



# 2020

## Comprehensive Investment Plan Update

*Fiscal Years 2019/20 to 2023/24*



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## Alameda County Transportation Commission 2020 COMPREHENSIVE INVESTMENT PLAN UPDATE

### TABLE OF CONTENTS

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Section 1:	Introduction .....	3
Section 2:	Purpose of Comprehensive Investment Plan .....	4
Section 3:	Relationship with Planning .....	5
Section 4:	Fund Sources and Revenue Estimates .....	6
Section 5:	Programming Requirements .....	10
Section 6:	Programming Principles and Guidelines .....	11
Section 7:	Project Selection Methodology .....	13
Section 8:	Basis of Project Cost Sharing .....	16
Section 9:	Fund Management and CIP Administration .....	17
Section 10:	Allocation Process and Requirements .....	20
Section 11:	Approval of Advance/Payback and Exchange Arrangements.....	21
Section 12:	Selection of Projects and Programs for Financing .....	21
Section 13:	Project Delivery Responsibilities .....	22
Section 14:	Project Funding Agreements .....	23
Section 15:	Projects Reimbursement Procedures .....	24
Section 16:	Alameda CTC Local Business Contract Equity Program Requirements .....	24
Section 17:	Project Closeout .....	25
Section 18:	Performance Monitoring and Reporting .....	25

### APPENDICES

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- A. Technical Detail: Current Programming (previously approved on June 2019)
- B. Technical Detail: Changes to Current Programming and Allocations
- C. Technical Detail: 2020 CIP Update Five-year Programming Horizon with Allocation Plan
- D. CIP Programming Principles and Guidelines
- E. CIP Policies and Procedures
- F. Alameda CTC Strategic Plan

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## SECTION 1: INTRODUCTION

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The Alameda County Transportation Commission (Alameda CTC) is responsible for the planning, programming, and allocation of local, regional, State and federal funding for transportation improvements throughout Alameda County.

Alameda CTC maintains programming and allocation authority for federal, State, regional and local transportation funding programs, such as the local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), Transportation Fund for Clean Air (TFCA), State Transportation Improvement Program (STIP), and federal One Bay Area Grant Program (OBAG). Since 2016, Alameda CTC consolidates the programming and allocation for the funds sources under Alameda CTC's purview ("Alameda CTC Administered Funds") into a single programming and allocation document known as the Alameda CTC Comprehensive Investment Plan (CIP).

The CIP programming and allocations recommendations, in any given CIP cycle, demonstrates Alameda CTC's investment commitment to projects and programs that maintain and enhance the countywide transportation system based the current Commission's priorities at the time of the programming and allocation action(s).

The CIP contains programming and allocation policies, guidelines and procedures that guide Alameda CTC's investment decisions, programming and allocation processes, and the subsequent funding administration.

On June 17, 2019, Alameda CTC approved the most recent version of the CIP, the 2020 CIP. As part of an effort to maintain the programming and allocation record, the CIP is updated annually to capture programming and allocations made since the last approval of the CIP, and to document programming and allocations adjustments including new programming requests, proposed adjustments by Project Sponsors, and technical adjustments as required by the CIP and funding administration policies.

The CIP contains a document structure of:

- Purpose, Background, strategic objectives, and an overview of programming principles for all programming through Alameda CTC.
- Appendices include
  - Technical summaries of adjustments to the prior programming and a summary with the final programming record.
  - Programming and Allocation Guidelines for future programming
  - Policies and Procedures for Alameda CTC's programming and funding administration

## SECTION 2: PURPOSE OF COMPREHENSIVE INVESTMENT PLAN

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The CIP is a programming and allocation document that establishes a financial investment strategy of funding under Alameda CTC's purview to deliver projects and programs ("projects") that allows the countywide transportation system to be more efficient and effective. The CIP identifies transportation funds from various sources expected to be available over a five-year programming horizon and targets them for transportation priorities in Alameda County.

The main objectives of the CIP are summarized as follows:

1. Translate long-range plans into short-range implementation

The CIP transitions long-range plans into focused project/program delivery over a five-year programming window with a two-year allocation plan.

2. Serve as the Strategic Plan

The CIP serves as Alameda CTC's Strategic Plan and satisfies public reporting requirements required by these funding programs.

The revenue and expenditure assumptions for each fund source are confirmed periodically, and serve as the basis for the financial management of each funding program. Funding commitments to individual projects identified in the voter-approved transportation expenditure plans are confirmed, and current programming and allocations to these projects are documented in the CIP to satisfy annual strategic plan requirements mandated by the 1986 Measure B, 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans.

3. Establish a consolidated programming and allocation plan

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

The CIP includes a two-year allocation plan for funds allocated by Alameda CTC. Projects included in the two-year allocation plan must be ready to begin the phase for which funds are allocated in the fiscal year indicated in the CIP. Allocated funds are made available for encumbrance in funding agreements with Project Sponsors

and implementing agencies, and for contracts and costs related to projects implemented directly by Alameda CTC.

The CIP will be updated on an annual and biennial basis, as needed, to reflect updates to Alameda CTC's programming and allocations. The annual updates are intended to include technical updates to confirm commitments and programming and allocation actions occurring outside the regular CIP process. A biennial update of the CIP will include a more robust update that shifts the five-year programming and allocation horizon, and allows for additional projects to be nominated and programmed into the CIP against the newly available programming capacity granted by the horizon shift.

The CIP guides investments to projects that provide demonstrate significant public benefit, advance project implementation, and support leveraging of local, regional, State and federal dollars for Alameda County's transportation priorities.

### **SECTION 3: RELATIONSHIP WITH PLANNING**

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The CIP's purpose is to strategically program available funds towards transportation investments that support long-range vision and goals established in Alameda CTC's Countywide Transportation Plan (CTP), multi-modal plans, and voter-approved transportation expenditure plans.

To be considered eligible to receive programming and allocation of Alameda CTC's Administered Funds, candidate projects are required to have a direct nexus to the Alameda CTC's CTP, Alameda CTC's multi-modal plans (Transit, Goods Movement, and Arterials), and other local planning efforts. This ensures candidate projects are consistent in coordination with local, countywide, and regional transportation priorities. The development of these planning documents also satisfies the public outreach requirements of the certain regional, State, and federal fund sources when they are required of by the funding programs.

