13519.4, subdivision (e), defines “racial profiling” as the “practice of detaining a suspect based on a broad set of criteria which casts suspicion on an entire class of people without any individualized suspicion of the particular person being stopped.” Then, subdivision (f) of that section goes on to provide, “A law enforcement officer shall not engage in racial profiling.”

Appendix B

General Terms & Conditions State Certifications (As referenced in the grant agreement)

Terms and conditions, when applicable, are incorporated by reference and made a part of, but not necessarily limited to, the following documents: grant agreements, subgrants, contracts, subcontracts, interagency agreements, invitations for bid, and requests for proposal for goods or services for which OTS grant funding reimbursement is requested. It is understood and agreed by the subrecipient that grant funds received as a result of this grant agreement are subject to all applicable federal and state regulations, rules, guidelines, policies and laws and to the following applicable controls, terms and consideration expressed in the OTS Grant Program Manual.

1. **Amendment**. No amendment or variation of the terms of this agreement shall be valid unless made in writing, signed by the parties and approved as required. No oral understanding or agreement not incorporated in the grant agreement is binding on any of the parties. (Reference: DGS Standard Agreement “General Terms and Conditions,” form GTC610). Grant agreement revisions are allowed in accordance with the guidelines detailed in the OTS GPM. All appropriate documentation required to request a grant revision must be submitted timely to Grantor.
2. **Antitrust Claims**. The subrecipient by signing this grant agreement hereby certifies that if these services or goods are obtained by means of a competitive bid, the subrecipient shall comply with the requirements of the Government Code sections set out below.
 - a. The Government Code chapter on antitrust claims contains the following definitions:
 - (1) “Public purchase” means a purchase by means of competitive bids of goods, services, or materials by the state or any of its political subdivisions or public agencies on whose behalf the Attorney General may bring an action pursuant to subdivision (c) of Section 16750 of the Business and Professions Code.
 - (2) “Public purchasing body” means the state or the subdivision or agency making a public purchase. (Reference: GC § 4550)
 - b. In submitting a bid to a public purchasing body, the bidder offers and agrees that if the bid is accepted, it will assign to the purchasing body all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 USC 15 [Title 15 Commerce and Trade, Chapter 1, Monopolies and Combinations in Restraint of Trade, Section 15, Suits by Persons Injured]) or under the Cartwright Act (Chapter 2) commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, materials, or services by the bidder for sale to the purchasing body pursuant to the bid. Such assignment shall be made and become effective at the time the purchasing body tenders final payment to the bidder. (Reference: GC §4552)

- c. If an awarding body or public purchasing body receives, either through judgment or settlement, a monetary recovery for a cause of action assigned under this chapter, the assignor shall be entitled to receive reimbursement for actual legal costs incurred and may, upon demand, recover from the public body any portion of the recovery, including treble damages, attributable to overcharges that were paid by the assignor but were not paid by the public body as part of the bid price, less the expenses incurred in obtaining that portion of the recovery. (Reference: GC §4553)
 - d. Upon demand in writing by the assignor, the assignee shall, within one year from such demand, reassign the cause of action assigned under this part if the assignor has been or may have been injured by the violation of law for which the cause of action arose and (a) the assignee has not been injured thereby, or (b) the assignee declines to file a court action for the cause of action. (Reference: GC §4554)
3. **Approval.** This grant agreement is of no force or effect until signed by both parties and approved by the Office of Traffic Safety. Subrecipient or contractor may not commence performance until such approval has been obtained. (Reference: California Department of General Services (DGS) Standard Agreement “General Terms and Conditions,” form GTC610)
 4. **Assignment.** This grant agreement is not assignable by the subrecipient, either in whole or in part, without the consent of the Office of Traffic Safety in the form of a formal written amendment. (Reference: DGS Standard Agreement “General Terms and Conditions,” form GTC610)
 5. **Audits and Access to Records.** Subrecipient agrees that the California Office of Traffic Safety, the National Highway Traffic Safety Administration, or their designated representative(s), shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this grant agreement. Subrecipient agrees to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated. Suprecipient agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, subrecipient agrees to include a similar right of the state to audit records and interview staff in any subcontract related to the performance of this agreement. (Reference: GC § 8546.7, Public Contract Code (PCC) 10115 et seq., California Code of Regulations (CCR) Title 2, §1896).

Availability of Funds. Reimbursement of approved grant expenditures is contingent upon the subrecipient complying with all **grant requirements** and the appropriation of sufficient funds by the federal government and the California Office of Traffic Safety. OTS does not represent or guarantee the availability of federal highway safety funds for initial or subsequent year funding. If during the term of the grant federal funds are reduced or eliminated, OTS may immediately terminate or reduce the grant award upon written notice to the subrecipient’s grant director.

Once a grant has been awarded and becomes effective, OTS reimburses the subrecipient for expenditures related to approved activities. Only costs incurred within the approved grant period and that do not exceed the federally obligated funds as indicated in the agreement are reimbursed. The

goals and objectives outlined in the grant should be accomplished during the grant period and within the approved budget.

OTS has the option to void the agreement under the thirty-day cancellation clause or to amend the contract to reflect any reduction in funds (Reference: SCM, Vol. I, 3.11.) Funds are awarded under Catalog of Federal Domestic Assistance (CFDA) Numbers. The specific funding source is identified on the grant budget.

6. **Byrd Anti-Lobbying Amendment (31 USC 1352)**. Subrecipients who apply or bid for an award of \$100,000 or more shall file the required certification. Each tier certifies to the tier above that it will not and has not used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 USC 1352. Each tier shall also disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier-to-tier up to the recipient.
7. **Contracts**. Subrecipients may enter into contract(s) to perform applicable provisions of this grant agreement. The subrecipient is responsible for ensuring that all activities delegated to contractors are in support of this grant agreement.
 - (1) Consultants and/or contractors shall be selected in accordance with the subrecipient agency procurement policies and procedures in order to comply with the terms of this Agreement and in accordance with the OTS GPM.

The subrecipient consultant and/or contractor are subject to all applicable terms and conditions and are bound by the applicable certifications of the grant agreement and 2 CFR Part 200.

CA OTS is not obligated to make any payment under any agreement prior to final execution or outside the terms of the contract period. Contractor/subrecipient agency expenditures incurred prior to final contract execution are taken at the risk of that contractor/subrecipient agency and will be considered unallowable if that agreement/contract is not executed.

- (2) Nothing contained in this grant agreement shall create any contractual relation between the State and any contractors, and no contract shall relieve the subrecipient of its responsibilities and obligations hereunder. Subrecipient agrees to be as fully responsible to the State for the acts and omissions of its contractors and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by the subrecipient. The subrecipient's obligation to pay its contractors is an independent obligation from the State's obligation to make payments to the subrecipient. As a result, the State shall have no obligation to pay or to enforce the payment of any moneys to any contractor.

8. **Child Support Compliance Act.** “For any grant agreement in excess of \$100,000, the subrecipient acknowledges in accordance with Public Contract Code (PCC) § 7110, that:
 - a. The subrecipient recognizes the importance of child and family support obligations and shall fully comply with all applicable state and federal laws relating to child and family support enforcement, including, but not limited to, disclosure of information and compliance with earnings assignment orders, as provided in Chapter 8 (commencing with section 5200) of Part 5 of Division 9 of the Family Code; and
 - b. The subrecipient, to the best of its knowledge is fully complying with the earnings assignment orders of all employees and is providing the names of all new employees to the New Hire Registry maintained by the California Employment Development Department.” (Reference: DGS Standard Agreement “General Terms and Conditions,” form GTC610)
9. **Clean Air Act (42 USC 7401 et seq.) and the Federal Water Pollution Control Act (33 USC 1251 et seq.), as amended.** Grants of amounts in excess of \$100,000 shall contain a provision that requires the subrecipient to agree to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act (42 USC 7401 et seq.) and the Federal Water Pollution Control Act as amended (33 USC 1251 et seq.). Violations shall be reported to the federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).
10. **Compensation.** The consideration to be paid subrecipient, as provided herein, shall be in compensation for all of subrecipient’s expenses incurred in the performance hereof, including travel, per diem, and taxes, unless otherwise expressly so provided. (Reference: DGS Standard Agreement “General Terms and Conditions,” form GTC610)
11. **Loss Leader.** If this grantee agreement involves the furnishing of equipment, materials, or supplies then the following statement is incorporated: It is unlawful for any person engaged in business within this state to sell or use any article or product as a “loss leader” as defined in Section 17030 of the Business and Professions Code (PCC 10344(e)).
12. **Consultant/Contracts.**

Competition: No subrecipient shall draft, or cause to be drafted, any invitation to bid or request for proposal, in connection with the awarding of a consulting services contract, in such a manner as to limit the bidding directly to any one bidder. At least three competitive bids or proposals shall be secured for each consulting services contract. (Reference: PCC §§ 10372 and 10373)

Contractor: Contractor, and the agents and employees of contractor, in the performance of this grant agreement, shall act in an independent capacity and not as officers or employees or agents of the state. (Reference: DGS Standard Agreement “General Terms and Conditions,” form GTC610)

Progress schedule: Subrecipients entering into a contractual agreement for consultant services totaling five thousand dollars (\$5,000) or more shall include detailed criteria and a mandatory progress schedule. (Reference: PCC § 10371)

Progress payments: Subrecipients may provide for progress payments to consultants/contractors for work performed or costs incurred in the performance of the contract. Not less than ten percent of the contract amount shall be withheld pending final completion of the contract and an evaluation of the contractor's performance. If the contract consists of the performance of separate and distinct tasks, then any funds so withheld with regard to a particular task may be paid upon completion of that task and an evaluation of the contractor's performance. (Reference: PCC § 10379)

13. **Contract Work Hours and Safety Standards Act (40 USC 327-333)**. Where applicable, all contracts awarded by recipients in excess of \$2,000 for construction contracts and in excess of \$2,500 for other contracts that involve the employment of mechanics or laborers shall include a provision for compliance with Sections 102 and 107 of the Contract Work Hours and Safety Standards Act (40 USC 327-333), as supplemented by Department of Labor regulations (29 CFR part 5). Under Section 102 of the Act, each contractor shall be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than 1 ½ times the basic rate of pay for all hours worked in excess of 40 hours in the work week. Section 107 of the Act is applicable to construction work and provides that no laborer or mechanic shall be required to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation of transmission of intelligence.
14. **Convict/Forced Labor**. No foreign-made equipment, materials, or supplies furnished pursuant to this contract may be produced in whole or in part by forced labor, convict labor, or indentured labor under penal sanction. (Reference: PCC § 6108)
15. **Copeland "Anti-Kickback" Act (18 USC 874 and 40 USC 276c)**. All grants and contracts in excess of \$2,000 for construction or repair awarded by recipients and sub recipients shall include a provision for compliance with the Copeland "Anti-Kickback" Act (18 USC 874), as supplemented by Department of Labor regulations (29 CFR part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or sub recipient shall be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he is otherwise entitled. The recipient shall report all suspected or reported violations to the federal awarding agency.
16. **Copyrights (41 CFR 105-71.134)**. The federal awarding agency reserves a royalty-free, nonexclusive, and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use, for federal government purposes: (a) The copyright in any work developed under a grant or contract; and (b) Any rights of copyright to which a subrecipient or a contractor purchases ownership with grant support.

17. **Davis-Bacon Act, as amended (40 USC 276a to a-7)**. When required by federal program legislation, all construction contracts awarded by the recipients and sub recipients of more than \$2,000 shall include a provision for compliance with the Davis-Bacon Act (40 USC 276a to a-7) and as supplemented by Department of Labor regulations (29 CFR part 5, “Labor Standards Provisions Applicable to Contracts Governing Federally Financed and Assisted Construction”). Under this Act, contractors shall be required to pay wages to laborers and mechanics at a rate not less than the minimum wages specified in a wage determination made by the Secretary of Labor. In addition, contractors shall be required to pay wages not less than once a week. The recipient shall place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation and the award of a contract shall be conditioned upon the acceptance of the wage determination. The recipient shall report all suspected or reported violations to the federal awarding agency.
18. **Disadvantaged Business Enterprise/Small Business Affirmative Steps**. Subrecipients and contractors will take all necessary affirmative steps to assure that disadvantaged business enterprises (DBE), as defined in 49 CFR Section 26.5, and labor surplus area firms are used when possible. Affirmative steps shall include:
- a. Placing qualified DBEs and small businesses on solicitation lists.
 - b. Assuring that DBEs and small businesses are solicited whenever they are potential sources.
 - c. Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and DBEs.
 - d. Establishing delivery schedules, where the requirement permits, which encourage participation by small and DBEs.
 - e. Using the services and assistance of the Small Business Administration, and the Minority Business Development Agency of the Department of Commerce.
 - f. Requiring the prime contractor, if subcontracts are to be let, to take the affirmative steps listed above. (Reference: 49 CFR 18)
19. **Disclosure Requirements**.
- a. Any document or written report prepared for or under the direction of a state or local agency, which is prepared in whole or in part by non-employees of such agency, shall contain the contract numbers and the dollar amounts of all contracts and subcontracts relating to the preparation of such document or written report when the total cost for such work performed by non-employees of the agency exceeds five thousand dollars (\$5,000). The contract and subcontract numbers and dollar amounts shall be set forth in a separate section of each such document or written report.

- b. When multiple documents or written reports are the subject or product of the contract, the total contract amount is deemed to represent the compensation for those multiple documents or written reports. (Reference: GC § 7550)
20. **Disputes.** Contractor shall continue with the responsibilities under this grant agreement during any dispute. (Reference: DGS Standard Agreements “General Terms and Conditions,” form GTC610)
21. **Document Retention and Access.** The subrecipient certifies that it will comply with the retention and access requirements for records established by 49 CFR Part 18.42. The required records and documentation relating to the grant and/or sub-contract shall be retained for a minimum of three years after the starting date of the retention period as defined in Section 18.42. The OTS or their authorized representative shall have the right of access to any books, documents, papers, or other records of subrecipients or contractors which are pertinent to the grant and/or contract, in order to make audits, examinations, excerpts, and transcripts. The right of access is not limited by the required retention period and shall last as long as the records are retained.
22. **Equipment.** Equipment acquired under this grant agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the state; or the state, by formal agreement with appropriate officials of a political subdivision or state agency, shall cause such equipment to be used and kept in operation for highway safety purposes. (Reference: 23 CFR 1200.21)
23. **Equal employment Opportunity.** All grant agreements shall contain a provision requiring compliance with E.O. 11246, “Equal Employment Opportunity,” as amended by E.O. 11375, “Amending Executive Order 11246 Relating to Equal Employment Opportunity,” and as supplemented by regulations at 41 CFR Part 60, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, and Department of Labor.” (Reference: OMB Circular A-110, Appendix A reference applies to Clauses 31 through 37)
24. **Financial Management System.** The subrecipient or contractor, will comply with all applicable state, local, and federal procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20.
25. **Governing Law.** This contract is governed by and shall be interpreted in accordance with the laws of the State of California. (Reference: DGS Standard Agreement “General Terms and Conditions,” form GTC610)
26. **Indemnification.** Subrecipient agrees to indemnify, defend, and save harmless the State, its officers, agents, and employees from any and all claims and losses accruing or resulting to any and all contractors, subcontractors, suppliers, laborers, and any other person, firm, or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this agreement, and from any and all claims and losses accruing or resulting to any person, firm, or corporation who may be injured or damaged by contractor in the performance of this agreement. (Reference: DGS Standard Agreement “General Terms and Conditions,” form GTC610). Institutes of Higher Education see #44.

27. Intangible Property.

- a. The subrecipient may copyright any work that is subject to copyright and was developed, or for which ownership was purchased, under award. The California Office of Traffic Safety and the National Highway Traffic Safety Administration reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use the work for federal purposes, and to authorize others to do so.
- b. Subrecipients are subject to applicable regulations governing patents and inventions, including government-wide regulations issued by the Department of Commerce at 37 CFR Part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts, and Cooperative Agreements."
- c. The federal government has the right to:
 - (1) obtain, reproduce, publish or otherwise use the data first produced under an award; and
 - (2) authorize others to receive, reproduce, publish, or otherwise use such data for federal purposes.
- d. Freedom of Information Act
 - (1) In addition, in response to a Freedom of Information Act (FOIA) request for research data relating to published research findings produced under an award that were used by the federal government in developing an agency action that has the force and effect of law, the federal awarding agency shall request, and the subrecipient shall provide, within a reasonable time, the research data so that they can be made available to the public through the procedures established under the FOIA. If the federal awarding agency obtains the research data solely in response to a FOIA request, the agency may charge the requester a reasonable fee equaling the full incremental cost of obtaining the research data. This fee should reflect costs incurred by the agency, the recipient, and applicable sub recipients. This fee is in addition to any fees the agency may assess under the FOIA (5 USC 552(A)(4)(a)).
 - (2) The following definitions apply for purposes of paragraph (d) of this section:
 - (i) Research data is defined as the recorded factual material commonly accepted in the scientific community as necessary to validate research findings, but not any of the following: preliminary analyses, drafts of scientific papers, plans for future research, peer reviews, or communications with colleagues. This "recorded" material excludes physical objects (e.g., laboratory samples). Research data also do not include:
 - (A) Trade secrets, commercial information, materials necessary to be held confidential by a researcher until they are published, or similar information which is protected under law; and

(B) Personnel and medical information and similar information the disclosure of which would constitute a clearly unwarranted invasion of personal privacy, such as information that could be used to identify a particular person in a research study.

(ii) Published is defined as either when:

(A) Research findings are published in a peer-reviewed scientific or technical journal; or

(B) A federal agency publicly and officially cites the research findings in support of an agency action that has the force and effect of law.

(iii) Used by the federal government in developing an agency action that has the force and effect of law is defined as when an agency publicly and officially cites the research findings in support of an agency action that has the force and effect of law.

e. Title to intangible property and debt instruments acquired under a grant or contract vests upon acquisition in the recipient. The recipient shall use that property for the originally-authorized purpose, and the recipient shall not encumber the property without approval of the federal awarding agency. When no longer needed for the originally authorized purpose, disposition of the intangible property shall occur in accordance with the provisions of OMB Circular A-110, paragraph 34(g).

(Reference: Office of Management and Budget (OMB) Circular A-110, Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and Other Non-Profit Organizations, and OMB Circular A-102 Grants and Cooperative Agreements with State and Local Governments)

28. **Logos.** The OTS logo will appear on all promotional materials where appropriate and practical. Contact the appropriate OTS Coordinator for copies.

29. **Non-discrimination Clause.**

State requirements: During the performance of this grant agreement, subrecipient and its contractors shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (cancer), age (over 40), marital status, and denial of family care leave. Subrecipient and contractors shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Subrecipient and contractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code Section 12990 (a-f) et seq.) and the applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. Subrecipient and its contractors shall

give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

Subrecipients shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the agreement.

Priority Hiring Considerations. For agreements in excess of \$200,000, the subrecipient, in accordance with the California Public Contracting Code § 10353, shall consider filling vacancies in positions funded by the agreement to qualified recipients of aid under Chapter 2 (commencing with Section 11200) of Part 3 of Division 9 of the Welfare and Institutions Code, in accordance with Article 3.9 (commencing with Section 11349) of Chapter 2 of Part 3 of Division 9 of the Welfare and Institutions Code.

This section and Article 3.9 (commencing with Section 11349) of Chapter 2 of Part 3 of Division 9 of the Welfare and Institutions Code shall not be applicable to any contracts for a grant as defined in Section 10105. (Section 10105 defines a grant as “. . . the erection, construction, alteration, repair or improvement of any state structure, building, road, or other state improvement of any kind which will exceed a total cost calculated pursuant to subdivision (b).”

This section and Article 3.9 (commencing with Section 11349) of Chapter 2 of Part 3 of Division 9 of the Welfare and Institutions Code shall not be construed so as to do any of the following:

- a. Interfere with or create a violation of the terms of valid collective bargaining agreements.
- b. Require the subrecipient to hire an unqualified recipient of aid.
- c. Interfere with, or create a violation of, any federal affirmative action obligation of a contractor for hiring disabled veterans or veterans of the Vietnam era.
- d. Interfere with, or create a violation of, the requirements of Section 12990 of the Government Code. (Reference: PCC § 10353)

30. **Independent Contractor.** Subrecipient/contractor, and the agents and employees of subrecipient/contractor, in the performance of this grant agreement, shall act in an independent capacity and not as officers or employees or agents of the State.

31. **Recycling Certification.** The subrecipient shall certify in writing under penalty of perjury, the minimum, if not exact, percentage of recycled content, both post consumer waste and secondary waste as defined in the Public Contract Code, Sections 12161 and 12200, in materials, goods, or supplies offered or products used in the performance of this agreement, regardless of whether the produce meets the required recycled product percentage as defined in the Public Contract Code, Sections 12161 and 12200. Contractor may certify that the product contains zero recycled content. (Reference: PCC § 10233, 10308.5, 10354)

32. **Rights to Inventions Made Under a Contract or Agreement.** Contracts or agreements for the performance of experimental, developmental, or research work shall provide for the

rights of the federal government and the recipient in any resulting invention in accordance with 37 CFR part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts, and Cooperative Agreements," and any implementing regulations issued by the awarding agency.

33. **Single Audit Act Certification.** The OTS is the agency responsible for administering California's federal highway safety funds on behalf of the Governor. Federal funds are provided for this grant by the United States Department of Transportation. The records and supportive documentation for all completed grants are subject to an on-site audit and OTS reserves the right to inspect and review during normal working hours the work product of any independent auditor in support of their audit.

The subrecipient certifies that it will comply with the Single Audit Act of 1984 (31 U.S.C. 7501 et seq.), as amended, which requires the following:

- a. State or local governments that receive \$750,000 or more a year in federal financial assistance shall have an audit made in accordance with the Office of Management and Budget (OMB) Circular No. A-133.
 - b. State or local governments that receive less than \$750,000 a year shall be exempt from compliance with the Act and other federal audit requirements.
 - c. Nothing in this paragraph exempts State or local governments from maintaining records of federal financial assistance or from providing access to such records to Federal Agencies, as provided for in federal law or in Circular A-133 "Audits of States, Local Governments and Non-Profit Organizations".
 - d. The State Controller's Office notifies OTS of those cities, counties, and special districts that have not submitted an audit report or have not indicated to SCO that they are exempt each fiscal year. Grantee agencies that are not in compliance will be notified and required to provide verification of compliance or be subject to sanctions including, reimbursement withholding or grant cancellation.
34. **Solicitation.** No employee of the applicant agency, the contractor, or any agency acting on behalf of the agency, may solicit or accept gratuities, favors, or anything of monetary value from contractors or potential contractors.
35. **Termination for Cause.** The State may terminate this grant agreement and be relieved of any payments should the subrecipient fail to perform the requirements of this grant agreement at the time and in the manner herein provided.
36. **Termination without Cause.** Either party may terminate without cause upon thirty days written notice to the other party. All work performed pursuant to the contract and prior to the date of termination may be claimed for reimbursement (Reference: State Contracting Manual, Chapter 7.85).
37. **Timeliness.** Time is of the essence in this grantee agreement (Reference: DGS Standard Agreement "General Terms and Conditions," form GTC610).
38. **Unenforceable Provision.** In the event that any provision of this grantee agreement is unenforceable or held to be unenforceable, then the parties agree that all other provisions

of this agreement have force and effect and shall not be effected thereby. (Reference: DGS Standard Agreement "General Terms and Conditions," form GTC610)

Traffic Enforcement Agencies Only

Full-time subrecipient traffic enforcement personnel and any equipment funded under this grant agreement shall be dedicated solely to grant supported enforcement tasks unless a criminal offense is committed in the officer's presence; a response to an officer in distress is initiated, and or a riot requires that all available enforcement personnel be committed in response.

Nothing in this grant agreement shall be interpreted as a requirement, formal or informal, that a particular police officer issue a specified or predetermined number of citations in pursuance of the goals and objectives hereunder.

Institutions of Higher Education

1. **Subcontracts.** Subrecipient may enter into contract(s) to perform applicable provisions of this grant agreement. The subrecipient is responsible for ensuring that all activities delegated to contractors are in support of this grant agreement.

Consultants and/or contractors shall be selected in accordance with the subrecipient agency procurement policies and procedures in order to comply with the terms of this grant agreement and in accordance with the OTS GPM.

The subrecipient, consultant or contractor are subject to all applicable terms and conditions and are bound by the applicable certifications of the grant agreement and 49 CFR Part 18, and/or CFR Part 19 whichever is applicable.

OTS is not obligated to make any payment under any grant agreement prior to final execution or outside the terms of the contract period. Contractor expenditures incurred prior to final contract execution are taken at the risk of that contractor agency and will be considered unallowable if that agreement/contract is not executed.

2. **Indemnification.** The University shall defend, indemnify and hold harmless the State, its officers, employees and agents from and against any and all liability, loss, expense, attorneys' fees, or claims for injury or damages arising out of the performance of this grant agreement but only the proportion to and to the extent such liability, loss, expense, attorneys' fees, or claims for injury or damages are caused by or result from the negligent or intentional acts or omissions of the University, its respective officers, agents or employees.

In accordance with Government Code Section 895.4, the State shall defend, indemnify and hold harmless the University, its officers, employees and agents from and against any and all liability, loss, expense, attorneys' fees, or claims for injury or damages are caused by or result from the negligent or intentional acts or omissions of the State, its respective officers, agents or employees.

State Certifications (Revised 5/15)

Federal certifications and assurances are included in [Appendix A](#) of this *Grants Management Manual*. The following laws apply to persons or entities doing business with the State of California.

1. **Statement of Compliance.** Subrecipient has, unless exempted, complied with the nondiscrimination program requirements (GC 12990 (a-f) and CCR, Title 2, Section 8103). (Not applicable to public entities.)
2. **National Labor Relations Board Certification.** Subrecipient or contractor certifies that no more than one (1) final unappealable finding of contempt of court by a federal court has been issued against subrecipient or contractor within the immediately preceding two-year period because of subrecipient or contractor's failure to comply with an order of a federal court which orders subrecipient or contractor to comply with an order of the National Labor Relations Board. (PCC 10296) (Not applicable to public entities.)
3. **Expatriate Corporations.** Subrecipient or contractor hereby declares that it is not an expatriate corporation or subsidiary of an expatriate corporation within the meaning of Public Contract code Section 10286 and 10286.1, and is eligible to contract with the State of California.
4. **Sweat Free Code of Conduct.** All subrecipients contracting for the procurement or laundering of apparel, garments or corresponding accessories, or the procurement of equipment, materials, or supplies, other than procurement related to a public works contract, declare under penalty of perjury that no apparel, garments or corresponding accessories, equipment, materials, or supplies furnished to the state pursuant to the contract have been laundered or produced in whole or in part by sweatshop labor, forced labor, convict labor, indentured labor under penal sanction, abusive forms of child labor or exploitation of children in sweatshop labor, or with the benefit of sweatshop labor, forced labor, convict labor, indentured labor under penal sanction, abusive forms of child labor or exploitation of children in sweatshop labor. The subrecipient further declares under penalty of perjury that they adhere to the Sweat Free Code of Conduct as set forth on the California Department of Industrial Relations website located at www.dir.ca.gov, and Public Contract Code Section 6108.

The subrecipient agrees to cooperate fully in providing reasonable access to the subrecipient's records, documents, agents or employees, or premises if reasonably required by authorized officials of the contracting agency, the Department of Industrial Relations, or the Department of Justice to determine the contractor's compliance with the requirements under paragraph (a).

5. **Domestic Partners.** For agreements over \$100,000 executed or amended after January, 1, 2007, the subrecipient certifies that it is in compliance with Public Contract Code section 10295.3
6. **CONFLICT OF INTEREST.** Subrecipient or contractor needs to be aware of the following provisions regarding current or former state employees. If subrecipient or contractor

has any questions on the status of any person rendering services or involved with the agreement, the awarding agency must be contacted immediately for clarification.

Current State Employees (PCC 10410)

- i. No officer or employee shall engage in any employment, activity, or enterprise from which the officer or employee receives compensation or has a financial interest and which is sponsored or funded by any state agency, unless the employment, activity, or enterprise is required as a condition of regular state employment.
- ii. No officer or employee shall contract on his or her own behalf as an independent contractor with any state agency to provide goods or services.

Former State Employees (PCC 10411)

- i. For the two-year period from the date he or she left state employment, no former state officer or employee may enter into a contract in which he or she engaged in any of the negotiations, transactions, planning, arrangements, or any part of the decision-making process relevant to the contract while employed in any capacity by any state agency.
- ii. For the twelve-month period from the date he or she left state employment, no former state officer or employee may enter into a contract with any state agency if he or she was employed by that state agency in a policy-making position in the same general subject area as the proposed contract within the twelve-month period prior to his or her leaving state service.

If subrecipient or contractor violates any provisions of above paragraphs, such action by subrecipient or contractor shall render this agreement void. (PCC 10420)

Members or boards and commissions are exempt from this section if they do not receive payment other than payment of each meeting of the board or commission, payment for preparatory time and payment for per diem. (PCC 10430(e))

7. **Labor Code/Workers' Compensation.** Subrecipient or contractor needs to be aware of the provisions which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions, and subrecipient or contractor affirms to comply with such provisions before commencing the performance of the work of this agreement. (Labor Code Section 3700)
8. **Americans With Disabilities Act.** Subrecipient or contractor assures the State that it complies with the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42 USC 12101 et seq.)
9. **Subrecipient/Contractor Name Change.** An amendment is required to change the subrecipient or contractor's name as listed on this grant agreement. Upon receipt of

legal documentation of the name change an amendment will be processed. Payment of invoices presented with a new name cannot be paid prior to approval of said amendment.

10. **Corporate Qualifications to Do Business in California.** When agreements are to be performed in the State by corporations, the authorizing agencies will be verifying that the contractor is currently qualified to do business in California in order to ensure that all obligations due to the State are fulfilled.

“Doing business” is defined in Revenue and Taxation Code (R&TC) Section 23101 as actively engaging in any transaction for the purpose of financial or pecuniary gain or profit. Although there are some statutory exceptions to taxation, rarely will a corporate contractor performing within the state not be subject to the franchise tax.

Both domestic and foreign corporations (those incorporated outside of California) must be in good standing in order to be qualified to do business in California. Agencies will determine whether a corporation is in good standing by calling the Office of the Secretary of State.

