



2020 Comprehensive Investment Plan Update

Appendix D

CIP Programming Principles and Guidelines



Page Intentionally Left Blank.

Alameda County Transportation Commission
COMPREHENSIVE INVESTMENT PLAN
PROGRAMMING PRINCIPLES AND GUIDELINES

Section 1:	CIP Programming Principles	3
	1. Purpose	3
	2. Programming and Allocation Process	3
	3. Fund Sources and Programs	4
	4. Programming Capacity	5
	5. Programming Priorities	5
	6. Eligible Applicants.....	6
	7. Eligible Projects	7
	8. Minimum/Maximum Award and Matching Requirements.....	8
	9. Matching Requirements.....	8
	10. Eligible Project Costs	9
	11. Funding Restrictions	9
	12. Shuttle Operations Funding Requirements.....	9
	13. Freight Related Projects Funding Requirements	10
	14. Project Selection Criteria.....	10
	15. Performance Measures and Monitoring.....	12
	16. Post Allocation Requirements	12
	17. Timely Use of Funds and Rescission of Funds	13
	18. Other Requirements	13
Section 2:	Arterials (Local Streets and Roads) Program	21
Section 3:	Bicycle and Pedestrian Program	25
Section 4:	Community Development Investment Program	29
Section 5:	Freight and Economic Development Program	33
Section 6:	Highway Program	37
Section 7:	Paratransit Program	41
Section 8:	Technology Program	47
Section 9:	Transit Program.....	51
Section 10:	Transit Center Development Program	55
Section 11:	Transportation Fund for Clean Air Program	6
Section 12:	One Bay Area Grant Cycle 2 Program	63
Section 13:	State Transit Assistance Guidance	65
Section 14:	State Transportation Improvement Program	67
Section 15:	Regional Measure 3	69

This page intentionally left blank.

SECTION 1

COMPREHENSIVE INVESTMENT PLAN

PROGRAMMING PRINCIPLES

1. PURPOSE

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

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

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

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

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

2. PROGRAMMING AND ALLOCATIONS PROCESS

The CIP includes a five-year programming window with a two-year allocation plan (i.e. the first two years of the five-year window).

The current programmed amount for a given project represents a commitment amount that is available for allocation when the programmed funds shift into the CIP’s two-year allocation window. An allocated amount represents the amount available for encumbrance in project funding agreements and/or contracts, which are, in turn available for reimbursement of eligible costs.

All programmed funds are subject to the availability of funds, and current programming and allocation priorities.

The CIP programming and allocation process is as follows:

1. Alameda CTC will make programming and allocation recommendations to certain projects based on the available fund estimate for a given five-year CIP programming cycle.
2. Projects programmed within the first two-years of a given CIP will receive an allocation.
3. Projects with outer year programmed funds will receive an allocation in the fiscal year in which the funds were originally programmed, upon the Project Sponsor’s allocation request through the CIP application process.
 - o Allocation requests to advance outer programmed funds are subject to the availability of funds and Commission approval, as priority is given to projects with funds already allocated in the two-year allocation window.
4. Projects with outer year programmed funds that are not ready for an allocation may request to have the programming deferred to an outer CIP programming year by notifying Alameda CTC.

3. FUND SOURCES AND PROGRAMS

The CIP consolidates the programming and allocations of the various fund sources under Alameda CTC’s purview. These sources are delineated into principle programs, where feasible, as identified on the table below. For example, 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Bicycle/Pedestrian funds are consolidated into a single Bicycle/Pedestrian Program. This provides greater coordination of similar funding types, requirements, and eligibilities to meet larger program goals and objectives. For all locally-funded programs (principle programs 1-10) a project-funding agreement between the Alameda CTC and Project Sponsor is required. For all other programs (principle programs 11- 13) Project Sponsors are required to enter into a funding agreement directly with the appropriate federal, State, or regional agency.

Principle Program	Fund Source & Investment Program
1. Bicycle/Pedestrian Program	Measure B (MB) Bike/Pedestrian Countywide Discretionary Fund Measure BB (MBB) Bike/Pedestrian Grant Program Measure BB (MBB) Three Major Trails Vehicle Registration Fee (VRF) Pedestrian-Bicycle Access and Safety Program
2. Transit Program	MB Express Bus MBB Innovative Transit Program (transit pass programs) VRF Transit for Congestion Relief Program

Principle Program	Fund Source & Investment Program
3. Transit Center for Development Program	MB Transit Center Development Program
4. Community Development Investment Program	MBB Community Development Investment Program
5. Paratransit Program	MB Special Transportation for Seniors and People with Disabilities "Gap Grant" Program MBB Coordination and Service Grants
6. Freight and Economic Development Program	MBB Freight and Economic Development MBB Countywide Freight Corridors
7. Technology, Innovation and Development	MBB Technology, Innovation, and Development
8. Local Streets and Roads (Arterials) Program	MBB Congestion Relief, Local Bridge, Seismic Safety
9. Highways Program	MBB Highway Capital Projects
10. Transportation Fund for Clean Air (TFCA)	TFCA Program
11. Lifeline Transportation Program (LTP)	State Transit Account (STA) Job Access Reverse Commute (JARC) and Surface Transportation Program (STP)
12. One Bay Area Grant Program (OBAG)	Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ)
13. State Transportation Improvement Program (STIP)	STIP

4. PROGRAMMING CAPACITY

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

5. PROGRAMMING PRIORITIES

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

- a. Achieves Fundamental Programming Principles: The degree to which projects achieve the CIP's five (5) fundamental programming principles (*refer to Section 6 of CIP for details*).
 1. Implementing Alameda CTC's adopted visions and goals
 2. Balance strategic investments across project delivery phases
 3. Maximize transportation investments
 4. Investments in all modes and areas within Alameda County
 5. Deliver solutions while ensuring accountability
- b. Countywide Significance: Projects identified as a countywide priority, as an identified project, or along a transportation corridor, in Alameda CTC's Countywide Transportation Plan (CTP), Multi-modal Plans (Goods Movement, Arterial, and Transit), transportation

expenditure plans, and the Countywide Bicycle and Pedestrian Plans will receive higher priority consideration.

- c. Readiness: Projects demonstrating higher state of construction readiness will receive higher priority consideration. Readiness includes technical and financial readiness such as completion of engineering, environmental and design studies, identification of risk-mitigation measures, secured funding towards project completion, feasible schedule, etc. Projects must be deliverable within the timeframe that funds are made available.
- d. Fund Leveraging: Projects that leverage external funding commitments (such as federal and State discretionary funds) shall receive higher priority consideration.
- e. Coordination and Support: The degree to which a project demonstrates coordination and support from multiple jurisdictions, agencies, and the community stakeholders throughout the planning and project implementation phases, and identification of commitments to maintain the improvements after completion.

6. ELIGIBLE APPLICANTS

- a. Eligible applicants (direct recipients) of funds programmed through the CIP are limited to the following:
 1. Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City
 2. County of Alameda
 3. Transit agencies Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), San Francisco Bay Area Rapid Transit District (BART), Livermore Valley Transportation Authority (LAVTA), Union City Transit, and San Francisco Water Emergency Transportation Authority (WETA)
 4. East Bay Regional Parks District (EBRPD)
 5. Public school districts (K-12) in Alameda County (*exclusively for student transit pass programs*)
 6. Alameda County Transportation Commission (Alameda CTC)
 7. Private, non-profit organizations (*exclusively for programs targeted towards seniors and people with disabilities*)
 8. Entities that are not identified specifically as eligible direct recipients will only be eligible to receive CIP funds as sub-recipients by partnering with an eligible direct recipient that is willing to pass through the funds to a sub-recipient. Exceptions allowing other entities to directly receive funds may be granted by Alameda CTC on a case-by-case basis.
- b. Applicants must acknowledge and agree to comply with the specific requirements of the identified fund source and project funding agreement requirements prior to receiving funds programmed and allocated through the CIP.
- c. Applicants must provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the fund source requirements.
- d. Applicants must identify and maintain a staff position that serves as the single point of contact for Alameda CTC programmed funds within that agency.

7. ELIGIBLE PROJECTS

Eligible CIP projects are as follows:

- a. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.
- b. Projects must be publicly accessible, and not only for private entity use.
- c. Projects must be in and consistent with the most current adopted Regional Transportation Plan and the Alameda CTC's CTP.
- d. Projects must meet the goals and objectives of the funding sources and funding programs.
 - Projects funded with 2000 Measure B, 2014 Measure BB, and VRF monies must be consistent with eligible use of funds of the respective expenditure plans.
 - Example requirements for federal funding include:
 - Compliance with the California Environmental Quality Act (Public Resource Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures.
 - Completion of a Federal Transportation Improvement Program (FTIP) application through the Metropolitan Transportation Commission's Funding Management System.
 - Potential funding eligibilities examples are identified on Exhibit A - Project Categories, Funding Eligibility, and Transportation Priorities.
- e. Eligible capital infrastructure projects may include (but are not limited to):
 - Local street and road improvements
 - Bicycle and/or pedestrian infrastructure improvements include new facilities, parking/lockers, gap closure, and safety improvements
 - Highway capital investments
 - Freight, ferry, rail, and intermodal projects that facilitate the movement of goods, services, and people
 - Transit infrastructure enhancements and expansion
 - Safety or modernization improvements to transit centers, stations, or facilities,
 - Transportation improvements that provide greater transit access for residents of low-income and disadvantaged communities
 - Improvements that reduce greenhouse gas emissions
 - Technology improvements such as intelligent transportation system, transit signal priority, innovative uses of technology as it pertains to improving the transportation system
- f. Eligible non-infrastructure projects may include (but are not limited to):
 - Bicycle and pedestrian master plans
 - Feasibility or scoping only studies for capital projects
 - Safe Routes to School program operations
 - Crossing guard programs

- Safety education, training, enforcement, and promotional programs
- Transportation demand or traffic management programs
- Travel training and mobility management programs
- Transit or shuttle operations
- Transit incentive programs (including fare based)
- Bike share or rideshare programs

8. MINIMUM/ MAXIMUM AWARD AND MATCHING REQUIREMENTS

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	\$250,000	\$2,000,000	30% By Phase Requested
Programs and Transit/Shuttle Operations	\$100,000 per year	\$500,000 per year	75%
Plans/Studies	\$100,000	\$100,000	50%

The CIP will focus on comprehensive transportation projects that yield significant benefits to the countywide transportation system. In general, smaller projects or early project development (planning/scoping) activities that are able to be funded through local means (direct local distribution funds) will be a lesser priority for discretionary funding.