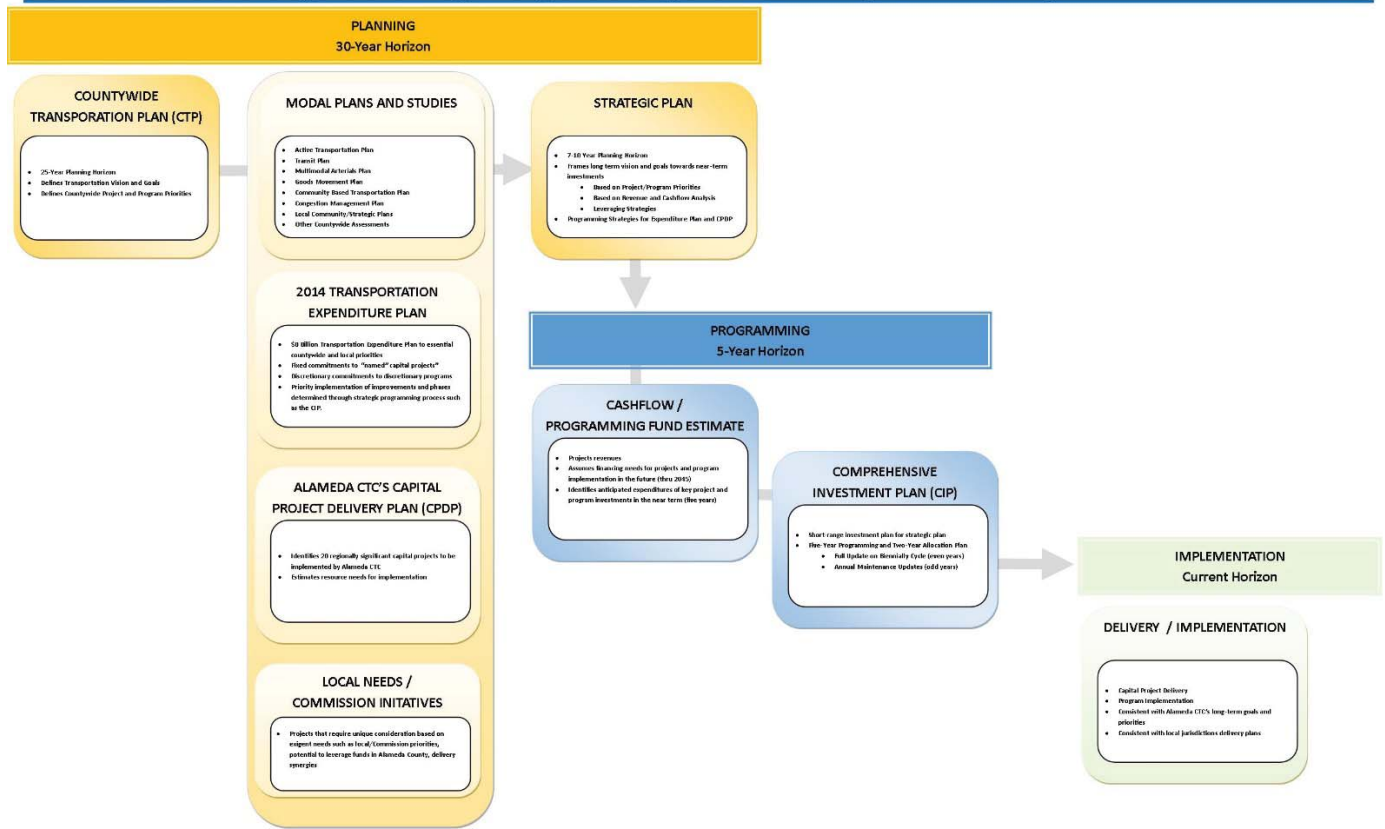
For Alameda CTC implemented projects, the CIP incorporates the delivery recommendations included in the Measure BB Capital Project Delivery Plan (CPDP) as approved in March 2016. The CPDP addresses projects implemented directly by Alameda CTC and identifies projects posed for local, regional, State and Federal funding. The CIP incorporates the CPDP programming recommendations, policy and procedures, and project delivery assumptions in their entirety as it makes programming and allocation recommendations to projects contained in the CPDP.

Projects demonstrating a nexus to countywide planning efforts and transportation priorities formulate the eligible candidate pool. These projects may submit



programming and allocation applications through the Alameda CTC's Call for Projects and request for allocation processes. Project selection and prioritization for the CIP is based, in part, on priorities identified in adopted planning documents and studies, Strategic Plan Guiding Principles, but also considers other Commission approved project selection criteria.

## Alameda CTC Strategic Planning, Programming, and Delivery Relationship



## SECTION 4: FUND SOURCES AND REVENUE ESTIMATES

Alameda CTC has programming and allocation authority for a number of transportation fund sources at the county level, and programming authority for the Alameda County shares of certain federal and State funding. Alameda CTC acts on behalf of Alameda County at the regional, State, and federal levels for matters pertaining to transportation funding from federal, State, and regional sources, including infusions of funding such as stimulus programs and proceeds from bond sales.

The CIP includes the fund sources listed below grouped according to the category federal, State, Regional and local funding.



Federal Program	
Fund Source	Description
Surface Transportation Program	Alameda CTC, as Alameda County's congestion management agency (CMA), is responsible for soliciting and prioritizing projects in Alameda County to receive a portion of the federal Surface Transportation Program (STP) funding. The STP is provided through funding from reauthorization of the federal funding for surface transportation by which Alameda CTC receives federal monies. The Metropolitan Transportation Commission (MTC) approves the programming of the STP funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.
Congestion Mitigation & Air Quality Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ) in the same fashion as the STP funding. The CMAQ is provided through funding from the reauthorization of federal funding for surface transportation by which Alameda CTC receives federal monies. The CMAQ funds are used on projects that will provide an air quality benefit. MTC approves the programming of the CMAQ funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.

State and Regional Programs	
Fund Source	Description
State Transit Assistance	State Transit Assistance is the State's flexible transit funding program which may be used for capital or operating purposes. The statewide STA program is split equally between a Revenue-based program (Public Utilities Code 99314) and a Population-based program (Public Utilities Code 99313). Under MTC Resolution 4321, Congestion Management Agencies (CMAs) are charged with playing a coordinating role in the development of a STA Population-Based distribution program within their county. MTC Resolution 4321 replaced MTC Resolution 3837 with a new transit-focused, One Bay Area Grant (OBAG)-style STA County Block Grant for 70 percent of the STA Population-Based funds received by MTC, with the remaining 30 percent directed towards MTC's Regional STA Program. MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program.
Regional Measure 2 and Future Regional Measures	In 2004, voters passed Regional Measure 2 (RM2) raising the toll on the seven state-owned toll bridges in the San Francisco Bay Area by \$1. This extra dollar funds various transportation projects within the region determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in Senate Bill 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance, and capital projects eligible to receive RM2 funding.
State Transportation Improvement Program	Alameda CTC, as the CMA, is responsible for soliciting and prioritizing projects in Alameda County for the Alameda County Share of the State Transportation Improvement Program (STIP). Programming for each "County Share," of the Regional Improvement Program (RIP) portion of the STIP, is recommended by the CMA for each county (i.e., by Alameda CTC for Alameda County). The STIP is updated by the California Transportation Commission (CTC) on a two-year cycle with new STIP cycles approved every even year. The CTC adopts a fund estimate for each STIP cycle during the year before the even-numbered year in which the STIP cycle is adopted. The fund estimate provides the amounts for each of the County Shares that comprise the RIP portion of the STIP cycle. The STIP programming horizon is a five-fiscal-year window with two new fiscal years added each STIP cycle. Most programming capacity added in a given STIP cycle is in the two new, outer fiscal years of the STIP programming horizon. The funds programmed in the STIP are subject to the STIP Timely Use of Funds Provisions prescribed in the STIP Guidelines typically adopted with each STIP cycle.
Transportation Fund for Clean Air Program	State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of \$4 per vehicle per year to reduce air pollution from motor vehicles. The fee provides the revenues for the Transportation Fund for Clean Air (TFCA) which is distributed by the BAAQMD at the regional and county levels. Sixty percent of the funding is programmed by the BAAQMD at the regional level. The

State and Regional Programs	
	remaining 40 percent is allocated annually by the BAAQMD for programming and allocation by the Program Manager for each county. Alameda CTC is the TFCA Program Manager for Alameda County. The Alameda County Program Manager funds are split 70 percent to the cities and the County; and 30 percent to transit-related projects.