11. **Resolution.** Upon request, a county, city, district, or other local public body must provide the State with a copy of a resolution, order, motion, or ordinance of the local governing body which by law has authority to enter into an agreement, authorizing execution of the grant agreement.
12. **Air or Water Pollution Violation.** Under the State laws, the subrecipient or contractor shall not be: (1) in violation of any order or resolution not subject to review promulgated by the State Air Resources Board or an air pollution control district; (2) subject to cease and desist order not subject to review issued pursuant to Section 13301 of the Water Code for violation of waste discharge requirements or discharge prohibitions; or (3) finally determined to be in violation of provisions of federal law relating to air or water pollution.
13. **Non-Duplication of Grant Funding.** The grant applicant has no ongoing or completed grants under agreement with other federal funding sources which duplicate or overlap any work contemplated or described in this traffic safety grant. It is further agreed that any pending or proposed request for other federal grant funds which would duplicate or overlap work under this traffic safety grant will be revised to exclude any such duplication of grant fund expenditures. It is understood that any such duplication of federal fund expenditures subsequently determined by audit will be subject to recovery by the Office of Traffic Safety.
14. **Energy Efficiency.** It is understood the grant applicant will purchase only energy efficient equipment, whenever possible and appropriate.
15. **Limited English Proficiency.** The grant applicant will take reasonable steps to ensure meaningful access by persons with limited English proficiency to the information and services provided through federal financial assistance.

16. **Administrative Support and Statement of Intent.** This program has full support of the authorizing agency, and every effort will be made to continue the activities after the grant conclusion. If required by local governance, the city council or the board of supervisors will endorse this grant through a resolution.
17. **Non-Enforcement Supplanting Avoidance.** Non-enforcement salaried and hourly personnel assigned to this grant are conducting a new traffic safety program not previously funded with city, county or State funding or were previously in a grant-funded position.

RAIL SAFETY EDUCATION TARGET SCHOOLS

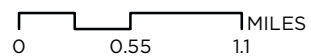
2018-19 School Year



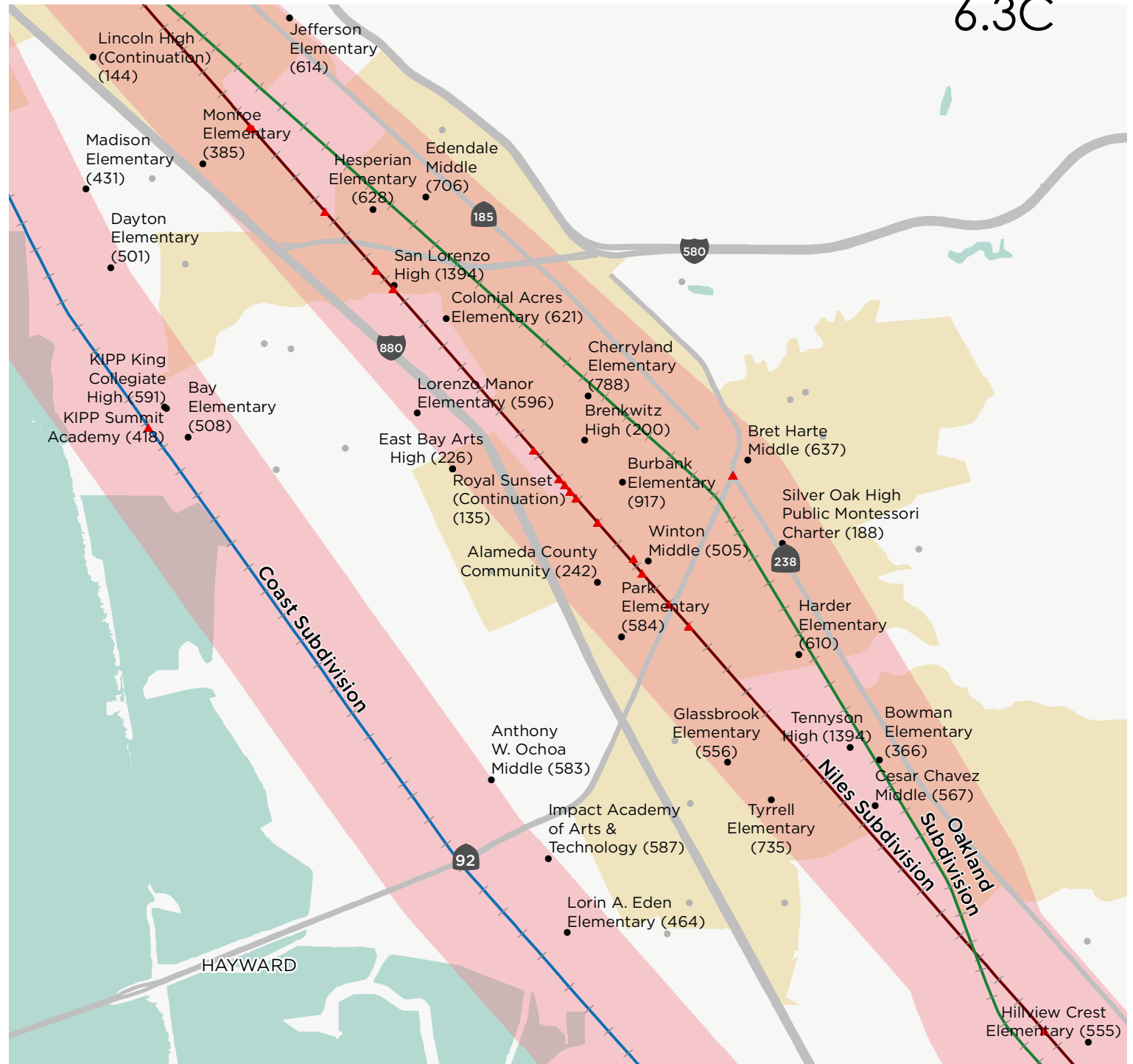
Alameda County

- Schools Within 1/2 Mile of Railroad
- Schools Within 1 Mile of Railroad
- ▲ Rail Collisions*
- Oakland Subdivision
- Niles Subdivision
- Coast Subdivision
- Communities of Concern
- Half Mile Buffer

*Location of trespass incidents is self-reported by the railroad operator to the FRA.



DATA SOURCES:
Alameda County,
Caltrans, NHGIS
US Census Bureau,
Federal Railroad
Administration.
(2011-May 2017)



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	School Name	Grades Served	Location	School Enrollment (School Year 2016-17)	Total Enrollment
Schools Within ½ Mile of Railroad Tracks	Alameda County Community	K-12	Hayward	242	18,376
	Anthony W. Ochoa Middle	7-8	Hayward	583	
	Bay Elementary	K-5	San Lorenzo	508	
	Bowman Elementary	K-6	Hayward	366	
	Brenkwitz High	9-12	Hayward	200	
	Bret Harte Middle School (HUSD)	7-8	Hayward	637	
	Burbank Elementary	K-6	Hayward	917	
	Cesar Chavez Middle School	7-8	Hayward	567	
	Cherryland Elementary	K-6	Hayward	788	
	Colonial Acres School	K-5	Hayward	621	
	Dayton Elementary	K-5	San Leandro	501	
	East Bay Arts High	9-12	Hayward	226	
	Edendale Middle	6-8	San Lorenzo	706	
	Glassbrook Elementary	K-6	Hayward	556	
	Harder Elementary	K-6	Hayward	610	
	Hesperian Elementary	K-5	San Lorenzo	628	
	Hillview Crest Elementary	K-5	Hayward	555	
	Impact Academy of Arts & Technology	7-12	Hayward	587	
	James Monroe Elementary	K-5	San Leandro	385	
	Jefferson Elementary (SLUSD)	K-5	San Leandro	614	
	KIPP King Collegiate High	9-12	San Lorenzo	591	
	KIPP Summit Academy	5-8	San Lorenzo	418	
	Lincoln High (Continuation)	9-12	San Leandro	144	
	Lorenzo Manor Elementary	K-5	Hayward	596	
	Lorin A. Eden Elementary	K-6	Hayward	464	
	Madison Elementary	K-5	San Leandro	431	
	Park Elementary	K-6	Hayward	584	
	Royal Sunset (Continuation)	7-12	Hayward	135	
San Lorenzo High School	9-12	San Lorenzo	1,394		
Silver Oak High Public Montessori Charter	9-12	Hayward	188		
Tennyson High	9-12	Hayward	1,394		
Tyrrell Elementary	K-6	Hayward	735		
Winton Middle	7-8	Hayward	505		
Schools Within 1 Mile of Railroad Tracks	Arroyo High	9-12	San Lorenzo	1,780	14,962
	Bohannon Middle	6-8	San Lorenzo	854	
	Corvallis Elementary	K-5	San Leandro	527	
	Del Rey Elementary	K-5	San Lorenzo	527	
	Eden Gardens Elementary	K-6	Hayward	589	
	Eldridge Elementary	K-6	Hayward	476	
	Faith Ringgold School of Arts and Science	K-8	Hayward	135	
	Grant Elementary	K-5	San Lorenzo	405	
	Hayward High	9-12	Hayward	1,576	
	Highland	K-12	Hayward	14	
	Hillside Elementary	K-5	San Leandro	479	
	Knowledge Enlightens You (KEY) Academy	K-8	Hayward	559	
	Leadership Public Schools	9-12	Hayward	578	
	Longwood Elementary	K-6	Hayward	708	
	Mt. Eden High	9-12	Hayward	2,007	
	Palma Ceia Elementary	K-6	Hayward	588	
	Ruus Elementary	K-6	Hayward	573	
	Schafer Park Elementary	K-6	Hayward	734	
	Strobridge Elementary	K-6	Castro Valley	550	
	Treeview Elementary	K-6	Hayward	496	
Washington Manor Middle School	6-8	San Leandro	807		
Total Enrollment				33,338	

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Attachment E Trespass Collisions by Corridor

Crossing Corridor	Length (Miles)	Population within ¼ mi.	Total Passenger and Freight Trains	Trespass Collisions, 2011 - 2017	Trespass Fatalities, 2011 - 2017
Niles – San Lorenzo & Hayward	4.9	34,100	14	12	11
Niles – East Oakland	2.5	8,600	32	5	3
Martinez – Emeryville	2.2	6,700	60	4	1
Niles – Downtown District – San Leandro	1.8	11,600	14	4	1
Niles – South San Leandro	1.0	6,800	14	3	2
Martinez – Berkeley/Albany	1.2	1,900	62	2	2
Niles – Canyon District	3.4	8,800	14	2	2
Niles – Coliseum District	2.3	8,200	32	2	2
Niles – Union City	2.4	11,700	14	2	2
Oakland – Livermore/Unincorporated	7.1	11,600	19	2	2
Niles – Jack London District	1.5	3,200	32	2	0
Coast – Newark & Fremont	4.2	10,800	18	1	1
Coast – San Lorenzo	0.1	1,000	18	1	1
Coast – Union City	1.5	7,900	18	1	1
Oakland – Shinn Connector	5.4	17,700	19	1	1
Oakland – Pleasanton	2.3	5,200	19	1	0
Warm Springs	6.0	15,159	0	1	0
Other Corridors	n/a	n/a	n/a	0	0
<i>Unassigned – Fremont Area*</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>1</i>	<i>1</i>
Total				47	33

*A fatal trespass crash was reported in the Fremont area, but could not be assigned to a particular corridor. Therefore, no social cost was estimated.

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Memorandum

7.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 19, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Interstate 680 Sunol Express Lanes – Phase 1: Approval of Amendment No. 2 to Cooperative Agreement No. 04-2568 with Caltrans for the Plans, Specifications and Estimate Phase

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 2 to Cooperative Agreement (Coop) No. 04-2568 with the California Department of Transportation (Caltrans) to administratively adjust funding from the Right of Way (R/W) Capital Phase to the Plans, Specifications and Estimate (PS&E) Phase.

Summary

The Alameda CTC is the implementing agency for the I-680 Sunol Express Lane project – Phase 1 (Project). Phase 1 of the Project proposes to widen and rehabilitate a 9-mile segment along I-680 in order to construct a Northbound HOV/Express Lane from Auto Mall Parkway to SR-84 in Alameda County. The Project is funded by a combination of State and Sales Tax Measure funds.

Coop 04-2568 was executed in November 2015 to delineate the roles and responsibilities between Alameda CTC and Caltrans for the PS&E, R/W support, and R/W capital phases of the project. To keep the project on schedule, as part of Coop Amendment No. 1, executed in October 2017, Caltrans was authorized \$700,000 during the PS&E phase to perform clearing and grubbing in advance of the construction contract so as to avoid conflict with the Migratory Bird Act which prohibits disturbance during the nesting season (generally February-October). The final cost for this work has increased by \$200,000. The R/W capital has projected unused budget of \$200,000.

Amendment No. 2 is an administrative action that adjusts the budget into the proper phase so that Caltrans may properly charge and seek reimbursement for the project work performed. Tables 1 and 2 detail the funding adjustments associated with the approval of Amendment No. 2.

Background

I-680 from SR-237 to SR-84 is the one of the most congested freeways in the San Francisco Bay Area. With the recent economic boom which has revitalized the commute and goods movement in this corridor, the level of traffic congestion and delays within the corridor has increased. Traffic forecasts for the project indicate that traffic congestion is expected to worsen in coming years.

The I-680 Southbound HOV/Express Lane was opened to the public in 2010, and since its opening has reduced the traffic congestion and provided travel reliability for motorists traveling the corridor during the morning commute hours. Currently, heavy afternoon traffic congestion exists on I-680 Northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that the congestion is caused by two bottlenecks: the first near Washington Boulevard and the second at the lane drop at the truck scales (located between Sheridan Road and Andrade Road). The I-680 Sunol Express Lane Project will widen I-680 from Grimmer Road to SR 84 in Alameda County and construct a 14-mile long northbound HOV/Express Lane in the corridor. The project is being implemented with a phased approach focusing on providing immediate operational benefits within current funding availability. Phase 1 of the Project proposes to widen and rehabilitate a 9-mile segment along I-680 in order to construct a Northbound HOV/Express Lane from Auto Mall Parkway to SR-84 in Alameda County.

To avoid multiple construction contracts, minimize extended inconvenience to the traveling public, and achieve maximum cost efficiency, in addition to the new High Occupancy Vehicle (HOV)/express lane from south of Auto Mall Parkway to SR-84, Alameda CTC and Caltrans have partnered to include as part of the Phase 1 construction package (1) modification of the current limited access toll lanes along the southbound corridor from Andrade Road to SR-262/Mission to be converted to continuous access toll; (2) rehabilitation improvements along northbound I-680 between Auto Mall Parkway and Koopman Road; and (3) components to support the integration of the southbound and northbound toll collection system.

Coop 04-2568, executed in November 2015, confirmed Alameda CTC's role as the implementing agency for PS&E, R/W support, and R/W capital phases and authorized funding for Caltrans for the R/W support and R/W capital phases. Based upon the schedule, the construction contractor would not be on board until the beginning of 2018. With the first order of work being clearing and grubbing, the project would not be able to begin until October 2018 due to conflict with the Migratory Bird Act which prohibits disturbance during the nesting season (February-October). To keep the project on schedule, Amendment No. 1 was executed in October 2017 and authorized \$700,000 for Caltrans to procure a contractor to perform advanced clearing and grubbing as part of the PS&E phase. The final cost of the work was \$900,000, an increase of \$200,000.

The construction contract was ultimately awarded in November 2017 and construction began in March 2018. The advanced work performed by Caltrans in the PS&E phase allowed for the contractor on the main construction contract to proceed without delay.

Under the R/W phase, Caltrans has a projected unused capital budget of \$200,000. Coop Agreement Amendment No. 2 proposes to shift budget from the R/W capital phase to the PS&E phase. The proposed administrative adjustments, reflected in Tables 1 and 2, will allow Caltrans to properly charge and seek reimbursement for the project work performed.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Project Fact Sheet

TABLE 1: FUNDING SUMMARY CURRENT*							
			ALAMEDA CTC	CALTRANS			
SOURCE	FUNDING PARTNER	FUND TYPE	PS&E	R/W SUPPORT	R/W CAPITAL	RESERVE**	TOTAL
State	Caltrans	State Highway Operation and Protection Program	\$2,830,000	\$0	\$0	\$0	\$2,830,000
State	Caltrans	Traffic Congestion Relief Program	\$6,770,000	\$0	\$0	\$230,000	\$7,000,000
Local	ALAMEDA CTC	Measure B	\$8,478,000	\$500,000	\$500,000	\$20,000	\$9,498,000
Total			\$18,078,000	\$500,000	\$500,000	\$250,000	\$19,328,000

* Amounts are based on Amendment No. 1

**The amount of \$250,000 is set aside as reserved to be used by Caltrans upon agreement per Project Management Plan

TABLE 1: FUNDING SUMMARY ADJUSTMENT							
			ALAMEDA CTC	CALTRANS			
SOURCE	FUNDING PARTNER	FUND TYPE	PS&E	R/W SUPPORT	R/W CAPITAL	RESERVE	TOTAL
State	Caltrans	State Highway Operation and Protection Program	\$0	\$0	\$0	\$0	\$0
State	Caltrans	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0
Local	ALAMEDA CTC	Measure B	\$200,000	\$0	-\$200,000	\$0	\$0
Total			\$200,000	\$0	-\$200,000	\$0	\$0

TABLE 1: FUNDING SUMMARY REVISED

TABLE 1: FUNDING SUMMARY REVISED							
			ALAMEDA CTC	CALTRANS			
SOURCE	FUNDING PARTNER	FUND TYPE	PS&E	R/W SUPPORT	R/W CAPITAL	RESERVE	TOTAL
State	Caltrans	State Highway Operation and Protection Program	\$2,830,000	\$0	\$0	\$0	\$2,830,000
State	Caltrans	Traffic Congestion Relief Program	\$6,770,000	\$0	\$0	\$230,000	\$7,000,000
Local	ALAMEDA CTC	Measure B	\$8,678,000	\$500,000	\$300,000	\$20,000	\$9,498,000
Total			\$18,278,000	\$500,000	\$300,000	\$250,000	\$19,328,000

TABLE 2 - SPENDING SUMMARY

	PS&E		R/W Support		R/W Capital	TOTAL
	CALTRANS	ALAMEDA CTC	CALTRANS	CALTRANS Reserve	CALTRANS	
Local (Existing)	\$700,000	\$7,778,000	\$500,000	\$20,000	\$500,000	\$9,498,000
Local (Adjustment)	\$200,000	\$0	\$0	\$0	-\$200,000	\$0
Local (Revised)	\$900,000	\$7,778,000	\$500,000	\$20,000	\$300,000	\$9,498,000

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Interstate 680 Sunol 7.4A Express Lanes

APRIL 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), is constructing a high-occupancy vehicle (HOV)/express lane on northbound Interstate 680 (I-680) from State Route 262 (SR-262)/Auto Mall Parkway in Fremont to north of State Route 84 (SR-84) in Alameda County. Construction work will:

- Widen the freeway to accommodate the HOV/express lane together with several auxiliary lanes to facilitate the smooth and safe transition of traffic between local streets and the freeway between interchanges.
- Add a new 9-mile HOV/express lane and associated improvements between Auto Mall Parkway and SR-84, providing congestion relief in the corridor.
- Upgrade the I-680 Southbound Express Lane access configuration from controlled access to a near continuous access configuration.
- Modify bridge crossings.
- Construct retaining walls to accommodate the widening.
- Repave the full project limits.

PROJECT NEED

- I-680 northbound between Fremont and Sunol has become one of the top 10 most congested freeway corridors in the Bay Area.
- Two primary bottlenecks in the project area are SR-238 to Andrade Road and SR-262 to Washington Boulevard.
- Queues near Andrade Road begin to form at 2 p.m. or earlier most weekdays and extend beyond Scott Creek Road (nearly 10 miles) by the peak afternoon commute.
- Travel time delays contribute to diverted traffic on Calaveras Boulevard, Mission Road and Mission Boulevard.



PROJECT BENEFITS

- Reduces congestion in one of the most congested corridors in the Bay Area
- Accommodates current and future increases in traffic
- Increases system efficiency by allowing solo drivers to use the express lane by paying tolls, thereby utilizing unused capacity
- Provides upgraded technology in the northbound and southbound directions of I-680 between Sunol and Fremont. The state-of-the-art technology will allow for improved enforcement, greater reliability and faster travel speeds in the general purpose lanes.



Interstate 680 northbound.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Construction

- Project approval and environmental clearance were complete in summer 2015.
- Final design is complete.
- The construction contract was awarded in late November 2017.
- Construction work began on March 5, 2018 and is expected to continue through late 2020.

PROJECT DOCUMENTS

Project web page: <http://www.alamedactc.org/680express>

Environmental Impact Report/Environmental Assessment (EIR/EA)

Draft: http://www.dot.ca.gov/dist4/documents/680nbhovlane/1680_NB_Express_Lane_DED_Nov2014.pdf

Final EIR/EA with finding of no significant impact (FONSI):

http://www.dot.ca.gov/d4/documents-environmental/680nbhovlane/680final/Report-I-680_NB_Express_Lane_FED_July2015.pdf

PARTNERS AND STAKEHOLDERS

Caltrans, the California Transportation Commission, the Federal Highway Administration and the cities of Pleasanton and Fremont

Note: Information on this fact sheet is subject to periodic updates.

COST ESTIMATE BY PHASE (\$ X 1,000)

Scoping	\$75
Preliminary Engineering/ Environmental	\$8,039
Final Design (PS&E)	\$17,111
Right-of-Way	\$4,770
Construction	\$175,789
Total Expenditures	\$205,784

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$10,000
Measure B	\$137,500
State (TCRP) ¹	\$20,874
State (SHOPP) ²	\$37,410
Total Revenues	\$205,784

¹ Traffic Congestion Relief Program.

² State Highway Operations and Protection Program.

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental (EIR/EA)	September 2011	July 2015
Final Design	August 2015	June 2017
Right-of-Way	August 2015	June 2017
Advertisement/Award	Summer 2017	Fall 2017
Construction	Spring 2018	Fall 2020



Memorandum

7.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 19, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Jhay Delos Reyes, Senior Transportation Engineer

SUBJECT: Central Avenue Overpass: Approve Project Funding Agreement A18-0056 with the City of Newark for the Plans, Specifications and Estimate and Right of Way Phases

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Project Funding Agreement (PFA) A18-0056 with the City of Newark for the Final Design/Plans, Specifications and Estimate (PS&E) and Right of Way (R/W) phases of the Central Avenue Overpass Project.

Summary

The City of Newark (City) is the Sponsor of the Central Avenue Overpass Project (Project) (PN 1211.001), which is a portion of the Dumbarton Corridor Improvements Project, a Measure B capital project. Central Avenue provides a critical east-west route through the City of Newark and also serves as a bypass for regional traffic using Route 84 and Interstate 880 to traverse the Dumbarton Bridge corridor. The Project will construct a four-lane grade separation at the Central Avenue and Union Pacific Railroad Crossing between Sycamore Street and Morton Avenue.

To date, the Commission has allocated \$4.92 million of Measure B funds for the PS&E and Right of Way phases. Details are provided in Table A, Summary of Project Actions.

Project Specific Funding Agreement (PSFA) A12-0024, executed on November 1, 2013 authorized \$2.765 million of Measure B for the Preliminary Engineering/Environmental Studies (PE/Env) phase and PS&E phases of the project. The City is now requesting authorization to begin the R/W phase. Staff has reviewed the project progress and confirmed that the City is ready to begin the R/W phase. In lieu of amending the existing PSFA to add the R/W phase or issuing a separate new PFA for the R/W phase, staff recommends reducing the administration efforts by entering into a single PFA for all phases of the Project as shown in Attachment C.

Background

The City is the Sponsor of the Project, which is a portion of the Dumbarton Corridor Improvements Project, a Measure B named capital project. Central Avenue provides a critical east-west route through the City of Newark and also serves as a bypass for regional traffic using Route 84 and Interstate 880 to traverse the Dumbarton Bridge corridor. The Central Avenue Overpass project will eliminate a significant impediment to the flow of traffic through the project area and relieve congestion in the corridor.

The Project will construct a four-lane grade separation at the Central Avenue and Union Pacific Railroad Crossing between Sycamore Street and Morton Avenue. Other proposed improvements include the construction of sidewalks and bicycle lanes. Project benefits include traffic congestion relief in the Dumbarton Corridor, enhanced vehicular, bicycle and pedestrian safety, improved emergency response times and elimination of the potential for at-grade accidents with trains. The overpass will also enhance circulation and promote transit usage to, from, and around the City's planned transit oriented center.

Alameda CTC allocated Measure B funds to the City for Project for the PE/Env phase and the Final Engineering/PS&E phase in March 2012. Subsequently, PSFA A12-0024, was executed on November 1, 2013, authorizing \$2.765 million of Measure B funds to the City to develop the Project through the PS&E phase. The City initiated the Project in November 2013 and obtained environmental clearance through the categorical exception process in November 2014. Currently, the City's efforts are focused on the completion of the Final Engineering/PS&E phase which is anticipated to be completed in December 2018.

Based upon preliminary site information, it was envisioned that the grade separation structure would be designed up to a three-span structure. Due to the soil conditions at the project site, the structure is being designed as a seven-span structure. As a result of the change to the structure type, the project construction capital cost has increased by \$2.3 million. The City has identified a full funding concept for the Project which relies upon the availability of the 2014 Transportation Expenditure Plan (TEP) Dumbarton Corridor Area Transportation Improvement funds (TEP 21).

In April 2017, as part of the 2018 Comprehensive Investment Plan, the Commission authorized and allocated \$2.155 million Measure B funds for the R/W phase for Fiscal Year 2018-2019. To move the project forward, the City has requested the execution of a funding agreement for the R/W phase funding. Staff has reviewed the City's full funding concept and the progress made to date on the design, and has confirmed that the City is ready to begin the R/W phase of the Project.

To reduce the oversight efforts, it is preferable to have one agreement for the Project rather than multiple agreements for each Project phase. Staff recommends executing a new PFA for the Project that will include all phases and funding authorized to date. The resulting PFA A18-0056 funding details will be as shown in Attachment C.

Table A - Summary of Project Actions	
Actions	Date
Allocation of \$2,765,000 of Measure B funds from the Dumbarton Corridor Improvements Project (ACTIA 25) and authorization of a PSFA with the City of Newark for the PE/Env and PS&E phases of the Central Avenue Overpass Project.	March 2012
Amendment 1 to PSFA A12-0024: 12-month time extension from 6/30/2015 to 6/30/2016	June 2015
Amendment 2 to PSFA A12-0024 A1: Phase reallocation and 24-month time extension from 6/30/2016 to 6/30/2018. See Attachment B for existing funding details.	February 2016
Allocation of \$13,289,000 Measure B funds CIP action (R/W-\$2,155,000, Construction-\$11,134,000)	April 2017
Authorize PFA A18-0056 for the PS&E and R/W Phases	July 2018 (current request)

Fiscal Impact: The action will authorize the encumbrance of \$4,920,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY 2018-19 Capital Program Budget.

Attachments:

- A. Project Fact Sheet
- B. Project Specific Funding Agreement A12-0024 Funding Details
- C. Project Funding Agreement A18-0056 Funding Details

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Dumbarton Corridor Improvements (Central Avenue Overpass) 7.5A

JUNE 2018

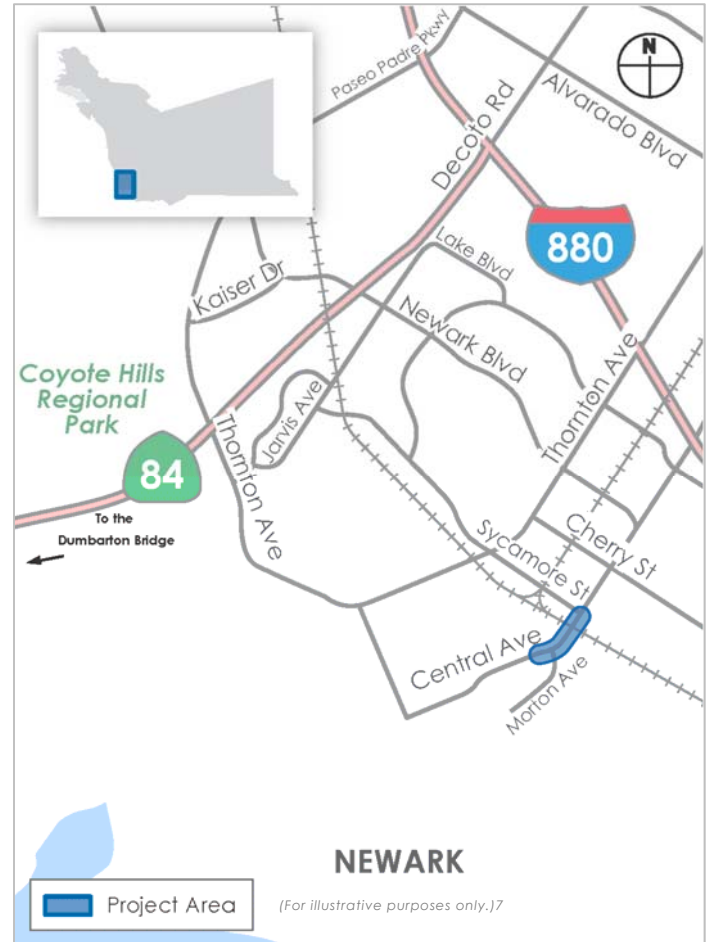
PROJECT OVERVIEW

The Central Avenue Overpass Project will construct a four-lane grade separation structure (bridge overpass including sidewalks and bicycle lanes) at the railroad crossing on Central Avenue between Sycamore Street and Morton Avenue in the City of Newark.

Improvements are designed to relieve traffic congestion within the Dumbarton Corridor, provide enhanced vehicle, bicycle and pedestrian safety, improve emergency response times and eliminate potential at-grade accidents. In addition, the overpass will enhance circulation and promote transit use to the City of Newark's planned transit oriented center.

PROJECT NEED

- Congestion within the Dumbarton Corridor directly affects mobility between Alameda, San Mateo and Santa Clara counties. The corridor connects the cities of Newark, Fremont and Union City in the East Bay, and Redwood City, Menlo Park, East Palo Alto and Palo Alto on the Peninsula. A grade separation structure with sidewalks and bicycle lanes will offer traffic relief and improve mobility for vehicles, bicycles and pedestrians.
- Circulation problems limit transit usage to, from and around the City of Newark's planned transit oriented development.



PROJECT BENEFITS

- Provides traffic congestion relief
- Improves vehicular, bicycle and pedestrian safety
- Improves emergency response times
- Eliminates conflicts between rail traffic and the general public



Central Avenue near Sycamore Street.