Project Sponsors shall provide the minimum match of Alameda CTC’s administered funds requested by phase, unless otherwise stated by a particular program guideline.

9. MATCHING REQUIREMENTS

- Matching funds must be expended concurrently and proportionally to the Alameda CTC’s administered funds allocated to the phase for the project.
- Previously incurred costs or previously expended funds do not count towards fulfilling minimum matching requirement.
- Named capital projects with identified specific funding commitments in the 2014 Measure BB Transportation Expenditure Plan are exempt from the matching requirements.
- Projects funded with federal funds (such as STP/CMAQ) requires a non-federal local match. Non-federal sources for local match can include local sales tax, special bond measures, financial private donations, and other local revenues.
- In-kind funding (non-cash contributions of time, goods and services, equipment, or space) will not count towards fulfilling the CIP matching requirement.
- Alameda CTC may consider on a case-by-case basis exceptions to the matching requirement. Such exceptions may include exemptions for projects that provide considerable transportation benefits and/or projects that leverage significant transportation funds for the county.

10. ELIGIBLE PROJECT COSTS

Eligible costs for funds programmed through the CIP include

- Project development and preconstruction activities such as scoping level documents, preliminary study reports, feasibility studies, environmental documents, preliminary engineering and design work.
- Activities related to construction, rehabilitation, right-of-way acquisition, environmental mitigation, capital equipment acquisition.
- Program implementation, transit services, and shuttle operations.

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

Applicants are responsible for securing the necessary matching and for any additional funding needed to complete the project as a result of project cost increases, higher actual bid estimates, loss of funding, underestimated contingencies, and future maintenance costs.

11. FUNDING RESTRICTIONS

- Alameda CTC administered funds shall not supplant other committed funds.
- Alameda CTC will not be responsible to fund any cost overruns, cost increases, higher bid estimates, maintenance costs, or funding shortfalls beyond Alameda CTC’s original programming and allocation commitment.
- 2000 Measure B Express Bus funds are only available to AC Transit and LAVTA.
- Programmed federal, State, and regional funds are subject to the requirements of the specific fund source, and may require Project Sponsors to enter into funding agreements directly with the authorizing agency.
- Reimbursement for eligible staff costs are limited to non-Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) recipients, unless otherwise agreed upon by the Alameda CTC with a project funding agreement for labor that includes direct staff implementation of a project activity. DLD recipients are expected to use DLD or other local funds to support staffing, contract management, and administrative costs associated with the project.
- Payments to fund recipients will be made on a reimbursement basis and after approval of submitted invoices. No reimbursements will be made prior to the execution of a project funding agreement with the Alameda CTC. Invoices are required to be submitted at least once every six months with required progress reports and completed task deliverables, unless otherwise authorized and approved by Alameda CTC.

12. SHUTTLE OPERATIONS FUNDING REQUIREMENTS

Funding for shuttle operations is strictly limited to shuttles which provide connections for first/last mile connections from regional transit facilities, transportation hubs, business districts, and employment centers. Paratransit services are not eligible for funding under transit eligible funding sources.

- Eligible applicants must be a public agency eligible to receive Alameda CTC funds.
- Shuttle service must be wholly located in Alameda County, available to general public, and serve multiple employers.
- Service routes within 0.5 mile radius from a major regional transit facility (BART station, major bus transfer station, or ferry terminal) will be given priority consideration.
- Applicants must provide a minimum match required for transit/shuttle operations.
- Service Operations Requirement
 - Shuttle service must not compete with existing fixed-route transit services provided by Alameda-Contra Costa Transit District, Livermore Amador Valley Transit Authority, or Union City Transit. A Letter of Concurrence from the appropriate transit agency, must be provided to affirm coordination with the transit agency, and acknowledge that the proposed shuttle program would not compete with existing or planned transit services.
- Funding Priority Considerations
 - Programs demonstrating long-term and local sustainability with matching funding consisting of 50 percent (50%) or more coming from private sources i.e. private business investment districts will be given priority consideration.
 - Ridership exceeding 500,000 annual boarding's, documented by existing service data or documented ridership projections will be given priority consideration.

13. FREIGHT RELATED PROJECTS FUNDING REQUIREMENTS

Funding for freight related projects is strictly limited to improvements that significantly contributes to the freight systems' economic activity or vitality; relieves congestion the freight system, improves the safety, security, or resilience of the freight system; improvements or preserves the freight system infrastructure; implements technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduces or avoids adverse community and/or environmental impacts of the freight system.

Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

14. PROJECT SELECTION CRITERIA

Project applications that meet the following screening criteria will be considered.

1. Consistency/identified within the most recently adopted Regional Transportation Plan and Countywide Transportation Plan.
2. Consistency/identified within the most recently adopted Countywide Bicycle and Pedestrian Master Plan (*applicable to bicycle/pedestrian improvements*).
3. Provide the minimum match of Alameda CTC's administered funds requested by phase.

The primary CIP project selection criteria are as follows:

1. Project Need and Benefits: Project clearly defines project needs and how proposed transportation improvement will benefit the intended users at a local and countywide level, and provide a usable segment (as applicable).

Alameda CTC will consider key project merits and anticipated project performance such as (in no particular order):

- Congestion Relief: Project's ability to enhance mobility and access by addressing existing and future congestion and travel demands.
 - State of Good Repair: Project's ability to improve the condition of existing transportation facilities or address identified issues if the system is left unimproved.
 - Transportation Significance: Project demonstrates regional or countywide significance towards improving the transportation network, economic competitiveness, and environmental conditions i.e. regional greenhouse gases.
 - Safety and Connectivity: Project's ability to foster a safe, connected, and accessible transportation system for multimodal movement of goods and people.
 - Multimodal Access: Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.
2. Project Readiness: Project contains a well-defined funding plan, budget, and schedule. Project has no foreseeable implementation issues, has governing body approval, and is supported by the local community. Applicant clearly identifies the ability to coordinate among appropriate internal and external agencies, and has identified stakeholders. Project with a completed project study report or equivalent scoping document will receive a higher priority consideration for readiness.
 3. Sustainability: Project application identifies funding sources and responsible agency for sustaining and maintaining the project beyond the funding period. Project is identified in a long-term development plan.
 4. Matching Funds: Project has secured or committed funding from other funding sources outside of Alameda CTC's funding resources that is beyond the minimum matching requirement.
 5. Other fund source specific criteria requirements: Project must meet the program requirements of specific fund sources, such as cost effectiveness calculations or proximity-connectivity to specific areas and user groups. These requirements are specific to the fund source and may change with each programming cycle.

Projects will be scored on a scale based on the project’s expected outcomes and performance, project readiness, sustainability, and leveraging ability. Refer to Exhibit B – Project Selection Criteria for scoring weights for each project selection criteria category. Programming recommendations may not be based strictly on the scoring criteria alone. Consideration will be given towards the requirements of the various Alameda CTC administered fund sources, project delivery requirements, geographic equity, and countywide synergies of proposed improvements.

The project selection criteria will be applied by category mode (bicycle/pedestrian, transit, goods movement, highway, local streets and roads, transit operations, etc.) to provide a direct evaluation of similar investments to one another, i.e. transit projects to transit projects.

15. PERFORMANCE MEASURES AND MONITORING

Project Sponsors must identify and establish project goals, deliverables, and performance measures and intended outcomes that will measure the effectiveness of the investment. Performance measures will be established as part of a project funding agreement between Alameda CTC and the fund recipient.

- a. For capital projects, performance indicators may include, but are not limited to, an evaluation of a project’s ability to achieve CIP programming priorities, ability to meet specific funding program goals, and reporting on the status and implementation on the project delivery.
- b. For operations, performance indicators may include the above, as well as quantifying and monitoring the number of trips, service hours, cost effectiveness, and outreach efforts.

16. POST ALLOCATION REQUIREMENTS

Project Sponsor whom are an awarded Alameda CTC Administered funding allocation are required

- Submit a governing body approval resolution that accepts Alameda CTC funds, confirms local matching commitments, project delivery strategy, and local support for the project in order to entered into a project funding agreement with Alameda CTC.
- Enter into a project funding agreement between the Alameda CTC for approved of allocations of Measure B, Measure BB, VRF, TFCA, and other funds under Alameda CTC purview. Agreements will include project scope, cost, schedule, performance measures, reporting requirements, publicity requirements, audit requirements, task deliverables, effective date of reimbursable costs, etc. The current agreement requirements are located here: https://www.alamedactc.org/app_pages/view/19025.
- Comply with Alameda CTC’s Local Business Equity Program requirements: <https://www.alamedactc.org/get-involved/contract-equity/>

17. TIMELY USE OF FUNDS AND RESCISSION OF FUNDS

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

18. OTHER REQUIREMENTS

- a. Program specific guidelines may supersede the requirements set forth in these CIP programming guidelines.
- b. Programming and allocations actions made through the CIP are subject to the current policies and guidelines, as they may be created, revised, or amended from time to time.
- c. Request for fund allocations for named 2014 Measure BB capital projects must be made prior to execution a funding agreement. The request for allocation must include at minimum a summary of project costs defined by phase and fund source, and a project schedule for each phase.
- d. Alameda CTC may consider on a case-by-case basis exceptions to the programming requirements of the CIP programming principles and guidelines in the event of unanticipated programming actions/funding availability, or if a proposed project has extraordinary project merit, project synergies, or project delivery circumstances that if implemented will result in a significant countywide benefit.