Local Programs	
Fund Source	Description
1986 Measure B	In November 1986, voters passed the 1986 Measure B, a 15-year measure expected to generate more than \$990 million through a half-cent transportation sales tax to fund local streets and roads improvements, bus and paratransit services, and other transportation infrastructure projects. The 1986 Transportation Expenditure Plan guides the use of those funds. Sales tax collection authorized by the 1986 Measure B ended in 2002, but several projects from the 1986 Measure B Capital Program are still underway. The 1986 Measure B generated more than \$353 million for transportation programs and \$864 million for highway, roadway and transit improvements. The sales tax collection for the 1986 Measure B ended in 2002, and no additional revenues are assumed.
2000 Measure B	<p>Alameda County voters approved the 2000 Measure B Transportation Expenditure Plan (2000 TEP) which authorized a 20-year half-cent sales tax to be used for the transportation purposes identified in the 2000 TEP. Alameda CTC administers the 2000 Measure B Program to deliver essential transportation improvements and services. The 2000 TEP guides the expenditures of the 2000 Measure B funds. The collection of 2000 Measure B funds began on April 1, 2002 and will continue through March 31, 2022. The 2000 Measure B funds are divided as prescribed in the 2000 TEP between funds allocated directly to the jurisdictions and transit operators, and the funding available for the programs and capital projects named in the Measure. The 2000 Measure B funds are distributed as follows:</p> <p><i>Direct Local Distributions:</i> The direct local distribution (DLD) funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2000 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages of net revenues used for the distributions are prescribed in the 2000 TEP as follows:</p> <ul style="list-style-type: none"> <li>• Mass Transit Operations (21.22 percent)</li> <li>• Local Streets Maintenance and Safety (22.34 percent)</li> <li>• Bicycle and Pedestrian Safety (3.75 percent)</li> <li>• Special Transportation for Seniors and People with Disabilities (9.02 percent)</li> </ul> <p><i>Discretionary Programs:</i> The 2000 TEP includes a number of commitments to the following discretionary programs that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2000 TEP:</p> <ul style="list-style-type: none"> <li>• Express Bus Service Countywide (0.7 percent)</li> <li>• Bicycle and Pedestrian Safety (1.25 percent)</li> <li>• Special Transportation for Seniors and People with Disabilities - Coordination and Gaps in Service Grants (1.43 percent)</li> <li>• Transit Center Development Funds (0.19 percent)</li> </ul> <p><i>Capital Projects:</i> The 2000 TEP includes commitments to individual capital projects. Alameda CTC distributes sales tax funds for capital projects on a reimbursement basis in accordance with funding</p>

Local Programs	
	agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.
2010 Vehicle Registration Fee	<p>Alameda County voters approved the Alameda County Vehicle Registration Fee (VRF) Program in 2010. The funds made available by the VRF are distributed as follows:</p> <p><i>Direct Local Distributions:</i> The DLD portion of the VRF funding is distributed as follows:</p> <ul style="list-style-type: none"> <li>• Local Road Improvement and Repair Program (60 percent)</li> <li>• Local Transportation Technology (10 percent) <ul style="list-style-type: none"> <li>○ 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 DLD program to the Alameda CTC..</li> </ul> </li> </ul> <p><i>Discretionary Programs:</i> A portion of the VRF funding is distributed for the following grant sub-programs on a reimbursement basis:</p> <ul style="list-style-type: none"> <li>• Transit for Congestion Relief (25 percent)</li> <li>• Pedestrian and Bicyclist Access and Safety Program (5 percent)</li> </ul>
2014 Measure BB	<p>Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP) as part of Measure BB in November 2014. Measure BB authorized the augmentation and continuation of the voter-approved 2000 Measure B sales tax with a second half-cent sales tax through the end of the 2000 Measure B collection period, i.e. March 31, 2022, followed by a one-cent sales tax authorizes from April 1, 2022 through March 31, 2045. The 2014 Measure BB funds are allocated as follows:</p> <p><i>Direct Local Distributions:</i> The 2014 Measure BB DLD funds are distributed directly to local jurisdictions and transit operators as they are received by Alameda CTC in accordance with the provisions set forth in the 2014 TEP and the Master Program Funding Agreements between Alameda CTC and the local jurisdictions. The percentages used for the distributions are prescribed in the 2014 TEP as follows:</p> <ul style="list-style-type: none"> <li>• Transit Operations, Maintenance, and Safety Program (21.55 percent)</li> <li>• Local Streets Maintenance and Safety (20 percent)</li> <li>• Bicycle and Pedestrian Infrastructure and Safety (3 percent)</li> <li>• Affordable Transit for Seniors and People with Disabilities (9 percent)</li> </ul> <p><i>Discretionary Programs:</i> The 2014 TEP includes a number of commitments to the following discretionary programs available that are available for program management and implementation by Alameda CTC, a Countywide Bicycle and Pedestrian Coordinator position, and discretionary projects based on the percentages or amounts specified in the 2014 TEP:</p> <ul style="list-style-type: none"> <li>• Affordable Student Transit Pass Program (\$15 million)</li> <li>• Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants (1 percent)</li> <li>• Bicycle and Pedestrian Program (2 percent)</li> <li>• Community Investments That Improve Transit Connections to Jobs and Schools (4 percent)</li> <li>• Congestion Relief, Local Bridge Seismic Safety (\$639 million)</li> <li>• Freight and Economic Development Program (1 percent)</li> <li>• Technology, Innovation and Development Program (1 percent)</li> <li>• Transit Innovation Program (2.24 percent)</li> </ul> <p><i>Capital Projects:</i> The 2014 TEP includes commitments to individual capital projects and to groups, or categories, of capital projects as described in the 2014 TEP. Alameda CTC distributes sales tax funds for</p>

Local Programs	
	capital projects on a reimbursement basis in accordance with funding agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.
Local Exchange Program/CMA Transportation Improvement Program	Alameda CTC administers a local fund exchange program to exchange State and federal funds for local monies, giving Project Sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects earlier than would otherwise be possible due to the uncertain timing of the availability of State and federal funds in any given funding cycle. Based on State and federal economic conditions, the availability of State and federal funds is often delayed to beyond the year in which the funds were originally programmed. Such delays are unilateral from the State and/or federal levels and put a strain on timely implementation of projects. The local fund exchange program allows local monies exchanged for the State and federal funds to be available earlier, and on a more dependable timeline, than the State and federal funds in many cases. Exchanges are approved on a case-by-case basis, as opportunities present themselves.

## SECTION 5: PROGRAMMING REQUIREMENTS

Projects must satisfy the following programming requirements to be considered for programming and allocation by Alameda CTC.

1. Projects must be included in, and be consistent with the most current adopted Regional Transportation Plan and Alameda CTC's Countywide Transportation Plan.
2. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.
3. Projects must be publicly accessible and provide direct benefits to public transportation infrastructure and operations.
4. Projects must meet the goals and objectives of the funding sources and programs that are ultimately recommended by Alameda CTC.
5. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF must be consistent with requirements and priorities of their respective expenditure plans.

Funds are programmed from a specific fund source(s), in a given fiscal year to a specific phase(s) of a project. The expected outcome of the total project, or of implementing any phase of the project, with funds programmed in the CIP, shall be consistent with the goals and objectives of the CTP, and any applicable fund source specific requirements.

Programming and allocations requests must at minimum contain the following:

- Project scope, cost, schedule,
- Description of benefits to determine the expected outcome and whether or not the outcome is consistent with the CTP and fund source goals and objectives.
- Funding breakdown by phase. Cost estimates for all phases are required for projects requesting programming or allocations for phases beyond environmental approval.

## SECTION 6: PROGRAMMING PRINCIPLES AND GUIDELINES

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Alameda CTC's programming and allocation decisions shall be based on a project's ability to achieve the following five fundamental policy principles that serve as a guide for the CIP development and project selection.

1. Implementing Alameda County's adopted vision

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

2. Balanced strategic program across project delivery phase

Alameda CTC strategically invests financial resources to optimize transportation planning, project delivery and performance analysis. The CIP will identify investments in all stages of project development. Striking a balance between project development and capital phases is desired to support a combination of project development phases that will utilize the available programming capacity and to position the county to leverage federal, State and regional funding sources as they become available. This will include considering the delivery status of projects to optimize competitiveness for future grant opportunities.