STATUS

Project Sponsor: City of Newark

Current Phase: Design

The City of Newark selected an Alameda CTC-certified Local Business Enterprise firm, to provide environmental and design services for the project, and project development is progressing.

PARTNERS AND STAKEHOLDERS

Alameda CTC and the City of Newark

COST ESTIMATE BY PHASE (\$ X 1,000)

Scoping	\$	0
PE/Environmental	\$	30
Final Design: Plans, Specifications and Estimates (PS&E)	\$	2,865
Right-of-Way/Utility Relocation	\$	2,155
Construction	\$	30,300
Total Expenditures	\$	35,350

FUNDING SOURCES (\$ X 1,000)

Measure B	\$	16,054
Federal	\$	0
State	\$	0
Local	\$	130
TBD	\$	19,166
Total Revenues	\$	35,350

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	November 2013	November 2014
Final Design (PS&E)	January 2016	Winter 2018
Right-of-Way	Spring 2018	Spring 2019
Construction	Summer 2019	Fall 2020

Note: Information on this fact sheet is subject to periodic updates.

Project Specific Funding Agreement A12-0024 Funding Details*

PHASE	Alameda CTC Administered Funds	Local	Total Funding
	2000 MB		
Final Design (PS&E)	\$2,765,000	\$100,000	\$2,865,000
Total Funding	\$2,765,000	\$100,000	\$2,865,000

*Funding detail based on amounts shown in Amendment No. 2

Project Specific Funding Agreement A12-0024 Funding Summary

PHASE	Fund Source			TBD*	Total Cost/ Funding
	2000 Measure B	CMA TIP	Local		
Prelim. Engineering/ Environmental Studies	-	-	\$30,000	-	\$ 30,000
Final Design (PS&E)	\$2,765,000	-	\$100,000	-	\$ 2,865,000
Right of Way/ Utility Relocation	-	-	-	\$2,155,000	\$ 2,155,000
Construction Capital	\$13,829,000	-	-	\$13,711,000	\$ 27,000,000
Construction Support	-	\$ 630,000	-	\$370,000	\$ 1,000,000
Totals	\$16,054,000	\$ 630,000	\$ 130,000	\$16,236,000	\$ 33,050,000

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Project Funding Agreement A18-0056 Funding Details

PHASE	Alameda CTC Administered Funds	Local	Total Funding
	2000 MB		
Final Design (PS&E)	\$2,765,000	\$100,000	\$2,865,000
Right-of-Way/Utility Relocation	\$2,155,000	\$	\$2,155,000
Total Funding	\$4,920,000	\$100,000	\$5,020,000

Central Avenue Overpass Funding Concept

PHASE	Alameda CTC Administered Funds	Local	TBD*	Total Funding
	2000 MB			
Prelim. Engineering/ Environmental Studies	-	\$30,000	-	\$ 30,000
Final Design (PS&E)	\$2,765,000	\$100,000	-	\$ 2,865,000
Right of Way/ Utility Relocation	\$2,155,000	-	-	\$ 2,155,000
Construction Capital	\$11,134,000	-	\$18,166,000	\$ 29,300,000
Construction Support	-	-	\$1,000,000	\$ 1,000,000
Totals	\$16,054,000	\$ 130,000	\$19,166,000	\$ 35,350,000

* The City of Newark has identified a full funding concept for the Project which relies upon the availability of other Local, Regional or State Funds such as Alameda CTC Direct Local Distribution, Alameda CTC Measure BB, and/or Senate Bill 1 Local Streets and Roads Program.

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Memorandum

7.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 19, 2018

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: I-880 North Safety and Operational Improvements at 23rd and 29th: Approval of Amendment No. 1 to Cooperative Agreement No. 04-2550 with Caltrans for the Construction Phase

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 1 to Cooperative Agreement (Coop) No. 04-2550 with the California Department of Transportation (Caltrans) to increase budget for the Construction Phase.

Summary

Alameda CTC is the sponsor of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project, a 2000 Measure B project. The Project proposes to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacing three freeway overcrossing structures, improvements to the northbound on and off ramps, as well as the freeway mainline, and soundwalls. The project is in the construction phase and is anticipated to be completed in winter 2019.

The total project cost is \$113.7 million; of which \$73 million is from California Proposition 1B, Trade Corridors Improvement Fund (TCIF) which was approved by voters in November 2006. The use of Prop 1B funds required that the project begin construction by no later than December 2013.

Alameda CTC is the Implementing Agency for both the design and right of way (R/W) phases of the project. The work for relocation of third party utilities are generally performed by the utility owner. East Bay Municipal Utility District (EBMUD) was unable to relocate their facilities to meet the project delivery schedule. Caltrans and Alameda CTC partnered to incorporate the relocation of the EBMUD facilities into the construction contract by Contract Change Order (CCO), thus allowing the project to proceed to construction and meet the requirements of the Prop 1B funds.

In June 2015, Alameda CTC and Caltrans entered into Coop 04-2550 for the EBMUD work which was estimated to be \$2,300,000. The relocation work is nearing completion and the estimate at completion is \$3,700,000. An additional \$1.4 million is required to meet Alameda CTC's commitment for this work.

Background

A Caltrans study identified the 29th Avenue/23rd Avenue area as a major bottleneck on I-880 due to low vertical clearances of the overcrossings, nonstandard interchange spacing, less-than desired ramp geometric configurations, and limited ability to widen the freeway. Replacement of these overcrossings to attain the standard vertical clearances will allow fully loaded trucks to use the I-880 corridor safely and efficiently. In addition, lengthening the auxiliary lanes would improve the flow of vehicles along the mainline, thus reducing the rate of congestion-related accidents and improving the traffic flow and safety through the I-880 corridor, particularly to truck traffic.

The Project elements include replacement of the freeway overcrossing structures, safety improvements to the northbound on- and off-ramps, safety improvements to the freeway mainline, soundwall installation in the northbound direction between 29th and 23rd Avenues, modification of local streets, and landscape enhancement. The project is in the construction phase and is anticipated to be completed in winter 2019.

The total project cost is \$113.7 million; of which \$73 million is from California Proposition 1B, TCIF. The use of Prop 1B funds required that the project begin construction by no later than December 2013.

Alameda CTC is the Implementing Agency for both the design and R/W phases of the project. Utility relocation work is part of the R/W phase. The approved Project Funding Plan includes a budget of \$10.0 million funded from a combination of local, regional, state, and federal funds for the utility relocation work. Utility owners in the project area included Comcast, PG&E, AT&T, the City of Oakland, and EBMUD. Relocation of third party utilities are generally performed by the utility owner. Very late into the design phase, EBMUD was unable to relocate their facilities to meet the project delivery schedule. In order to keep the project delivery schedule, Caltrans and Alameda CTC partnered to incorporate the relocation of the EBMUD facilities into the construction contract by CCO, thus allowing the project to proceed to construction and meet the requirements of the Prop 1B funds.

Alameda CTC developed the relocation plans in coordination with EBMUD and in June 2015, Alameda CTC and Caltrans entered into Coop 04-2550 to authorize the funding for EBMUD relocation which was estimated to be \$2,300,000. Due to differing site conditions and other project staging complexities, the estimate at completion for the relocation work is \$3,700,000. An additional \$1.4 million is required to meet Alameda CTC's commitment for this work. Previously allocated Measure BB funds have been budgeted for this work. Pursuant to the terms of the coop, Alameda CTC has paid an initial deposit of \$750,000. At the completion of the work, Alameda CTC will pay the balance. The

relocation work is nearing completion and Caltrans anticipates submitting a final billing for the work in the near future. Exhibit A reflects the changes to the funding commitment proposed by Amendment No.1.

04-2550				
Exhibit A: Cost Estimate				
Status	Fund Type	Construction Capital*	Construction Support*	TOTAL
Current Budget	Local	\$2,000,000	\$300,000	\$2,300,000
Adjustment	Local	\$1,200,000	\$200,000	\$1,400,000
New Budget (this request)	Local	\$3,200,000	\$500,000	\$3,700,000

*Actual final split may vary.

Fiscal Impact: The action will authorize \$1,400,000 in Measure BB funding for subsequent expenditure. This amount is included in the Project's funding plan and upon approval, budget will be reflected in the Alameda CTC's FY 2018-2019 Capital Program Budget.

Attachment:

- A. Project Fact Sheet

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I-880 North Safety and Operational Improvements at 23rd and 29th Avenues 7.6A

JUNE 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the City of Oakland, is constructing operational and safety improvements on Interstate 880 (I-880) at 23rd and 29th Avenues. This project includes:

- Replacement of the freeway overcrossing structures
- Safety improvements to the northbound on- and off-ramps
- Safety improvements to the freeway mainline
- Soundwall installation in the northbound direction between 29th and 23rd Avenues
- Modification of local streets
- Landscape enhancement

Phase 1 and Phase 2 of this project are complete and culminated with the opening of the new three-lane overcrossing replacement structure on May 31, 2017.

Phase 3: Reconstruction of the northbound I-880 off-ramp to the 29th Avenue overcrossing.

Phase 4: Reconstruction of the 23rd Avenue overcrossing.

Both Phases 3 and 4 will commence during summer 2017 and will be constructed simultaneously.

PROJECT NEED

- Interstate 880 is a major route for commuters and goods movement at all times of the day. In the vicinity of the 23rd Avenue and 29th Avenue interchanges, I-880 experiences high volumes and a high accident rate compared to similar freeways.
- The critical bottleneck is the close proximity between the 23rd and 29th Avenue interchanges, which results in short acceleration and weaving distances.
- Low vertical clearances of overcrossings and non-standard design of existing ramps also contribute to the need for safety and operational improvements.
- Between 26th and 29th Avenues, the bordering residential community and Lazaar Elementary School experience traffic noise due to lack of freeway sound walls.



PROJECT BENEFITS

- Ramp and intersection modifications at both interchanges will increase safety and operations along the freeway as well as on local neighborhood roadways.
- The extended auxiliary lane along northbound I-880 will provide a longer weaving section and reduce merging conflicts that result from speed differentials.
- Replacement of both 23rd and 29th Avenue overcrossing structures will provide standard vertical clearance for freeway traffic and reduce collisions with the bridge structures. The new 29th Avenue overcrossing will improve pedestrian and bicycle facilities. Bridge columns will be reconfigured to allow for the widening of the I-880 mainline freeway and shoulders.
- A sound wall will reduce noise impacts at the school and in the residential neighborhood.



Pre-demolition of the 29th Avenue overcrossing, courtesy of Caltrans.



Nearly completed 29th Avenue overcrossing, courtesy of Caltrans.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Construction

PROJECT DOCUMENTS

For detailed project documents and additional photos, visit the Caltrans project web page at <http://www.dot.ca.gov/dist4/projects/88023rd29thovercrossing/>.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC and the City of Oakland

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$	5,838
Final Design (PS&E)	\$	9,866
Right-of-Way/Utility	\$	14,614
Construction	\$	83,334
Plant Establishment	\$	TBD
Total Expenditures	\$	113,652

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$	8,000
Measure B	\$	4,920
Federal	\$	1,794
State	\$	79,946
Regional	\$	12,344
Local	\$	6,648
Total Revenues	\$	113,652

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	November 2007	April 2010
Final Design	April 2010	May 2013
Right-of-Way/Utility	May 2010	Winter 2018
Advertisement/Award	August 2013	April 2014
Construction	July 2014	Fall 2018
Plant Establishment	Spring 2018	Spring 2019

Note: Information on this fact sheet is subject to periodic updates.

Application for the Alameda CTC Paratransit Advisory and Planning Committee (PAPCO)



Alameda CTC invites Alameda County residents to serve on its **Paratransit Advisory and Planning Committee**, which meets on the fourth Monday of the month from 1:30 to 3:30 p.m. Each member is appointed for a two-year term.

Name: ANTHONY LEWIS

Home Address: [REDACTED]

Mailing Address (if different): SAME

Phone: (home) [REDACTED] (work) [REDACTED] (fax) [REDACTED]

Email: [REDACTED]

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on PAPCO and why you are qualified for this appointment, including any experience you have managing funding and/or making funding decisions.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

To avoid a conflict of interest:

Members may need to recuse themselves from discussing and voting on certain funding recommendations to the Alameda CTC Commission.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature [Handwritten Signature] Date 6/6/18

Return the application to your Commission representative for signature (see www.alamedactc.org/app_pages/view/8) or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Commissioner:

Signature: [Handwritten Signature]
Date: 6/27/2018

Anthony Lewis



Subject: Application for PAPCO

1. Served on the City of Alameda Mayor's Commission for Disability (2016 – 2018).
Employed at the California State Department of Rehabilitation (1986 – 2007).
2. I am blind person who has used paratransit extensively. I know and realize the challenges people with disabilities face with regard to transportation. Transportation is a vital resource for those of us who do not drive. We rely on the assistance of others for transportation for shopping, medical appointments, etc. I feel that I can add my own perspective on all the good things that work with paratransit and how we can keep it as a viable resource for the disabled community.
3. Rehabilitation Counselor/Retired. I have been a rehabilitation counselor and supervisor overseeing many projects which hopefully will add to constructive input for this committee. I also have been very involved here in Alameda and know many who are disabled through the programs I have been involved with. I have been involved with the nursing home ministry through my church and with the Alameda Community Chorus which has many members with disabilities who use paratransit for performances. I also am involved with the Mastic Senior Center which has its own fixed route system that helps seniors and people with disabilities
4. See Section 2. Currently use East Bay Paratransit for shopping and appointments.



Bicycle and Pedestrian Advisory
Committee Meeting Minutes
Thursday, March 29, 2018, 5:30 p.m.

8.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

1. Call to Order

Bicycle and Pedestrian Advisory Committee (BPAC) Vice Chair Kristi Marleau called the meeting to order at 5:30 p.m. After the call to order, Carolyn Clevenger welcomed new BPAC member Fred McWilliams.

2. Roll Call

A roll call was conducted and all members were present with the exception of Liz Brisson, Preston Jordan, Ben Schweng, Diane Shaw, and Matt Turner.

The Vice Chair moved item 5.3 before 5.1.

Subsequent to the roll call:

Matt Turner arrived during agenda item 5.3.

3. Public Comment

There were no public comment.

4. Approval of October 5, 2017 Minutes

Jeremy Johansen made a motion to approve this item. Feliz Hill seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Hill, Johansen, Marleau, McWilliams, Murtha

No: None

Abstain: None

Absent: Brisson, Jordan, Schweng, Shaw, Turner

5. Regular Matters

5.1. Countywide Active Transportation Plan Update

Chris Marks presented this agenda item second. The Countywide Active Transportation Plan was last brought to BPAC in July 2017. He presented the plan scope, purpose, vision, goals, and outreach plan. He informed the committee that the plan will replace the Countywide Bicycle and Pedestrian Plans, which were last updated in 2012, and that staff will continue to seek the BPAC's input at major milestones in the plan's development.

Dave Murtha asked what the island on the map on the second slide represents. Carolyn responded that those were areas where there were Community Based Transportation Plans in the past.

David Fishbaugh asked about the outreach and engagement activities and to what extent there is common vision and buy in to the concept of complete streets overall and if there is resistance staff has encountered. He asked if there is anything BPAC as a committee can do to help at a local level. Chris noted that staff has not encountered resistance and that most jurisdictions which have mostly been engaged in the process and bringing ideas to staff.

Jeremy Johansen asked what the outreach plan is. Chris said there will be a fact sheet distributed. Jeremy asked if there will be forums, similar to the 2012 plan. Chris noted that the planning area meetings have a very similar purpose.

Dave Murtha mentioned putting your bike in a bike locker, or a cage in a monitored place would be great, and that Hayward BART is implementing a secured Bike rack. Chris stated it is definitely something worth looking into and that staff will be looking for recommendations on bicycle storage.

Kristi Marleau asked about the timeline of the plan since it is only updated every 5 years. Chris said we will have an evaluation plan to keep it moving forward.

Matt Turner said that Alameda CTC is the only agency with a multi-jurisdictional vision and it would be great to have local standards set and not rely on the California Department of Transportation (Caltrans) for best practices to handle an intersection, or putting in new street lights etc. On the safety map it would be great to try to integrate near-miss data collection.

Mr. Murtha said many agencies have mobile phone aps that allow you to report incidents. He asked if it is possible at a regional level to have an app that works with an agency who would then know who to report incidents to.

5.2. San Pablo Avenue Corridor Project Update

Carolyn Clevenger presented this item. She stated that San Pablo is the first major arterial corridor project Alameda CTC is advancing, which will be done in conjunction with the Alameda-Contra Costa Transit District (AC Transit), the West Contra Costa Transportation Advisory Committee (WCCTAC) and the Contra Costa Transportation Authority (CCTA) as well as Caltrans and the local jurisdictions. Caltrans will be involved because a portion of the corridor is a State Route. The intent is to use local plans as input to the corridor project.

Fred McWilliams said it seems like every block in downtown Oakland has multi story/ multi-use condos with store front businesses on the first level or two and condos above. He asked how the plan will deal with that today and plan for the future 10 or 20 years down the road. Carolyn said the plan will consider a long term vision. She noted most cities are already thinking that way as they plan future construction.

Dave Murtha noted a bicyclist on a New York City bikeway was protected on one side of one-way street so that cars turning left could see the cyclist. He stated that the complexity is the two-way street and suggested considering alternating one-way streets.

David Fishbaugh asked for some of the other ideas that could be implemented. Carolyn stated that some of the additional improvements being considered include:

- Painting
- Signal improvements
- Improved wayfinding
- Pedestrian-scale lighting

5.3. Transportation Development Act Article 3 Project review and Alameda County Bicycle and Pedestrian Master Plan Update

This item was presented first, by Paul Keener from Alameda County Public Works.

Fred McWilliams asked if the City of Livermore's rollover of \$403,000 includes the \$88,000 from the rollover for fiscal year 2019-2020. Mr. Keener said footnote 6 shows a breakdown of the carryover amounts.

Jeremy Johansen asked how San Leandro is using its funds. Mr. Keener said that San Leandro typically use their funds for curb ramps.

Dave Murtha said that Hayward continues to state the same thing annually and his he questioned what intersections did the City of Hayward fix. Mr. Keener noted that Hayward is in the process of doing a Bike/Ped Plan and they have a vision of establishing a BPAC. Dave said there is nothing for us to review. Carolyn said that Alameda CTC will request that Hayward provide more detailed information with what they're doing with the ramps.

Feliz Hill asked if the funds are the same from year-to-year. Mr. Keener responded the funds are nearly the same from year to year with a possible fluctuation of 5%, and that these are State Funds, not Federal.

Fred McWilliams asked if the roll over funds have to be used in a specified time frame, and if the agencies have to specify what projects they're rolling over the funds for. Mr. Keener said the answer to both those questions is—No. However, they are held accountable. Mr. Keener asked if this an appropriate question for ACTC BPAC to ask as part of an advisory committee? Matt Turner said—yes. Carolyn said if they exceed a threshold or number of years ACTC could ask for more information. Paul noted that this pot of money does not flow through ACTC, so we could ask but they are not obligated to provide specifics.

Mr. Keener said the project applications are due on June 1st, and that would give him a better idea of how the cities plan to use their funds.

David Fishbaugh asked for examples of how much capital is required for 1 curb ramp and how far does that funding go. Aleida Adrino-Chavez said that the more you build the cheaper the price. A good estimate is from five to seven thousand per intersection.

Mr. Keener presented Bicycle & Pedestrian Master Plan for Unincorporated Areas of Alameda County. Bordering cities that are working on their Bike/Ped plans are San Leandro, Hayward, and Livermore.

Ms. Hill asked how Alameda County determines priority. Mr. Keener says in the past the priorities have been safety, schools, and transit. Feliz asked if they queried folks in the community to understand what their major concerns are.

Mr. Keener said that the top two community priorities are schools and safety.

Ms. Hill expressed concern that with the various dynamics and demographics in those unincorporated areas that one size doesn't fit all, and that you should consider each individually to access their specific needs.

Jeremy Johansen asked which portions E14th and other main thoroughfares that connect many communities, are there focus areas they are concentrating on or if they are considering the whole system? Paul responded that E14th and Mission is a long corridor. Some examples: E14th and Mission was completed in three phases. Hesperian Blvd. was completed in one phase. Castro Valley Blvd was divided into 2 phases. So the bigger the project or the longer the distance tends to determine the number of phases necessary to complete a project.

David Fishbaugh asked how you coordinate the county efforts with the cities. Chris said that ACTC is working on a corridor plan for E14th, which is designed to knit together all of those communities.

Mr. Johansen asked if what Mr. Keener presented is work in progress or the master plan. Have you reviewed other master plans around the county as far as priority areas or connectivity issues? Mr. Keener responded that they do interact with AC Transit and others that are affected by putting bicycle lanes in.

6. Staff Reports

6.1. 2017 Bicycle and Pedestrian Plans Implementation Report

This was part of the 2012 plan. This is the last time it will be updated. Any questions contact Chris Marks or Carolyn Clevenger.

7. BPAC Member Reports

7.1. BPAC Calendar FY2017-18

The committee calendar is provided in the agenda packet for review purposes.

Fred McWilliams invited everyone to join in the Oakland Yellow Jackets 28th Anniversary ride. He stated that it would be a short ride out to Alameda and back, followed by picnic lunch.

Matt Turner stated that he attended the Trails and Greenways Conference – one of the calls for action is that the California Transportation Commission is looking for Active Transportation Program (ATP) grant reviewers; he encourages all to apply.

7.2. BPAC Roster

The committee roster is provided in the agenda packet for review purposes.

8. Meeting Adjournment

The meeting adjourned at 7:55 p.m. The next meeting is scheduled for June 28, 2018 at the Alameda CTC offices.

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2018-2019**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Mar-17	Mar-19
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-17	Jan-19
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16		Dec-18
4	Mr.	Fishbaugh, Chair	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17		Mar-19
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-18	Feb-20
7	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17
8	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jun-17	Jun-19
9	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14	May-16	May-18

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Independent Watchdog Committee
Meeting Minutes
Monday, March 12, 2018, 5:30 p.m.

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Special Annual Compliance Review

1.1. Overview an update on Measure B and Measure BB Audit Report and Compliance Report Review Orientation Workshop

The Independent Watchdog Committee (IWC) members received an orientation on the compliance report review process from staff. Members agreed to review the audited financial statements and compliance reports in further detail on their own and submit comments to Alameda CTC via email by Monday, March 26, 2018.

1.2. Measure B and Measure BB FY2016-17 Audit Report and Program Compliance Report Review

Staff reviewed a sample audited financial statement and compliance report with the IWC. This review served as a training tool for new members and was a refresher for existing members.

REGULAR MEETING AGENDA

1. Call to Order/Roll Call

Independent Watchdog Committee (IWC) Chair Murphy McCalley called the meeting to order. A roll call was conducted and all members were present with the exception of Brian Lester, Glenn Nate, Harriette Saunders, and Robert Tucknott

2. Public Comment

There were no public comments.

3. Approval of January 8, 2018 IWC Meeting Minutes

The committee corrected the next meeting date to "March 12, 2018" on page 17 of the packet.

Herb Hastings made a motion to approve this item with the above correction. Pat Piras seconded the motion. The motion passed with the following votes:

Yes: Brown, Buckley, Dominguez, Hastings, Jones, McCalley, Nelson, Piras, Zukas

No: None

Abstain: None

Absent: Lester, Nate, Saunders, Tucknott

4. Establishment of IWC Annual Report Ad Hoc Subcommittee

4.1. Schedule first Ad Hoc Subcommittee meeting for March or early April

Murphy McCalley asked for volunteers to serve on the Annual Report Ad Hoc Subcommittee. Murphy McCalley, Madeleine Nelson, Pat Piras and Hale Zukas volunteered to serve on the committee. Patricia Reavey provided a list of proposed dates for the first subcommittee meeting. The volunteers selected Wednesday, April 4, 2018 from 3 to 5 p.m.

5. Projects and Programs Watchlist

5.1. Projects and Programs Watchlist

Patricia Reavey informed the committee that the watchlist is an opportunity for the members to watch projects and programs of interest to them. She noted that annually, a letter is sent to project sponsors requesting that they notify the IWC members.

Pat Piras stated that it seems that there are projects, like East West Connector (EWC), not on the projects watchlist for Measure B or Measure BB. Tess Lengyel stated that projects from the 1986 Measure B are not on the watchlist. She also noted that the 1986 Measure did not have a Watchdog Committee. Ms. Lengyel explained that the projects that are on the Measure B Capital Projects Monitoring list are from the 2000 Measure B and the items in "white" are not completed. She stated that the EWC project doesn't have any money that is under the purview of the IWC.

Pat Piras stated that she saw a document that referred to the EWC under Measure BB as Transportation Expenditure Plan (TEP) number 21 and it is not shown on the Measure BB Capital Projects Monitoring list. Ms. Lengyel stated that EWC is listed as an eligible project under the Major Commute Corridors program, but the Agency hasn't programmed any Measure BB money to the EWC project.

Pat Piras asked for a list of all Measure BB TEP numbers with project or program name and the type of fund. Patricia Reavey said that staff will send this information to the Committee.

6. IWC Member Reports/Issues Identification

6.1. Chair's Report

Murphy McCalley stated that the item on Page 25 is a request made from the public via the IWC email address, and he noted that it was worth sharing with the committee. Patricia Reavey stated that her reply to the member is also shown.

6.2. IWC Issues Identification Process and Form

Murphy McCalley informed the committee that the Issues Identification Process and Form is a standing item on the IWC agenda which keeps members informed of the process required to submit issues/concerns that they want to have come before the committee.

6.3. Issues Discussion: Issues form submitted to IWC to discuss the East West Connector Project

Pat Piras stated that she asked the status of the East West Connector (EWC) project at the January meeting and staff directed her to a fact sheet that showed zero dollars in Measure BB funding for the project. She reviewed the content of the issues document on Page 35 of the packet. Ms. Piras noted that she submitted the Issues Form to inform the Committee and to let the Commission know that the Watchdogs are watching. She stated that the EWC item was heard at the Projects and Programs Committee (PPC) on March 12, 2018 along with various comments from the public regarding this project.

Trinity Nguyen stated that staff will revisit this project once it's at a level where the cost may be assessed accurately. Ms. Lengyel reiterated that the Commission did not make a programming action at the PPC. Ms. Reavey stated that the staff report from the PPC meeting is on the website.

A public comment was heard from Dave Campbell with Bike East Bay. He said several recommendations are on the table. He noted that the IWC may be interested in watching this project if the Commission approves to move forward or it's decided to divert funds from other categories. Mr. Campbell stated that a Transportation Analysis for this project should be updated before committing to spend Measure BB funds on the project, and if there is a diversion of Measure BB funds, wanted to know what the public process would be like.

Pat Piras asked, what is the process for Implementing Guidelines #4 and #22, also, what is Alameda CTC's definition of "jurisdiction" as used in the Implementing Guidelines. Murphy McCalley wanted to clarify direction to staff. It was clarified that there was no Measure BB money currently programmed to the project. Ms. Nguyen stated that any plan amendment would only be made as part of a public process as was done for the 1986 Measure B and reviewed the Agency's programming process. She also reviewed the three project delivery and funding options as presented to the PPC: Build Option, No-Build Option and Deferred Option. She provided an overview of the project, the current project status, project complexities, and the details of the three options.

Murphy McCalley suggested the Committee read the PPC staff report to become acquainted with the project and formulate questions for staff. He requested staff to put a place holder for the EWC project on the July 9, 2018 agenda.

A suggestion was made that the IWC hold a workshop or discussion on implementing guidelines.

7. Staff Report

7.1. Staff to IWC Requests

Patricia Reavey stated that the IWC Bylaws were approved by the Commission as requested by the Committee.

Ms. Reavey stated that Pat Piras requested a fact sheet for the EWC and staff sent the link via email after the January 2018 meeting.

7.2. IWC Calendar

The committee calendar was provided in the agenda packet for review purposes.

7.3. IWC Roster

The committee roster was provided in the agenda packet for review purposes.

8. Adjournment

The meeting adjourned at 7:30 p.m. The next meeting is scheduled for July 9, 2018 at the Alameda CTC offices.

**Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2018-2019**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Jones, Chair	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-17	Jan-19
2	Mr.	McCalley, Vice Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A
7	Mr.	Knoop	Cary	Newark	Alameda County Mayors' Conference, D-2	May-18		May-20
8	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Mar-17	Mar-19
9	Ms.	Nelson	Madeleine	Oakland	League of Women Voters	Dec-17		N/A
10	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
11	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-16	Jul-18
12	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jun-16	Jun-18
13		Vacancy			Alameda County Supervisor Scott Haggerty, D-1			
14		Vacancy			Alameda County Supervisor Wilma Chan, D-3			

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2018-2019

15		Vacancy			Alameda County Mayors' Conference, D-4			
16		Vacancy			Alameda County Mayors' Conference, D-5			
17		Vacancy			Alameda County Taxpayers Association			



1. Call to Order

2. Roll Call

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:30 p.m. A roll call was conducted and she confirmed that a quorum was achieved. All members were present with the exception of Kevin Barranti, Yvonne Behrens, Bob Coomber, Christine Ross, Harriette Saunders, and Linda Smith.

Subsequent to the roll call:

Carmen Rivera-Hendrickson and Carolyn Orr arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Approval of Consent Calendar

- 4.1. Approve the March 26, 2018 PAPCO Meeting Minutes
- 4.2. Receive the FY 2017-18 PAPCO Meeting Calendar
- 4.3. Receive the PAPCO Roster
- 4.4. Receive the Paratransit Outreach Calendar

Herb Hastings moved to approve this item. Michelle Rousey seconded the motion. The motion passed with the following votes:

Yes: Stadmire, Johnson, Bunn, Costello, Hastings, Patterson, Rousey, Scott, Tamura, Waltz, Zukas

No: None

Abstain: None

Absent: Barranti, Behrens, Coomber, Orr, Rivera-Hendrickson, Ross, Saunders, Smith

5. Paratransit Programs and Projects

5.1. Approve the FY 2018-19 Paratransit Direct Local Distribution (DLD) Program Plans Recommendation

Krystle Pasco presented this item.