This page intentionally left blank.

Exhibit A

Project Categories, Funding Eligibility, and Funding Eligibility

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

Project Categories: Funding Eligibility, and Priority		Federal	State	Regional and Local									
#	Category and Sample Example Projects (eligible fund sources are generally identified for the category; some example projects may not directly eligible for the fund source)	STP CMAQ	STIP	TFC	Lifeline	MB-MBB-VRF Bike/Ped	MB-MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TC	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
1.	<p>Transit Capital</p> <ul style="list-style-type: none"> Capital rehabilitation Capacity expansion, stations, capital replacement Safety and Access improvements Transit Signal Priority (TSP) / Communications 	X		X	X				X	X		X	
2.	<p>Local Streets and Roads (Arterials)</p> <ul style="list-style-type: none"> Major Arterial Performance Initiative Program Roadway Safety/Traffic Calming Grade separations Traffic Signals, ITS/CCTV installations and upgrade Signal timing and coordination Complete Streets and Streetscape Coordination with freeways and ramps Roadway/Pavement Rehabilitation Sidewalk installation 	X	X	X	X				X	X		X	X
3.	<p>Bicycle and Pedestrian</p> <ul style="list-style-type: none"> Bike facilities (includes Class 1,2,3, and 4 facilities) Bike storage capital costs (racks, lockers, cages) Safety, gap closure, infrastructure improvements Bicycle and Pedestrian Master Plans and updates Safe Routes to School improvements/programs 	X		X	X					X			
4.	<p>Highway Capital</p> <ul style="list-style-type: none"> Interchange, bridge, sound wall, ramp improvements Bridge improvements Express lanes 	X											X

Appendix D | CIP Programming Principles and Guidelines

Project Categories, Funding Eligibility, and Priority		Federal		State	Regional and Local									
#	Category and Sample Example Projects (eligible fund sources are generally identified for the category, some example projects may not directly eligible for the fund source)	STP	CMAQ	STIP	TFC	Lifeline	MB-MBB-VRF Bike/Ped	MB-MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TC	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
5.	<p>Category and Sample Example Projects (eligible fund sources are generally identified for the category, some example projects may not directly eligible for the fund source)</p> <p>Freight and Economic Development (Goods Movement)</p> <ul style="list-style-type: none"> Truck/port/freight operations and goods movement Airport Facilities, Truck-vehicle parking Quiet Zone Improvements <p>Note: Road or highway access improvements will be evaluated under local streets and roads or highway categories.</p>	X	X							X			X	X
6a.	<p>Transit Operations (non-paratransit)</p> <ul style="list-style-type: none"> Fixed route or Shuttle operations and service expansion Transit priority measures Congestion Relief Programs Transit incentive programs (including fare-based) 	X	X	X	X	X		X					X	
6b.	<p>Paratransit Capital and Operations</p> <ul style="list-style-type: none"> ADA Mandated Services City-based, non-ADA Services Specialized transportation programs Capital improvements (accessible vehicles, signage) Related assessments and plans 	X				X		X					X	
7.	<p>Transportation Demand Management / Education Outreach</p> <ul style="list-style-type: none"> Fare incentives – student bus passes Guarantee Ride Home Program Technical Assistance Alternative mode education and incentives Safe Routes to School or Transit Parking management 	X	X		X	X		X					X	
8.	<p>LSR / Highway Operations</p> <ul style="list-style-type: none"> Traffic Signal Operations, ITS, maintenance Highway and Bridge Maintenance & Operations 	X	X	X						X	X			
9.	<p>Planning / Studies</p> <ul style="list-style-type: none"> Planning studies and implementation Feasibility or scoping only studies Modal Plans/Studies Bicycle and Pedestrian Master Plans 	X	X	X									X	X



This page intentionally left blank.

Exhibit B

Project Selection Criteria

Proposed projects will be scored on the basis of applicant responses to the following criteria, as applicable. Additional criterion may be included within this framework based on program needs and funding requirements.

A. READINESS DELIVERY CRITERIA		
The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the sponsor demonstrates coordination among internal and external agencies, as applicable.		
<i>Index</i>	<i>Criteria</i> (individual criterion evaluation scale High = 3 pts, Medium = 2 pts, and Low = 1 pt)	<i>Criteria Weight</i>
1.	Project Development Status (<i>not initiated, underway, complete</i>) <ul style="list-style-type: none"> • Status of planning and scoping documents • Status of environmental phase and clearances • Status of preliminary engineering & design phase • Status of right-of-way acquisitions 	45
2.	Detailed Scope, Schedule, and Funding Plan <ul style="list-style-type: none"> • Defined project scope • Defined schedule and budget • Identified funding need to continue project development 	
3.	Implementation Issues <ul style="list-style-type: none"> • Identified implementation issue(s) resolved or mitigated • Local community and governing body support • Coordination with partners 	
<i>Subtotal</i>		<i>45</i>

B. NEEDS AND BENEFITS CRITERIA		
The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment (as applicable), promoting innovation, improving safety, facilitating a clean environment, and contributing to economic growth.		
<i>Index</i>	<i>Criteria</i> (individual criterion evaluation scale High = 3 pts, Medium = 2 pts, and Low = 1 pt)	<i>Criteria Weight</i>
1.	Connectivity/Gap Closures <ul style="list-style-type: none"> • Expands the transportation system, network, or service • Enhances intermodal and multi-jurisdictional connectivity • Complements existing services (not duplicative) 	45
2.	Access Improvements <ul style="list-style-type: none"> • Increases access to activity centers, central business districts, and employment centers • Serves transit dependent populations, communities of concerns, disadvantaged or vulnerable populations. • Improves transportation routes to schools • Serves a known or realistic level of demand in the community for transit services 	
3.	State of Good Repair <ul style="list-style-type: none"> • Corrects a deteriorating condition/aging infrastructure • Addresses past deferred maintenance • Replaces capital assets that have exceeded their useful life 	
4.	Technology and Innovation <ul style="list-style-type: none"> • Promotes innovative (non-traditional) elements for services 	

B. NEEDS AND BENEFITS CRITERIA		
The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, maintaining transportation facilities/equipment (as applicable), promoting innovation, improving safety, facilitating a clean environment, and contributing to economic growth.		
	<ul style="list-style-type: none"> Promotes vehicle technology or ITS coordination Incorporates innovative design treatments to transportation projects 	
5.	Multimodal Benefits <ul style="list-style-type: none"> Identifies benefits to transit, bike, pedestrian, rail, and goods movement Support multimodal transportation through coordination of improvements 	
6.	Environmental Benefits <ul style="list-style-type: none"> Promotes modal shifts that encourages less dependency on motorized transportation Supports transit and/or transit access improvements Supports housing and/or jobs adjacent to transit 	
7.	Safety & Security <ul style="list-style-type: none"> Identifies safety concerns Increases public safety through a reduction of risk of accidents for vehicles, bicycles, and/or pedestrians Identifies known safety issues with a proven countermeasure to address the conflicts 	
8.	Economic Growth <ul style="list-style-type: none"> Promotes job growth Increases in economic growth as a result of improvements to freight corridors 	
Subtotal		45

C. MATCHING FUNDS CRITERIA		
Commits other funds beyond the minimum match		
Index	Criteria (evaluation scale 1 pt for every 5% match beyond minimum match requirement)	Criteria Weight
1.	Matching Funds <ul style="list-style-type: none"> Commits other identified funds beyond the minimum match requirement for the phase of which funds are being requested. 	10
Subtotal		10

This page intentionally left blank.

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

PROGRAM SUMMARY

The Arterials Program includes discretionary funding from the 2014 Measure BB Transportation Expenditure Plan (2014 TEP). This program aims to support the arterials in our community that serve as major commute routes for those traveling by transit, auto, bicycle, or foot, and enhance access to jobs, stores, and more through capital infrastructure investments, service operations, and innovative projects. This program focuses on improvements to major roads, bridges, freight corridors, or quiet zones.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plan.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs (“projects”) that will be funded with the sales tax revenues. Ten percent (10%) of the net revenue collected is dedicated to funding congestion relief, local bridge, and seismic safety type projects benefiting arterials and roadways that improve the mobility of transit riders, motorists, bicyclists, and pedestrians, as well as the movement of goods to stores and consumers within Alameda County.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to improve accessibility, enhance operational efficiencies, increase safety, and reduce congestion. Such activities include projects that remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in key commute corridors.

As identified in the 2014 TEP, examples of investments and commute corridors eligible for funding include:

- *North County Major Roadways:* Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale Bridge replacements; Powell Street Bridge widening at Christie; East 14th Street improvements and Oakland Army Base transportation infrastructure improvements.

- *Central County Major Roadways:* Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements and Tennyson Road grade separation.
- *South County Major Roadways:* East-west connector in North Fremont and Union City, I-680/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont, Central Avenue Overcrossing, Thornton Avenue widening, Mowry Avenue and Newark local streets.
- *East County Major Roadways:* Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening and Bernal Bridge construction.
- *Countywide Freight Corridors:* Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

PROGRAMMING AND ALLOCATION PRIORITIES

The Arterials Program seeks to award projects that advance goals identified in the Countywide Multimodal Arterials Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide mobility along arterials. This program recognizes that concentrating improvements in key arterial corridors will improve access and efficiencies, increase safety, and reduce congestion. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

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

1. **Regional projects or corridors identified in the Transportation Expenditure Plan:** Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans.
2. **Projects aligned with needs established in the Multimodal Arterials Plan:** Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Multimodal Arterials Plan.
3. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.
4. **Enhance multimodal connectivity:** Priority consideration is given to projects that enhance the reliability, safety, and connectivity of transit, bicycle and pedestrian networks.