Alameda CTC uses the following project or program delivery phases:

- Planning/Scoping/Conceptual Engineering
- Preliminary Engineering/Environmental Studies
- PS&E/Final Design
- Right-of-Way Acquisition and Engineering
- Construction Capital and Support
- Equipment/Rolling Stock Acquisition
- Operations (includes Safe Routes to School, paratransit programs, transit-related operations)
- Post-Construction Activities
- Project Closeout

The CIP will also include countywide program/operational investments including, but not limited to, the Safe Routes to Schools Program, senior travel training/mobility management, and system performance-monitoring efforts.

4. Maximizing transportation investments

Alameda CTC will work with local agencies to program funds to projects that are implementation ready, have a credible funding plan, meet the requirements of the fund source and provide transportation benefits. The CIP will examine opportunities

to leverage the local fund sources to the maximum extent possible. In addition, Alameda CTC will use the CIP to identify co-benefits between projects, when practical and feasible.

5. Investments in all modes and areas within Alameda County

The CIP strives to identify investments in all modes of transportation, project phases, and geographic areas in Alameda County. The CIP is constrained to the revenue projected to be available for the five-year programming. Alameda CTC will use the CIP to monitor geographic equity and modal equity investments over time.

6. Delivering solutions while ensuring accountability

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

Programming Principles and Guidelines

Programming and allocations decisions shall be based on a CIP Programming Principles and Guidelines included in the CIP's appendices. This describes the complete framework for programming and allocation decisions made by Alameda CTC, including defining eligible projects, eligible Project Sponsors, eligible costs, funds sources, funding guidelines and requirements.

Key project merits will be considered (in no particular order) such as:

- 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, accessible transportation system for multimodal movement of goods and people.

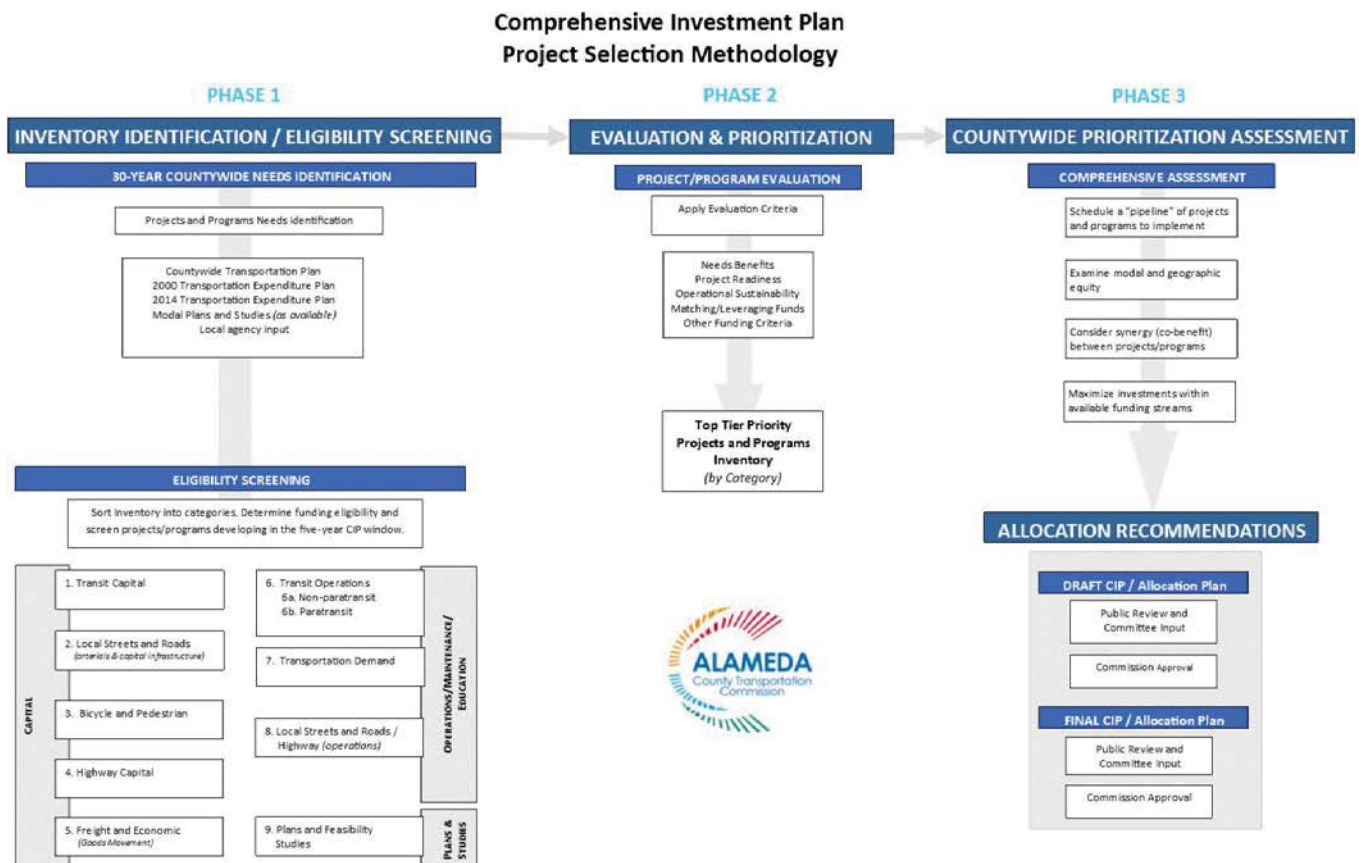
- **Multimodal Access:** Project's ability to contribute to a multimodal transportation system that serves all users, provides transportation choices, and provides greater access to schools, jobs, homes, and transit.

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

Programming Guidelines are described in detail by program in the CIP's appendices.

## SECTION 7: PROJECT SELECTION METHODOLOGY

The project selection methodology for the CIP is based on three step/phased approach as described below and illustrated in CIP Project Selection Methodology Diagram shown here.





### Phase 1: Project Identification and Screening

Alameda CTC will identify project inventories from the CTP, countywide modal plans, short- and long-range transportation plans and other local planning documents. The inventory will be screened for eligible projects that are ready to be implemented within the five-year CIP window based on schedule, a credible funding plan and local prioritization. Alameda CTC may also initiate a Call for Project to gather updated project information to inform project selection decisions for CIP programming and allocations.

Alameda CTC will separate projects into modal categories based on the type of project (bicycle/pedestrian, roadway, etc. Projects will be assessed for eligible funding sources to ensure they meet funding requirements. The CIP Programming Principles and Guidelines located in the CIP's appendices provides a summary of the categories and sample project types included in the CIP.

The goal of Alameda CTC's funding recommendations will be to fund a project phase by phase, as applicable, so that the project can progress from development to construction and project delivery. Projects outside the five-year period will be considered for future implementation in subsequent funding cycles and CIP updates.

### Phase 2: Project Evaluation

Based on the list developed in Phase 1, Alameda CTC will prioritize projects relative to each other in defined category types. Projects will be evaluated against the same category of projects (i.e., transit projects will be evaluated against transit projects, road projects against road projects, etc.). This approach will provide a balanced prioritization process that compares similar project types to one another. Projects specifically named in expenditure plans will be separated from those seeking discretionary funding and will be prioritized independent of the discretionary projects. Based on their scoring assessment, projects will be evaluated and arranged into three tiers within their respective categories (high, medium and low priority). This sorted list will then move into the third phase of evaluation.

Alameda CTC will evaluate eligible projects using the programming criteria adopted as part of the CIP, and other Commission actions, as the basis for programming and allocation decisions.

### Phase 3: Countywide Prioritization Assessment

The final step in the project selection process will examine the top tiers of each category from the Phase 2 scoring, to strategically program available funding, to achieve countywide goals and priorities. Alameda CTC will perform a systematic examination across all of the categories to identify financial strategies, geographic and modal equity, and co-benefits between proposed improvements as part of the CIP update process

every two years, when the five-year programming window is shifted two years into the future.