Peggy Patterson moved to approve this item. Michelle Rousey seconded the motion. The motion passed with the following votes:

Yes: Stadmire, Johnson, Bunn, Costello, Hastings, Orr, Rivera-Hendrickson, Tamura, Waltz, Zukas

No: None

Abstain: Scott

Absent: Barranti, Behrens, Coomber, Ross, Saunders, Smith

5.2. Review Updated Access Alameda Booklet

Naomi Armenta presented this item. Members reviewed a mock-up of the new Access Alameda booklet and were given the opportunity to provide comments and corrections. Final feedback and edits should be provided by May 25th, to either Naomi Armenta or Krystle Pasco via email.

After getting PAPCO members' input, staff will finalize the booklet and move on to translation and printing. New Access Alameda booklets will be available during summer 2018.

5.3. Receive a 2018 Comprehensive Investment Plan (CIP) Paratransit Program Presentation – Bay Area Outreach and Recreation Program (BORP)

This item was presented by Sarah Dawn Smith, Transportation Coordinator at BORP. This program is designed to provide wheelchair accessible transportation for children, youth and adults with disabilities, to participate in sports and recreation activities. BORP coordinates with public transportation and paratransit providers to meet the needs of participants. A few of the programs they offer include the "Adaptive Cycling Program", "Adventures and Outings Program", the "Power Soccer Program", the "Basketball Program", and a "Sled Hockey Program." BORP recently received a FTA 5310 grant that allowed

them to purchase another 26 passenger vehicle. Alameda CTC funding was used to modify the vehicle which allowed for up to six wheelchair passengers to be transported at one time. The BORP project provides accessible group transportation in Alameda County and addresses an existing gap in transportation. The project also includes an outreach and education component to increase the awareness of their service.

Larry Bunn asked to be added to BORP's email list of activities.

Sarah Dawn also advised that the information provided in today's presentation can be found on the BORP website.

Shawn Costello asked that they consider adding an accessible bowling team.

5.4. Mobility Management – Mobility as a Service: Concept and Practice

Naomi presented this item. She stated that she has noticed more information coming out surrounding this service. She provided page one of the most recent report with a recommendation that members review the full report for more detail.

6. Committee and Transit Reports

6.1. Independent Watchdog Committee (IWC)

Herb Hastings had no report. The next meeting will take place in July.

6.2. East Bay Paratransit Service Review Advisory Committee (SRAC)

Cimberly Tamura was absent for the last SRAC meeting. Naomi shared that members and guests looked at an accessible van and watched a paratransit driver video.

6.3. Other ADA and Transit Advisory Committees

There were no other ADA and transit advisory committee reports.

7. Member Reports

Michelle Rousey shared information on the Disability Capitol Action Day that is coming up the first Thursday of June.

Shawn Costello announced that he will be attending his first Housing Services Commission Meeting this month at Dublin City Hall. He was appointed to the committee last month.

Sylvia and Sandra attended the Older Americans Month Celebration at City Hall.

Sandra attended the African American Alzheimer's Disease Forum on April 21, 2018. Sandra and Sylvia attended the PACE party, which was hosted by the Center for Elders' Independence (CEI) in Berkeley. Sandra attended the 12th Annual Senior Health and Wellness Resource Fair in Castro Valley on May 3rd. She also attended a breakfast at West Oakland Senior Center, which was attended by the Mayor on May 4th, and on May 15th, she attended a California Community Action Partnership Legislative Breakfast in Sacramento, and visited several Elected Officials. Sandra announced that the United Seniors of Oakland and Alameda County (USOAC) 27th Annual Convention will take place on Friday, May 25th at St. Columbus Catholic Church in Oakland.

8. Staff Reports

Naomi announced that there will be a Countywide Travel Training and Mobility Management meeting on June 1, 2018 at the Alameda CTC offices.

Krystle reminded PAPCO members to complete their community outreach requirement before the fiscal year ends.

9. Adjournment

The meeting adjourned at 3:00 p.m. The next PAPCO meeting is scheduled for June 25, 2018 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2017-2018**

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Oct-16	Oct-18
2	Ms.	Johnson, Vice Chair	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Mar-17	Mar-19
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Lily Mei	Feb-16		Feb-18
4	Ms.	Behrens	Yvonne	Emeryville	City of Emeryville Mayor John Bauters	Mar-18		Mar-20
5	Mr.	Bunn	Larry	Union City	Union City Transit Steve Adams, Transit Manager	Jun-06	Jan-16	Jan-18
6	Mr.	Coomber	Robert	Livermore	City of Livermore Mayor John Marchand	May-17		May-19
7	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	Jun-18
8	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	Jan-18
9	Mr.	Lewis	Anthony	Alameda	City of Alameda Mayor Trish Spencer Pending Commission Approval	Jul-19		Jul-20
10	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	Jan-16
11	Rev.	Patterson	Margaret	Albany	City of Albany Councilmember Peter Maass	Feb-18		Feb-20

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jun-16	Jun-18
13	Ms.	Ross	Christine	Hayward	Alameda County Supervisor Richard Valle, D-2	Oct-17		Oct-19
14	Ms.	Rousey	Michelle	Oakland	BART President Rebecca Saltzman	May-10	Jan-16	Jan-18
15	Mr.	Scott	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Jun-16	Jun-18
16	Ms.	Smith	Linda	Berkeley	City of Berkeley Mayor Jesse Arreguin	Apr-16		Apr-18
17	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		Dec-17
18	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	Jun-16	Jun-18
19	Mr.	Zukas	Hale	Berkeley	A. C. Transit Board President Elsa Ortiz	Aug-02	Feb-16	Feb-18
20		Vacancy			City of Hayward Mayor Barbara Halliday			
21		Vacancy			City of Newark Councilmember Luis Freitas			
22		Vacancy			City of Piedmont Vice Mayor Teddy King			
23		Vacancy			City of Union City Mayor Carol Dutra-Vernaci			



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 19, 2018

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy

SUBJECT: July Legislative Update

Recommendation

It is recommended that the Commission approve legislative positions and receive an update on federal, state, and local legislative activities.

Summary

The July 2018 legislative update provides information on federal, state and regional policy and legislative activities as applicable to Alameda CTC.

Background

The Commission approved the 2018 Legislative Program in December 2017. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, DC.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities.

Senate Bill 1 (SB 1) repeal: The initiative to repeal SB 1 through a constitutional amendment was successful in getting enough signatures to qualify for the November 2018 ballot and will appear as Proposition 6. Over 960,000 signatures were collected and over 685,000 were verified through random sampling. The number required to place the initiative on the ballot was 585,000.

Below summarizes SB1 funding categories as well as funding for cities and transit operators in Alameda County. Attachment A illustrates Alameda CTC projects funded by Measure BB that will need to leverage external funds for full delivery. Attachment B includes two examples of SB1 educational materials from Fremont and AC Transit. At the Commission meeting, staff will provide an overview of SB 1 and educational efforts regarding the impact of SB 1 on local and state transportation improvements.

SB 1 Summary: SB 1, known as the "Road Repair and Accountability Act of 2017", was approved by the legislature and signed by the Governor in April 2017. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. The last time the gas tax was increased was over 20 years ago and has not kept pace with inflation. The estimated funding backlog for transportation maintenance is over \$130 billion for road, highway and bridge repairs. Alameda CTC, local jurisdictions and transit operators receive formula funds and are also eligible for several SB 1 competitive funding categories. If SB 1 is repealed in November 2018, no future SB 1 funds will be available; however, existing allocated funds are able to be expended until the funding is exhausted. If the repeal occurs, funding allocations made by the California Transportation Commission for competitive grant programs for future years are at risk. Below is a summary of SB 1 funding categories.

Local Streets and Roads Program: SB 1 provides an increase of \$1.5 billion annually, (beginning in November 2017) towards the Local Streets and Roads (LSR) program. This funding will be used by local governments to maintain and rehabilitate existing local roadway transportation infrastructure. Table 1 illustrates the estimated Fiscal Year (FY) 18-19 increase in local road repair funding as a result of SB 1 funding for Alameda County and cities.

Table 1: SB 1 Local Streets and Roads (LSR) Estimates for FY 18-19

Jurisdiction in Alameda County	State HUTA¹	State Estimated FY 18-19 SB-1²	Total
Alameda	\$1,854,242	\$1,343,689	\$3,197,931
Albany	\$447,765	\$320,223	\$767,988
Berkeley	\$2,800,936	\$2,032,474	\$4,833,410
Dublin	\$1,344,761	\$972,025	\$2,316,786
Emeryville	\$280,129	\$198,663	\$478,792
Fremont	\$5,342,973	\$3,886,879	\$9,229,852
Hayward	\$3,708,698	\$2,694,683	\$6,403,381
Livermore	\$2,060,121	\$1,493,876	\$3,553,997
Newark	\$1,050,138	\$758,193	\$1,808,331
Oakland	\$9,839,545	\$7,167,109	\$17,006,654
Piedmont	\$268,465	\$190,154	\$458,619
Pleasanton	\$1,754,451	\$1,270,892	\$3,025,343
San Leandro	\$2,049,944	\$1,486,453	\$3,536,397
Union City	\$1,707,285	\$1,236,485	\$2,943,770
County of Alameda	\$25,838,702	\$17,231,773	\$43,070,475
TOTAL	\$60,348,155	\$42,283,571	\$102,631,726

Notes: 1. Highway User Tax Account (HUTA); Cities and County receive Allocations directly from State; 2. Data Source: <http://californiacityfinance.com/>

Public Transit and Intercity Rail: SB 1 provides an additional \$350 million in public transit funding each year, including \$250 million annually for transit capital and operation costs through the State Transit Assistance (STA), and \$105 million annually for State of Good Repair funds, using the STA formula for distribution. Table 2

illustrates estimated FY 18-19 SB 1 funding for Alameda County transit operators. In addition, SB 1 funds an additional \$300 million per year for Transit and Intercity Rail Capital Program (TIRCP) to fund commuter and intercity rail modernization and expansion. Lastly, SB 1 provides new revenue for intercity and commuter rail operators through a formula program to improve services across the state.

Table 2: SB 1 Transit Funding Estimates for FY 18-19

Alameda County Transit Operators	Base STA Distribution (A)	STA SB 1 Augmentation (B)	State of Good Repair (SGR) Program (C)	Total SB 1 Augmentation (STA + SGR) (D) = (B+C)	Total (E) = (A+D)
AC Transit	\$8,309,164	\$8,309,164	\$3,149,541	\$11,458,705	\$19,767,869
BART	\$16,098,558	\$16,098,558	\$6,102,066	\$22,200,624	\$38,299,182
LAVTA	\$146,790	\$146,790	\$55,640	\$202,430	\$349,220
Union City	\$45,153	\$45,153	\$17,115	\$62,268	\$107,421
ACE (Ala. Co.)	\$98,681	\$98,681	\$37,404	\$136,085	\$234,766
Total	\$24,698,346	\$24,698,346	\$9,361,766	\$34,060,112	\$58,758,458

Local Partnership Program: SB 1 directs \$200 million in new revenues per year to a new Local Partnership Program (LPP), which rewards agencies with voter-approved taxes, tolls, and fees dedicated solely to transportation. For Alameda CTC, this equates to approximately \$4 million/year in new revenue for transportation improvements.

Trade Corridors Enhancement Program: SB 1 provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Account (TCEA). The TCEA will provide approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume. Alameda CTC and the City of Emeryville were awarded over \$191 million from TCEP for the construction phase of the 7th Street Grade Separation (East) project (\$175 million), Freight Intelligent Transportation System (\$12.4 million) and Emeryville grade crossing improvements (\$4.2 million).

Solutions for Congested Corridors Program: This program provides \$250 million per year for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. Alameda CTC has many projects that are eligible for this program as shown in Attachment A.

Active Transportation Program: SB 1 provides an increase of \$100 million annually for the existing Active Transportation Program (ATP). This represents an 80% increase in the size of this on-going program.

State Highway Operations and Protection Program (SHOPP): SB 1 provides an increase of approximately \$1.9 billion annually (beginning in November 2017) to fund maintenance and operations of the State Highway System.

State Transportation Improvement Program (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other State and federal funding sources. SB 1 provides a significant increase in STIP funding.

Budget: The Legislature adopted the 2018-19 Budget Act on June 14th and sent it to the governor for his approval. Governor Jerry Brown signed the budget on June 27, 2018. The budget fully funds the Rainy Day fund, and provides direction to use excess Rainy Day Fund revenue for infrastructure projects, including rail projects. The relevant transportation related trailer bills are summarized below. The Legislature can continue sending the governor trailer bills until the end of session on August 31st.

SB 840 – 2018-19 Budget Act: The Budget Act appropriates \$138.6 billion in general fund revenue, \$57 billion in special fund revenue, and \$3.9 billion in bonds for a 2018-19 total of \$199 billion. While this is the largest budget in California's history, it also includes the largest amount of reserve funding to address future economic downturns. The Budget fully funds the Prop 2 Rainy day Fund at \$13.8 billion, places \$2 billion in the traditional reserve for economic uncertainties, and sets aside \$200 million to protect safety net programs such as CalWORKS and Medi-Cal. The Budget Act also includes the following member's requests:

- Appropriates \$5 million in General Fund revenue for a passenger rail planning and feasibility analysis. These funds will enable the Metropolitan Transportation Commission (MTC) to evaluate alternatives, and conceptual engineering and initial design, that includes intermodal connectivity, station evaluation, and a potential new station in the Shinn Park region of Fremont connecting Bay Area Rapid Transit, the Altamont Corridor Express, and the Alameda-Contra Costa Transit District, and other station areas identified through the study with a focus on central and southern Alameda County.

- Appropriates \$1 million in General Fund revenue to AC Transit to assist with transportation services for Oakland Unified School District students.

SB 848 Transportation Trailer Bill: This measure includes several statutory changes relevant to Alameda CTC, including:

- Caps the amount that Caltrans can charge self-help counties for indirect costs to 10% for three years.
- Allows cities and counties to borrow from internal revenue streams and reimburse themselves with future year apportionments from SB 1 revenue.
- Increases the number of clean air vehicles that are eligible to utilize HOV lanes until January 1, 2022.

AB 1831 State government: appointments: infrastructure: Creates the Infrastructure Stabilization Fund to allocate funding dedicated for infrastructure pursuant to Proposition 2 of 2014 (the Rainy Day fund). Under this bill once the Rainy Day Fund reaches the Constitutional maximum of 10% of the general fund any excess revenue would be deposited into the Infrastructure Stabilization Account. The revenue would be allocated as follows:

- Allocates the first \$415 million to the State Infrastructure and Maintenance Fund for improvements to the State Capitol.
- Splits the remainder between the Rail Modernization program for rail corridor improvements identified by the State Transportation Agency and the Housing Rehabilitation Loan Fund for Multifamily Housing Program infrastructure investments.

This is an uncertain funding source and it is questionable if these funds would materialize. However, the Department of Finance projects that a total of \$300 million could be available for rail projects over the next few years.

Cap & Trade: The following summarizes the proposed appropriations to transportation related programs for FY 18-19:

- \$20 million to the Natural Resources Agency for Urban Greening Programs.
- \$18 million to the Strategic Growth Council for research grants on reducing carbon emissions, including clean energy, adaptation, and resiliency.
- \$2 million to the Strategic Growth Council to provide technical assistance to disadvantaged communities.

- \$40 million to the Office of Planning & Research for the Transformative Climate Communities Program.
- \$134.5 million from the Alternative & renewable Fuel and Vehicle Technology Fund to the California Energy Commission for zero emission vehicle infrastructure.
- \$12.5 million to the California Energy Commission for Low Carbon Fuel Production programs.
- \$64 million to the California Energy Commission for loans and grants to food processors to implement greenhouse gas reduction projects.
- \$50 million to the California Air Resources Board (CARB) for supporting local air districts implementation of AB 617.
- \$112 million to CARB for reducing emissions from the agricultural sector.
- \$125 million to CARB for the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project.
- \$75 million to CARB for Enhanced Fleet Modernization Program and Plus-Up Pilot Project.
- \$55 million to CARB for the Freight Equipment Advanced Demonstration and Pilot Commercial deployment Project.
- \$245 million to CARB for incentives to reduce emissions and implementation of AB 617.
- \$200 million to CARB for the Clean Vehicle Rebate Program, of which \$25 million shall be used for rebates to low income recipients.

Regional Update

Region-wide, Regional Measure 3 (RM3), a bridge toll increase, passed by a margin of over 54% in June 2018. In Alameda County, 53% of Alameda County voters supported RM3. Alameda County is expected to be eligible for over \$1 billion in transportation improvements funded by RM3, which is roughly a quarter of the total new toll revenues to be generated. This is a critical infusion of funds that will go a long way to leverage Alameda CTC's local transportation sales tax measures to deliver projects early.

RM3 funds important projects in Alameda County to support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, active transportation projects such as the East Bay Greenway Project, multi-modal investments including San Pablo Avenue

and East 14th & Mission in Fremont, and congestion relief projects in the County. Additionally, transit services funded with RM 3 operating assistance directly benefit Alameda County. See Attachment C.

Alameda CTC has specific named projects in RM3 and several project and corridor investments where our projects are eligible and where we are listed as co-sponsors. Because of Alameda CTC's project development work, we are ready to make use of the RM3 funds once they become available.

Regional Measure 3 Implementation timeline: The measure will raise bridge tolls by \$1 on the Bay Area's seven state-owned toll bridges in 2019, followed by additional \$1 increases in 2022 and 2025.

Regional Measure 3 lawsuit: During the first week of July, a lawsuit was filed in the San Francisco Superior Court by the Howard Jarvis Taxpayers Association challenging RM3 as a fee (requiring 50% voter approval) versus a tax (requiring a 2/3 voter approval). The suit aims to invalidate the new bridge tolls.

Legislation Recommendations

Staff recommends positions in the following table.


Bill/Proposition Number	Bill/Proposition Information	Recommendation
Proposition 6	This proposition would eliminate Senate Bill 1 funding for road repair and transportation improvements by repealing revenues dedicated for those purposes and requires any measure to enact vehicle fuel taxes and vehicle fees be submitted to and approved by the electorate.	Alameda CTC's 2018 legislative program supports legislation that increases and protects transportation funding and specifically states, "Oppose efforts to repeal transportation revenues streams enacted through SB 1." The PPLC unanimously recommended an OPPOSE position on Proposition 6.

Bill/Proposition Number	Bill/Proposition Information	Recommendation
<p>SB 1376 (Hill) Transportation network companies: accessibility for persons with disabilities.</p>	<p>This bill would require the California Public Utilities Commission (CPUC) by January 1, 2020, to develop regulations relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle. As part of these regulations, the bill would require the CPUC to conduct workshops with stakeholders in order to determine community demand, transportation provider supply, and educational outreach objectives and to develop programs for on-demand services, service alternatives, and partnerships.</p> <p>As part of these regulations, the bill would also require the CPUC to require each transportation network company to be fully accessible to persons with disabilities and, if this requirement cannot be met, the bill would require the CPUC to assess a fee on the transportation network company to fund on-demand accessible transportation services for persons with disabilities until the transportation network company is fully accessible to persons with disabilities. The bill would require the CPUC to report to the Legislature by January 1, 2023, on the compliance with these provisions and, if applicable, on the effectiveness of the transportation programs and partnerships funded pursuant to these provisions.</p>	<p>Alameda CTC's 2018 legislative program supports legislation that expands multimodal systems, shared mobility and safety, including for people with disabilities.</p> <p>Staff recommends a SUPPORT position on SB 1376.</p> <p>This item was requested to be brought to the Commission at the July PPLC meeting.</p>

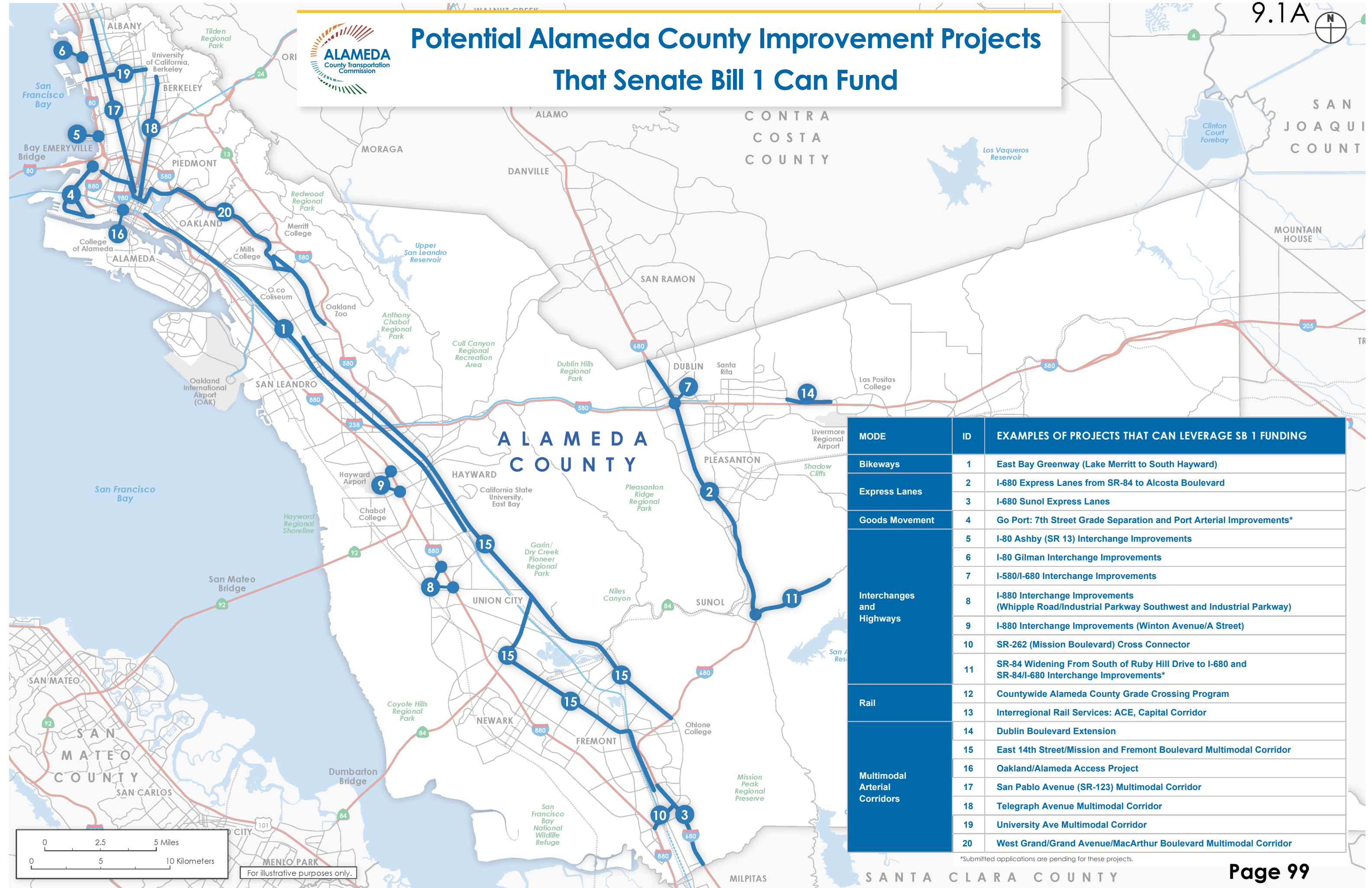
Fiscal Impact: If SB1 is repealed, there will be a significant impact to transportation funding for Alameda CTC, local jurisdictions and transit operators in Alameda County.

Attachments:

- A. Alameda CTC SB 1 Fact Sheet
- B. Example SB 1 Fact Sheets: City of Fremont and AC Transit
- C. Regional Measure 3 and Alameda County Fact Sheet

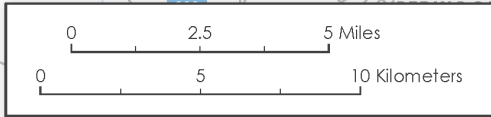


Potential Alameda County Improvement Projects That Senate Bill 1 Can Fund



MODE	ID	EXAMPLES OF PROJECTS THAT CAN LEVERAGE SB 1 FUNDING
Bikeways	1	East Bay Greenway (Lake Merritt to South Hayward)
	2	I-680 Express Lanes from SR-84 to Alcosta Boulevard
Express Lanes	3	I-680 Sunol Express Lanes
	4	Go Port: 7th Street Grade Separation and Port Arterial Improvements*
Goods Movement	5	I-80 Ashby (SR 13) Interchange Improvements
	6	I-80 Gilman Interchange Improvements
Interchanges and Highways	7	I-580/I-680 Interchange Improvements
	8	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway)
	9	I-880 Interchange Improvements (Winton Avenue/A Street)
	10	SR-262 (Mission Boulevard) Cross Connector
	11	SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements*
Rail	12	Countywide Alameda County Grade Crossing Program
	13	Interregional Rail Services: ACE, Capital Corridor
Multimodal Arterial Corridors	14	Dublin Boulevard Extension
	15	East 14th Street/Mission and Fremont Boulevard Multimodal Corridor
	16	Oakland/Alameda Access Project
	17	San Pablo Avenue (SR-123) Multimodal Corridor
	18	Telegraph Avenue Multimodal Corridor
	19	University Ave Multimodal Corridor
	20	West Grand/Grand Avenue/MacArthur Boulevard Multimodal Corridor

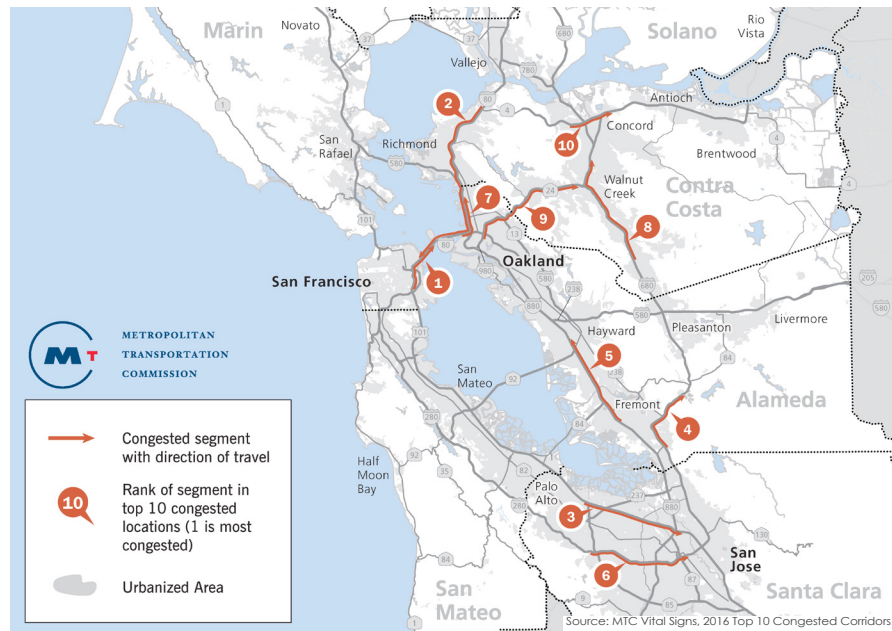
*Submitted applications are pending for these projects.



For illustrative purposes only.

Investments Will Reduce Congestion and Improve Safety

SB 1 can fund a number of key projects and programs within Alameda County, including road maintenance, transit, bicycle and pedestrian safety projects, major trails, relief for congested corridors including highways and major arterials, as well as programs such as the very popular Safe Routes to Schools Program and Student Transit Pass Programs. These investments will reduce congestion, improve safety and expand mobility for people and goods throughout the region.



ALAMEDA COUNTY HAS HALF OF THE REGION'S TOP 10 MOST CONGESTED CORRIDORS



INTERSTATE 880 IN ALAMEDA COUNTY



A SAFE ROUTES TO SCHOOLS PROGRAM WALKING SCHOOL BUS

ACCOUNTABILITY AND TRANSPARENCY

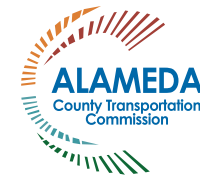
- Cities and counties must publically adopt and submit to the state a planned list of projects and year-end reporting that accounts for every single dollar of SB 1 revenue they receive.

OVERSIGHT

- SB 1 establishes an independent Inspector General who is appointed by the Governor to oversee programs to ensure all funds are spent as promised.
- The Inspector General is also required to report annually to the state legislature.

PROTECTING FUNDS

- Proposition 69 on the June 2018 ballot ensures that all SB 1 resources go to transportation and the funding cannot be used for other purposes.
- SB 1 funds will not be used to fund high-speed rail.



Senate Bill 1 Expanding Mobility in Alameda County



In April 2017, Governor Jerry Brown signed into law Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017. This landmark funding program invests approximately \$5.4 billion annually in state and local roads, public transit and active transportation programs.

WHAT DOES SB 1 DO?

- Enables cities and counties to address significant maintenance, rehabilitation and safety needs on the local street and road system.
- Provides funding for every community to rehabilitate, repair and maintain local roads, repair and replace aging bridges and culverts, reduce congestion and increase mobility options, including bicycle and pedestrian facilities.
- Allows cities and counties to accelerate the delivery of projects.

HOW SB 1 CAN SUPPORT MOBILITY EXPANSION IN ALAMEDA COUNTY



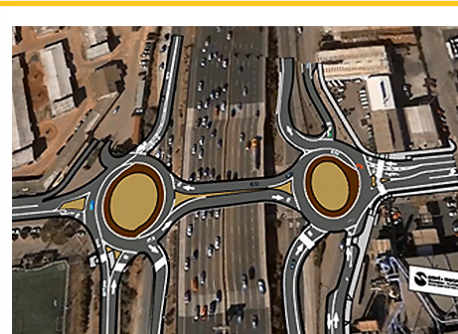
BIKEWAYS such as the East Bay Greenway connecting Oakland to Hayward will give bicyclists safe access to jobs, education, transit and other important destinations.



EXPRESS LANES along I-580 and I-680 increase highway efficiency for commuters, transit and freight, using existing capacity to reduce congestion and improve air quality.



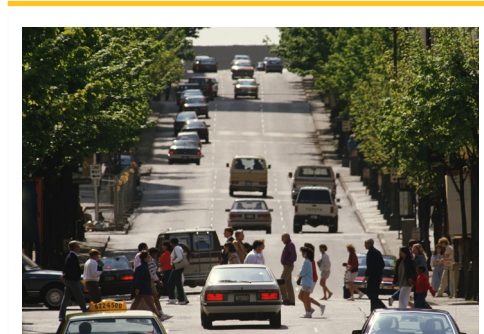
GOODS MOVEMENT improvements in Alameda County can support jobs and local communities, supporting the Bay Area economy.