5. **Congestion relief and increased mobility:** Priority consideration is given to projects identified as significantly improving congestion on major commute corridors and facilitating connectivity and travel over multiple jurisdictions.
6. **State of Good Repair:** Priority consideration is given to projects that improve the conditions of existing transportation facilities or address conditions that would otherwise deteriorate if left unimproved.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance mobility, access, safety, and convenience in Alameda County. Arterials Program funds will be available for the example projects in projects that include, but are not limited to the following:

Capital Infrastructure

- Resurfacing and beautification
- Local road safety improvements
- Intersection enhancements
- Traffic/signal operation improvements
- Grade separations and railroad crossings
- Bridge replacements
- Cross connectors
- Truck route improvements
- Quiet zone enhancements
- Education, enforcement and promotion programs

INELIGIBLE PROJECTS

- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

This page intentionally left blank.

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

PROGRAM SUMMARY

The Bicycle and Pedestrian Discretionary Program includes the combined funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) that are available to bicycle and pedestrian improvements. This program aims to support enhanced access and safety for bicyclists and pedestrians through capital infrastructure investments, safety education, outreach promotion, and planning activities.

The 2000 Measure B, 2014 Measure BB, and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports projects which improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. Five percent (5%) of the net revenue collected is dedicated to bicycle and pedestrian projects. The five percent (5%) is further separated into two distribution categories:

- 75 percent (75%) of the funds are formula Direct Local Distributions to Alameda County cities and County based on population; and
- 25 percent (25%) of the funds are distributed on a discretionary basis through the Measure B Bicycle and Pedestrian Countywide Discretionary Fund.

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Eight percent (8%) of the net revenue collected is dedicated to bicycle and pedestrian infrastructure and safety projects that support projects that encourage people to bike and walk, as designated below:

- Three percent (3%) or \$264 M is directed towards the Completion of Three Major Trails - Iron Horse Trail, Bay Trail, and the East Bay Greenway Corridor; and

- Three percent (3%) is formula allocated as Direct Local Distributions to Alameda County cities and County based on population; and
- Two percent (2%) of the funds are distributed on a discretionary basis through the Measure BB Bicycle and Pedestrian program for regional projects and trail maintenance. Funds in this category includes use for Countywide Bicycle and Pedestrian coordination.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar (\$10) per year vehicle registration fee. Collections for the VRF program began in May 2011. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Five percent (5%) of the VRF funds are dedicated to the VRF Pedestrian and Bicycle Access and Safety Program, which goal is to improve the safety of bicycles and pedestrians by reducing conflicts with motorized vehicles, create safety access to activity centers, and improve connectivity of the transportation network.

PROGRAMMING AND ALLOCATION PRIORITIES

The Bicycle and Pedestrian Discretionary Program seeks to award projects that advance countywide bicycle and pedestrian goals as identified in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and the Measure B, Measure BB, and VRF expenditure plans. The Alameda CTC's Countywide Bicycle and Pedestrian Plans identifies a priority vision system consisting of projects, corridors, and improvement initiatives that are the most significant from a countywide perspective. This priority system will guide and focus the programming and allocations of the bicycle/pedestrian program funds.

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

1. **Capital Infrastructure:** A minimum of 70 percent (70%) of available program funds during a given programming cycle will be specifically allotted to capital infrastructure investments.
2. **Non-infrastructure:** Up to 30 percent (30%) of available program funds during a given programming cycle may be used for non-infrastructure improvements including program operations, plans, and studies.
3. **Identified in the Countywide Bicycle and Pedestrian Plans:** Priority consideration is given to bicycle and pedestrian projects identified as a countywide priority in Alameda CTC's Countywide Bicycle and Pedestrian Plans.
4. **Regional projects in the Expenditure Plans:** Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans. This includes projects identified in the Alameda CTC's Measure BB Capital Project Delivery Plan.

5. **Gap Closure:** Priority consideration is given to projects that close gaps in local and countywide bicycle/pedestrian network.
6. **Safety and Connectivity:** Priority consideration is given to projects that improve connections to activity centers, schools, jobs, and transit by addressing and removing known barriers to access and connecting multiple jurisdictions and/or planning areas.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance bicycle and pedestrian access, convenience, safety and usage in Alameda County.

Bicycle and Pedestrian Discretionary Program funds will be available for projects that include, but are not limited to the following:

Capital Infrastructure

- Sidewalks and multi-use paths
- Bikeways and pedestrian facilities
- Crossing improvements (at intersections, interchanges, railroad, freeway)
- Bicycle and pedestrian signals
- Bicycle lockers, racks and parking facilities
- Signage, lighting, railing and other accessibility improvements for bicyclists/pedestrians
- Traffic calming devices
- Bicycle/pedestrian access improvements to and from transit facilities, and schools
- Gap closure projects that link and build upon the existing bicycle/pedestrian network
- Bicycle/pedestrian components of complete streets and streetscape improvements
- Capital maintenance such as pavement rehabilitation, infrastructure replacement or upgrades that extend or replenish a facility's useful life.

Non-infrastructure

- Bicycle and Pedestrian Master Plans
- Feasibility or scoping only studies for capital projects
- Safe routes to school program operations
- Crossing guard programs
- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Routine maintenance of roadway facilities with bicycle/pedestrian infrastructure

- Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
- Ongoing facility operations (e.g. attended bicycle parking)

OTHER REQUIREMENTS/FUNDING RESTRICTIONS

Measure BB Funds – Completion of Three Major Trails

- Measure BB funds identified (\$264 M) for the Completion of Three Major Trails Funds in the 2014 Transportation Expenditure Plan are limited to capital construction and/or capital maintenance projects that enhance the East Bay Greenway from Oakland to Fremont, Bay Trail Gap Closure and Access Projects, and Iron Horse Trail Gap Closure and Access Projects. Priority funding consideration is given to projects that directly enhance the regional bicycle/pedestrian transportation network pertinent to these three trails, and as envisioned and prioritized in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and other countywide plans.
 - Eligible projects
 - Capital infrastructure projects that address gaps and connectivity issues, safety and accessibility concerns, and capital maintenance needs such as pavement rehabilitation, infrastructure replacement or upgrades that extend or replenish a facility's useful life to and from these three major trails.
 - Ineligible projects
 - Routine maintenance of multi-use pathways and bike facilities including maintenance staff, trash cleanup, graffiti removal, vegetation removal, small pavement sealing/resurfacing, and lighting repairs.
 - Bicycle/pedestrian education, outreach, and promotional programs.

SECTION 4
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB
COMMUNITY DEVELOPMENT INVESTMENT PROGRAM

PROGRAM SUMMARY

The Community Development Investment Program (CDIP) will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. Investments include capital projects, programs, plans and studies which serve to achieve the objectives of the CDIP, including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that facilitate transit-oriented growth.

The 2014 Measure BB funds shall be allocated and expended in accordance with the requirements of the expenditure plans.

FUND SOURCE

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs (“projects”) that will be funded with the sales tax revenues. The 2014 TEP establishes a total of 4 percent of net sales tax revenue, for the development and implementation of the program. CDIP investments are intended to enhance access and safety around transit stations and hubs, and to support station area development and transit oriented development at the station areas listed in the 2014 TEP.

PROGRAMMING AND ALLOCATION PRIORITIES

The Community Development Investment Program seeks to award projects that advance access and connectivity to transit as identified in the Measure BB expenditure plan. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering community connectivity to transit, schools and job centers. In general, competitive projects are those that enhance connectivity from more than one specific planning area or jurisdiction in Alameda County.

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

1. **Capital Infrastructure:** A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital infrastructure investments.
2. **Non-infrastructure:** Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.
3. **Increase Access and Connectivity:** Priority consideration will be given to projects that significantly improve access and connectivity to transit, jobs and schools.
4. **Leveraging Funds:** Projects that demonstrate program sustainability by leverage and secure external funding commitments beyond the minimum matching requirement.

ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance access and safety around transit stations, hubs, and transit oriented development.

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

Capital Infrastructure

- Transit station improvements including plazas, station access, pocket parks, parking facilities
- Local streets and road improvements including streetscape projects associated with high density developments and near transit facilities with sample elements such as pedestrian street lighting, bulb outs, crosswalk and sidewalk improvements, new striping for bicycle lanes and road diets, way finding signage and bus shelters.
- Bicycle and pedestrian improvements including bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, bicycle parking.
- Park-and-ride facility improvements
- Passenger rail station access and capacity improvements
- Development and implementation of transit priority treatments on local roadways
- Equipment and rolling stock such as equipment that is attached to a facility and integral to the benefit of the facility (i.e. EV charging stations)

Non-infrastructure

- Planning studies
- Feasibility or scoping only studies for capital projects
- Transit and shuttle operations
- Transit incentive programs (including fare-based)

- Safety education, training, enforcement, and promotional programs

INELIGIBLE PROJECTS

- Vehicle purchases and vehicle maintenance
- Studies that extend beyond Alameda County other than to establish contributing impacts
- Routine maintenance of capital facilities
- Promotional program giveaways including food, etc.
- Transit and shuttle operations must not directly duplicate existing services, but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

OTHER REQUIREMENTS

- Shuttle operations will be limited to a maximum award of \$500,000 per year, and will require a 75 percent (75%) match.
- Plans and Studies will be limited to a maximum award of \$100,000, and will require a 50 percent (50%) match.