Alameda CTC will examine opportunities to promote the timely delivery of projects, and leveraging of local funds. Programming recommendations will be constrained by the total available programming within the five-year CIP window, and by fund source eligibilities of projects.

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

#### *Project Selection Criteria*

The CIP project selection criteria as approved and incorporated in the CIP updates, includes traditional programming criteria used previously by the Alameda CTC. The CIP uses four categories of criteria to score each project:

1. Readiness Delivery Criteria

The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the agency has the ability to coordinate among internal and external agencies, as applicable.

2. Needs and Benefits Criteria

The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, supporting well-maintained transportation facilities/equipment (as applicable); promotes innovation and a multimodal system; improves safety; supports a clean environment; and strengthens the economy.

3. Matching and Leveraging Funds Criteria

The project has secured funding from other sources or demonstrates how it will leverage other funds for use on the project.

4. Other Funding Features

As applicable, other requirements mandated by other funding sources/programs.

Alameda CTC will, to the extent possible, implement the above project selection process using the CIP programming principles identified in Section 6: Programming Principles and Guidelines for programming and allocation decisions.

**SECTION 8: BASIS OF PROJECT COST SHARING**

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The investments of funding programmed in the CIP considers the overall project cost/funding picture and expected outcomes. The baseline for cost sharing is typically the proportional share of Alameda CTC Administer Funds against the total project costs at completion.

Project Sponsors are required to request Alameda CTC Administered Funds by phase and to provide matching funds to such request by phase. This ensures during any given CIP programming cycle the Commission's requirement for a minimum level of project cost sharing is achieved.

In the event, Alameda CTC funds are required in an earlier phase to increase the competitiveness of a project to leverage other funds sources, Alameda CTC, may at its discretion, make a programming recommendation to a phase without a match, that considers the project cost sharing overall.

A risk sharing arrangement shall be included in any funding agreement which obligates funding allocated by Alameda CTC in advance of its proportional share (based on the total funding) for project phases beyond environmental approval, especially for projects that do not have funding identified for all phases of implementation.

The following principles shall be the basis of cost sharing considered for programming and allocations approved by Alameda CTC:

- Complete Project Information  
Request for allocations through the CIP process and subsequent funding agreement packages shall include a summary of estimated total costs segregated by phase; a corresponding milestone schedule showing begin and end dates for each phase (and any significant delivery milestones within each phase); and the anticipated funding (all sources) for each phase segregated by source.
- Funding Agreement Requirements  
Project cost sharing shall be established in the funding agreements based on the information provided with the request for allocation and funding agreement packages. The cost sharing proportions documented in the funding agreement shall be used for risk sharing associated with the implementation of the phase(s) covered by the agreement.

- Local Cooperation Policy and Eligibility of Locally Incurred Costs

Project Sponsors, and local jurisdictions whom are directly benefitting from the expected outcomes a project implemented in their locality by Alameda CTC, the Project Sponsor, or other implementing agencies, are required to be active funding partners to further the delivery of such improvement project.

Locally incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by an implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. However, the costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC stipulated in the funding agreement, unless they are specifically identified as eligible in the funding agreement.

Jurisdictions whom are Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) Recipients are encouraged to use local funds to support matching costs. DLD recipients shall not be eligible for reimbursement for local staff costs from Alameda CTC Administered Funds allocated to the Project. Project Sponsor staff costs can be included in the total cost and other funding amounts for the purpose of meeting the cost and risk sharing provisions of Agreement, but staff costs will not be considered reimbursable costs unless the Project Sponsor is performing direct activities related to the phase of the project.

Refer to the Local Cooperation Policy in the CIP's Policies and Procedures appendix.

## **SECTION 9: FUND MANAGEMENT AND CIP ADMINISTRATION**

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Alameda CTC is responsible for the management and administration of the various funding programs within its programming and allocation purview. The CIP provides a summary of the programmed and allocated amounts for each fund source administered by Alameda CTC, and in some cases the fund sources administered by other agencies.

The fund sources administered by Alameda CTC must be managed in accordance with applicable laws and requirements related to the individual fund sources, and with government accounting standards. The programming and allocations included in the CIP provide the basis for the financial and accounting activities performed by Alameda CTC's annual budget, programming fund estimate, and cash management analysis. In general, the financial and accounting activities performed by Alameda CTC occur in the background of the day-to-day project implementation activities, and do not typically hinder a projects ability to be delivered. The specifics related restrictions of use, or

timing of reimbursements for allocated fund shall be addressed in the applicable funding agreement(s).

Alameda CTC Administered funds under Alameda CTC's direct administration purview shall be encumbered into a funding agreement with the Project Sponsor. The funding agreement shall be consistent with the original request for allocation/project application that was used to inform Alameda CTC's programming and allocation decision. Alameda CTC provides for a formal and administrative amendment process to amend an executed funding agreement to adjust the scope, funding, milestones, schedules based on a Project Sponsor's request.

### CIP Administration

The CIP is updated periodically, as needed, to assess programming and allocations adjustments that reflect project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments. The Commission may amend the CIP at any time if an action must be taken before the next CIP update period. The Commission must approve all project additions or deletions. The Commission authorizes the executive director or his or her designee to administratively approve the acceleration of project/program schedules, as long as they can be accomplished within the budgeted amount. This is to maintain project scheduling and coordination with any other activities that may impact or delay project implementation or development. Significant changes in the scope of work, implementation schedule or costs will be presented to the Commission for consideration.

The CIP is updated in consultation with other planning and programming efforts such as the Alameda County Congestion Management Program, the Countywide Transportation Plan and Alameda CTC's annual budget process.

### *Annual CIP Update*

Annual updates, as needed, include modifications to financial projections and confirmation of programming and allocation commitments in association with Alameda CTC's annual budgetary processes. Additionally, annual updates will examine general strategic planning of its projects and programs, and the status of various commitments, and technical adjustments required periodically.

### *Biennial CIP Update*

Every two years, as needed, Alameda CTC will comprehensively update the CIP to review existing CIP projects and to open a nomination window for new projects. The biennially update occurs on odd number fiscal years, and represents a shift of the programming window to add the next two fiscal years.

Biennial CIP updates will include review of existing projects and programs to determine whether to recommend continuing or postponing funding and delaying, removing or reincorporating projects/programs. Alameda CTC may recommend additional funding to continue existing approved projects. As part of this update, Alameda CTC will open a nomination window to consider new projects for additional capacity granted with the two-year shift of the programming horizon. Projects submitted during the nomination window that meet the Commission-adopted screening criteria will be evaluated and prioritized for funding consideration.

Periodically, Alameda CTC will reassess the CIP development process, prioritization methodology and allocation process for consistency with any updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments.

#### *CIP Amendments / Adjustments*

CIP Amendments / Adjustments are considered on a case-by-case basis, and may occur in the following situations:

- Alameda CTC made a programming recommendation that received final programming actions by other agencies for federal, State or regional funds.
- Additional funding is needed to complete a CIP project.
- Commission approved programming made off-cycle of a CIP update.
- Matching funds are needed to immediately leverage non-Alameda CTC Administered funds to Alameda County.
- Project Sponsors requested a fund exchange among existing approved projects to prevent delays or cost increases to the project.
- Project Sponsors required updates to reflect additional revenue from new or existing fund sources, or updated confirmed amounts.
- Project Sponsors are unable to meet the environmental and full funding requirements as defined in the sales tax expenditure plans.
- Project Sponsors reported changes such as budget increases, schedule delays or other factors that may impede project delivery.

Adjustments to the current CIP programming and allocation record will be reflected in the next regularly scheduled CIP update.