INTERCHANGES AND HIGHWAYS provide critical connections throughout the county. I-80/Gilman Street and the I-80/Ashby Avenue interchange projects will improve navigation and traffic flow.



INTERREGIONAL RAIL SERVICES support freight and passenger services in Alameda County and Northern California.



MULTIMODAL ARTERIAL CORRIDORS planning underway for transit priority and pedestrian/bicycle improvements will increase safety for all travelers, reduce travel conflicts and accommodate future growth.



9.1B

REBUILDING CALIFORNIA REBUILDING FREMONT

The Road Repair and Accountability Act of 2017

A New source of State funding to enhance Highway, Transit, and Local Roads statewide

\$42 M

THE TOTAL AMOUNT
FREMONT WILL
RECEIVE OVER THE
NEXT 10 YEARS

TO REPAIR AND
MAINTAIN LOCAL
ROADS, REDUCE
CONGESTION AND
INCREASE MOBILITY
OPTIONS INCLUDING
BICYCLE AND
PEDESTRIAN
FACILITIES



12

 NEW
HIGH
IMPACT
PROJECTS

PEDESTRIAN
TRAFFIC
SAFETY
IMPROVEMENTS

4 TRAFFIC SIGNALS
8 FLASHING BEACONS



\$4.9 M

FUNDS DEDICATED TO
PROJECT CONSTRUCTION
WORK TO BEGIN SUMMER
2018



39 Miles

NUMBER OF MILES THAT
WILL BE REPAVED AND
SEALED IN 2018

COMPLETE
STREET
INVESTMENT

BART WAY
WALNUT AVENUE



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SENATE BILL 1 (SB1)

Rebuilding California



**freeways
& bridges**

**neighborhood
streets**

**public
transit**

**commute &
trade corridors**

congestion

WHAT IS SB1?

SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements. SB 1 is expected to generate \$5.2 billion annually in new revenues from various taxes and fees including more than \$750 million a year in new funding for transit.

WHY SB1?

SB 1 provides a significant infusion of funding for public transit. It will allow for critical investment in transit operations and capital projects directly benefiting AC Transit's efforts to modernize its service and upgrade deteriorating facilities. AC Transit will use funds to replace diesel-powered buses with low or zero-emission buses and rehabilitate our customer service center.

BENEFITS TO AC TRANSIT

Local Partnership Program (LPP)

50% Formula &
50% Competitive

**\$200
million
per year**

AC Transit will receive a \$1.068 million grant from the formula program to partially fund our Customer Service Center Rehabilitation Project.

Additionally, a portion of the grant will be used as matching funds to replace up to 59 diesel-powered buses with modern, hybrid buses. These vehicles will help AC Transit maintain fleet and service levels in the East Bay while decreasing air pollution.

AC Transit applied for an additional \$15 million grant from the competitive program for further matching funds to continue to replace up to 59 diesel-powered buses with modern, hybrid buses.

Transit & Intercity Rail Capital Program (TIRCP)

Competitive

**\$355
million
per year**

AC Transit applied for a \$13.5 million grant for 15 zero-emission buses to replace diesel-powered buses, which will make a significant impact on reducing greenhouse gases.

This will not only contribute to the achievement of California's greenhouse gas reduction goals, but also reduce local air pollutants.

Improving the air quality of local neighborhoods would directly benefit many Disadvantaged Communities that are within AC Transit's service area.

State Assistance Program (STA)

Formula

**\$300
million
per year**

AC Transit will receive an additional \$7 million in STA operating funds by the end of this fiscal year.

AC Transit will receive \$3.1 million in State of Good Repair funds for the East Bay Bus Rapid Transit Project. BRT will bring better transit to one of the East Bay's most diverse corridors.

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Regional Measure 3 9.1C

Advancing Alameda County Projects

Regional Measure 3 (RM 3) is a transportation measure on the June 5, 2018 ballot in the nine-county San Francisco Bay Area. The ballot measure includes a plan to build major roadway and public transit improvements funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge. RM 3 proposes a toll increase of \$1 in 2019, \$1 in 2022 and \$1 in 2025. The goal of RM 3 is to reduce traffic congestion and improve transportation options throughout the San Francisco Bay Area's state-owned toll bridge corridors.

WHAT DOES RM 3 FUND IN ALAMEDA COUNTY?

RM 3 Programs	RM 3 Funding Amount (x \$ 1,000)	Estimated Alameda County Funding Share (x \$ 1,000)
All-Corridor Operating Program (Annual)		
Ferries (WETA)	\$35,000	\$7,000
Regional Express Bus	\$20,000	\$19,000
	\$55,000	\$26,000
Capital Projects		
Regional Programs		
BART Expansion Cars (all BART-reliant counties)	\$500,000	\$125,000
Bay Area Corridor Express Lanes	\$300,000	\$60,000
Goods Movement and Mitigation	\$160,000	\$160,000
Bay Trail/Safe Routes to Transit (all bridges corridors eligible)	\$150,000	\$17,000
Ferries Enhancement Program	\$300,000	\$60,000
Capitol Corridor	\$90,000	\$90,000
Next Generation Clipper Transit Fare Payment System	\$50,000	\$6,000
	\$1,550,000	\$518,000
Corridor-Specific Capital Projects		
Central (San Francisco-Oakland Bay Bridge)		
Core Capacity Transit Improvement (serving the Bay Bridge corridor)	\$140,000	\$140,000
AC Transit Rapid Bus Improvements	\$100,000	\$100,000
	\$240,000	\$240,000
South (San Mateo-Hayward, Dumbarton)		
Tri-Valley Transit Access Improvements	\$100,000	\$100,000
Dumbarton Corridor Improvements	\$130,000	\$104,000
I-680/SR-84 Interchange Reconstruction Project	\$85,000	\$85,000
I-680/I-880/SR-262 Freeway Connector	\$15,000	\$15,000
	\$330,000	\$304,000
		\$1,088,000
TOTAL REGIONAL RM 3 PROGRAM FUNDING AMOUNT: \$4.45 Billion		
ESTIMATED ALAMEDA COUNTY FUNDING SHARE: \$1.088 Billion		

LOCAL MEASURE BB FUNDING

Approved by voters in 2014, Measure BB extended and augmented the existing transportation sales tax measure and will generate nearly \$8 billion over 30 years for essential transportation improvements in every city throughout Alameda County. Measure BB is an initial investment on these critical improvements. It is intended to attract other funds to advance delivery of regional and local transportation projects, such as RM 3 funds, if approved by the voters.

Increasing the amount of regional and local funding can move projects forward by 5-10 years in advance of their existing schedules.

MEASURE BB ACCOUNTABILITY

Alameda CTC is committed to the responsible stewardship of public funds and public accountability. An Independent Watchdog Committee reviews and reports annually on all Measure BB expenditures and performance measures. Alameda CTC has received 100 percent clean audits, its bonds are AAA-rated, and the agency has been awarded a Certificate for Excellence in Financial Reporting for four years in a row.



Regional Measure 3: Advancing Alameda County Projects (cont'd)

ADVANCING MEASURE BB-FUNDED PROJECTS

7TH STREET GRADE SEPARATION



Located in the heart of the San Francisco Bay Area, Alameda County serves as a gateway from Northern California to the world. RM 3-eligible projects include **Global Opportunities at the Port of Oakland Projects** in partnership with the Port of Oakland to improve safety, efficiency and reliability of truck and rail



access to the Port. Improvements on I-80, I-580 and I-880 will reduce congestion and enable more goods to be carried by truck.

Improvements to enhance passenger rail include adding new BART cars, which can increase capacity by up to 30 percent, and extending BART, Caltrain and Santa Clara Valley Transit Authority light rail to jobs and regional transit hubs; expanding Diridon Station to accommodate BART, Caltrain, Amtrak and future high-speed rail; and improving Capitol Corridor track infrastructure to reduce travel times and improve safety.

I-580 EXPRESS LANES



Express lanes increase the efficiency of our transportation system for commuters, transit and freight, by taking advantage of existing capacity. The **I-680 Express Lanes From SR-84 to Alcosta Boulevard**, an RM 3 eligible project, will reduce congestion in one of the top 10 most congested freeway corridors in the Bay Area, improve safety and air quality, and accommodate future demand.

SR-84 Widening and SR-84/I-680 Interchange Improvements will improve safety and regional/interregional connectivity by upgrading SR-84 from a two-lane highway to a four-lane expressway between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County. The **SR-262 Cross Connector**, another RM 3-eligible project, will widen SR-262 to six lanes. RM 3 could be instrumental for future phases, such as final engineering right-of-way and construction.

BART AND AC TRANSIT RAPID BUS



Approximately 100 million riders board transit annually in Alameda County on rail, buses, ferries and shuttles. **AC Transit Rapid Bus Corridor Improvements** is an RM 3-eligible project to improve speed and reliability for key AC Transit bus lines. The San Francisco Bay Area Water Emergency Transportation Authority (WETA) **Ferry Enhancement Program** will purchase new vessels, rehabilitate existing vessels, build/upgrade facilities and build/expand terminals. RM 3 could also fund WETA service expansion.



Dumbarton Corridor Improvements will address transit and mobility improvements within this corridor. The **trails program** will improve bicycle and pedestrian access on and near the region's toll bridges and to rail transit stations and ferry terminals. Access improvements include sidewalks, bike paths, traffic signals, signage and secure bicycle parking. **Tri-Valley Transit** funding will enhance transit services in the Tri-Valley.

RM3 ACCOUNTABILITY AND OVERSIGHT

RM 3 has an extensive accountability and oversight process:

Citizens' Oversight Committee: Modeled on the approach taken in local county sales tax measures dedicated to transportation, RM 3 requires establishment of an independent oversight committee to ensure spending of all RM 3 revenue is consistent with the Expenditure Plan. County supervisors in each of the nine Bay Area counties would appoint two representatives to this committee.

Performance Measures: Prior to allocating funds to bus or ferry service, MTC will develop performance measures, such as ridership targets, to help ensure tolls are used cost-effectively and highlight the need for adjustments to be made if service falls short of the desired performance measures. A similar requirement existed for RM 2 and led to changes in service and the elimination of certain routes that did not attract sufficient riders to be cost-effective.

Office of BART Inspector General: Approval of RM 3 would establish an independent Office of the BART Inspector General to ensure BART uses bridge toll funds and other revenues efficiently and effectively. (Source: https://mtc.ca.gov/sites/default/files/RM_3_FAQ_3-1-18.pdf)



Memorandum

10.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: July 19, 2018

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
John Nguyen, Senior Transportation Planner

SUBJECT: 2018 Comprehensive Investment Plan Technical Adjustments

Recommendation

It is recommended that the Commission approve the following:

1. Approve the 2018 Comprehensive Investment Plan (CIP) Update, which includes \$106M of programming adjustments to the current CIP's programming window, fiscal years 2017/18 through 2021/22.
2. Approve Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners including Baseline Agreements for the Senate Bill 1 programs, Initiation of Contract Procurement to obtain necessary professional services and construction contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC.

Summary

Alameda CTC is responsible for planning, funding and delivering transportation projects and programs within Alameda County. Alameda CTC has programming and allocation authority for a number of federal, state, regional and local transportation funding programs, such as the local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), Lifeline Transportation Program, federal One Bay Area Grant Program (OBAG), and Transportation Fund for Clean Air (TFCA). Alameda CTC consolidates the programming and allocation for funds sources which are under Alameda CTC's purview into a single programming and allocation document known as the Alameda CTC Comprehensive Investment Plan (CIP).

On April 27, 2017, the Commission approved the 2018 CIP which included approximately \$405M programmed from fiscal year 2017/18 through 2021/22, and

\$260M allocated over the first two years (refer to Attachment A: 2018 CIP Current Programming and Allocations).

The 2018 CIP technical adjustments captures to programming actions previously approved by the Commission since the April 27, 2017 approval, and staff recommended modifications to certain programming items to reflect current project sponsor's implementation schedules. The changes from the current 2018 CIP amounts to approximately \$106M in additional programming which includes \$102M in additional allocations (see Attachment B: 2018 CIP Update Changes to Current Programming). The resultant 2018 CIP Update recommended for approval includes an updated five-year programming total of \$511M, with \$362M allocated over the first two fiscal years (see Attachment C: 2018 CIP Update Programming and Allocations).

It is also recommended that the Commission authorize the Executive Director, or designee of the Executive Director, to execute project funding agreements and/or cooperative agreements including Baseline Agreements for the Senate Bill 1 programs with project sponsors, and to initiate contract procurement (such as advertisement, bid process, contract award and contract execution) for professional services and/or construction contractors for the allocations proposed in the 2018 CIP technical updates. Encumbrances for new contracts between Alameda CTC and professional service providers and/or construction contractors shall be initiated based on approval of the recommended funding and in accordance with Alameda CTC's approved contracting and procurement policies.

Background

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a singular programming cycle. The CIP's purpose is to strategically program available funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans.

The current 2018 CIP, approved by the Commission in April 2017, includes a five-year programming horizon from fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP. The current 2018 CIP includes approximately \$405M in programming, and \$260M in allocations.

Since the approval of the 2018 CIP, there have been a number of funding and project delivery related developments that require updates to the CIP. To memorialize the prior Commission actions, and record the programming and allocation changes to the current CIP, staff recommends the approval of the 2018 CIP technical adjustments.

The 2018 CIP technical adjustments fall within the parameters of the following adjustment categories:

A. Previously Approved Commission Actions

Over the past year, newly available funding capacity from fund sources such as the 2018 State Transportation Improvement Program, Lifeline Transportation Program, TFCA, and local sales tax funds were approved by the Commission to several projects and programs across the county.

Key examples of Previously Approved Commission Allocations

- Measure BB allocations to I-80 Gillman Street Interchange Improvements (CIP ID 00069, \$3.9M), I-80 Ashby Interchange Improvements (CIP ID 00070, \$5.5M), and 7th Street Grade Separation and Port Arterial Improvement Project (CIP ID00207, \$20.0M).
- 2018 STIP Funds (CIP ID 00281, \$48.8M): The Commission action in October 2017 recommended a portfolio of countywide projects using STIP funds. These funds are proposed to be documented into the CIP.
- Lifeline Cycle 5 Program funds (CIP ID 00282, \$4.8M): The Commission approved in May 2018, a program of transit related operations using Lifeline funds. These funds are proposed to be documented into the CIP.
- I-580 Toll System Upgrade (CIP ID 00278, \$10.5M): The Commission approved the I-580 20-year expenditure plan that included revenue and project delivery assumptions. These revenue forecasts and projects are proposed to be documented into the CIP.

B. Changes in Fund Sources

The CIP adjustments include changes to funding sources committed to a project. The change of fund source represents the prioritization of available external funds such as Senate Bill 1 Local Partnership Program (LPP) and Transportation for Clean Air (TFCA) over local sources, and to maximize any remaining funds committed to a project.

Key examples of Changes in Fund Source

- BART - BART to Livermore Project (CIP ID 00215): Alameda CTC is deallocating \$3.0M in MBB funds to prioritize other available funds for project development work. There is approximately \$1.4 M previously allocated MB funds and \$1.7 M State Traffic Congestion Relief Program (TCRP) funds that will fund the project's preliminary engineering/environmental phase. The deallocated Measure BB funds will return to the 2014 Measure BB Transportation Expenditure Plan - \$400 M commitment amount for future reprogramming to the construction phase upon the sponsor's request and project readiness.
- Dublin – Dublin Boulevard – North Canyons Parkway Extension (CIP 00225) and the Alameda CTC I-880 Davis Street Interchange (CIP 00279): The

Commission previously approved a \$540,000 exchange of federal and local funds to the two projects. The 2018 CIP technical adjustments incorporates this exchange to update the CIP programming and allocation record.

- Emeryville – South Bayfront Bridge (CIP 00141): The project is deallocating \$105,000 in Measure B funds to utilize available TFCA capacity that is available to the City of Emeryville. Thus, \$105,000 in TFCA funds are being allocated as part of the CIP technical adjustments to complete the change in fund source.

C. Consolidation/Reallocation

The CIP adjustments includes consolidation of previously approved allocations from multiple CIP records or past actions, and the reallocation of funds to existing projects in the CIP or new sponsor proposed eligible projects.

Key examples of funding consolidation and reallocation

- Alameda CTC - Telegraph Avenue, University Avenue, and Ashby Avenue Mutli-Modal Corridor Projects (CIP ID 00133, 00134, 00135): Measure BB funding previously allocated to these projects in the amount of \$6M are being deallocated from these individual projects and moved to the Alameda CTC's Corridor Studies Implementation Project (CIP ID 00207). The consolidation of funds will strategically allow Alameda CTC to examine opportunities to implement improvements along these corridors and other corridors in Alameda County as defined through current planning and project development work for the county's corridors.
- Berkeley – North Shattuck Avenue Rehabilitation Project (CIP ID 00221) and Southside Complete Streets and Transit Improvements Project (CIP ID 00223): The project sponsor requested to reprogram One Bay Area Grant (OBAG) Funds from the North Shattuck Avenue Rehabilitation Project to the Southside Complete Streets and Transit Improvements Project in the amount of \$1.214M. This reallocation is eligible and consistent with the OBAG program requirements.
- Piedmont – Piedmont Local Street and Road (LSR) Exchange Projects (CIP 00285) and Oakland Avenue Pedestrian Bridge (CIP ID 00286): Prior CMA TIP funding commitments to Piedmont LSR Exchange Projects are being reallocated to Piedmont's Oakland Avenue Pedestrian Bridge Railing Project in the amount of \$208,000.

D. Deallocation

The CIP adjustments also include direct deallocation of funds due to project implementation issues resulting from project delays, cancelled projects, or revised sponsor project delivery strategies.

Key examples of deallocated funds

- Alameda County/LAVTA – Dublin/Pleasanton BART Parking Expansion (CIP ID 00217): \$4.3M in Measure BB funds are being deallocated from the project to reflect the utilization of other fund sources (SB-1, and Vehicle Registration Fee (VRF) funds). Due to recent developments in the project delivery strategy including change of sponsorship, Measure BB funds are being deallocated, and new funds are being programmed to include \$3.5M respectively from the SB-1 and VRF programs in FY 19/20 to coincide with the current project delivery and funding strategies.
- Hayward – First Mile/Last Mile BART Shuttle Operations (CIP ID 00261): A total of \$550,000 is being deprogrammed, of which \$220,000 is also being deallocated, from the project at the sponsor's request due to a change in local needs for this transportation service.
- Pleasanton – Hacienda PDA Study (CIP ID 00261): The sponsor cancelled this project, and \$50,000 is subsequently deallocated from the project.

E. New Allocations

The CIP adjustments include new allocations to projects that indicated funding readiness and posed opportunities to leverage non-Alameda CTC administered funds obtained by project sponsors (such as SB-1 programs).

Key examples of New Allocations

- Emeryville – Quiet Zone Safety Engineering Measures (CIP ID 00284): \$1.8M in Measure BB funds is a proposed new allocation to match SB-1 Trade Corridor Enhancement Program (TCEP) funds that the City of Emeryville has secured for the project. This poses an opportunity for Measure BB to leverage external fund sources to Alameda County.
- Livermore Area Recreation and Park District/Tri-Valley Conservancy – Valley Trails Connection Project (CIP 00283): \$110,000 in CMA-TIP funds are proposed to be allocated to complete a multi-use, year-round trail and bridge that will accommodate all trail users of the Sycamore Grove Park to Del Valle Regional Park trail connecting from Livermore to Fremont. This project leverages over \$1.0 of external funding sources to complete the project.

F. New Programming

The CIP adjustments include new programming of funds to coincide with project funding and delivery strategies by the project sponsor.

Key examples of New Programming

- Alameda County/LAVTA – Dublin/Pleasanton BART Parking Expansion (CIP ID 00217): As mentioned previously (in Bullet D), new funds are being programmed to include \$3.5M respectively from the SB-1 and VRF programs

in FY 19/20 to coincide with the current project delivery and funding strategies for the BART parking improvements.

- Port of Oakland – Adeline Street Bridge Reconstruction Study (CIP ID 00268): At the sponsor's request, the \$50,000 previously allocated in FY 17/18 is proposed to be reprogrammed in FY 19/20 to correspond to the sponsor's implementation plan for this study.

In all, these technical adjustments amounts to approximately \$106M in programming changes including \$102M in allocations adjustments, as summarized in detail on Attachment B: 2018 CIP Update Changes to Current Programming.

Approval of the programming and technical adjustments to projects and programs included in the 2018 CIP Update will result in a total of \$511M programmed from FY 2017-18 to FY 2021-22, and \$362M in allocations over the first two fiscal years that will be available for encumbrance in agreements and contracts. The technical adjustments to the 2018 CIP programming and allocations is summarized in the table below.

2018 CIP Technical Adjustment Summary

	Five-Year Programming	Two-Year Allocation
2018 CIP Current <i>(Approved April 27, 2017)</i>	\$405 M	\$260 M
<i>Technical Adjustments</i>	+ \$106 M	+ \$102 M
2018 CIP Update	\$511 M	\$362 M

Upon approval of the 2018 CIP Update, including the recommended changes to programming and allocations in Attachment B for Alameda CTC-administered funding, Alameda CTC will enter into project funding agreements and contracts, as applicable. It is recommended that the Commission authorize the Executive Director, or designee of the Executive Director, to execute project funding agreements and/or cooperative agreements including Baseline Agreements for the Senate Bill 1 programs with project sponsors, and to initiate contract procurement (such as advertisement, bid process, contract award and contract execution) for professional services and/or construction contractors for the allocations proposed in the 2018 CIP Update. Encumbrances for new contracts between Alameda CTC and professional service providers and/or construction contractors shall be initiated based on approval of the recommended funding and in accordance with Alameda CTC's approved contracting and procurement policies.

Fiscal Impact: The recommended actions will result in the allocation, encumbrance and subsequent expenditure of the 2000 Measure B, 2010 Vehicle Registration Fee, 2014 Measure BB, TFCA County Program Manager funds allocated by the Commission per Attachment C. The corresponding encumbrance amounts will be included in the annual budget of the Alameda CTC for the applicable fiscal year.

Attachments:

- A. 2018 Comprehensive Investment Plan (*approved April 27, 2017*)
- B. 2018 CIP Update Changes to Current Programming
- C. 2018 CIP Update Programming and Allocations

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Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan%			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Lifeline	STA	O&M	3,583	3,583					3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Lifeline	JARC	O&M	1,417	1,417					1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Lifeline	STA	CON-CAP	450	450					450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Lifeline	STA	O&M	1,741	1,741					1,741
00009	AC Transit	City of Oakland Broadway Shuttle	Lifeline	JARC	O&M	405	405					405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	TFCA	Prog Mgr	CON-CAP	925	925					925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	STIP	RIP	CON-CAP							
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	2000 MB	07A	Various	11,510	11,510					11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	2014 MBB	TEP-13	CON-CAP	10,000	10,000					10,000
00056	AC Transit	Grand/MacArthur BRT	2014 MBB	TEP-15	Planning / Scoping	100	100					100
00057	AC Transit	College/Broadway Corridor Transit Priority	2014 MBB	TEP-16	Planning / Scoping	100	100					100

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Current Programming													
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	TFCA	Prog Mgr	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	2010 VRF	Disc-Transit	Various	300		300					300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2000 MB	Disc-Transit	Final Design (PS&E)	447		447					447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2000 MB	Disc-Transit	PE/Env	536		536					536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2010 VRF	Disc-Transit	CON-CAP	4,018			4,018				4,018
00055	Alameda	Alameda to Fruitvale BART Rapid Bus	2014 MBB	TEP-14	Planning / Scoping								
00087	Alameda	Alameda City Complete Streets	OBAG	STP	CON-CAP	505	505						505
00105	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	Reg	Final Design (PS&E)								
00105	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	Reg	CON-CAP								
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	Planning / Scoping	450		450					450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	PE/Env	450			450				450

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	Final Design (PS&E)	450			450			450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	CON-CAP	7,650				7,650		
00196	Alameda	Central Avenue Complete Street	STP/CMAQ	STP/CMAQ	CON-CAP	3,487				3,487		
00197	Alameda	City Wide Street Resurfacing - Pavement Management	STP/CMAQ	LSR	CON-CAP	827				827		
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	PE/Env	124		124				124
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	443			443			443
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	CON-CAP	4,451				4,451		
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	Planning / Scoping	244		244				244
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	PE/Env	244		244				244
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	Final Design (PS&E)	434			434			434
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	ROW - Capital	1,097			1,097			1,097

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	CON-CAP	6,376					6,376	
00200	Alameda	Seaplane Lagoon Ferry Terminal 1	2014 MBB	TEP-45	CON-CAP	8,200					8,200	
00088	Alameda County	Alameda Co-Variou Streets and Roads Preservation	OBAG	STP	CON-CAP	1,565	1,565					1,565
00106	Alameda County	Be Oakland, Be Active	ATP	Reg	CON-CAP							
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2014 MBB	TEP-26	CON-CAP	7,000	7,000					7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	TFCA	Prog Mgr	Various	62	62					62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2000 MB	Disc-TCD	Planning / Scoping	88			88			88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2014 MBB	TEP-26	CON-CAP	7,600					7,600	
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	STP/CMAQ	STP/CMAQ	CON-CAP	9,300					9,300	
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	STP/CMAQ	LSR	PE/Env	100			100			100
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	STP/CMAQ	LSR	CON-CAP	2,071				2,071		2,071

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	STP/CMAQ	LSR	PE/Env	100		100				100
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	STP/CMAQ	LSR	CON-CAP	1,679			1,679			1,679
00002	Alameda CTC	Planning, Programming and Monitoring	STIP	RIP	CON-CAP							
00013	Alameda CTC	FY 15-16 Program Manager Funds - Cities/County Shares	TFCA	Prog Mgr	Various							
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	2000 MB	Disc-BP	Various	540	235	61	61	61	61	357
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	2000 MB	Disc-PT	O&M	495	210	95	95	95		400
00053	Alameda CTC	Affordable Student Transit Pass Programs	2014 MBB	TEP-08	O&M	15,000	15,000					15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	2014 MBB	TEP-12	Planning / Scoping	500	500					500
00063	Alameda CTC	Railroad Corridor Right of Way Preservation and Track Improvements - Scoping	2014 MBB	TEP-23	Planning / Scoping							
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	PE/Env	3,000	3,000					3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	Final Design (PS&E)	3,671		3,671				3,671

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	ROW-CAP	1,475		1,475				1,475
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	Planning / Scoping	100	100					100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	PE/Env	4,000	4,000					4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	PE/Env	4,000	4,000					4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	Final Design (PS&E)	16,500			16,500			16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	ROW-CAP	20,000			10,000	10,000		10,000
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	2014 MBB	TEP-32	CON-CAP	10,000	10,000					10,000
00073	Alameda CTC	I-580/I-680 Interchange Improvements (Study Only)	2014 MBB	TEP-33	Planning / Scoping	1,000	1,000					1,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	2014 MBB	TEP-35	Final Design (PS&E)	5,000	5,000					5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	2014 MBB	TEP-35	CON-CAP	15,000	15,000					15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	2014 MBB	TEP-36	Planning / Scoping	100	100					100

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	TEP-38	Planning / Scoping	925	925					925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	TEP-38	PE/Env	4,750			4,750			4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	2014 MBB	TEP-39	Planning / Scoping	825	825					825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	2014 MBB	TEP-39	PE/Env	4,750			4,750			4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	ATP	State	PE/Env							
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	PE/Env	3,500	3,500					3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	Final Design (PS&E)	12,000				12,000		
00084	Alameda CTC	East-West Connector in Fremont & Union City	STIP	RIP	CON-CAP							
00084	Alameda CTC	East-West Connector in Fremont & Union City	1986 MB	MB226	CON-CAP	89,000	89,000					89,000
00117	Alameda CTC	I-680 Sunol SB Express Lane	2000 MB	08A	O&M	4,500	4,500					4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	2000 MB	08A	CON-CAP	20,000	20,000					20,000

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Current Programming													
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00118	Alameda CTC	I-680 Sunol Express Lanes	2000 MB	08B	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	2014 MBB	TEP-35	CON-CAP	20,000		20,000					20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	2000 MB	08B	CON-CAP	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	2014 MBB	TEP-27	Planning / Scoping	250	250						250
00128	Alameda CTC	Port - Intelligent Transportation System (ITS) and Technology Plan	2014 MBB	TEP-41	PE/Env								
00129	Alameda CTC	Middle Harbor Road Improvements	2014 MBB	TEP-27	PE/Env								
00130	Alameda CTC	7th Street Grade Separation, West and East	2014 MBB	TEP-27	PE/Env								
00130	Alameda CTC	7th Street Grade Separation, West and East	2014 MBB	TEP-27	Final Design (PS&E)								
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	2014 MBB	TEP-26	Planning / Scoping	5,000	5,000						5,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	4,000	3,000		1,000				4,000
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	3,000	2,250		750				3,000

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CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	2,000	1,500		500			2,000
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	1,000	750		250			1,000
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	2014 MBB	TEP-40	CON-CAP	8,000	5,000	3,000				8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2014 MBB	TEP-40	Planning / Scoping	1,808	1,500	308				1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2014 MBB	TEP-40	PE/Env	3,500			3,500			3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	2014 MBB	TEP-40	Planning / Scoping	1,500	1,500					1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	2014 MBB	TEP-40	PE/Env	7,500			7,500			7,500
00142	Alameda CTC	Scoping: I-580 ICM	2014 MBB	TEP-26	Planning / Scoping							
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	PE/Env	15,000	15,000					15,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	Final Design (PS&E)	18,000	18,000					18,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	2014 MBB	TEP-26	Various	1,500	1,500					1,500

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CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	2014 MBB	TEP-41	Various	300	300					300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	2010 VRF	Disc-Transit	Various	300	300					300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	2014 MBB	TEP-46	Various	200	200					200
00161	Alameda CTC	Overall Planning/Monitoring Services	2014 MBB	TEP-46	Various	100	100					100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	TFCA	Prog Mgr	Various	210	210					210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	TFCA	Prog Mgr	Various	270	270					270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	2000 MB	Disc-TCD	Planning / Scoping	200	200					200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	TFCA	Prog Mgr.	O&M	420	105	294	21			420
00192	Alameda CTC	Transportation Demand Management (TDM) Program	2014 MBB	TEP-45	O&M	434		255	179			434
00206	Alameda CTC	Comprehensive Multimodal Monitoring	2010 VRF	Disc-Transit	Planning / Scoping	1,250		800	450			1,250
00207	Alameda CTC	Corridor Studies Implementation	2010 VRF	Disc-Transit	Planning / Scoping	2,000			2,000			2,000