This page intentionally left blank.

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

PROGRAM SUMMARY

The Freight and Economic Development Program includes discretionary funding from the 2014 Measure BB Program, which aims to develop innovative approaches to moving goods in a safe and healthy environment in support of a robust economy.

The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects and programs (“projects”) that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding improvements that support moving goods in a safe and healthy environment in support of a robust economy as part of the Traffic Relief on Highways Type (Highway Program) included in the 2014 TEP.

Funds will be periodically distributed by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other types of transportation
- Improve reduction of greenhouse gas production in the transport of goods
- Mitigate environmental impacts of freight movements on residential neighborhoods
- Enhance coordination between the Port of Oakland, the Oakland Airport, and local jurisdictions for the purposes of improving the efficiency, safety, and environmental impacts of freight operations

PROGRAMMING AND ALLOCATION PRIORITIES

The Freight and Economic Development Program seeks to award projects that advance freight related goals identified in the Countywide Goods Movement Plan and as identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering countywide safety and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

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

1. **Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the Transportation Expenditure Plans. Funding from this category will be done in coordination with the Highway Program in the following section to support related transportation projects and corridor investments, where applicable.
2. **Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.
3. **Projects aligned with needs established in the Goods Movement Plan:** Priority consideration is given to projects that align with the modal priorities and needs as established in the Countywide Goods Movement Plan.
4. **Reduce conflicts:** Priority consideration is given to projects that reduce conflicts between goods movement, passenger transportation, and local communities, and that improve safety.
5. **Improve goods mobility and economic development:** Priority consideration is given to projects that positively affect truck mobility and accessibility.
6. **Enhance coordination:** Priority consideration is given to projects that mitigate impacts on neighborhoods and enhance coordination between freight distribution centers.

ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish the program's objective to improve mobility and coordination of freight and goods to and from Alameda County. Projects must directly address a specific freight coordination issue or goods movement need.

The Freight and Economic Development program will be available for projects that include, but are not limited to the following:

- Highway interchange improvements that address freight or passenger delays

- Technology programs that address smart operations and deliveries
- Rail infrastructure capacity improvements on freight rail lines
- Gateway infrastructure improvements
- Impact reduction programs
- Local truck route enhancements
- Goods movement planning support
- Quiet Zone Improvements
- Airport Facilities
- Truck vehicle parking
- Truck/port/freight/operations

INELIGIBLE PROJECTS

- Projects that do not directly benefit or facilitate freight and goods movement in Alameda County.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

This page intentionally left blank.

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

PROGRAM SUMMARY

The Highway Program seeks to implement projects as identified in the Measure BB 2014 Transportation Expenditure Plan (2014 TEP). The expenditure plan identifies specific highway and freight corridors and improvements on I-80, SR-84, I-580, I-680, and I-880 that would address infrastructure gaps and facilitate greater access, congestion relief and goods movement. The 2014 TEP identifies specific projects for each of the highway corridors in the amount of \$600M, with an additional one percent (1%) of net revenue or approximately \$77M specifically targeted towards improvements that improve goods movement. Projects were based on project readiness, local priority, and the ability to leverage current investment and funds. Alameda CTC aims to prioritize the specific investments that demonstrate an ability to move forward in project implementation and delivery. A number of eligible projects, or candidate projects will be selected for funding based on their contribution to maximizing the connectivity, reliability, and efficiency of the transportation system, while also providing congestion relief and facility improvements.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 TEP outlines projects and programs that will be funded with the sales tax revenues. The 2014 TEP identifies \$600 million for specific highway capital improvements with an additional one percent (1%) of net revenue or approximately \$77 million, targeted specifically for the Freight and Economic Development Program that supports goods movement related improvements.

Funds will be periodically distributed by Alameda CTC for projects that will make the existing highway system safer, more efficient, and effective by:

- Removing bottlenecks at interchanges and other hot spots
- Improving efficiency by providing HOV/HOT/Express Lanes and operational improvements, and integrating Intelligent Transportation System (ITS) strategies
- Providing connectivity/accessibility between goods, markets, and employment centers
- Complementing other modes of transportation and integrating complete street features
- Completing gaps in the system
- Improving air quality by reducing pollution and greenhouse gas emissions

The 2014 Measure BB funds shall be expended in accordance with the requirements of the expenditure plan.

PROGRAMMING AND ALLOCATION PRIORITIES

The Highway Program seeks to award projects that improve the safety and efficiency of Alameda County's highway system, as specifically identified in the 2014 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly towards addressing safety, access and infrastructure gaps, while also furthering countywide efficiencies and coordination of goods movement. In general, competitive projects are those that enhance safety and connectivity of freight services from more than one specific planning area or jurisdiction in Alameda County.

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

- 1. Projects in the Expenditure Plans:** Priority consideration is given to projects that are identified in the 2014 TEP and earmarked for certain Measure BB amounts. Priority consideration is provided to projects that are specifically named or referenced in the group category and that have already started various project development phases such as scoping, preliminary engineering, design, and environmental.
- 2. Improve Safety:** Priority consideration is given to projects that improve safety among vehicles, bicycles and/or pedestrians, on major truck routes, and the safety of maintenance and operational workers.
- 3. Measure BB Capital Program Delivery Plan:** Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.
- 4. Improve mobility and provide congestion relief:** Priority consideration is given to projects that positively affect transportation mobility and accessibility. This includes the removal of bottlenecks at the interchange locations and other hot spots identified, improving efficiency by providing additional capacity via HOV/HOT/Express and operational improvements, and reducing travel times (peak hour vehicle delays and average vehicle delays).
- 5. Enhance Connectivity/Access Improvements:** Priority consideration is given to projects that provide connectivity and accessibility between goods and markets, ports, major businesses and employment centers
- 6. System Reliability:** Priority consideration is given to projects that maximize connectivity, and provide congestion relief, gap closures, and contribute to improving environmental conditions i.e. air quality.

ELIGIBLE PROJECTS

Eligible projects include improvements that accomplish program's objectives to improve efficiency, remove bottlenecks, and increase access on the highway system to and from Alameda County. The Highway Program funds will be available for projects that include, but are not limited to the following:

- Highway projects and corridors identified in the 2014 TEP from the following investment categories:
 - I-80 Improvements
 - I-580 Improvements
 - I-680 Improvements
 - I-880 Improvements
 - I-880 Improvements
 - SR-84 Improvements
- Highway related improvements that provide congestion relief, increase safety, access, and enhances mobility of vehicles and goods movement operations.

INELIGIBLE PROJECTS

- Projects that do not directly benefit transportation in Alameda County.
- Projects that do not have a direct nexus or beneficial impact to the identified highway corridors.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall capacity to facilitate the transportation of coal in bulk.

This page intentionally left blank.

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

PROGRAM SUMMARY

The Paratransit Discretionary Grant Program includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and 2014 Measure BB funds shall be expended in accordance with the requirements of the guiding expenditure plans.

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. A total of 10.45 percent (10.45%) of net MB revenue is directed towards projects intended for seniors and people with disabilities (Paratransit). The 10.45 percent (10.45%) is further split, as follows:

- 9.02 percent (9.02%) of net revenues are Direct Local Distributions (DLDs) to Alameda County cities, County and Transit Operators as follows:
 - 5.63 percent (5.63%) are DLDs directed towards the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services; and
 - 3.39 percent (3.39 %) are DLDs directed towards Alameda County cities and County for paratransit services based on a funding formula with population and other factors. The formula is recommended by the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.
- 1.43 percent (1.43%) of net revenues are distributed on a discretionary basis, based on a funding recommendation by PAPCO and approved by the Commission. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

2014 Measure BB

Measure BB, approved by Alameda County voters in 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Ten percent (10%) of net revenue collected is dedicated to paratransit projects targeted towards seniors and people with disabilities (Paratransit), as follows:

- Six percent (6%) of net revenue is directed towards the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenue are DLDs directed towards Alameda County cities and County for paratransit services, as follows:
 - A funding formula based on the percentage of the population over age 70 in each of four planning areas; and
 - Funds can be further allocated within each planning area to the individual cities based on a formula recommended by PAPCO and approved by the Commission.
- One percent (1%) of net Measure BB revenues are administered by the Alameda CTC and directed towards coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. Funds in this category includes use for countywide paratransit programs administered by the Alameda CTC.

PROGRAM GOALS

Discretionary grant funding will be focused on mobility management types of activities that improve consumers' ability to access services, improve coordination between programs, and/or address gaps in the transportation system. The Program is designed to complement DLD funding which is dedicated to more traditional trip-provision services (e.g. taxi subsidies, door-to-door services, etc.). Mobility management activities aim to:

- Enhance people's travel options and access to services
- Promote awareness and education
- Effectively communicate/disseminate information to the public
- Improve coordination and partnerships
- Address critical gaps in the transportation system for seniors and people with disabilities
- Encourage seniors and people with disabilities who are able to use fixed-route public transit to do so
- Meet needs cost effectively and efficiently

Capital improvements and equipment purchases are also eligible if directly related to the implementation of mobility management and meet other criteria, e.g. transit stop improvements that support improving access to public transit for seniors and/or people with disabilities.

PROGRAMMING AND ALLOCATION PRIORITIES

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

1. **Identified in a Countywide or Regional Plan or Assessment:** Identified as a countywide and/or regional priority in a relevant plan or needs assessment such as the Alameda Countywide Transit Plan, Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Alameda County Needs Assessment), MTC Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) or other relevant countywide or regional plan or needs assessment.
2. **Multi-jurisdictional Projects:** Identified projects that provide service across jurisdictional boundaries.
3. **Projects that provide critical, same-day accessible transportation service throughout Alameda County.**
4. **Other priorities** as recommended by PAPCO: PAPCO may periodically recommend other Program funding priorities.