**SECTION 10: ALLOCATION PROCESS AND REQUIREMENTS**

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Alameda CTC maintains programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard programming and allocation procedures and requirements further described in the CIP's Policies and Procedures appendix.

Generally, Alameda CTC allocates the funding for which it has allocation authority based on Requests for Allocations Packages in the form of separate allocation requests for named projects in the Transportation Expenditure plans or through funding applications submitted to Alameda CTC for funding consideration by Project Sponsors during a CIP call-for projects.

The Request for Allocation package shall include an overall project implementation plan which identifies anticipated costs by phase and potential funding sources for each phase throughout completion of the project. Requests for allocations for multiple phases without specifying amounts for the individual phases shall be considered on a case-by-case basis.

Generally, Requests for Allocation Packages should be submitted to Alameda CTC at least 45 days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval. In some cases, the project activities to be funded by an allocation being requested will be performed by an implementing agency that is different than the sponsor. In such cases, the request for allocation package should be prepared by the implementing agency and submitted to Alameda CTC by the Project Sponsor.

Alameda CTC has allocation authority for funds from the following sources:

- 1986 Measure B (1986 MB);
- 2000 Measure B (2000 MB);
- 2010 Vehicle Registration Fee (VRF);
- 2014 Measure BB (2014 MBB);
- Transportation Fund for Clean Air (TFCA) Program Manager; and
- CMA Transportation Improvement Program (CMATIP).

Alameda CTC allocates to the following phases:

- Planning/Scoping/Conceptual Engineering
- Preliminary Engineering/Environmental Studies
- PS&E/Final Design



- Right-of-Way Acquisition and Engineering
- Construction Capital and Support
- Equipment/Rolling Stock Acquisition
- Operations and/or Maintenance

## **SECTION 11: APPROVAL OF ADVANCE/PAYBACK AND EXCHANGE ARRANGEMENTS**

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Requests for advances or exchanges of funds programmed or allocated by Alameda CTC shall be considered on a case-by-case basis and shall only be approved if Alameda CTC resources permit such advance/exchange, and if a significant benefit to the implementation of the project can be identified.

Requests for such advances or exchanges shall be submitted in writing by the Project Sponsor, and shall include, at minimum:

1. Project Status and Current Implementation Plan
2. Project delivery strategy with the funding or exchange proposal that describes the costs and fund sources to be involved in the proposed advance or exchange.
3. Timing availability of the funds for which the advance or exchange is requested
4. Repayment schedule of Alameda CTC funds that are proposed to be advance
5. Intended use of the funds freed up by the advance or exchanged

Any advance or exchange arrangement involving funds programmed or allocated by Alameda CTC must be approved prior to allocation, and shall be addressed in the applicable funding agreement.

## **SECTION 12: SELECTION OF PROJECTS AND PROGRAMS FOR FINANCING**

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Management of the accounts established for the voter-approved funding programs requires forecasts and projections of revenues and expenditures for the revenue sources and expenditure commitments included in each program. The CIP includes revenue projections for each of the funding programs administered by Alameda CTC. Alameda CTC confirms the priorities for the expenditure commitments through the programming and allocations included in the CIP.

While the cumulative committed expenditures remain less than the cumulative revenues, Alameda CTC is able to fund the investments approved in the CIP on a pay-as-you-go basis. When enough projects are approved that create a scenario where the cumulative committed expenditures exceed the cumulative revenues for any of the funding programs, program level financing will be required to make the funds committed available when needed for project implementation.

The type of financing will be determined by the timing of the need for funding, the current financial markets, and the type of expenditure to be financed. Certain types of financing have restrictions on the timing and the type of expenditures that can be financed. The decision to finance projects and programs requires lead time to identify the most beneficial type of financing, and to perform the activities required for the financing to be approved.

The projects to be financed will be identified when the need for program level financing is identified at the fund account level. Individual project-level finance is only made on a case-by-case basis, where program level financing is not a viable option due to extraordinary circumstances. The basis of the program wide financial models is the information gathered for the programming and allocations approved in the CIP updated to reflect current project or program status.

### **SECTION 13: PROJECT DELIVERY RESPONSIBILITIES**

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The implementation of projects in the CIP begins once Alameda CTC approves the funding for the project. The Project Sponsor is the agency that takes the overall responsibility for project delivery, advocacy and reporting for the project regardless if it not the direct implementing agency for the project, unless otherwise agreed through written agreements between the Project Sponsor and the implementing agency.

Alameda CTC acts as project cosponsor, and as implementing agency, for phases of a number of projects and programs. As implementing agency, Alameda CTC incurs eligible project costs through contracts with vendors, staff charges and other direct costs. Implementing agencies, other than Alameda CTC, receive reimbursements from Alameda CTC via funding agreements which encumber the funds allocated by Alameda CTC. Once the funding agreements are in place, implementing agencies may encumber the funds for contracts and other direct costs to deliver the project as provided for in the funding agreement. Alameda CTC monitors the performance of the projects during implementation and after implementation during operations based on information provided by the Project Sponsor.

Throughout the implementation process, Alameda CTC relies on Project Sponsors and implementing agencies to communicate regularly about project activities and status as required by the funding agreements. The regular updates from Project Sponsors support Alameda CTC's management of the overall set of projects. The information collected from Project Sponsors provides the basis of the project status information made available to the public by Alameda CTC.

Timely and accurate reporting is essential for early identification of potential project or program issues, and of circumstances that may adversely affect project delivery. Alameda CTC needs as much lead time as possible for approving changes to project or program funding in reaction to project risks. Project Sponsors and implementing agencies must communicate risks to Alameda CTC as soon as they are identified by the Project Sponsor or implementing agency.

If a project requires additional funding, or a change to the funding as approved in the CIP, Alameda CTC will review the funding request and consider providing more funding, or approving changes to existing funding, in future CIP update cycles. If an amendment is required prior to the next CIP update cycle to maintain the current implementation schedule, Alameda CTC may approve additional funding, or changes to previously approved funding, at any regularly scheduled Commission meeting.

The CIP document will not be updated and re-published after each off-cycle funding adjustment. Off cycle adjustments to the funding approved in the CIP will be summarized as current programming in the next CIP update cycle.

#### **SECTION 14: PROJECT FUNDING AGREEMENTS**

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Allocated funds are considered available for encumbrance in funding agreements between the funding agency and the recipient agency.

A funding agreement is required between agencies to allow for reimbursements of eligible project expenditures. The funding agreements specify the financial terms of the agreement, scope of work, costs, schedules and deliverables associated with the implementation of the project. Funding agreements are based on the project information, scope of work, costs, schedules and proposed outcomes at the time of the request for allocation.

Generally, Alameda CTC initiates funding agreement development between recipient agencies immediately after the Commission approves a funding allocation. However, it is the responsibility of the recipient agency to submit a request for funding agreement to the Alameda CTC to receive funds allocated by Alameda CTC. Requests for funding agreement must in accordance with the Timely Use of Fund Policy cited in the CIP Policies and Procedures appendix.

Recipient agencies are responsible for fulfilling all requirements related to executing the funding agreements.

**SECTION 15: PROJECTS REIMBURSEMENT PROCEDURES**

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Alameda CTC approves reimbursements of eligible project costs based on Request for Reimbursement (RFR) packages submitted by implementing agencies and Project Sponsors which incur reimbursable costs against Alameda CTC Administered Funds encumbered in a funding agreement.

RFR requirements are included in the applicable funding agreements, and Project Sponsor's request generally include

- Itemization of eligible costs incurred to confirm the costs are consistent with the applicable funding agreement
- Itemization of Alameda CTC costs and other sources to calculate any proportional shares and reimbursement ratios set in the funding agreement
- Supporting documentation (timesheets, vendor invoices, proof of payment) for all costs cited within an RFR regardless if costs are intended to be Alameda CTC or non-Alameda CTC funded costs.