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Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00207	Alameda CTC	Corridor Studies Implementation	2010 VRF	Disc-Transit	PE/Env	3,000					3,000	
00208	Alameda CTC	Alameda County Safe Routes to School Program	2000 MB	Disc-BP	O&M	1,090		1,090				1,090
00208	Alameda CTC	Alameda County Safe Routes to School Program	2000 MB	Disc-BP	CON-CAP	1,500				500	500	500
00208	Alameda CTC	Alameda County Safe Routes to School Program	CMA-TIP	Other	CON-CAP	200		100	100			200
00208	Alameda CTC	Alameda County Safe Routes to School Program	STP/CMAQ	STP/CMAQ	O&M	8,372	1,073	7,299				8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	2014 MBB	TEP-27	O&M	6,000		1,500	1,500	1,500	1,500	3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	2014 MBB	TEP-35	PE/Env	1,500			1,500			1,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	2014 MBB	TEP-46	Planning / Scoping	1,000		1,000				1,000
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	TFCA	Prog Mgr	O&M	100	100					100
00113	Albany	Complete Streets for San Pablo Ave/Buchanan St.	ATP	State	Final Design (PS&E)							
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	TFCA	Prog Mgr	Various	95	95					95

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CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00213	Albany	Buchanan Bikeway Phase III	2000 MB	Disc-BP	CON-CAP	600		600				600
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	STP/CMAQ	LSR	CON-CAP	340				340		
00021	ASEB	Special Transportation Services for Individuals with Dementia	2000 MB	Disc-PT	O&M	400	400					400
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Lifeline	STA	O&M	250	250					250
00058	BART	Irvington BART Station	2014 MBB	TEP-17	Planning / Scoping	2,760	2,760					2,760
00059	BART	Bay Fair Connector/BART Metro	2014 MBB	TEP-18	Planning / Scoping	100	100					100
00060	BART	BART Station Modernization and Capacity Program - Scoping	2014 MBB	TEP-19	Planning / Scoping							
00060	BART	BART Station Modernization and Capacity Program - Scoping	STIP	RIP	CON-CAP							
00083	BART	Downtown Berkeley BART Plaza/Transit Area Improvements	STIP	RIP	CON-CAP							
00172	BART	BART West Oakland Bike Locker Plaza	TFCA	Prog Mgr	Various	55	55					55
00215	BART	BART to Livermore	TCRP	TCRP	PE/Env	1,700		1,700				1,700

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CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00215	BART	BART to Livermore	2014 MBB	TEP-20	PE/Env	3,000		3,000				3,000
00216	BART	Bay Fair Connection	2014 MBB	TEP-18	Planning / Scoping	500		500				500
00216	BART	Bay Fair Connection	2014 MBB	TEP-18	PE/Env	5,000			5,000			5,000
00217	BART	Dublin/Pleasanton BART Parking Expansion	2014 MBB	TEP-19	Final Design (PS&E)	4,300		4,300				4,300
00089	Berkeley	Shattuck Complete Streets and Decouplet	OBAG	STP	CON-CAP	2,777	2,777					2,777
00097	Berkeley	Hearst Avenue Complete Streets	OBAG	STP	CON-CAP	2,256	2,256					2,256
00107	Berkeley	LeConte Elementary Safe Routes to School Improvements	ATP	Reg	Final Design (PS&E)							
00108	Berkeley	LeConte Elementary Safe Routes to School Improvements	ATP	Reg	CON-CAP							
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	TFCA	Prog Mgr	Various	137	137					137
00177	Berkeley	Hearst Ave Complete Streets	TFCA	Prog Mgr	CON-CAP	88	88					88
00184	Berkeley	Berkeley Citywide Bike Parking Program	TFCA	Prog Mgr	CON-CAP	180		180				180

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CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	PE/Env	29		29				29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	Planning / Scoping	49		49				49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	Final Design (PS&E)	59		59				59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	CON-CAP	613			613			613
00220	Berkeley	Milvia Bikeway Project	2000 MB	Disc-BP	PE/Env	350		350				350
00221	Berkeley	North Shattuck Avenue Rehabilitation	STP/CMAQ	LSR	CON-CAP	1,214				1,214		
00222	Berkeley	Railroad Crossing Safety Improvement Project	2014 MBB	TEP-27	PE/Env	500			500			500
00222	Berkeley	Railroad Crossing Safety Improvement Project	2014 MBB	TEP-27	Final Design (PS&E)	1,020				1,020		
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	PE/Env	387		387				387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	613			613			613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	CON-CAP	6,121			6,121			6,121

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CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	2000 MB	Disc-PT	O&M	568	568					568
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	318		159	159			318
00085	Caltrans	SR 84 Expressway Widening	STIP	RIP	CON-CAP							
00086	Caltrans	SR 84 Expressway Widening	STIP	RIP	CON-Support							
00065	CCJPA	Capitol Corridor Service Expansion	2014 MBB	TEP-25	Planning / Scoping							
00023	CIL	Mobility Matters Project	2000 MB	Disc-PT	O&M	679	679					679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	500		250	250			500
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	TFCA	Prog Mgr	Various	123	123					123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	128	128					128
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	220		110	110			220
00052	Dublin	Iron Horse Transit Route - Dougherty Road	2000 MB	09	CON-CAP	6,267	6,267					6,267

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CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00090	Dublin	Dublin Boulevard Preservation	OBAG	STP	CON-CAP	470	470					470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	2014 MBB	TEP-26	CON-CAP	11,200	11,200					11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	2014 MBB	TEP-26	CON-CAP	3,000	3,000					3,000
00166	Dublin	San Ramon Road Arterial Mgmt	TFCA	Prog Mgr	Various	146	146					146
00224	Dublin	City of Dublin Street Rehab	STP/CMAQ	LSR	CON-CAP	661				661		
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	2014 MBB	TEP-26	PE/Env	2,374		2,374				2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	2014 MBB	TEP-26	Final Design (PS&E)	5,914			5,914			5,914
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	2014 MBB	TEP-42	PE/Env	166		166				166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	2014 MBB	TEP-42	Final Design (PS&E)	1,128			1,128			1,128
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	2014 MBB	TEP-42	CON-CAP	642		642				642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	2014 MBB	TEP-42	CON-CAP	2,833				2,833		

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							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	296		144	152			296	
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	2000 MB	Disc-PT	O&M	174	174					174	
00098	Emeryville	Emeryville - Hollis Street Preservation	OBAG	STP	CON-CAP								
00141	Emeryville	South Bayfront Bridge	2014 MBB	TEP-44	CON-CAP								
00141	Emeryville	South Bayfront Bridge	2000 MB	Disc-BP	CON-CAP	2,000		2,000				2,000	
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	TFCA	Prog Mgr	CON-CAP	180		180				180	
00230	Emeryville	Emery Go Round General Benefit Operations	2014 MBB	TEP-45	O&M	2,500		500	500	500	500	500	1,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	STP/CMAQ	LSR	CON-CAP	225				225			
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	2000 MB	Disc-TCD	CON-CAP	930			930			930	
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	70		35	35			70	
00025	Fremont	Tri-City Mobility Management and Travel Training Program	2000 MB	Disc-PT	O&M	450	450					450	

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							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00026	Fremont	Tri-City Volunteer Driver Programs	2000 MB	Disc-PT	O&M	550	550					550
00027	Fremont	Tri-City Taxi Voucher Program	2000 MB	Disc-PT	O&M	450	450					450
00091	Fremont	Fremont City Center Multi-Modal Improvements	OBAG	STP	CON-CAP	1,288	1,288					1,288
00140	Fremont	Warm Springs BART Station - West Side Access	2014 MBB	TEP-45	CON-CAP	25,000	25,000					25,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	2014 MBB	TEP-26	Planning / Scoping	50	50					50
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	2014 MBB	TEP-42	Planning / Scoping	50	50					50
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	2014 MBB	TEP-45	Planning / Scoping	50	50					50
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	2014 MBB	TEP-45	Planning / Scoping	50	50					50
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	TFCA	Prog Mgr	CON-CAP	425	425					425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	TFCA	Prog Mgr	CON-CAP	646		646				646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	STP/CMAQ	LSR	CON-CAP	2,760				2,760		

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							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	PE/Env	386		386				386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	799			799			799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	CON-CAP	6,510				6,510		
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	2014 MBB	TEP-42	PE/Env	1,901		1,901				1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	2014 MBB	TEP-42	Final Design (PS&E)	3,553			3,553			3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	PE/Env	443		443				443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	Final Design (PS&E)	1,328			1,328			1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	CON-CAP	7,525				7,525		
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	2014 MBB	TEP-45	CON-CAP	5,000			5,000			5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	298		149	149			298
00092	Hayward	Hayward - Industrial Boulevard Preservation	OBAG	STP	CON-CAP	1,265	1,265					1,265

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							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2014 MBB	TEP-26	Util Relocation							
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2014 MBB	TEP-26	CON-CAP	21,500	9,500	12,000				21,500
00240	Hayward	First Mile/Last Mile BART Shuttle Operations	2014 MBB	TEP-45	O&M	550		110	110	110	110	220
00241	Hayward	Main Street Complete Street Project	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	175		175				175
00241	Hayward	Main Street Complete Street Project	STP/CMAQ	STP/CMAQ	CON-CAP	1,500			1,500			1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2014 MBB	TEP-26	Planning / Scoping	440		440				440
00243	Hayward	Winton Avenue - Complete Street Project	STP/CMAQ	LSR	Final Design (PS&E)	88		88				88
00243	Hayward	Winton Avenue - Complete Street Project	STP/CMAQ	LSR	CON-CAP	1,662			1,662			1,662
00008	LAVTA	WHEELS Route 14 Operating Assistance	Lifeline	STA	O&M	388	388					388
00008	LAVTA	WHEELS Route 14 Operating Assistance	Lifeline	JARC	O&M	129	129					129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	2000 MB	Disc-Transit	Various	100	100					100

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Technical Detail: Current Programming													
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	TFCA	Prog Mgr	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	2000 MB	Disc-Transit	Final Design (PS&E)	152		152					152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	2000 MB	Disc-Transit	CON-CAP	1,262		1,262					1,262
00245	LAVTA	Wheels Forward/2020 Plan	2000 MB	Disc-Transit	Planning / Scoping	220				220			
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	40		18	22				40
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	275		103	172				275
00109	Livermore	Livermore Marylin Avenue Safe Routes to School	ATP	Reg	Final Design (PS&E)								
00110	Livermore	Livermore Marylin Avenue Safe Routes to School	ATP	Reg	CON-CAP								
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	PE/Env	20		20					20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	Planning / Scoping	30		30					30

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	Final Design (PS&E)	160		160				160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	TFCA	Prog Mgr.	CON-CAP	193			193			193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	CON-CAP	1,407			1,407			1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	STP/CMAQ	LSR	CON-CAP	1,382				1,382		
00247	Livermore	Vasco Road/I-580 Interchange Improvements	2014 MBB	TEP-34	PE/Env	1,380		1,380				1,380
00001	MTC	Planning, Programming and Monitoring	STIP	RIP	CON-CAP							
00012	MTC	Improved Bike/Ped Access to East Span of SFOBB (Alameda Share)	STIP	RIP	CON-CAP							
00102	MTC	Regional Planning Activities and PPM - Alameda	OBAG	STP	PE/Env	1,034	1,034					1,034
00014	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share	TFCA	Prog Mgr	Various							
00015	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Transit Discretionary	TFCA	Prog Mgr	Various							
00016	Multiple	2000 MB Local Streets and Roads - Direct Local Distributions	2000 MB	DLD	Various							

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00017	Multiple	2000 MB Bicycle/Pedestrian - Direct Local Distributions	2000 MB	DLD	Various							
00018	Multiple	2000 MB Bicycle/Pedestrian - Discretionary Program	2000 MB	Disc-BP	Various							
00020	Multiple	2000 MB Paratransit - Direct Local Distributions	2000 MB	DLD	Various							
00034	Multiple	2000 MB Paratransit - Discretionary (Estimated)	2000 MB	Disc-PT	Various							
00035	Multiple	2000 MB Mass Transit - Direct Local Distributions	2000 MB	DLD	Various							
00036	Multiple	2000 MB Express Bus - Discretionary	2000 MB	Disc-Transit	Various							
00037	Multiple	2000 MB Transit Center Development - Discretionary Program	2000 MB	Disc-TCD	Various							
00038	Multiple	2010 VRF Local Streets and Roads - Direct Local Distributions	2010 VRF	DLD	Various							
00039	Multiple	2010 VRF Transit - Discretionary	2010 VRF	Disc-Transit	Various							
00040	Multiple	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	2010 VRF	Disc-BP	Various							
00041	Multiple	2010 VRF Local Transportation Technology - Discretionary	2010 VRF	Disc-Tech	Various							

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00042	Multiple	2014 MBB Local Streets and Roads - Direct Local Distributions	2014 MBB	DLD	Various							
00043	Multiple	2014 MBB Mass Transit Services - Direct Local Distributions	2014 MBB	DLD	Various							
00044	Multiple	2014 MBB Transit Innovative Grants - Discretionary	2014 MBB	TEP-07	Various							
00045	Multiple	2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions	2014 MBB	DLD	Various							
00046	Multiple	2014 MBB Bicycle/Pedestrian Safety - Discretionary	2014 MBB	TEP-44	Various							
00047	Multiple	2014 MBB Transit - Direct Local Distributions	2014 MBB	DLD	Various							
00061	Multiple	Dumbarton Corridor Area Transportation Improvements - Scoping	2014 MBB	TEP-21	Planning / Scoping							
00066	Multiple	Congestion Relief, Local Bridge Seismic Safety - Scoping	2014 MBB	TEP-26	Planning / Scoping							
00068	Multiple	Countywide Freight Corridors - Scoping	2014 MBB	TEP-27	Planning / Scoping							
00074	Multiple	I-580 Local Interchange Improvement Program - Scoping	2014 MBB	TEP-34	Planning / Scoping							
00079	Multiple	I-880 Local Access and Safety Improvements - Scoping	2014 MBB	TEP-40	Planning / Scoping							

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00080	Multiple	Gap Closure on Three Major Trails - Scoping	2014 MBB	TEP-42	Planning / Scoping							
00082	Multiple	Community Investments That Improve Transit Connections to Jobs and Schools - Scoping	2014 MBB	TEP-45	Planning / Scoping							
00003	N/A	Funding deprogrammed - project deleted	N/A	N/A	N/A							
00099	Newark	Enterprise Drive Complete Streets and Road Diet	OBAG	STP	CON-CAP	454	454					454
00116	Newark	Central Avenue Overpass	2000 MB	025	Final Design (PS&E)	2,765	2,765					2,765
00116	Newark	Central Avenue Overpass	2000 MB	025	CON-CAP	11,134			11,134			11,134
00116	Newark	Central Avenue Overpass	2000 MB	025	ROW-CAP	2,155		2,155				2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	STP/CMAQ	LSR	CON-CAP	592			592			592
00028	Oakland	Taxi-Up & Go Project	2000 MB	Disc-PT	O&M	362	362					362
00064	Oakland	Oakland Broadway Corridor Transit	2014 MBB	TEP-24	Planning / Scoping	600	600					600
00093	Oakland	Lake Merritt BART Bikeways	OBAG	STP	CON-CAP	571	571					571

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Current Programming													
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00094	Oakland	Oakland Complete Streets	OBAG	STP	CON-CAP	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	OBAG	STP	CON-CAP	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	OBAG	CMAQ	CON-CAP	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	OBAG	CMAQ	CON-CAP	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	OBAG	CMAQ	CON-CAP	3,288	3,288						3,288
00111	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ATP	Reg	Final Design (PS&E)								
00112	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ATP	Reg	ROW-CAP								
00114	Oakland	International Boulevard Improvement Project	ATP	State	CON-CAP								
00115	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	ATP	State	CON-CAP								
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	2014 MBB	TEP-26	CON-CAP	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	2014 MBB	TEP-26	CON-CAP	5,000	1,000	4,000					5,000

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Current Programming													
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	2014 MBB	TEP-26	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	2014 MBB	TEP-26	CON-CAP	5,300		5,300					5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	2014 MBB	TEP-40	CON-CAP	10,000			10,000				10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	TFCA	Prog Mgr	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	TFCA	Prog Mgr	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations	2014 MBB	TEP-45	O&M	1,650		330	330	330	330	330	660
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	TFCA	Prog Mgr	O&M	367	367						367
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	TFCA	Prog Mgr	CON-CAP	100		100					100
00249	Oakland	27th Street Complete Streets	2014 MBB	TEP-45	PE/Env	776		776					776
00249	Oakland	27th Street Complete Streets	2014 MBB	TEP-45	Final Design (PS&E)	1,174			1,174				1,174
00251	Oakland	E 12th Street Bikeway	2000 MB	Disc-BP	Final Design (PS&E)	250		250					250

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Current Programming													
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00251	Oakland	E 12th Street Bikeway	2000 MB	Disc-BP	CON-CAP	1,250			1,250				1,250
00252	Oakland	East Oakland Community Streets Plan	2014 MBB	TEP-45	Planning / Scoping	100		100					100
00253	Oakland	Fruitvale Ave Gap Closure	2014 MBB	TEP-44	CON-CAP	1,634				1,634			
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	PE/Env	80		80					80
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	320		320					320
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	CON-CAP	4,392				4,392			
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	2010 VRF	Disc-BP	CON-CAP	2,500		2,500					2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	2014 MBB	TEP-46	Final Design (PS&E)	1,500			1,500				1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	2014 MBB	TEP-46	CON-CAP	9,500				9,500			
00257	Oakland	Coliseum Transit Hub	2010 VRF	Disc-Transit	Planning / Scoping	968		968					968
00257	Oakland	Coliseum Transit Hub	2010 VRF	Disc-Transit	Final Design (PS&E)	3,878			3,878				3,878

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00258	Oakland	Oakland LSR Paving Program	STP/CMAQ	LSR	PE/Env	734		734				734
00258	Oakland	Oakland LSR Paving Program	STP/CMAQ	LSR	CON-CAP	4,161			4,161			4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	2014 MBB	TEP-45	O&M	215		215				215
00101	Piedmont	Piedmont Complete Streets (CS)	OBAG	STP	CON-CAP	129	129					129
00260	Piedmont	Oakland Avenue Improvements	STP/CMAQ	LSR	CON-CAP	168			168			168
00029	Pleasanton	Downtown Route Shuttle (DTR)	2000 MB	Disc-PT	O&M	173	173					173
00104	Pleasanton	Pleasanton Complete Streets	OBAG	STP	CON-CAP	832	832					832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	TFCA	Prog Mgr	Various	53	53					53
00181	Pleasanton	Bernal Ave Park and Ride Lot	2010 VRF	Disc-Transit	Final Design (PS&E)	136		136				136
00181	Pleasanton	Bernal Ave Park and Ride Lot	TFCA	Prog Mgr	CON-CAP	189	189					189
00181	Pleasanton	Bernal Ave Park and Ride Lot	2010 VRF	Disc-Transit	CON-CAP	776			776			776

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)							
Technical Detail: Current Programming												
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)												
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	130		130				130
00261	Pleasanton	Hacienda PDA	2000 MB	Disc-TCD	Planning / Scoping	100		100				100
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	STP/CMAQ	LSR	CON-CAP	1,095				1,095		
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	2014 MBB	TEP-26	CON-CAP	5,200					5,200	
00144	Port of Oakland	Scoping: Airport Drive Overlay	2014 MBB	TEP-26	Planning / Scoping	50	50					50
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	2014 MBB	TEP-26	Planning / Scoping	8	8					8
00146	Port of Oakland	Scoping: Port Area ITS Deployment	2014 MBB	TEP-27	Planning / Scoping	50	50					50
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	2014 MBB	TEP-27	Planning / Scoping	30	30					30
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	2014 MBB	TEP-27	Planning / Scoping	8	8					8
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	2014 MBB	TEP-27	Planning / Scoping	50	50					50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	2014 MBB	TEP-27	Planning / Scoping	50	50					50

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Current Programming													
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	2014 MBB	TEP-27	Planning / Scoping	10	10						10
00268	Port of Oakland	Adeline Street Bridge Reconstruction	2014 MBB	TEP-41	Planning / Scoping	50		50					50
00067	San Leandro	San Leandro Streets Rehabilitation	2014 MBB	TEP-26	CON-CAP	30,000	3,000	6,000	7,000	7,000	7,000		16,000
00096	San Leandro	San Leandro Boulevard Preservation	OBAG	STP	CON-CAP	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	TFCA	Prog Mgr	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	130	104	26					130
00190	San Leandro	LINKS Shuttle Operations	2014 MBB	TEP-45	O&M	1,020		220	200	200	200	200	420
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2014 MBB	TEP-26	CON-CAP	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	STP/CMAQ	LSR	PE/Env	73			73				73
00265	San Leandro	Washington Avenue Rehabilitation	STP/CMAQ	LSR	CON-CAP	975				975			
00030	SHS	Rides for Seniors	2000 MB	Disc-PT	O&M	278	278						278

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Current Programming													
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00051	SJRRC	ACE Capital	2000 MB	01	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	2000 MB	Disc-PT	O&M	331	331						331
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	212		106	106				212
00011	TBD	Lifeline Cycle 5 (Estimated)	Lifeline	STA	Various								
00032	TBD	Gap funds for Capital Purchases and Grant Matching	2000 MB	Disc-PT	Various								
00048	TBD	2016 STIP - Alameda County Share (Estimated)(50% for 1-Year)	STIP	RIP	Various								
00049	TBD	OBAG Cycle 2 (Estimated)	OBAG	STP/CMAQ	Various								
00119	TBD	I-580 Transit Improvements	RM2	Reg	Various								
00010	Union City	Operations Support for Route 2	Lifeline	STA	O&M	220	220						220
00062	Union City	Union City Intermodal Station	2014 MBB	TEP-22	Planning / Scoping	100	100						100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	PE/Env	5		5					5

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Current Programming													
Previously Approved Programming and Allocations (2018 CIP Adopted on April 27, 2017)													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	Final Design (PS&E)	780		780				780	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	CON-CAP	5,779		5,779				5,779	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	CMA-TIP	Other	CON-CAP	1,100		1,100				1,100	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	TFCA	Prog Mgr.	CON-CAP	136		136				136	
00266	Union City	Dyer Road Pavement Rehabilitation	STP/CMAQ	LSR	CON-CAP	872			872			872	
00267	Union City	Bicycle and Pedestrian Master Plan Update	2000 MB	Disc-BP	Planning / Scoping	150		150				150	
Totals						944,601	539,719	113,216	147,270	115,554	27,141	1,701	800,205

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

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2018 CIP Technical Adjustments

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming					Programming and Allocations (\$ x 1,000)								Change Notes	2018 CIP Adjustment Categorization	
Programming and Allocation Adjustments for the 2018 CIP Update					Phase	Programm ed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations							Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset			Prior To FY2017-18 (April 2017)	FY2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22			
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	2014 MBB	TEP-19	Various	(4,300)		(4,300)				(4,300)	Sponsor changed from BART to Alameda County/LAVTA. Change of fund source: 2014 MBB funds (\$4.3M) deprogrammed from the project to reflect available funds from SB1 and VRF programs. The total programming to the project increased by \$2.7M, with a net new programming of \$7.0M from SB1 and VRF in FY19/20. Fund source subject to change based on availability of alternative funding grants.	D, F	
				SB-1	SLPP	Various	3,500			3,500					
				2010 VRF	Disc-Transit	Various	3,500			3,500					
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	Final Design (PS&E)	2,929		2,929				2,929	CIP adjustment to incorporate previously approved Commission Programming Action from the 5/24/2018 Commission Meeting.	A	
				2014 MBB	TEP-29	ROW-CAP	925		925			925			
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	Final Design (PS&E)	5,500		5,500				5,500	CIP adjustment to incorporate previously approved Commission Programming Action from the 7/27/2017 Commission Meeting.	A	
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	(3,000)	(2,250)		(750)			(3,000)	Funds from CIP ID 00133 moved to CIP ID 00207 for administrative purposes.	A	
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	(2,000)	(1,500)		(500)			(2,000)	Funds from CIP ID 00134 moved to CIP ID 00207 for administrative purposes.	C	
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	(1,000)	(750)		(250)			(1,000)	Funds from CIP ID 00135 moved to CIP ID 00207 for administrative purposes.	C	
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	Final Design (PS&E)	20,020		20,020				20,020	CIP adjustment to incorporate previously approved Commission Programming Action from the 2/1/2018 Commission Meeting.	C	
00207	Alameda CTC	Corridor Studies Implementation	2014 MBB	TEP-26	Planning / Scoping	6,000	4,500		1,500			6,000	Funds from CIP IDs 00133, 00134, 00135 consolidated to CIP ID 00027 for administrative purposes.	A	
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	2014 MBB	TEP-35	PE/Env	6,000		6,000				6,000	CIP adjustment to incorporate previously approved Commission Programming Action from the 7/27/2017 Commission Meeting.	C	
00278	Alameda CTC	I-580 Toll System Upgrade	I-580 Toll Revenue	Toll Revenue	Planning / Scoping	405		405				405	CIP adjustment to incorporate previously approved Commission actions associated with the I-580 20-Year Expenditure Plan from the 4/26/18 Commission Meeting.	A	
				Toll Revenue	CON-CAP	10,175		10,175			10,175	A			

2018 CIP Technical Adjustments

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming					Programming and Allocations (\$ x 1,000)								Change Notes	2018 CIP Adjustment Categorization	
Programming and Allocation Adjustments for the 2018 CIP Update					Phase	Programm ed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations							Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset			Prior To FY2017-18 (April 2017)	FY2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22			
00279	Alameda CTC	I-880 Davis Street Interchange	2014 MBB	TEP-26	Final Design (PS&E)	151		151				151	CIP adjustment to incorporate previously approved Commission Programming Action from the 9/28/17 Commission Meeting. The Commission approved the exchange of local funds for federal funds (not shown in the CIP). Exchanged allocated amount transferred from CIP 00225.	A, B	
			2014 MBB	TEP-26	CON-CAP	389		389				389			
00280	Alameda CTC	Toll Revenue Forecasting	I-580 Toll Revenue	Toll Revenue	Planning / Scoping	330		330				330	CIP adjustment to incorporate previously approved Commission Actions associated with the I-580 20-Year Expenditure Plan from the 4/26/18 Commission Meeting.	A	
00215	BART	BART to Livermore	2014 MBB	TEP-20	PE/Env	(3,000)		(3,000)				(3,000)	Deallocation of MBB funds to prioritize other funds for project development scope. CIP adjustment incorporates previously approved \$1.4 M MB funds and \$1.7 M State Traffic Congestion Relief Program (TCRP) funds that will fund the project's preliminary engineering/environmental phase.	B, D	
			2000 MB	26	PE/Env	1,400	1,400					1,400			
00221	Berkeley	North Shattuck Avenue Rehabilitation	STP/CMAQ	LSR	CON-CAP	(1,214)				(1,214)			OBAG Funds reprogrammed to Berkeley Southside Complete Streets CIP 00223 at the request of the Project Sponsor.	C	
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	CON-CAP	1,214				1,214			OBAG Funds reprogrammed from CIP 00221 at the request of the Project Sponsor.	C	
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	2014 MBB	TEP-26	Final Design (PS&E)	(540)		(540)				(540)	CIP adjustment to incorporate previously approved Commission Programming Action from the 9/28/17 Commission Meeting. The Commission approved the exchange of local funds for federal funds (not shown in the CIP). Exchanged deallocated amount transferred to CIP 00279.	A, B	
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	2014 MBB	TEP-42	CON-CAP			2,833	(2,833)			2,833	Previously programmed funds allocated to FY18/19 to coincide with sponsor's project funding delivery plan.	E	

2018 CIP Technical Adjustments

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming					Programming and Allocations (\$ x 1,000)								Change Notes	2018 CIP Adjustment Categorization	
Programming and Allocation Adjustments for the 2018 CIP Update					Phase	Programm ed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations							Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset			Prior To FY2017-18 (April 2017)	FY2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22			
00141	Emeryville	South Bayfront Bridge	2000 MB	Disc-BP	CON-CAP	(105)		(105)				(105)	Change of fund source: \$105k in MB deallocated to reflect available TFCA funding in the same amount.	B	
			TFCA	Prog Mgr	CON-CAP	105			105			105			
00284	Emeryville	Quiet Zone Safety Engineering Measures	2014 MBB	TEP-41	CON-CAP	1,800		1,800				1,800	New programming/allocation in 2018 CIP Update. Local match for SB-1 TCEP funds.	E	
00140	Fremont	Warm Springs BART Station - West Side Access	2014 MBB	TEP-21	CON-CAP	5,000		5,000				5,000	CIP adjustment to incorporate previously approved Commission Programming Action from the 12/7/17 Commission Meeting.	A	
00240	Hayward	First Mile/Last Mile BART Shuttle Operations	2014 MBB	TEP-45	O&M	(550)		(110)	(110)	(110)	(110)	(110)	(220)	Funds deprogrammed - project sponsor cancelled project.	D
00283	LARPD/TVC	Valley Trails Connection Project	CMA-TIP	Other	Various	110		110				110	New programming/allocation in 2018 CIP Update.	E	
00285	Piedmont	Piedmont LSR Exchange Projects	CMA-TIP	Other	CON-CAP	(208)	(208)					(208)	Prior Piedmont CMA-TIP LSR project funds reprogrammed to CIP ID 00286.	C	
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	CMA-TIP	Other	CON-CAP	208		208				208	Funds reallocated from CIP 00285.	C, E	

2018 CIP Technical Adjustments

Alameda CTC Comprehensive Investment Plan Technical Detail: Changes to Current Programming					Programming and Allocations (\$ x 1,000)								Change Notes	2018 CIP Adjustment Categorization	
Programming and Allocation Adjustments for the 2018 CIP Update					Phase	Programm ed Amount	Prior Allocations	Adjustments to Prior Programming and Allocations							Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset			Prior To FY2017-18 (April 2017)	FY2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22			
00261	Pleasanton	Hacienda PDA	2000 MB	Disc-TCD	Planning / Scoping	(100)		(100)				(100)	Deprogramming - project sponsor cancelled project.	D	
00268	Port of Oakland	Adeline Street Bridge Reconstruction	2014 MBB	TEP-41	Planning / Scoping		(50)		50				Reprogramming - project sponsor delayed project.	D, F	
00281	Various	State Transportation Improvement Program	STIP	RIP	Various	48,813		48,813				48,813	CIP adjustment to incorporate previously approved Commission Programming Action from the 10/27/17 Commission Meeting. STIP programming is through CTC.	A	
00282	Various	Lifeline Cycle 5 Program	Lifeline	Various	Various	4,789		4,789				4,789	CIP adjustment to incorporate previously approved Commission Programming Action from the 5/24/18 Commission Meeting. Lifeline programming is through MTC.	A	
Totals						107,246	1,192	92,972	9,195	4,107	(110)	(110)	103,409		