ELIGIBLE PROJECTS

- **Mobility Management Type Programs**
 - Travel training
 - Trip planning assistance to improve access
 - One-Call/One-Click type programs
 - Volunteer driver programs
 - Coordination of service provision at the planning area level or countywide (separate from the cost of traditional trip provision, e.g. the administration costs for a planning area-wide program)
 - Transportation programs that fill unique and/or critical needs and gaps that are not filled through traditional trip-provision models
- **Capital Projects/Procurement**
 - Capital improvements and equipment purchases are eligible if directly related to the implementation of a project within an eligible category, including but not limited to:
 - Transit stop improvements that support improving access to public transit for seniors and/or people with disabilities
 - Accessible vehicle and equipment purchase
 - Capital projects to improve accessibility at shuttle stops.

This funding is not intended for ADA-mandated or City-based services that would traditionally be funded through DLD allocations. Sponsors are encouraged to submit programs that will benefit more than one city or otherwise illustrate advancement of coordination and mobility management goals.

Eligible projects must conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.

Refer to the *Implementation Guidelines for Paratransit Programs* for detailed eligibility requirements and service descriptions here:

http://www.alamedactc.org/app_pages/view/19025.

INELIGIBLE PROJECTS

- Projects that do not conform to the Commission-adopted *Implementation Guidelines for Paratransit Programs funded through Measure B and Measure BB*.
- Capital projects, programs, maintenance, or operations that do not directly improve paratransit services.
- Using Program funds to replace/supplant other secured funding.

EVALUATION FRAMEWORK

PAPCO has historically supported projects and programs that:

- Demonstrate effectiveness at meeting mobility management goals
- Project sufficient demand for the program/service/project
- Are ready for implementation
- Provide service across jurisdictional boundaries
- Demonstrate coordination and collaboration with other service providers in their planning area
- Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
- Are cost effective
- Leverage funds (including DLD reserves)
- Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transit Plan, the Alameda County Needs Assessment, or the Coordinated Plan
- Support equitable distribution of resources throughout the County

PROGRAM REQUIREMENTS

Applicants should review requirements in the full CIP guidelines.

Maximum Grant Size

The maximum grant size is \$500,000; there is no minimum grant size.

Minimum Matching Requirements

Minimum Matching requirements for applicants are as follows:

- Programs: 12% local match for DLD recipients, and 5% for non-DLD recipients.
- Plans and Studies: 50% local match
- Shuttle and transit operations: 50% local match
- “In-kind” costs are not eligible.

- Matching funds must be expended concurrently and proportionally to the Alameda CTC's administered funds allocated to the phase for the project.
- DLD recipients must demonstrate a commitment to using their DLD reserves and new Measure BB DLD funds.
- Matching funds contributed to a project beyond the minimum required level may increase the competitiveness of the application.

Letter(s) of Support

All applicants must work in coordination with other service providers in their planning area. To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project support.
- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

To establish partnerships, contact information for Measure B and Measure BB recipients of paratransit Direct Local Distribution (DLD) funds can be accessed at <http://accessalameda.org/category/cities/>.

Monitoring and Performance Measures

- Progress reports will be required every six (6) months illustrating program/project progress and funds spent.
- Applicants must identify program/project goals, deliverables, and performance measures that will be reported on in these progress reports.

RESOURCES

Resources for the 2020 CIP call for project nominations, including a link to the online application can be accessed from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/19025.

This page intentionally left blank.

SECTION 8
PROGRAMMING/ALLOCATION GUIDELINES FOR
2014 MEASURE BB AND VEHICLE REGISTRATION FEE
TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Technology, Innovation, and Development Program includes the discretionary funding primarily from the 2014 Measure BB. However, funds identified for the Vehicle Registration Fee (VRF) Local Technology Program may be made available upon availability, at the discretion of the Alameda CTC, to meet the overall goals of the Technology, Innovation, and Development Program. Projects funded through the program shall support innovative development and application of technologies that enhance the performance of a multimodal transportation system.

The 2014 Measure BB and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2014 Measure BB

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. One percent (1%) of the net revenue collected is dedicated to funding innovative approaches to meet the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Successful models will receive the first priority for funding from this category.

Funds will be distributed periodically by Alameda CTC for projects with proven abilities to accomplish the goals listed below:

- Increase utilization of non-auto types of transportation or to increase the occupancy of autos with the goal of reducing congestion, air pollution, and greenhouse gas production.
- Reduce transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Use demand management strategies designed to reduce congestion, increase use of non-auto transportation, manage existing infrastructure and reduce greenhouse gas emissions.
- Inform consumers of their transportation choices and improve the efficiency or effectiveness of the county's transportation system.

- Manage parking supply to improve availability and utilization, and to reduce congestion and greenhouse gas production.
- Support environmental mitigation for transportation projects including land banking.

Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

Vehicle Registration Fee

Measure F, approved by Alameda County in November 2010, authorizes a ten dollar (\$10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promotes the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies.

Five percent (5%) of net VRF funds are dedicated to the VRF Local Transportation Technology Program. This program aims to improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. On January 23, 2014, the Alameda CTC adopted a VRF Local Transportation Technology Program Policy to direct the administration of the Local Transportation Technology Program as a Direct Local Distribution (DLD) program to the Alameda CTC. The goal of this policy is to create a reliable source of funding to support ongoing operational requirements and cost incurred by the Alameda CTC for technology related capital investments that benefit traffic corridors in Alameda County such as the "Smart Corridors Program" and other significant countywide technology programs implemented by the Alameda CTC.

PROGRAMMING AND ALLOCATION PRIORITIES

The Technology, Innovation, and Development Program seeks to award projects that contribute significantly to furthering countywide technological advancement and innovation related enhancing the transportation system through new and emerging research, assets, capital investments, applications, and technological based transportation strategies. In general, competitive projects are those that serve more than one specific planning area or jurisdiction in Alameda County.

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

1. **Capital Infrastructure:** A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital projects for infrastructure investments.
2. **Non-infrastructure:** Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements program operations, shuttle operations, plans, and studies.

3. **New and Innovative Approaches:** Priority consideration is given to projects and programs that employ “out-of-the box” approaches to improving the transportation infrastructure and transit services.
4. **Regional projects in the Expenditure Plans:** Priority consideration is given to regional projects that are identified in the transportation expenditure plans. Priority consideration is given to projects and priorities determined through the Alameda CTC Measure BB Capital Program Delivery Plan.
5. **Increase transit access and ridership:** Priority consideration is given to projects and programs that promote access, use, and connectivity to the transit system and services in Alameda County and throughout the region, by identifying mobility-enhancing practices and technologies that promote multi-modal connectivity, provide transportation options, and improve the transit user’s experience.
6. **Asset Innovation and Management:** Priority consideration is given to projects and programs (“projects”) that identify innovative and sustainable use of transit vehicles, transit operations, and services including the employment of new technologies or technology-based strategies and partnerships.
7. **Enhance Efficiency of moving people and goods:** Priority consideration is given to projects that create greater mobility and reliability of the transportation system through the application of innovative technologies and practices that create sustainable movement of people and goods that increase economic vitality for the county.
8. **Increase in Safety:** Priority consideration is given to projects that increase safety of the transportation system through safety-enhancing practices, technologies, and programs.

ELIGIBLE PROJECTS

Eligible projects include planning, development, implementation, and maintenance of technology that will best serve Alameda County’s transportation goals

Technology, Innovation, and Development Program funds will be available for projects that include, but are not limited to the following:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology such as the “Smart Corridors Program”, traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems
- Infrastructure for alternative vehicle fuels such as electric and plug-in-hybrid vehicle stations

- New or emerging transportation technologies that provide congestion or pollution mitigation
- Technology implementation to improve freight system infrastructure, reliability, and/or to reduce community or environmental impacts related to freight improvements.
- Advanced signal technology for walking and bicycling
- Traveler information systems
- Advanced safety systems including infrastructure improvements that support vehicle-to-vehicle and vehicle-to-infrastructure communication, technologies associated with autonomous vehicles, and other collision avoidance technologies
- Mobile applications that facilitates greater transportation access, car sharing, and user ability (enhanced information availability, connectivity to transit, user experience).
- Advanced public transportation technologies that assist public transportation operators or other shared mobility entities in managing and optimizing public transportation and mobility services. This includes remote fleet monitoring systems, coordinated communication systems, and applications that support transit connectivity, data collection, information sharing, and mobility sharing.

INELIGIBLE PROJECTS

- Projects that do not directly benefit or are inaccessible to the public.
- Projects that do not meet the goals and objectives of this program.
- Freight related projects funded by Alameda CTC must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk, pursuant to Government Code Section 14525.3.

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

PROGRAM SUMMARY

The Transit Program includes the combined discretionary funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Express Bus and Transit. This program aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects. The 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee funds shall be expended in accordance with the requirements of their respective expenditure plans.

FUND SOURCES

2000 Measure B

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

2014 Measure BB

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

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar (\$10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of

the VRF program is to support transportation investments that maintain and improve the County's transportation network and promote the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Twenty-five percent (25%) of the VRF funds are dedicated to the VRF Transit for Congestion Relief Program. The goal of the program is to make it easier for drivers to use public transportation, make the existing transportation system more efficient and effective, improve access to schools and jobs, decrease automobile usage and air pollution, and to provide countywide congestion relief.