Alameda CTC approves RFRs upon sufficient supporting documentation of costs incurred, and based on the availability of funds.

Eligible costs for reimbursements are further described in the Eligible Cost for Reimbursement Policy cited in the CIP's Policies and Procedures appendix.

**SECTION 16: ALAMEDA CTC LOCAL BUSINESS CONTRACT EQUITY PROGRAM REQUIREMENTS**

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All locally funded contracts approved by Project Sponsor, funded wholly or in part with Measure B, Measure BB, and/or Vehicle Registration Fee funds, except for contracts that also include State and/or federal funds or contracts funding non-capital projects (e.g., transit operations), are required to comply with Alameda CTC's Local Business Contract Equity (LBCE) Program.

This includes the obligation to report Local Business Enterprise (LBE), Small Local Business Enterprise, and Very Small Local Business Enterprise participation with all reimbursement requests submitted for contracts costs partially or wholly funded by Alameda CTC, whether or not the contract requires LBE participation.

Project Sponsors receiving Measure B, Measure B, and/or Vehicle Registration Fee funds through the programming and allocation process must follow these program requirements and may be requested to document procurement processes funds to

verify program compliance. Non-compliance Project Sponsors may have funds subject to rescission, or marked as ineligible for reimbursement, at the discretion of the Alameda CTC.

Alameda CTC's LBCE Program and is available online on the Alameda CTC website.

## **SECTION 17: PROJECT CLOSEOUT**

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Project closeout shall be in accordance with the applicable project funding agreement(s).

At a minimum, the Project Sponsor shall provide Alameda CTC with written confirmation that the project is complete with a summary of the final costs, funding and schedule information segregated by phase. If a project will continue beyond the time during the time which Alameda CTC programmed or allocated funds are being expended, the Project Sponsor shall notify Alameda CTC in writing when the expenditure of the funding is complete, and will continue to provide project status updates as required/requested by Alameda CTC until the project is fully implemented and in public service.

Periodic information updates during operations of projects funded by Alameda CTC may be required for monitoring purposes as specified in the applicable funding agreement, and as requested by Alameda CTC.

## **SECTION 18: PERFORMANCE MONITORING AND REPORTING**

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### Countywide Performance Monitoring and Implementation

Projects that received funding through the CIP have been identified through the programming and allocation process to further the Alameda CTC's Countywide Transportation Plan, modal plans, and local planning documents vision to improve the transportation network. These plans identify project and transportation system investments based on expected outcomes modeled over a up to 30-year planning horizon. As projects are implemented through the CIP programming, Project Sponsors are required to report back to Alameda CTC on the outcomes of the implemented projects, and provide feedback on the planning and investment decisions.

### Project Reporting

The CIP requires that each project include performance monitoring goals/metrics to gather project specific performance indicators on individual projects. Funding agreement will include all monitoring and reporting requirements required to capture the benefits and expected outcomes of Alameda CTC's investments.

The reporting requirements include the following:

### *Progress Reports*

The executed funding agreements require regular progress reporting, based on the reporting schedule set forth on the agreement. The progress reports include a status update made toward implementation of the project, including deliverables, commitment status of supplemental funds identified in the funding agreement and adherence to the adopted project schedule.

### *Corrective Plans*

Once a funding agreement is executed, Project Sponsors are required to report changes to the project scope, schedule, cost and funding as soon as the required changes are identified by the Project Sponsor for the Commission's consideration. Reports of changes such as budget increases, schedule delays and other factors that may represent an impediment to successful project delivery in accordance with the agreed-on scope, schedule, cost and funding must be accompanied by a Corrective Plan detailing the Project Sponsor's strategy to deliver the project or program within the proposed new parameters. Alameda CTC must accept the plan before future programming, allocations and reimbursements will be approved.

### *Final Report*

The Project Sponsor must submit a final project delivery report of the completed project contained in a funding agreement. The final report must describe the completed scope of work, the final budget including spend down of all identified fund sources in the funding plan and any performance outcomes included in the funding agreement.

### Monitoring Project Sponsor Delivery and Accountability

Alameda CTC will also monitor the Project Sponsor's ability to deliver a project as proposed. Project Sponsors are required to monitor and inform Alameda CTC if there are significant changes in project or program development, implementation schedule or budget. Project Sponsor's delivery record may be considered at future programming cycles or funding requests by the Project Sponsor. Failure to monitor performance or perform required expenditure audits may affect a Project Sponsor's eligibility to receive funding in future CIP update cycles.

### *Audits*

Alameda CTC reserves the right to perform audits to confirm whether costs submitted for reimbursement are consistent with the provisions set forth in the applicable funding agreement(s). The audit may also include a review of

deliverables and outcomes to determine if they are consistent with the project scope and schedule in the funding agreement. Audits must also be performed for funding sources as described in the 2000 TEP and 2014 TEP.

Alameda CTC will periodically evaluate and summarize the project performance monitoring efforts conducted through the individual project and or comprehensive program updates to the Commission. This is intended to provide feedback on Alameda CTC's investments, including how the projects provided a benefit to the transportation system.



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# 2020 Comprehensive Investment Plan Update

## Appendix A

### Technical Detail: Current Programming



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Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Current Programming															
Previously Approved Programming from 2020 CIP (approved 06/17/19)															
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487		3,487					3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827		827					827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Current Programming															
Previously Approved Programming from 2020 CIP (approved 06/17/19)															
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2018-19 (July 2018)	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443					443	
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451		4,451				4,451	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244					244	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244					244	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434					434	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097					1,097	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376				6,376			
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200		8,200				8,200	
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175		175				175	
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	Multiple	OBAG	STP	LSR	CON	1,565	1,565					1,565	
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000					7,000	
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62					62	
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88					88	
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600		7,600				7,600	
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245		245				245	
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300			9,300			9,300	
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	PE/Env	100	100					100	
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,071	2,071					2,071	
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	PE/Env	100	100					100	
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,679	1,679					1,679	
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137					137	
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	Various	7,000		7,000				7,000	
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	418	235					235	

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Current Programming															
Previously Approved Programming from 2020 CIP (approved 06/17/19)															
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000						15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1						1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600						6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	2,400	2,400						2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100						100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000						4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	5,500	5,500						5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500						16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,000	10,000	10,000					20,000
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	10,000	10,000						10,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	CON	15,000	15,000						15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	2014 MBB	TEP-36	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750						4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750						4,750
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	89,000	89,000						89,000

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550						9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000						18,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	1,950	1,950						1,950
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Various	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TC	Bike/Ped	Planning / Scoping	200	200						200



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00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,089	420	331	338				1,089		
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	644	434	210				644			
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250							1,250	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,090	1,090							1,090	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	1,500				500	500	500			
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON	200	200							200	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372							8,372	
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	6,000	3,000				3,000			3,000	
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500							7,500	
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000							1,000	
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405							405	
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	10,175	10,175							10,175	
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151							151	
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	389	389							389	
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	330	330							330	
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,000		5,000							5,000
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500		5,500							5,500
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500		2,800		6,700	6,700	7,300	2,800		
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800		800							800
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100							100	
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95							95	
00213	Albany	Buchanan Bikeway Phase III	1-North	2000 MB	Disc-BP	Bike/Ped	CON	600	600							600	
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340		340					340		

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00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	797		150	155	159	164	169	305
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	100	100						100
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env	5,000	5,000						5,000
00304	BART	19th Street Oakland Interchange Modernization	1-North	2014 MBB	TEP-19	Transit	CON	10,000		10,000					10,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100		100					100
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350