Total 2-year Allocations	\$ 102,167
Total 5-year Programming	\$ 106,054

<p>LEGEND</p> <p><u>Adjustment Categories</u></p> <ul style="list-style-type: none"> A. Previously Approved Allocations B. Change in Fund Source C. Consolidation/Reallocation D. Deallocation E. New Allocation F. New Programming
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Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations													
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations		Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)		FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Lifeline	STA	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Lifeline	JARC	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Lifeline	STA	CON-CAP	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Lifeline	STA	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	Lifeline	JARC	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	TFCA	Prog Mgr	CON-CAP	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	STIP	RIP	CON-CAP								
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	2000 MB	07A	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	2014 MBB	TEP-13	CON-CAP	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	2014 MBB	TEP-15	Planning / Scoping	100	100						100
00057	AC Transit	College/Broadway Corridor Transit Priority	2014 MBB	TEP-16	Planning / Scoping	100	100						100

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	TFCA	Prog Mgr	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	2010 VRF	Disc-Transit	Various	300		300					300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2000 MB	Disc-Transit	Final Design (PS&E)	447		447					447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2000 MB	Disc-Transit	PE/Env	536		536					536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	2010 VRF	Disc-Transit	CON-CAP	4,018			4,018				4,018
00055	Alameda	Alameda to Fruitvale BART Rapid Bus	2014 MBB	TEP-14	Planning / Scoping								
00087	Alameda	Alameda City Complete Streets	OBAG	STP	CON-CAP	505	505						505
00105	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	Reg	Final Design (PS&E)								
00105	Alameda	Cross Alameda Trail (includes SRTS component)	ATP	Reg	CON-CAP								
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	Planning / Scoping	450		450					450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	PE/Env	450			450				450

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	Final Design (PS&E)	450			450				450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	2014 MBB	TEP-14	CON-CAP	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	STP/CMAQ	STP/CMAQ	CON-CAP	3,487				3,487			
00197	Alameda	City Wide Street Resurfacing - Pavement Management	STP/CMAQ	LSR	CON-CAP	827				827			
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	PE/Env	124		124					124
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	443			443				443
00198	Alameda	Clement Avenue Complete Street	STP/CMAQ	STP/CMAQ	CON-CAP	4,451				4,451			
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	Planning / Scoping	244		244					244
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	PE/Env	244		244					244
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	Final Design (PS&E)	434			434				434
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	ROW - Capital	1,097			1,097				1,097

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00199	Alameda	Clement Avenue East Extension and Tilden Way	2014 MBB	TEP-26	CON-CAP	6,376				6,376		
00200	Alameda	Seaplane Lagoon Ferry Terminal ¹	2014 MBB	TEP-45	CON-CAP	8,200				8,200		
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	OBAG	STP	CON-CAP	1,565	1,565					1,565
00106	Alameda County	Be Oakland, Be Active	ATP	Reg	CON-CAP							
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2014 MBB	TEP-26	CON-CAP	7,000	7,000					7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	TFCA	Prog Mgr	Various	62	62					62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2000 MB	Disc-TCD	Planning / Scoping	88			88			88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2014 MBB	TEP-26	CON-CAP	7,600				7,600		
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	STP/CMAQ	STP/CMAQ	CON-CAP	9,300					9,300	
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	STP/CMAQ	LSR	PE/Env	100			100			100
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	STP/CMAQ	LSR	CON-CAP	2,071				2,071		2,071

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	STP/CMAQ	LSR	PE/Env	100		100				100
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	STP/CMAQ	LSR	CON-CAP	1,679			1,679			1,679
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion ¹	2014 MBB	TEP-19	Various							
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	SB-1	SLLP	Various	3,500				3,500		
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	2010 VRF	Disc-Transit	Various	3,500				3,500		
00002	Alameda CTC	Planning, Programming and Monitoring	STIP	RIP	CON-CAP							
00013	Alameda CTC	FY 15-16 Program Manager Funds - Cities/County Shares	TFCA	Prog Mgr	Various							
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	2000 MB	Disc-BP	Various	540	235	61	61	61	61	357
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	2000 MB	Disc-PT	O&M	495	210	95	95	95		400
00053	Alameda CTC	Affordable Student Transit Pass Programs	2014 MBB	TEP-08	O&M	15,000	15,000					15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	2014 MBB	TEP-12	Planning / Scoping	500	500					500

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00063	Alameda CTC	Railroad Corridor Right of Way Preservation and Track Improvements - Scoping	2014 MBB	TEP-23	Planning / Scoping							
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	PE/Env	3,000	3,000					3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	Final Design (PS&E)	6,600		6,600				6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-29	ROW-CAP	2,400		2,400				2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	Planning / Scoping	100	100					100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	PE/Env	4,000	4,000					4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	2014 MBB	TEP-30	Final Design (PS&E)	5,500		5,500				5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	PE/Env	4,000	4,000					4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	Final Design (PS&E)	16,500			16,500			16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	2014 MBB	TEP-31	ROW-CAP	20,000			10,000	10,000		10,000
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	2014 MBB	TEP-32	CON-CAP	10,000	10,000					10,000

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)								
					CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan
Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21								FY 2021-22	
00073	Alameda CTC	I-580/I-680 Interchange Improvements (Study Only)	2014 MBB	TEP-33	Planning / Scoping	1,000	1,000						1,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	2014 MBB	TEP-35	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	2014 MBB	TEP-35	CON-CAP	15,000	15,000						15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	2014 MBB	TEP-36	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	TEP-38	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	TEP-38	PE/Env	4,750			4,750				4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	2014 MBB	TEP-39	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	2014 MBB	TEP-39	PE/Env	4,750			4,750				4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	ATP	State	PE/Env								
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2014 MBB	TEP-42	Final Design (PS&E)	12,000				12,000			

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00084	Alameda CTC	East-West Connector in Fremont & Union City	STIP	RIP	CON-CAP							
00084	Alameda CTC	East-West Connector in Fremont & Union City	1986 MB	MB226	CON-CAP	89,000	89,000					89,000
00117	Alameda CTC	I-680 Sunol SB Express Lane	2000 MB	08A	O&M	4,500	4,500					4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	2000 MB	08A	CON-CAP	20,000	20,000					20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	2000 MB	08B	Final Design (PS&E)	4,500	4,500					4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	2014 MBB	TEP-35	CON-CAP	20,000		20,000				20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	2000 MB	08B	CON-CAP	100,000	100,000					100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	2014 MBB	TEP-27	Planning / Scoping	250	250					250
00128	Alameda CTC	Port - Intelligent Transportation System (ITS) and Technology Plan	2014 MBB	TEP-41	PE/Env							
00129	Alameda CTC	Middle Harbor Road Improvements	2014 MBB	TEP-27	PE/Env							
00130	Alameda CTC	7th Street Grade Separation, West and East	2014 MBB	TEP-27	PE/Env							

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00130	Alameda CTC	7th Street Grade Separation, West and East	2014 MBB	TEP-27	Final Design (PS&E)							
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	2014 MBB	TEP-26	Planning / Scoping	5,000	5,000					5,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping	4,000	3,000		1,000			4,000
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping							
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping							
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	2014 MBB	TEP-26	Planning / Scoping							
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	2014 MBB	TEP-40	CON-CAP	8,000	5,000	3,000				8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2014 MBB	TEP-40	Planning / Scoping	1,808	1,500	308				1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2014 MBB	TEP-40	PE/Env	3,500			3,500			3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	2014 MBB	TEP-40	Planning / Scoping	1,500	1,500					1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	2014 MBB	TEP-40	PE/Env	7,500			7,500			7,500

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00142	Alameda CTC	Scoping: I-580 ICM	2014 MBB	TEP-26	Planning / Scoping								
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	PE/Env	35,020	15,000	20,020					35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	Final Design (PS&E)	18,000	18,000						18,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	2014 MBB	TEP-26	Various	1,500	1,500						1,500
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	2014 MBB	TEP-41	Various	300	300						300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	2010 VRF	Disc-Transit	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	2014 MBB	TEP-46	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	2014 MBB	TEP-46	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	TFCA	Prog Mgr	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	TFCA	Prog Mgr	Various	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	2000 MB	Disc-TCD	Planning / Scoping	200	200						200

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00192	Alameda CTC	Transportation Demand Management (TDM) Program	TFCA	Prog Mgr.	O&M	420	105	294	21			420
00192	Alameda CTC	Transportation Demand Management (TDM) Program	2014 MBB	TEP-45	O&M	434		255	179			434
00206	Alameda CTC	Comprehensive Multimodal Monitoring	2010 VRF	Disc-Transit	Planning / Scoping	1,250		800	450			1,250
00207	Alameda CTC	Corridor Studies Implementation	2010 VRF	Disc-Transit	Planning / Scoping	2,000			2,000			2,000
00207	Alameda CTC	Corridor Studies Implementation	2014 MBB	TEP-26	Planning / Scoping	6,000	4,500		1,500			6,000
00207	Alameda CTC	Corridor Studies Implementation	2010 VRF	Disc-Transit	PE/Env	3,000				3,000		
00208	Alameda CTC	Alameda County Safe Routes to School Program	2000 MB	Disc-BP	O&M	1,090		1,090				1,090
00208	Alameda CTC	Alameda County Safe Routes to School Program	2000 MB	Disc-BP	CON-CAP	1,500				500	500	500
00208	Alameda CTC	Alameda County Safe Routes to School Program	CMA-TIP	Other	CON-CAP	200		100	100			200
00208	Alameda CTC	Alameda County Safe Routes to School Program	STP/CMAQ	STP/CMAQ	O&M	8,372	1,073	7,299				8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	2014 MBB	TEP-27	O&M	6,000		1,500	1,500	1,500	1,500	3,000

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	2014 MBB	TEP-35	PE/Env	7,500		6,000	1,500				7,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	2014 MBB	TEP-46	Planning / Scoping	1,000		1,000					1,000
00278	Alameda CTC	I-580 Toll System Upgrade	I-580 Toll Revenue	Toll Revenue	Planning / Scoping	405		405					405
00278	Alameda CTC	I-580 Toll System Upgrade	I-580 Toll Revenue	Toll Revenue	CON-CAP	10,175		10,175					10,175
00279	Alameda CTC	I-880 Davis Street Interchange	2014 MBB	TEP-26	Final Design (PS&E)	151		151					151
00279	Alameda CTC	I-880 Davis Street Interchange	2014 MBB	TEP-26	CON-CAP	389		389					389
00280	Alameda CTC	Toll Revenue Forecasting	I-580 Toll Revenue	Toll Revenue	Planning / Scoping	330		330					330
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	TFCA	Prog Mgr	O&M	100	100						100
00113	Albany	Complete Streets for San Pablo Ave/Buchanan St.	ATP	State	Final Design (PS&E)								
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	TFCA	Prog Mgr	Various	95	95						95
00213	Albany	Buchanan Bikeway Phase III	2000 MB	Disc-BP	CON-CAP	600		600					600

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	STP/CMAQ	LSR	CON-CAP	340				340		
00021	ASEB	Special Transportation Services for Individuals with Dementia	2000 MB	Disc-PT	O&M	400	400					400
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Lifeline	STA	O&M	250	250					250
00058	BART	Irvington BART Station	2014 MBB	TEP-17	Planning / Scoping	2,760	2,760					2,760
00059	BART	Bay Fair Connector/BART Metro	2014 MBB	TEP-18	Planning / Scoping	100	100					100
00060	BART	BART Station Modernization and Capacity Program - Scoping	2014 MBB	TEP-19	Planning / Scoping							
00060	BART	BART Station Modernization and Capacity Program - Scoping	STIP	RIP	CON-CAP							
00083	BART	Downtown Berkeley BART Plaza/Transit Area Improvements	STIP	RIP	CON-CAP							
00172	BART	BART West Oakland Bike Locker Plaza	TFCA	Prog Mgr	Various	55	55					55
00215	BART	BART to Livermore	TCRP	TCRP	PE/Env	1,700		1,700				1,700
00215	BART	BART to Livermore	2014 MBB	TEP-20	PE/Env							

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00215	BART	BART to Livermore	2000 MB	26	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2014 MBB	TEP-18	Planning / Scoping	500		500					500
00216	BART	Bay Fair Connection	2014 MBB	TEP-18	PE/Env	5,000			5,000				5,000
00089	Berkeley	Shattuck Complete Streets and Decouplet	OBAG	STP	CON-CAP	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	OBAG	STP	CON-CAP	2,256	2,256						2,256
00107	Berkeley	LeConte Elementary Safe Routes to School Improvements	ATP	Reg	Final Design (PS&E)								
00108	Berkeley	LeConte Elementary Safe Routes to School Improvements	ATP	Reg	CON-CAP								
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	TFCA	Prog Mgr	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	TFCA	Prog Mgr	CON-CAP	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	TFCA	Prog Mgr	CON-CAP	180		180					180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	PE/Env	29		29					29

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations							Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	Planning / Scoping	49		49					49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	Final Design (PS&E)	59		59					59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	2010 VRF	Disc-BP	CON-CAP	613			613				613
00220	Berkeley	Milvia Bikeway Project	2000 MB	Disc-BP	PE/Env	350		350					350
00221	Berkeley	North Shattuck Avenue Rehabilitation	STP/CMAQ	LSR	CON-CAP								
00222	Berkeley	Railroad Crossing Safety Improvement Project	2014 MBB	TEP-27	PE/Env	500			500				500
00222	Berkeley	Railroad Crossing Safety Improvement Project	2014 MBB	TEP-27	Final Design (PS&E)	1,020				1,020			
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	PE/Env	387		387					387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	613			613				613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	STP/CMAQ	STP/CMAQ	CON-CAP	7,335			6,121		1,214		6,121
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	2000 MB	Disc-PT	O&M	568	568						568

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	318		159	159				318
00085	Caltrans	SR 84 Expressway Widening	STIP	RIP	CON-CAP								
00086	Caltrans	SR 84 Expressway Widening	STIP	RIP	CON-Support								
00065	CCJPA	Capitol Corridor Service Expansion	2014 MBB	TEP-25	Planning / Scoping								
00023	CIL	Mobility Matters Project	2000 MB	Disc-PT	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	500		250	250				500
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	TFCA	Prog Mgr	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	128	128						128
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	220		110	110				220
00052	Dublin	Iron Horse Transit Route - Dougherty Road	2000 MB	09	CON-CAP	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	OBAG	STP	CON-CAP	470	470						470

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	2014 MBB	TEP-26	CON-CAP	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	2014 MBB	TEP-26	CON-CAP	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	TFCA	Prog Mgr	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	STP/CMAQ	LSR	CON-CAP	661					661		
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	2014 MBB	TEP-26	PE/Env	2,374		2,374					2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	2014 MBB	TEP-26	Final Design (PS&E)	5,374			5,374				5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	2014 MBB	TEP-42	PE/Env	166		166					166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	2014 MBB	TEP-42	Final Design (PS&E)	1,128			1,128				1,128
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	2014 MBB	TEP-42	CON-CAP	642		642					642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	2014 MBB	TEP-42	CON-CAP	2,833			2,833				2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	296		144	152				296

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	2000 MB	Disc-PT	O&M	174	174						174
00098	Emeryville	Emeryville - Hollis Street Preservation	OBAG	STP	CON-CAP								
00141	Emeryville	South Bayfront Bridge	2014 MBB	TEP-44	CON-CAP								
00141	Emeryville	South Bayfront Bridge	2000 MB	Disc-BP	CON-CAP	1,895		1,895					1,895
00141	Emeryville	South Bayfront Bridge	TFCA	Prog Mgr	CON-CAP	105			105				105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	TFCA	Prog Mgr	CON-CAP	180		180					180
00230	Emeryville	Emery Go Round General Benefit Operations	2014 MBB	TEP-45	O&M	2,500		500	500	500	500	500	1,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	STP/CMAQ	LSR	CON-CAP	225					225		
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	2000 MB	Disc-TCD	CON-CAP	930			930				930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	70		35	35				70
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	2014 MBB	TEP-41	CON-CAP	1,800			1,800				1,800

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00025	Fremont	Tri-City Mobility Management and Travel Training Program	2000 MB	Disc-PT	O&M	450	450						450
00026	Fremont	Tri-City Volunteer Driver Programs	2000 MB	Disc-PT	O&M	550	550						550
00027	Fremont	Tri-City Taxi Voucher Program	2000 MB	Disc-PT	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	OBAG	STP	CON-CAP	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	2014 MBB	TEP-45	CON-CAP	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	2014 MBB	TEP-21	CON-CAP	5,000		5,000					5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	2014 MBB	TEP-26	Planning / Scoping	50	50						50
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	2014 MBB	TEP-42	Planning / Scoping	50	50						50
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	2014 MBB	TEP-45	Planning / Scoping	50	50						50
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	2014 MBB	TEP-45	Planning / Scoping	50	50						50
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	TFCA	Prog Mgr	CON-CAP	425	425						425

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	TFCA	Prog Mgr	CON-CAP	646		646					646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	STP/CMAQ	LSR	CON-CAP	2,760				2,760			
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	PE/Env	386		386					386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	799			799				799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	STP/CMAQ	STP/CMAQ	CON-CAP	6,510				6,510			
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	2014 MBB	TEP-42	PE/Env	1,901		1,901					1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	2014 MBB	TEP-42	Final Design (PS&E)	3,553			3,553				3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	PE/Env	443		443					443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	Final Design (PS&E)	1,328			1,328				1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	2014 MBB	TEP-26	CON-CAP	7,525				7,525			
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	2014 MBB	TEP-45	CON-CAP	5,000			5,000				5,000

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	2000 MB	Disc-PT	O&M	298		149	149				298
00092	Hayward	Hayward - Industrial Boulevard Preservation	OBAG	STP	CON-CAP	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2014 MBB	TEP-26	Util Relocation								
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2014 MBB	TEP-26	CON-CAP	21,500	9,500	12,000					21,500
00240	Hayward	First Mile/Last Mile BART Shuttle Operations	2014 MBB	TEP-45	O&M								
00241	Hayward	Main Street Complete Street Project	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	175		175					175
00241	Hayward	Main Street Complete Street Project	STP/CMAQ	STP/CMAQ	CON-CAP	1,500			1,500				1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2014 MBB	TEP-26	Planning / Scoping	440		440					440
00243	Hayward	Winton Avenue - Complete Street Project	STP/CMAQ	LSR	Final Design (PS&E)	88		88					88
00243	Hayward	Winton Avenue - Complete Street Project	STP/CMAQ	LSR	CON-CAP	1,662			1,662				1,662
00283	LARPD/TVC	Valley Trails Connection Project	CMA-TIP	Other	Various	110			110				110

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00008	LAVTA	WHEELS Route 14 Operating Assistance	Lifeline	STA	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	Lifeline	JARC	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	2000 MB	Disc-Transit	Various	100	100						100
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	TFCA	Prog Mgr	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	2000 MB	Disc-Transit	Final Design (PS&E)	152		152					152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	2000 MB	Disc-Transit	CON-CAP	1,262		1,262					1,262
00245	LAVTA	Wheels Forward/2020 Plan	2000 MB	Disc-Transit	Planning / Scoping	220				220			
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	40		18	22				40
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	275		103	172				275
00109	Livermore	Livermore Marylin Avenue Safe Routes to School	ATP	Reg	Final Design (PS&E)								

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00110	Livermore	Livermore Marilyn Avenue Safe Routes to School	ATP	Reg	CON-CAP							
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	PE/Env	20		20				20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	Planning / Scoping	30		30				30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	Final Design (PS&E)	160		160				160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	TFCA	Prog Mgr.	CON-CAP	193			193			193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	2014 MBB	TEP-42	CON-CAP	1,407			1,407			1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	STP/CMAQ	LSR	CON-CAP	1,382				1,382		
00247	Livermore	Vasco Road/I-580 Interchange Improvements	2014 MBB	TEP-34	PE/Env	1,380		1,380				1,380
00001	MTC	Planning, Programming and Monitoring	STIP	RIP	CON-CAP							
00012	MTC	Improved Bike/Ped Access to East Span of SFOBB (Alameda Share)	STIP	RIP	CON-CAP							
00102	MTC	Regional Planning Activities and PPM - Alameda	OBAG	STP	PE/Env	1,034	1,034					1,034

Alameda CTC Comprehensive Investment Plan					Programming and Allocations (\$ x 1,000)								
Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan													
2018 CIP Update Programming and Allocations							Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total Allocated (Thru 18-19)
00014	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Cities/County Share	TFCA	Prog Mgr	Various								
00015	Multiple	FY 16-17 Through FY 19-20 Program Manager Funds - Transit Discretionary	TFCA	Prog Mgr	Various								
00016	Multiple	2000 MB Local Streets and Roads - Direct Local Distributions	2000 MB	DLD	Various								
00017	Multiple	2000 MB Bicycle/Pedestrian - Direct Local Distributions	2000 MB	DLD	Various								
00018	Multiple	2000 MB Bicycle/Pedestrian - Discretionary Program	2000 MB	Disc-BP	Various								
00020	Multiple	2000 MB Paratransit - Direct Local Distributions	2000 MB	DLD	Various								
00034	Multiple	2000 MB Paratransit - Discretionary (Estimated)	2000 MB	Disc-PT	Various								
00035	Multiple	2000 MB Mass Transit - Direct Local Distributions	2000 MB	DLD	Various								
00036	Multiple	2000 MB Express Bus - Discretionary	2000 MB	Disc-Transit	Various								
00037	Multiple	2000 MB Transit Center Development - Discretionary Program	2000 MB	Disc-TCD	Various								
00038	Multiple	2010 VRF Local Streets and Roads - Direct Local Distributions	2010 VRF	DLD	Various								

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00039	Multiple	2010 VRF Transit - Discretionary	2010 VRF	Disc-Transit	Various							
00040	Multiple	2010 VRF Bicycle/Pedestrian Safety - Discretionary Funds	2010 VRF	Disc-BP	Various							
00041	Multiple	2010 VRF Local Transportation Technology - Discretionary	2010 VRF	Disc-Tech	Various							
00042	Multiple	2014 MBB Local Streets and Roads - Direct Local Distributions	2014 MBB	DLD	Various							
00043	Multiple	2014 MBB Mass Transit Services - Direct Local Distributions	2014 MBB	DLD	Various							
00044	Multiple	2014 MBB Transit Innovative Grants - Discretionary	2014 MBB	TEP-07	Various							
00045	Multiple	2014 MBB Bicycle/Pedestrian Safety - Direct Local Distributions	2014 MBB	DLD	Various							
00046	Multiple	2014 MBB Bicycle/Pedestrian Safety - Discretionary	2014 MBB	TEP-44	Various							
00047	Multiple	2014 MBB Transit - Direct Local Distributions	2014 MBB	DLD	Various							
00061	Multiple	Dumbarton Corridor Area Transportation Improvements - Scoping	2014 MBB	TEP-21	Planning / Scoping							
00066	Multiple	Congestion Relief, Local Bridge Seismic Safety - Scoping	2014 MBB	TEP-26	Planning / Scoping							

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00068	Multiple	Countywide Freight Corridors - Scoping	2014 MBB	TEP-27	Planning / Scoping							
00074	Multiple	I-580 Local Interchange Improvement Program - Scoping	2014 MBB	TEP-34	Planning / Scoping							
00079	Multiple	I-880 Local Access and Safety Improvements - Scoping	2014 MBB	TEP-40	Planning / Scoping							
00080	Multiple	Gap Closure on Three Major Trails - Scoping	2014 MBB	TEP-42	Planning / Scoping							
00082	Multiple	Community Investments That Improve Transit Connections to Jobs and Schools - Scoping	2014 MBB	TEP-45	Planning / Scoping							
00003	N/A	Funding deprogrammed - project deleted	N/A	N/A	N/A							
00099	Newark	Enterprise Drive Complete Streets and Road Diet	OBAG	STP	CON-CAP	454	454					454
00116	Newark	Central Avenue Overpass	2000 MB	025	Final Design (PS&E)	2,765	2,765					2,765
00116	Newark	Central Avenue Overpass	2000 MB	025	CON-CAP	11,134			11,134			11,134
00116	Newark	Central Avenue Overpass	2000 MB	025	ROW-CAP	2,155		2,155				2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	STP/CMAQ	LSR	CON-CAP	592			592			592

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00028	Oakland	Taxi-Up & Go Project	2000 MB	Disc-PT	O&M	362	362					362
00064	Oakland	Oakland Broadway Corridor Transit	2014 MBB	TEP-24	Planning / Scoping	600	600					600
00093	Oakland	Lake Merritt BART Bikeways	OBAG	STP	CON-CAP	571	571					571
00094	Oakland	Oakland Complete Streets	OBAG	STP	CON-CAP	3,384	3,384					3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	OBAG	STP	CON-CAP	4,446	4,446					4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	OBAG	CMAQ	CON-CAP	2,554	2,554					2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	OBAG	CMAQ	CON-CAP	5,452	5,452					5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	OBAG	CMAQ	CON-CAP	3,288	3,288					3,288
00111	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ATP	Reg	Final Design (PS&E)							
00112	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	ATP	Reg	ROW-CAP							
00114	Oakland	International Boulevard Improvement Project	ATP	State	CON-CAP							

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00115	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	ATP	State	CON-CAP								
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	2014 MBB	TEP-26	CON-CAP	41,000	41,000					41,000	
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	2014 MBB	TEP-26	CON-CAP	5,000	1,000	4,000				5,000	
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	2014 MBB	TEP-26	Final Design (PS&E)	1,300	1,300					1,300	
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	2014 MBB	TEP-26	CON-CAP	5,300		5,300				5,300	
00137	Oakland	I-880/42nd-High Street Access Improvements	2014 MBB	TEP-40	CON-CAP	10,000			10,000			10,000	
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	TFCA	Prog Mgr	Various	210	210					210	
00168	Oakland	CityRacks, Phase 12	TFCA	Prog Mgr	Various	124	124					124	
00180	Oakland	Broadway Shuttle Operations	2014 MBB	TEP-45	O&M	1,650		330	330	330	330	330	660
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	TFCA	Prog Mgr	O&M	367	367					367	
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	TFCA	Prog Mgr	CON-CAP	100		100				100	

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00249	Oakland	27th Street Complete Streets	2014 MBB	TEP-45	PE/Env	776		776				776
00249	Oakland	27th Street Complete Streets	2014 MBB	TEP-45	Final Design (PS&E)	1,174			1,174			1,174
00251	Oakland	E 12th Street Bikeway	2000 MB	Disc-BP	Final Design (PS&E)	250		250				250
00251	Oakland	E 12th Street Bikeway	2000 MB	Disc-BP	CON-CAP	1,250			1,250			1,250
00252	Oakland	East Oakland Community Streets Plan	2014 MBB	TEP-45	Planning / Scoping	100		100				100
00253	Oakland	Fruitvale Ave Gap Closure	2014 MBB	TEP-44	CON-CAP	1,634				1,634		
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	PE/Env	80		80				80
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	Final Design (PS&E)	320		320				320
00254	Oakland	Lakeside Family Streets	STP/CMAQ	STP/CMAQ	CON-CAP	4,392				4,392		
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	2010 VRF	Disc-BP	CON-CAP	2,500		2,500				2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	2014 MBB	TEP-46	Final Design (PS&E)	1,500			1,500			1,500

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	2014 MBB	TEP-46	CON-CAP	9,500				9,500		
00257	Oakland	Coliseum Transit Hub	2010 VRF	Disc-Transit	Planning / Scoping	968		968				968
00257	Oakland	Coliseum Transit Hub	2010 VRF	Disc-Transit	Final Design (PS&E)	3,878			3,878			3,878
00258	Oakland	Oakland LSR Paving Program	STP/CMAQ	LSR	PE/Env	734		734				734
00258	Oakland	Oakland LSR Paving Program	STP/CMAQ	LSR	CON-CAP	4,161			4,161			4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	2014 MBB	TEP-45	O&M	215		215				215
00101	Piedmont	Piedmont Complete Streets (CS)	OBAG	STP	CON-CAP	129	129					129
00260	Piedmont	Oakland Avenue Improvements	STP/CMAQ	LSR	CON-CAP	168			168			168
00285	Piedmont	Piedmont LSR Exchange Projects	CMA-TIP	Other	CON-CAP							
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	CMA-TIP	Other	CON-CAP	208			208			208
00029	Pleasanton	Downtown Route Shuttle (DTR)	2000 MB	Disc-PT	O&M	173	173					173

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations		Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)		FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00104	Pleasanton	Pleasanton Complete Streets	OBAG	STP	CON-CAP	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	TFCA	Prog Mgr	Various	53	53						53
00181	Pleasanton	Bernal Ave Park and Ride Lot	2010 VRF	Disc-Transit	Final Design (PS&E)	136		136					136
00181	Pleasanton	Bernal Ave Park and Ride Lot	TFCA	Prog Mgr	CON-CAP	189	189						189
00181	Pleasanton	Bernal Ave Park and Ride Lot	2010 VRF	Disc-Transit	CON-CAP	776			776				776
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	130		130					130
00261	Pleasanton	Hacienda PDA	2000 MB	Disc-TCD	Planning / Scoping								
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	STP/CMAQ	LSR	CON-CAP	1,095				1,095			
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	2014 MBB	TEP-26	CON-CAP	5,200					5,200		
00144	Port of Oakland	Scoping: Airport Drive Overlay	2014 MBB	TEP-26	Planning / Scoping	50	50						50
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	2014 MBB	TEP-26	Planning / Scoping	8	8						8

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00146	Port of Oakland	Scoping: Port Area ITS Deployment	2014 MBB	TEP-27	Planning / Scoping	50	50						50
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	2014 MBB	TEP-27	Planning / Scoping	30	30						30
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	2014 MBB	TEP-27	Planning / Scoping	8	8						8
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	2014 MBB	TEP-27	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	2014 MBB	TEP-27	Planning / Scoping	50	50						50
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	2014 MBB	TEP-27	Planning / Scoping	10	10						10
00268	Port of Oakland	Adeline Street Bridge Reconstruction	2014 MBB	TEP-41	Planning / Scoping	50				50			
00067	San Leandro	San Leandro Streets Rehabilitation	2014 MBB	TEP-26	CON-CAP	30,000	3,000	6,000	7,000	7,000	7,000		16,000
00096	San Leandro	San Leandro Boulevard Preservation	OBAG	STP	CON-CAP	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	TFCA	Prog Mgr	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	TFCA	Prog Mgr	O&M	130	104	26					130

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00190	San Leandro	LINKS Shuttle Operations	2014 MBB	TEP-45	O&M	1,020		220	200	200	200	200	420
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2014 MBB	TEP-26	CON-CAP	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	STP/CMAQ	LSR	PE/Env	73				73			73
00265	San Leandro	Washington Avenue Rehabilitation	STP/CMAQ	LSR	CON-CAP	975				975			
00030	SHS	Rides for Seniors	2000 MB	Disc-PT	O&M	278	278						278
00051	SJRRC	ACE Capital	2000 MB	01	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	2000 MB	Disc-PT	O&M	331	331						331
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	2014 MBB	TEP-12	O&M	212		106	106				212
00011	TBD	Lifeline Cycle 5 (Estimated)	Lifeline	STA	Various								
00032	TBD	Gap funds for Capital Purchases and Grant Matching	2000 MB	Disc-PT	Various								
00048	TBD	2016 STIP - Alameda County Share (Estimated)(50% for 1-Year)	STIP	RIP	Various								

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan			Total Allocated (Thru 18-19)	
							Prior To FY2017-18 (April 2017)	FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21
00049	TBD	OBAG Cycle 2 (Estimated)	OBAG	STP/CMAQ	Various							
00119	TBD	I-580 Transit Improvements	RM2	Reg	Various							
00010	Union City	Operations Support for Route 2	Lifeline	STA	O&M	220	220					220
00062	Union City	Union City Intermodal Station	2014 MBB	TEP-22	Planning / Scoping	100	100					100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	PE/Env	5		5				5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	Final Design (PS&E)	780		780				780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	2014 MBB	TEP-44	CON-CAP	5,779		5,779				5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	CMA-TIP	Other	CON-CAP	1,100		1,100				1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	TFCA	Prog Mgr.	CON-CAP	136		136				136
00266	Union City	Dyer Road Pavement Rehabilitation	STP/CMAQ	LSR	CON-CAP	872			872			872
00267	Union City	Bicycle and Pedestrian Master Plan Update	2000 MB	Disc-BP	Planning / Scoping	150		150				150

Alameda CTC Comprehensive Investment Plan Technical Detail: Five-Year Programming Horizon with Two-Year Allocation Plan 2018 CIP Update Programming and Allocations					Programming and Allocations (\$ x 1,000)									
CIP ID	Sponsor	Project Title	Fund Source	Fund Subset	Phase	Programmed Amount	Prior Allocations		Two-Year Allocation Plan			Total Allocated (Thru 18-19)		
							Prior To FY2017-18 (April 2017)		FY 2017-18	FY 2018-19	FY 2019-20		FY 2020-21	FY 2021-22
00281	Various	State Transportation Improvement Program	STIP	RIP	Various	48,813			48,813				48,813	
00282	Various	Lifeline Cycle 5 Program	Lifeline	Various	Various	4,789				4,789			4,789	
Totals						1,052,055	541,119		206,188	156,465	119,661	27,031	1,591	903,772

Notes

1. Conditional Programming: Identified funds are subject to deprogramming based on the availability of alternative fund sources (RM3, local, State, Federal).
2. City of Dublin's Boulevard - North Canyons Parkway Extension Project is being implemented in conjunction with Alameda CTC and the City of Livermore.