PROGRAMMING AND ALLOCATION PRIORITIES

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

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

1. **Capital Infrastructure:** A minimum of 70 percent (70%) of available program funds in a given programming cycle will be specifically allotted to capital infrastructure investments.
2. **Non-infrastructure:** Up to 30 percent (30%) of available program funds in a given programming cycle may be used for non-infrastructure improvements including program operations, shuttle operations, plans, and studies.
3. **Increase transit access and ridership:** Priority consideration is given to transit projects that promote access, use, and connectivity to transit services and the transit system in Alameda County and throughout the region.
4. **Regional projects in the Expenditure Plans:** Priority consideration is given to regional projects that are identified in the expenditure plans and Countywide Transit Plans (CTP).
5. **Projects aligned with needs established within the Transit Plan:** Priority consideration is given to projects that align with the goals and investment priorities within the Alameda CTC's Transit Plan or similar long-range planning studies.
6. **Reliability of Service Operations:** Priority consideration is given to projects that address regionally significant transit issues and maintain and improve reliability, frequency, and cost effectiveness of operational services.

- 7. Express Bus Services:** Priority consideration is given to Express Bus Services that have countywide significance. In general, projects must service residents from more than one specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of transit connections that go beyond one planning area.

Express Bus Service is defined as either:

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

ELIGIBLE PROJECTS

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

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

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

INELIGIBLE PROJECTS

- Routine bus maintenance

- Funding to replace funds for existing ongoing programs or transit operations
- Transit and shuttle operations must not directly duplicate existing services, but may enhance services and should be coordinated with existing services and transit operators to the extent feasible.

OTHER REQUIREMENTS

- Ongoing funding service operations is limited to operations that would otherwise be eliminated or encounter service cuts due to severe budget shortfalls.

SECTION 10
PROGRAMMING/ALLOCATION GUIDELINES FOR
2000 MEASURE B
TRANSIT CENTER DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Transit Center Development Program (TCD) aims to support create, expand and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects.

Transit Center Developments refers to priority development areas (PDAs), transit villages, or transit oriented designs, a mixed-use residential or commercial area designed to maximize access to public transportation. The California Department of Transportation defines TCD or Transit Oriented Development (TOD) as “moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitates transit use.” The 2000 Measure B funds shall be expended in accordance with the requirements of the expenditure plan.

FUND SOURCE

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that that supports multiple projects to improve the County’s transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs (“projects”) that will be funded with the sales tax revenues. Approximately 0.19 percent (0.19%) of the net revenue collected is dedicated to the TCD Program. The goal of the TCD Program is to encourage transportation development near transit centers to facilitate and support the growth of transit oriented developments.

PROGRAMMING AND ALLOCATION PRIORITIES

The TCD Program seeks to award projects that advance TOD projects, and as identified in the 2000 TEP. The programming and allocation primary priority shall be towards projects that contribute significantly to facilitating residential and retail development near transit centers, and PDAs. In general, competitive projects are those that serve residents from more than one specific planning area or jurisdiction in Alameda County.

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

1. **Support for Transit Oriented Developments or Priority Development Areas:** Priority consideration is given to activities that promote access, use and connectivity of transportation infrastructure that provides direct access to mixed use developments and housing near major transit facilities in Alameda County.
2. **Consistent with the Expenditure Plan:** Priority consideration is given to projects that encourage the development of transit centers per the expenditure plan.
3. **Technical Assistance Program:** Priority consideration is given to a technical assistance program administered by the Alameda CTC, known as the Sustainable Communities Technical Assistance Program (SC-TAP), which supports jurisdictions in their technical planning efforts to complete studies and plans in a variety of topics that help advance TOD projects.

ELIGIBLE PROJECTS

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

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

- Capital infrastructure projects that support access to and from transit villages
- PDA planning and implementation of projects
- Studies and plans, including technical assistance programs that address multimodal access and complete streets implementation, streetscape and urban design work, and implementation of transit communities, priority development areas, and the associated components
- Consultant services (through a technical assistance program) to complete specific planning, environmental review, and project development tasks

INELIGIBLE PROJECTS

- Project activities that do not support the development or implementation of transit oriented developments or to priority development areas

SECTION 11
PROGRAMMING/ALLOCATION GUIDELINES FOR
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
COUNTY PROGRAM MANAGER FUND PROGRAM

PROGRAM SUMMARY

The Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund is funding made available by the Bay Area Air Quality Management District (Air District) from revenue that is generated by a regional four dollar vehicle registration fee. TFCA funded projects are to result in the reduction of motor vehicle emissions and achieve “surplus” emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and vehicle trip reduction programs.

As the designated TFCA CPM for Alameda County, the Alameda CTC is responsible for programming 40 percent (40%) of the four dollar (\$4) vehicle registration fee that is collected in Alameda County for this program. TFCA funds shall be expended in accordance with the requirements of the Air District’s current TFCA CPM Policies, the Air District’s adopted county expenditure plans and the provisions set forth in the annual TFCA CPM Master Funding Agreement between the Alameda CTC and the Air District.

FUND SOURCE

Transportation Fund for Clean Air

Pursuant to the 1988 California Clean Air Act, the Air District is required to periodically adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with State and federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the State Legislature, through AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized the Air District to collect a fee of up to four dollars (\$4) per vehicle per year, for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40 percent (40%) of the revenue to an overall program manager in each county. The overall program manager must

be designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) in the Bay Area that are designated as AB 434 program managers “shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute).” The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 also adds a requirement that designated county program managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate TFCA funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant TCMs and/or MSMs in the Air District’s most recently approved CAP , and 4) are not planning or technical studies.

PROGRAMMING AND ALLOCATION PRIORITIES

The Air District annually adopts policies for the TFCA CPM Fund. The current [Air District TFCA CPM Policies](#) further define eligible projects and establish criteria for calculating emissions reductions (i.e., TFCA cost-effectiveness). Projects that are authorized by HSC Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District’s current TFCA CPM policies are subject to Air District approval on a case-by-case basis.

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a project-specific fund transfer agreement between the Alameda CTC and the Project Sponsor.

General Program Structure

As the designated CPM for Alameda County, the Alameda CTC is allocated 40 percent (40%) of the funds collected in Alameda County for this program. The Air District will advance these funds to the Alameda CTC in semi-annual installments each fiscal year. The Alameda CTC must fully program the TFCA revenue received each year within the Air District’s allowable time period. Any unallocated funds may be reallocated by the Air District. The Alameda CTC will prepare an annual [TFCA CPM Fund Estimate](#), as follows:

- A maximum of 6.25 percent (6.25%) of the annual revenue will be used directly by the Alameda CTC for program implementation and administration.
- The remaining 93.75 percent (93.75%) of funds will be distributed as follows:

- 70 percent (70%) of funds will be segregated into population-based shares for the cities and County:
 - A minimum of \$10,000 to each jurisdiction.
 - City population will be updated annually based on the State Department of Finance (DOF) estimates.
 - The Alameda CTC may choose to roll over a city or the county's annual 70 percent (70%) allocation for programming in a future year.
 - The Alameda CTC may also borrow against the rolled over allocations in order to program all available revenues.
 - Unused funds from cancelled or completed projects are returned to the Project Sponsor's share of the fund estimate and are available for reprogramming in a future cycle.
 - The Alameda CTC may also program against future TFCA revenue for projects that are larger than the annual funds available.
- The remaining 30 percent (30%) of funds are to be programmed to transit-related projects on a discretionary basis:
 - Projects competing for the 30 percent (30%) discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project.
 - Project prioritization may consider the TFCA cost-effectiveness evaluation, the emissions reductions per total project dollar invested for the project and the matching funds provided by the Project Sponsor.
 - Unused funds from cancelled or completed transit discretionary projects are returned to the 30 percent (30%) share of the fund estimate for reprogramming in a future cycle.
 - The Alameda CTC may also program against future TFCA revenue for transit-related projects that are larger than the annual funds available.

ELIGIBLE PROJECTS

Consistent with the project types authorized under the California Health and Safety Code (HSC) Section 44241, projects eligible for TFCA funds include:

- Implementation of rideshare programs;
- Purchase or lease of clean fuel buses for school districts and transit operators;
- Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets";
- Implementation of rail-bus integration and regional transit information systems;
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges and public transit;

- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to engine repowers (subject to Air District approval on a case-by-case basis), engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
- Implementation of smoking vehicles program;
- Implementation of an automobile buy-back scrappage program operated by a governmental agency;
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
- Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

INELIGIBLE PROJECTS

TFCA funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project;
- Routine maintenance;
- The purchase of personal computing equipment for an individual's home use;
- Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively for the grantee's employees; or
- Costs of developing TFCA grant applications.

OTHER REQUIREMENTS

TFCA Cost Effectiveness

The Air District requires the evaluation of projects proposed for and completed with TFCA funding for TFCA cost-effectiveness. The Alameda CTC will measure cost-effectiveness based on the ratio of the TFCA cost divided by the sum total tons of emissions (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller "PM10") that are estimated to be reduced by the project. For the purpose of calculating the TFCA cost-effectiveness, the TFCA project cost is the sum of the requested TFCA CPM Funds and any secured TFCA Regional Funds. Air District-generated forms are used to calculate a cost effectiveness result of \$ TFCA/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, that is equal to or less than either: 1) the standard threshold of \$90,000 of TFCA funds per ton of total ROG, NOx and weighted PM10 emissions reduced (\$/ton), or 2) another threshold as identified in the current [Air District TFCA CPM Policies](#) for the project type. Project Sponsors are required to provide the Alameda CTC with the data necessary to evaluate projects for TFCA cost-effectiveness. This may include, but is not

limited to, transit ridership, bicycle counts, verifiable survey data, vehicle data and results from comparable projects.

Attributes of Cost-Effective TFCA Projects

The following list includes the project attributes typically associated with successful candidate projects for TFCA funding:

- Project purchases or provides service using best available technology or cleanest vehicle (e.g., achieves significant petroleum reduction, utilizes vehicles that have 2010 and newer engines, is not a Family Emission Limit (FEL) engine, and/or have zero tailpipe emissions).
- Project is delivered or placed into service within one year and/or significantly in advance of regulatory changes (e.g., lower engine emission standards.).
- Project requests relatively low amount of TFCA funds; Grantee provides significant matching funds.
- Project is associated with a multi-modal transit center, supports high-density mixed-use development or communities.
- For vehicle trip reduction projects (e.g., bike facilities, shuttle/feeder bus service and ridesharing projects):
 - Project provides service to relatively large percent of riders/participants that otherwise would have driven alone over a long distance.
 - Project provides “first and last mile” connection to between employers and transit.
 - Service travels relatively short distances between start and end point/ and has relatively low mileage and a minimal amount of non-service miles. Shuttle operates on a route (service and non-service miles) that is relatively short in distance.
- For vehicle-based projects:
 - Vehicle has high operational use, annual mileage, and/or fuel consumption (e.g., taxis, transit fleets, and utility vehicles).
- For arterial management and smart growth projects:
 - Pre- and post-project counts demonstrate high usage and a potential to affect mode or behavior shift that reduces emissions.
 - Project demonstrates a strong potential to reduce motor vehicle trips by significantly improving mobility via walking, bicycling, and improving transit.
 - Project is located along high volume transit corridors and/or is near major activity centers such as schools, transit centers, civic or retail centers.

TFCA Expenditure Period

TFCA funding is subject to a TFCA expenditure period. In general, the Air District TFCA CPM Policies allow for a two-year expenditure period unless a longer expenditure period is established at the time of programming. For projects that provide a service, such as ridesharing

programs and shuttle/feeder bus projects, the TFCA grant period is limited to not more than two (2) years for operations, except for bike share (Bay Area Bike Share) projects, which have a TFCA grant period of up to five (5) years. To receive TFCA funding in subsequent funding cycles, all operations projects must be re-evaluated for TFCA cost effectiveness based on the most current project data. The Alameda CTC may approve no more than two one-year extensions to the TFCA expenditure period. Subsequent extensions are granted on a case-by-case basis by the Air District.

SECTION 12
PROGRAMMING/ALLOCATION GUIDELINES FOR
STP/CMAQ FUNDS
ONE BAY AREA GRANT (OBAG) CYCLE 2 PROGRAM

PROGRAM SUMMARY

The One Bay Area Grant Program Cycle 2 (OBAG 2) is the second round of the federal funding program designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS). OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22.

The OBAG 2 program continues to integrate the region's federal transportation program with California's climate statutes and the SCS, and contributes to the implementation of the goals and objectives of the Regional Transportation Plan. Overall, the OBAG 2 Program goals include:

- Support the SCS by linking transportation dollars to land use decisions,
- Target transportation investments to support Priority Development Areas (PDAs), and
- Select transportation projects for funding based on Alameda County's PDA Investment and Growth Strategy.

MTC's Resolution 4202 (December 2016), the OBAG 2 project selection criteria and programming policy, identifies revenue estimates, project categories, and general and county programming policies and deadlines.

FUND SOURCES

OBAG 2 funding is based on anticipated future federal transportation program apportionments of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding from the recently passed Fixing America's Surface Transportation (FAST) Act and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21) Act. The STP and CMAQ programs are the primary federal funding sources distributed to regions for transportation and can fund a variety of project types, including public transit, bicycle and pedestrian and local road and highway projects.

PROGRAMMING AND ALLOCATION PRIORITIES

As established in MTC Resolution 4202, OBAG 2 covers the five-year period from FY 2017-18 to FY 2021-22. At least 70 percent (70%) of OBAG 2 funds is to be programmed towards eligible PDA supportive Transportation Investment Projects. The purpose of PDA supportive transportation investments is to support community based transportation projects that promote new vibrancy to downtown areas, commercial cores, high density neighborhoods, and transit corridors, enhancing

their amenities and ambiance and making them places where people want to live, work and visit. This category supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes.

ELIGIBLE PROJECTS

OBAG 2 will be available for projects and programs that include, but are not limited to the following:

- Planning and Outreach Activities
- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes to School
- Priority Conservation Areas
- Federal Aid Secondary (FAS) Improvements

OTHER REQUIREMENTS

MTC Program Requirements

MTC's Resolution 4202 (December 2016) (http://mtc.ca.gov/sites/default/files/RES-4202_approved_1.pdf) include:

- OBAG 2 funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606, or its successor) including the deadlines for Request for Authorization (RFA) submittal and federal authorization/obligation.
- At least half of the OBAG 2 funds must be obligated (federal authorization/FTA transfer) by January 31, 2020. All remaining OBAG 2 funds must be obligated by January 31, 2023.
- In general, capacity in the first year is to be prioritized for on-going activities such as CMA planning, non-infrastructure projects and the Preliminary Engineering (PE) phase of projects, followed by the capital phases of projects in later years.

Alameda CTC Program Requirements

In addition to conforming to the Alameda County OBAG 2 Programming Guidelines (2018 CIP Appendix J, Section 12), the project evaluation and program development for OBAG 2 conforms to the following:

- Alameda CTC's 2018 CIP Programming Principles (2018 CIP Appendix J, Section 1),
- Overall CIP and OBAG-specific evaluation criteria (2018 CIP Appendix J, Section 1),
- Alameda County OBAG 2 Principles (July 2016) (http://www.alamedactc.org/files/managed/Document/19310/6.6_Combo.pdf) and
- Alameda CTC's PDA Investment and Growth Strategy (update scheduled for May 2017) (http://www.alamedactc.org/app_pages/view/10385)

Additional information related to the programming of OBAG 2 funds, including PDA maps, is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.

SECTION 13
PROGRAMMING/ALLOCATION GUIDELINES FOR
STATE TRANSIT ASSISTANCE
PROGRAM

PROGRAM SUMMARY

State Transit Assistance (STA) funds are generated by the sales tax on diesel fuel, and the amount of money available for transit agencies varies from year to year based on the ups and downs of diesel prices. The State splits the STA program into two components:

Population-based funds: Metropolitan Transportation Commission receives STA based on our share of the population. The use of these funds is governed by MTC Resolution 4321 which established a STA County Block Grant Program whereby the nine Bay Area Congestion Management Agencies determine how to invest the funds in public transit services/projects.

Link to MTC Resolution 4321: https://mtc.ca.gov/sites/default/files/MTC_ResNo_4321_STA_Pop-Based_Funds.pdf

Operators have full discretion over the use of TDA and most of STA apportioned to them. Funds may be used by transit operators for both capital projects and transit operations. For most smaller transit agencies, TDA and STA are their main sources of operating funds.

This page intentionally left blank.

SECTION 14 PROGRAMMING/ALLOCATION GUIDELINES FOR STATE TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM SUMMARY

The State Transportation Improvement Program (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 funding sources. The STIP is composed of two sub-elements: 75 percent of STIP funds go toward the Regional Transportation Improvement Program (RTIP) and 25 percent go to the Interregional Transportation Improvement Program (ITIP).

Alameda CTC adopts and forwards a program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the California Transportation Commission for inclusion in the STIP. The California Department of Transportation is responsible for developing the ITIP.

Principles for the Development of the Alameda County 2018 STIP Project List

(Previously approved October 26, 2017)

- It is anticipated that any new funding programmed in the 2018 STIP will be made available in FYs 2021/22 and 2022/23.
- Previously-approved commitments for STIP programming, included in the attached list, will be considered during the development of the 2018 STIP project list.
- Sponsors of currently programmed projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2018 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Previous commitments for STIP programming approved by the Alameda CTC;
 - Projects that can leverage funds from other SB1 programs
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or

advances the goals and objectives included in the Countywide Transportation Plan;

- The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

Additional information related to the programming of the State Transportation Improvement Program is available on the Alameda CTC website:

http://www.alamedactc.org/app_pages/view/19025.

SECTION 15

PROGRAMMING/ALLOCATION GUIDELINES FOR REGIONAL MEASURE 3 PROGRAM

PROGRAM SUMMARY

To help solve the Bay Area's growing congestion problems, the Metropolitan Transportation Commission (MTC) worked with the state Legislature to authorize a ballot measure that would finance a comprehensive suite of highway and transit improvements through an increase tolls on the region's seven state-owned toll bridges. Senate Bill 595 (authored by Sen. Jim Beall of San Jose) was passed by the Legislature and signed into law by Gov. Brown in fall 2017.

Toll revenues will be used to finance a \$4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes.

Major projects in the RM 3 expenditure plan include new BART cars to accommodate growing ridership; extending BART's Silicon Valley service to Santa Clara; extending Caltrain to downtown San Francisco; expanding S.F. Muni's transit vehicle fleet; more frequent transbay bus service; interchange improvements in Alameda, Contra Costa and Solano counties; an expanded express lane network; expanded ferry service; a direct freeway connector from northbound U.S. 101 in Marin County to the Richmond-San Rafael Bridge; upgrades to relieve congestion in the Dumbarton Bridge corridor; improving State Route 37; extending the new SMART rail system to Windsor and Healdsburg and much more.

Voter approval of RM 3 raised tolls on the region's state-owned toll bridges by \$1 beginning Jan. 1, 2019. Tolls will rise by another \$1 in January 2022 with another \$1 increase in January 2025. The 2019 increase marked the first toll hike on the seven state-owned bridges since 2010.

Link to Regional Measure 3 Expenditure Plan:

https://mtc.ca.gov/sites/default/files/Final_RM3_Expenditure_Plan.pdf

Page Intentionally Left Blank.