Total 2-year Allocations	\$ 362,653
Total 5-year Programming	\$ 510,936

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Memorandum

10.2

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: July 19, 2018

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Alameda CTC Capital Program Update

Recommendation

This item is to provide the Commission with an update on Alameda CTC Capital Program. This item is for information only.

Summary

This is an informational item on the status of Alameda CTC's Capital Program. Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Commission funds and oversees numerous capital transportation improvement projects throughout Alameda County, with many originating from the 1986, the 2000, and the 2014 Transportation Expenditure Plan (TEP). These projects include Local Streets and Roads, Highway and Arterials, Transit, Goods Movement, and Technology improvements with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County. The Program, as summarized in Appendix A, currently contains 35 active projects directly implemented by Alameda CTC and named capital projects implemented by other jurisdictions within Alameda County across the full spectrum of delivery from scoping through construction. The estimated capital value for projects in the construction phase is \$1.1 billion. The total estimated value of funding for active projects in Alameda CTC's Capital Program is \$2.7 billion.

In FY 2017/2018, Alameda CTC secured nearly \$210 million in external funding from various federal, state, and regional funds to support the delivery of its Capital Program. Most notably, \$195 million was from Senate Bill 1 (SB 1). Recently, jurisdictions have reported bids received are significantly higher than the Engineer's Estimate. It is likely that the construction trend will continue and project funding needs will increase. Alameda CTC will continue to be aggressive in bringing projects to a state of readiness to remain competitive in its pursuit for external funds.

Background

Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Commission authorizes, funds, and oversees projects eligible for funding for which the Commission has authority to administer and/or program, including the 1986, the 2000, and the 2014 Transportation Expenditure Plan (TEP). These projects include Local Streets and Roads, Highway and Arterials, Transit, Goods Movement, and Technology improvements with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County. The Alameda CTC is currently managing the 35 active capital projects, spanning various stages of delivery including, Scoping, Preliminary Engineering/Environmental, Design, and Construction, as summarized in Appendix A. Alameda CTC performs direct Project Management (PM) and delivery for projects which require multi-jurisdictional coordination and/or have significant regional impact. Additionally, Alameda CTC provides project management oversight (PMO) for named capital projects implemented by jurisdictions within Alameda County and for projects that are selected to receive grants from the nine capital programs listed in Appendix A.

In Summary

Alameda CTC's Capital Program, contains seven projects in the Construction Phase with a total construction funding value of \$1.1 billion; five projects in the Design phase with total funding estimated at \$356.0 million; seven projects are in the Preliminary Engineering/ Environmental Studies phase with approximately \$349.0 million in identified funding; and seventeen projects in the Scoping phase with approximately \$52.8 million in identified funding. Additional project details are available on the Alameda CTC website (http://www.alamedactc.org/app_pages/view/4681). Allocations from the nine discretionary capital programs total \$251.5 million and resulted in 29 grant projects to jurisdictions throughout Alameda County.

Project Management Oversight: Activities include: reviewing and preparing Project Funding Agreements; participating in the procurements for both professional services and construction contracts initiated by local jurisdictions; providing Local Business Contract Equity support, performing proposal evaluations, and assessing bids. Support is also provided to project managers and invoice preparers to ensure requests for reimbursements are adequately supported and rework minimized.

Delivery Highlights FY 2017/2018:

Funding: Alameda CTC secured nearly \$210 million in external funding from various federal, state, and regional funds to support the delivery of its Capital Program. Most notably, \$195 million was from SB 1 for two projects in the GoPort Program- the 7th Street Grade Separation East and the Freight Intelligent Transportation System Projects. Work is underway to prepare applications for the next cycle of SB 1 funding, evaluate the requirements of the recently approved Regional Measure 3 (RM 3), and enhanced project controls to ensure all funding requirements will be met.

Professional Service Contracts: Alameda CTC negotiated and awarded 19 agreements/amendments for new work with professional services firms totaling \$72 million to support the delivery of its Capital Program. These critical project delivery services have included project management, scoping studies, environmental design and mitigation, right of way engineering and acquisition, civil and structure design, design support during construction, value engineering and constructability review. A successful contracting strategy used to expedite project delivery was to contract for multiple phases such as scoping and environmental. This strategy was utilized to jumpstart work on the following projects:

- 1. I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway) (Project No. 1453.000):** Sponsor: Alameda CTC. Currently in the scoping phase, this project in the City of Hayward will implement full interchange improvements at the Whipple Road and Industrial West interchanges, including: a northbound off-ramp, a southbound high occupancy vehicle (HOV) bypass lane on the southbound loop off-ramp, bridge reconstruction over I-880, surface street improvements and realignment.
- 2. I-880 Interchange Improvements (Winton Ave./A Street) (Project No. 1471.000):** Sponsor: Alameda CTC. Currently in the scoping phase, this project in the City of Hayward proposes improvements including reconfiguring the I-880 interchange at Winton Avenue to provide direct access to the Southland Mall and implement Complete Streets features, and reconstructing the I-880/A Street interchange to widen A Street from five to six lanes and provide additional lane capacity for potential future freeway widening. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning maneuvers.
- 3. I-80 Ashby Interchange Improvements (Project No. 1445.000):** Sponsor: Alameda CTC. Currently in the environmental phase, this project in the City of Emeryville, near the City of Berkeley border, proposes to reconstruct the Ashby Avenue interchange, which is bordered by Frontage Road and San Francisco Bay to the west, an industrial/commercial/ residential section of Emeryville to the southeast and Berkeley's Aquatic Park to the northeast. This project will provide a direct connection between westbound Interstate 80 (I-80) and Emeryville by way of Shellmound Street and will include: a new bridge to replace existing bridges, a roundabout interchange, and provision of bicycle and pedestrian access over the I-80 freeway at the Ashby Avenue interchange.
- 4. I-680 Express Lanes from SR-84 to Alcosta Blvd. (Project No. 1490.000):** Sponsor: Alameda CTC. Currently in the scoping phase, this project which passes through the community of Sunol and the cities of Dublin and Pleasanton, proposes to construct a 10-mile segment to complete the I-680 Express Lane corridor through Alameda County.

Environmental:

- 5. East Bay Greenway - Lake Merritt BART to South Hayward BART (Project No. 1457.001):** Sponsor: Alameda CTC. The Project proposes to construct a bicycle and pedestrian facility that will generally follow the BART alignment for a distance of 16 miles and traverse the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland. The Project connects seven BART stations as well as downtown areas, schools, and other major destinations. CEQA clearance was achieved in March 2018. NEPA clearance is anticipated in Q1 FY 2018/19. The project will be delivered in multiple construction packages. Preparation of an application for SB1 funding is underway. As agreement to accept the operations and maintenance responsibilities of the facility is a requirement of the SB1 funding, priority has been given to those segments within jurisdictions that have agreed to this condition.
- 6. SR-84 Widening from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements (Project No. 1386.000):** Sponsor: Alameda CTC. This project proposes to conform State Route 84 (SR-84) to expressway standards between south of Ruby Hill Drive and the Interstate 680 (I-680) interchange in southern Alameda County by widening SR-84 to accommodate one additional lane in each direction and implementing additional improvements to reduce weaving/merging conflicts and help address the additional traffic demand between I-680 and SR-84. The project would also improve the SR-84/I-680 interchange operations by modifying ramps and extending the existing southbound I-680 High Occupancy Vehicle/Express Lane northward by ~2 miles. Currently, the southbound express lanes extend from SR-84 south of Pleasanton to SR-237 in Milpitas. Upon completion, this project will be the final segment in a series of improvements to widen SR-84 to expressway standards from I-680 in Sunol to I-580 in Livermore. Caltrans certified the environmental document (EIR/EA) in May 2018. Design in underway. With the passage of RM3, the project is fully funded.
- 7. BART to Livermore Extension, Phase 1 (Project No. 1435.000):** Sponsor: BART. The proposed project consists of a 4.8-mile BART extension along Interstate 580 (I-580) to a new station in the vicinity of the Isabel Avenue / I-580 interchange. BART completed the full Project Environmental Impact Report (EIR) for BART to Isabel in spring 2018. In May 2018, the BART Board unanimously certified the Final EIR, but did not select a preferred alternative. The Board passed a motion directing the General Manager not to advance an alternative, effectively passing over to the TVSJVRRRA the ability to plan for a connection from ACE (and beyond) to the Dublin/Pleasanton BART Station. No alternative was selected for advancement.

Construction Progress: Four projects began construction in FY 2017/2018, increasing the Alameda CTC's total construction capital by \$182 million.

- 1. Oakland Army Base Infrastructure Improvements – Truck Parking (Project No. 1468.018):** Sponsor: City of Oakland. The Truck Parking component of the Oakland Army Base Public Improvement Project will provide needed Trucking Facilities mandated under the Bay Conservation and Development Commission (BCDC) Sea Port Plan to support ongoing operations of the Port of Oakland and the new Trade and Logistics uses at the former Oakland Army Base. Trucking facilities will be accommodated on 15-acres of City owned land at the former Oakland Army Base. Development of the Facility is part of overall City of Oakland and Port of Oakland Outer Harbor Intermodal Terminal Master Plan and serves as a mitigation to help keep trucks serving Port Goods Movement operations from parking in the local and surrounding neighborhood. The truck parking facility will also include the provision of truck related services while serving the Port. Overall the effort will also contribute to improving the overall air quality of the area by helping to facilitate California Air Resources Board compliance for all trucks utilizing the facility and serving Port operations. Construction began January 2018. Target completion: Fall 2018.
New Construction Capital: \$5 million
- 2. Mission Boulevard Phases 2 and 3 (Complete Streets) – (Project No. 1468.017):** Sponsor: City of Hayward. Phase 2 includes the 1.5 mile segment of Mission Boulevard between Industrial Parkway and the Hayward/Union City boundary and Phase 3 includes the 0.5 mile segment of Mission Boulevard between A Street and the Hayward/San Leandro boundary at Rose Street. Proposed improvements include pavement rehabilitation, new bike lanes, undergrounding of existing overhead utility lines, and traffic signal installation as well as upgrades. Phase 2 Construction began March 2018. Target completion: Summer 2019.
New Construction Capital: \$25 million
- 3. I-680 Sunol Express Lane – Northbound (Project No. 1369.000):** Sponsor: Alameda CTC. The I-680 Sunol Express Lanes Project will provide enhanced mobility for motorists in both the northbound and southbound directions as a combination of two projects. The I-680 Sunol Express Lane project will widen I-680 from SR 237 in Santa Clara County to SR 84 in Alameda County and ultimately construct a 14-mile long northbound High Occupancy Vehicle (HOV)/Express Lane in the corridor. The project is being implemented with a phased approach focused on providing immediate operational benefits within current projected funding availability. The I-680 Sunol Express Lane - Phase 1 (Phase 1) project, will provide an initial 9-mile HOV/Express Lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84. To minimize disruptions to the traveling public, conversion of the existing southbound I-680 Express lane from a controlled access tolling configuration to an open access configuration and Caltrans' rehabilitation project has been incorporated into the northbound Phase 1 project. Construction began March 2018. Target completion: Fall 2020.
New Construction Capital: \$122 million

- 4. Warm Springs BART West Access Bridge and Plaza (Project No. 1467.000):** Sponsor: City of Fremont. The Project is intended to provide the pedestrian/bicycle connection required to enhance multi-modal connectivity between the BART Warm Springs/South Fremont station and the properties west of the station, including Tesla, Thermo Fisher, and other major employers in the City of Fremont. The project consists of construction of a pedestrian/bicycle bridge that will connect the west side of the new Warm Springs/South Fremont BART station to a ground level entry plaza. The bridge will consist of two connected spans, one approximately 147-foot long truss span connected to the station concourse level over the existing UPRR mainline tracks, and one approximately 102-foot long cable-stay span connecting from the truss span, over a UPRR spur track, to a 1 acre entry plaza. The plaza will provide a landing area for the bridge's staircase, escalators, and elevator, and, in addition, will be a public space that will provide a setting for community gatherings and outdoor activities. Construction began May 2018. Target completion: Summer 2020.
New Construction Capital: \$30 million
- 5. Oakland Army Base Roadway Infrastructure (Project No. 1468.021):** Sponsor: City of Oakland. The infrastructure improvements include the reconstruction, realignment and construction of local streets and roads, including Maritime Street, Burma Road, Wake Avenue, and Engineers Road. Other improvements also include appurtenant roadway facilities related to roadway drainage and access to adjacent properties within the intermodal facility boundaries, and utility facilities within the roadway corridor. These infrastructure improvements contribute to the larger redevelopment improvements of the former Oakland Army Base area to develop a state-of-the-art intermodal facility to the benefit of the City, County and State. Construction began July 2014. Target completion: Summer 2018.
- 6. Iron Horse Transit Route (Dougherty Road Widening) – (Project No. 1195.000):** Sponsor: City of Dublin. The project will widen Dougherty Road from the northern boundary of the City of Dublin to the vicinity of Scarlett Drive from four to six lanes to accommodate buses and includes Class II bike lanes within the limits of the project to accommodate bicyclists. Construction began July 2016. Target completion: Fall 2018.
- 7. Route 84 Expressway Widening – South Segment (Project No. 1210.002):** Sponsor: Alameda CTC. This project involves widening a 2.4 mile section of State Route (SR) 84 (Isabel Avenue) from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes. Construction began October 2015. Target completion: Fall 2018.
- 8. I-880 North Safety and Operational Improvements at 23rd - 29th (Project No. 1367.000):** Sponsor: Alameda CTC. This project will provide operational and safety improvements on I-880 at the existing overcrossings of 23rd and 29th Avenues in the City of Oakland. Improvements include replacement of the freeway overcrossing

structures, safety improvements at the northbound on and off ramps and the freeway mainline. Alameda CTC as project sponsor, is providing construction management oversight in coordination with Caltrans. Construction began July 2014. Target completion: Winter 2019.

- 9. East Bay Bus Rapid Transit (Project No. 1193.001):** Sponsor: AC Transit. This project will enhance bus reliability and reduce travel time in the heavily traveled transit corridors in the cities of Oakland and San Leandro. The project corridor spans from Broadway at 20th Street (Uptown) Station in downtown Oakland; extends along International Boulevard and E. 14th Street to the San Leandro BART Station. The planned improvements include rail-like bus stations, dedicated bus lanes, new traffic signals and signal priority, street lighting, landscaped medians, cross walk improvements and purchasing of buses. Work is underway on the third and final bid package. Construction began August 2016. Target completion: Fall 2019.

FY 2018/2019 Construction Targets:

- 1. Dublin Widening, WB from 2 to 3 Lanes (Sierra Ct-Dougherty Rd) – (Project No. 1468.016):** Sponsor: City of Dublin. This project, in the City of Dublin, will widen Dublin Boulevard from Sierra Court to Dublin Court in the westbound direction from two to three lanes. The project also includes the construction of Class II bike lane and will also upgrade all signals in this segment, including enhanced detection for bicyclists in left turn lanes. The expansion of this arterial will alleviate congestion and address current traffic conflicts. Target begin Construction Summer 2018.
- 2. Hesperian Boulevard Corridor Improvement (A Street – I-880) – (Project No. 1468.014):** Sponsor: Alameda County Public Works Agency. This project, located between the Cities of Hayward and San Leandro from A Street to the I-880 overcrossing, will include roadway resurfacing, drought resistant landscaping, Class II bicycle lanes, public transit enhancements, upgraded traffic signals, highlighted crosswalks, and many other complete street elements to improve traffic safety and provide congestion relief while further establishing a livable community that benefit motorists, pedestrians, bicyclists, and the San Lorenzo commercial corridor. Target begin Construction Spring/Summer 2019.
- 3. Central Avenue Overpass – (Project No. 1211.001):** Sponsor: City of Newark. Central Avenue provides a critical east-west route through the City of Newark and also serves as a bypass for regional traffic using Route 84 and Interstate 880 to traverse the Dumbarton Bridge corridor. The Central Avenue Overpass project will eliminate a significant impediment to the flow of traffic through the project area and relieve congestion in the corridor by constructing a four lane grade separation structure (bridge overpass including sidewalks and bicycle lanes) at the railroad crossing on Central Avenue between Sycamore Street and Morton Avenue. Improvements are designed to relieve traffic congestion within the Dumbarton Corridor, provide enhanced vehicle, bicycle and pedestrian safety, improve

emergency response times and eliminate potential at grade accidents. In addition, the overpass will enhance circulation and promote transit use to the City of Newark's planned transit oriented center. The project is currently in the design phase and initial ROW assessments have begun. Target begin Construction Summer 2019.

- 4. GoPort Program– (Project No. 1442.000):** Sponsor: Alameda CTC. The GoPort Project which includes a program of projects to construct and reconstruct two railroad grade separations at 7th Street (7th Street Grade Separation East and 7th Grade Separation West) and to improve operations on major on-Port arterial roadways. The proposed Project consists of four independent, inter-related, and synergistic project components, namely: the 7th Street Grade Separation East Segment (7SGSE), 7th Street Grade Separation West Segment (7SGSW), Freight Intelligent Transportation Systems (FITS), and Port Utility Relocation (PUR). This program of major capital projects will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex. It will greatly reduce shipping costs and improve the competitiveness of the Port while also generating benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system. A series of construction contracts are anticipated to begin in Spring 2019 for the FITS and PUR.

Jurisdictions have reported bids received are significantly higher than the Engineer's Estimate. It is anticipated that this trend will continue to be the case given the major influx of transportation funding and projects. Alameda CTC will continue to monitor bids and revisit project capital estimates to ensure construction trends are adequately captured.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Alameda CTC Capital Program Summary

Measure B and BB Active Capital Projects Portfolio																		
Index	AlaCTC Project No.	Project Name	Project Sponsor	Implementation Method ¹	Program ²	Program No. ²	Current Phase ³	Construction Schedule ⁴		Funding ⁵ (Millions)							Total Funding (All Sources)	
								Begin	End	Sales Tax Funds ⁷		Leveraged Funds						
										2000 MB (ACTIA)	2014 MBB ⁸	Federal	State	Regional	Other/Local	Unsecured Funds ⁹		
1	1429.000	Alameda to Fruitvale BART Rapid Bus	AC Transit	PMO	2014 MBB	TEP 14	Scoping	TBD	TBD	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.4
2	1430.000	Grand/MacArthur BRT	AC Transit	PMO	2014 MBB	TEP 15	Scoping	TBD	TBD	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3	1431.000	College/Broadway Corridor Transit Priority	AC Transit	PMO	2014 MBB	TEP 16	Scoping	TBD	TBD	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
4	1433.000	Bay Fair Connector/BART METRO	BART	PMO	2014 MBB	TEP 18	Scoping	TBD	TBD	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6
5	1437.000	Union City Intermodal Station	Union City	PMO	2014 MBB	TEP 22	Scoping	TBD	TBD	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
6	1439.000	Oakland Broadway Corridor Transit	Oakland	PMO	2014 MBB	TEP 24	Scoping	TBD	TBD	0.0	0.6	0.0	0.3	0.0	0.0	0.0	0.0	0.9
7	1392.101	Alameda County Rail Strategy Study	Alameda CTC	PM	2014 MBB	TEP 27.x	Scoping	N/A	N/A	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
8	1448.000	I-580/I-680 Interchange Improvements (Study)	Alameda CTC	PM	2014 MBB	TEP 33	Scoping	TBD	TBD	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
9	1478.000	I-580 Freeway Corridor Management System	Alameda CTC	PM	2014 MBB	TEP 26.x	Scoping	TBD	TBD	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
10	1451.000	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Alameda CTC	PM	2014 MBB	TEP 36	Scoping	TBD	TBD	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
11	1490.000	I-680 Express Lanes from SR-84 to Alcosta Blvd.	Alameda CTC	PM	2014 MBB	TEP 35.x	Scoping	TBD	TBD	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7.5
12	1453.000	I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway)	Alameda CTC	PM	2014 MBB	TEP 38/39	Scoping	TBD	TBD	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	11.3
13	1471.000	I-880 Interchange Improvements (Winton Ave./A Street)	Alameda CTC	PM	2014 MBB	TEP 40.x	Scoping	TBD	TBD	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3
14	1472.000	SR-262 (Mission Blvd) Cross Connector	Alameda CTC	PM	2014 MBB	TEP 40.x	Scoping	TBD	TBD	0.0	9.0	0.0	0.0	15.0	0.0	0.0	0.0	24.0
15	1475.000	San Pablo (SR 123) Multi-modal Corridor	Alameda CTC	PM	2014 MBB	TEP 26.x	Scoping	TBD	TBD	0.0	4.0	0.0	0.0	0.0	0.0	308.0	0.0	312.0
16	1476.000	East 14th Street/Mission and Fremont Boulevard Multi-modal Corridor	Alameda CTC	PM	2014 MBB	TEP 26.x	Scoping	TBD	TBD	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5
17	1432.000	Irvington BART Station	Fremont	PMO	2014 MBB	TEP 17	PE/Environmental	TBD	TBD	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2.8
18	1435.000	BART to Livermore Extension, Phase 1	TBD	PMO	2000 MB	TEP 20	PE/Environmental	TBD	TBD	3.2	0.0	0.0	1.7	13.8	0.2	0.0	0.0	18.8
19	1445.000	I-80 Ashby Interchange Improvements	Alameda CTC	PM	2014 MBB	TEP 30	PE/Environmental	TBD	TBD	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	9.2
20	1442.000	7th Street Grade Separation and Port Arterial Improvements	Alameda CTC	PM	2014 MBB	TEP 27.x	PE/Environmental	Various	Various	0.0	53.0	11.6	195.4	0.0	0.0	255.0	0.0	515.0
21	1444.000	I-80 Gilman Interchange Improvements	Alameda CTC	PM	2014 MBB	TEP 29	PE/Environmental	2021	2023	0.0	12.0	1.1	25.8	4.2	0.3	12.0	0.0	55.3
22	1457.001	East Bay Greenway - Lake Merritt BART to South Hayward BART	Alameda CTC	PM	2014 MBB	TEP 42.x	PE/Environmental	Various	Various	0.3	3.5	2.7	0.0	0.0	0.0	0.0	0.0	6.5
23	1196.000	Oakland/Alameda Access (Formerly I-880/Broadway-Jackson)	Alameda CTC	PM	2000 MB	ACTIA 10/TEP 37	PE/Environmental	2021	2024	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1
24	1386.000	SR-84 Widening from South of Ruby Hill Drive to I-680 and SR-84/I-680 Interchange Improvements	Alameda CTC	PM	2000 MB	ACTIA 08B /TEP 31	PS&E (Design)	Dec 2020	Dec 2023	1.0	107.9	0.0	11.1	85.0	14.9	0.0	0.0	220.0
25	1211.001	Dumbarton Corridor Improvements (Central Ave Overpass)	Newark	PMO	2000 MB	ACTIA 25	PS&E (Design)	Jun 2019	Aug 2019	13.9	2.2	0.0	0.0	0.0	0.8	18.5	0.0	35.4
26	1205.000	East 14th St/Hesperian Blvd/150th St. Intersection Improvement	San Leandro	PMO	2000 MB	ACTIA 19	PS&E (Design)	Aug 2020	Feb 2021	3.2	0.0	0.0	0.0	0.0	1.3	2.6	0.0	7.1
27	1181.000	Castro Valley Local Area Traffic Circulation Improvement (Strobridge Extension)	Alameda County	PMO	1986 MB	MB241	PS&E (Design)	Jan 2021	Jan 2023	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
28	1177.000	I-880 to Mission Blvd East-West Connector	Union City	PMO	1986 MB	MB226	PS&E (Design)	Jun 2019	Dec 2021	88.8	0.0	0.0	0.0	0.0	21.0	210.1	0.0	319.9
29	1190.000	Downtown Oakland Streetscape Improvement	Oakland	PMO	2000 MB	ACTIA 04	Construction	Sep 2007	Mar 2018	6.4	0.0	0.0	0.4	0.0	2.7	0.0	0.0	9.5
30	1195.000	Iron Horse Transit Route (Dougherty Road Widening)	Dublin	PMO	2000 MB	ACTIA 09	Construction	Jul 2016	Sep 2018	6.3	11.2	0.0	0.0	0.0	5.4	0.0	0.0	22.9
31	1193.001	Telegraph Avenue Corridor Transit Project (East Bay Bus Rapid Transit)	AC Transit	PMO	2000 MB	ACTIA 07A/TEP 13	Construction	Nov 2014	Oct 2019 ⁶	11.7	10.0	90.6	32.9	58.4	8.9	5.0	0.0	217.5
32	1187.000	Altamont Commuter Express Rail	SJRRRC	PMO	2000 MB	ACTIA 01	Construction	Various	Various	13.2	0.0	123.1	155.3	0.0	182.6	0.0	0.0	474.2
33	1210.002	Route 84 Expressway - South Segment	Alameda CTC	PM	2000 MB	ACTIA 24/TEP 32	Construction	Oct 2015	Dec 2018	39.4	10.0	0.0	47.0	0.0	13.5	0.0	0.0	109.9
34	1367.000	I-880 North Safety and Operational Improvements at 23rd and 29th	Alameda CTC	PM	2000 MB*	ACTIA 27C	Construction	Jul 2014	Jun 2019	4.9	8.0	1.8	79.9	12.3	6.6	0.0	0.0	113.7
35	1369.000	I-680 Sunol Express Lanes - (Phase 1 construction)	Alameda CTC	PM	2000 MB	ACTIA 08/TEP 35.x	Construction	Mar 2018	Dec 2020	137.5	10.0	0.0	58.3	0.0	0.0	0.0	0.0	205.8
ACTIVE PROJECTS TOTAL										342.9	292.5	230.8	608.2	188.6	258.2	811.2	2,732.4	

Notes:

1. Project Management (PM), Project Management Oversight (PMO)
2. *Part of Prop 1B; "x" reflects a grouped capital subproject.
3. The current phase shown is based on available information as of the date of this update.
4. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date. Various denotes multiple construction packages anticipated. N/A: Not applicable. TBD: To be determined.
5. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.
6. End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin.
7. Bolded amounts reflect fund exchange arrangement.
8. Funding shown for 2014 TEP named Capital Projects reflects allocated funds and/or funds committed as match for external grant awards.
9. Additional action required to secure estimated funds necessary to proceed to construction upon completion of design phase.

Measure BB: Capital Programs		PMO Allocations (millions)
TEP 19	BART Station Modernization and Capacity Program	\$0.00
TEP 21	Dumbarton Corridor Area Transportation Improvements	\$5.00
TEP 23	Railroad Corridor Right of Way Preservation and Track Improvements	\$0.00
TEP 25	Capitol Corridor Service Expansion	\$0.00
TEP 26	Congestion Relief, Local Bridge Seismic Safety	\$140.43
TEP 27	Countywide Freight Corridors	\$56.97
TEP 34	I-580 Local Interchange Improvement Program	\$1.38
TEP 40	I-880 Local Access and Safety Improvements	\$32.31
TEP 42	Gap Closure on Three Major Trails	\$15.39
Total:		\$251.47

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