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00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	500	500						500
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020		1,020					1,020
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	6,121		1,214				7,335
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	568	568						568
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	318	318						318
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2014 MBB	TEP-12	Paratransit	O&M	1,004		180	209	192	198	225	389
00023	CIL	Mobility Matters Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	500	500						500
00293	CIL	Community Connections Program (CoCo)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	940		188	188	188	188	188	376
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multiple	2000 MB	Disc-PT	Paratransit	O&M	486		162	162	162			324
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	970		194	194	194	194	194	388
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct- Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661			661				661

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00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751		4,751					4,751
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856		856					856
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146		146					146
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	2000 MB	Disc-PT	Paratransit	O&M	747		136	136	153	157	165	272
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	952		217	163	225	171	176	380
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	2000 MB	Disc-PT	Paratransit	O&M	174	174						174
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	1,000	500	500	500			2,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	225			225				225
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TC	Transit	CON	930	930						930
00271	Emeryville	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	70	70						70
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	2000 MB	Disc-PT	Paratransit	O&M	132		132					132
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450

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										FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	550	550						550
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760		2,760					2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510		6,510					6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525		7,525					7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731		134	145	149	151	152	279

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Current Programming															
Previously Approved Programming from 2020 CIP (approved 06/17/19)									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00305	Fremont	I-680 Interchange Modernization at Mission Blvd / SR 238	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000					1,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000					1,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977		977					977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100		2,100					2,100
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000					2,000
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000		2,000					2,000
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	1,000		1,000					1,000
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500		3,500					3,500
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000					2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	Various	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	100	100						100
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)								
Current Programming									Prior Allocations		Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
Previously Approved Programming from 2020 CIP (approved 06/17/19)									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount								
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262	
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220		220					220	
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87		23	16	16	16	16	39	
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140		24	25	28	30	33	49	
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477	
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	40	40						40	
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	275	275						275	
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,023		150	189	200	234	250	339	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407	
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382		1,382					1,382	
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380	
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034	
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454	
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765	
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134	
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	2,155	2,155						2,155	
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592	
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	362	362						362	
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50	

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Current Programming															
Previously Approved Programming from 2020 CIP (approved 06/17/19)															
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2018-19 (July 2018)	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR		CON	5,300	5,300					
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	660	330	330	330			1,320
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	603	338	265					603
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	776	776						776
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,174	1,174						1,174
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100



Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Current Programming															
Previously Approved Programming from 2020 CIP (approved 06/17/19)															
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634			1,634				1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392		4,392					4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500						1,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500			9,500				9,500
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	968	968						968
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	3,878	3,878						3,878
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215						215
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168						168
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)						(208)
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208						208
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	173	173						173
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832						832
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	Various	53	53						53
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)								
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130						130
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095		1,095					1,095
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200			5,200				5,200

Alameda CTC Comprehensive Investment Plan Current Programming Previously Approved Programming from 2020 CIP (approved 06/17/19)								Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80		80					80
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7						7
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22						22
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	16,000	7,000	7,000				30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	420	200	200	200			820
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975		975					975
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	278	278						278
00051	SJRRC	ACE Capital	Multiple	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	331	331						331
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	212	212						212
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	560		106	109	112	115	118	215
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Current Programming									Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase		Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221		221					221
00294	USOAC	Senior Public Transportation Training and Education Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	419		34	62	103	108	112	96
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
Totals								1,132,840	910,619	121,561	40,995	40,958	8,926	9,598	1,073,175

Total 2-year Allocations	\$ 162,556
Total 5-year Programming	\$ 222,038

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# 2020 Comprehensive Investment Plan Update

## Appendix B

### Technical Detail: Changes to Current Programming and Allocations



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Alameda CTC Comprehensive Investment Plan Changes to Current Programming Programming Adjustments to previously approved 2020 CIP								Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Adjustments to Prior Programming and Allocations					Total Allocated (Thru FY20-21)	Change Notes
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23		
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON				(9,300)	9,300	(9,300)	Project Sponsor requested allocation outward shift to correspond with TIP implementation.	
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	PE/Env	(100)	(100)				(100)	Project Sponsor requested allocation shift to CON to correspond with TIP implementation.	
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	100	(2,071)	2,171			100	Project Sponsor requested allocation shift to CON and outward shift to correspond with TIP implementation.	
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	PE/Env	(100)	(100)				(100)	Project Sponsor requested allocation shift to CON to correspond with TIP implementation.	
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	100	(1,679)	1,779			100	Project Sponsor requested allocation shift to CON and outward shift to correspond with TIP implementation.	
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	(410)	(227)				(227)	Deprogramming balance - Project completion.	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,400		2,400			2,400	Reprogrammed funds from CIPID 00222 (\$1.3M) at sponsor request and new allocation of (\$1.1M).	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	81,500		81,500			81,500	Previously approved allocation on 3/26/20.	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	6,200		6,200			6,200	Previously approved allocation on 3/26/20.	
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	2014 MBB	TEP-36	HWY	Planning / Scoping	(100)	(100)				(100)	Deprogrammed - sponsor not proceeding with project.	
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	(3,500)	(3,500)				(3,500)	Reallocated funds to CIPID 00307 - Decoto Blvd, approved 6/17/19.	
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	(10,000)	(10,000)				(10,000)	Previously approved deallocation on 7/22/19. Allocation moved to CIPID 00210.	
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	23,000		23,000			23,000	Previously approved allocations on 1/30/20 (\$13M) and 2/27/20 (\$10M).	
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	37,000		37,000			37,000	Previously approved allocation on 2/27/20.	
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	2,250		2,250			2,250	New Programming and Allocation	
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	2010 VRF	Disc-Transit	Transit	Various	(300)	(300)				(300)	Deprogrammed - project implementation through other projects.	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	418		418			418	Previously approved allocation on 4/25/19.	
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,500		22,500			22,500	Previously approved allocation on 7/22/19 - \$12.5M approved & \$10M reprogrammed from CIPID 00118.	
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	6,420		6,420			6,420	Previously approved allocation on 5/23/19.	
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	170		170			170	Previously approved allocation on 5/23/19.	
00213	Albany	Buchanan Bikeway Phase III	1-North	2000 MB	Disc-BP	Bike/Ped	CON	(600)	(600)				(600)	Deallocation due to project implementation issues noted by the Project Sponsor.	
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	(15)	(15)				(15)	Deprogramming balance - Project scoping complete.	
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	(280)	(280)				(280)	Deprogramming - sponsor requested reprogramming funds to I-80/Gillman Interchange (CIPID 00069).	
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	(1,020)		(1,020)			(1,020)	Deprogramming - sponsor requested reprogramming funds to I-80/Gillman Interchange (CIPID 00069).	
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	(33)	(33)				(33)	Deprogramming balance - Project completion.	
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	(12)	(12)				(12)	Deprogramming balance - Project completion.	
00271	Emeryville	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	(18)	(18)				(18)	Deprogramming balance - Project completion.	
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	(19)	(19)				(19)	Deprogramming balance - Project completion.	
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	(1)	(1)				(1)	Deprogramming balance - Project completion.	

Alameda CTC Comprehensive Investment Plan Changes to Current Programming Programming Adjustments to previously approved 2020 CIP								Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Adjustments to Prior Programming and Allocations					Total Allocated (Thru FY20-21)	Change Notes
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23		
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	2,000		2,000			2,000	New Programming - reprogrammed funds from CIPID 00311 at sponsor request to support expanded scope.	
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	(2,000)		(2,000)			(2,000)	Deprogramming - sponsor requested reprogramming to CIPID 00305; other funds available for this project.	
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	(250)		(250)			(250)	Project Sponsor requested phase shift to Final Design.	
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250			250		250	Project Sponsor requested phase shift to Final Design.	
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	(49)	(49)				(49)	Deprogramming balance - Project completion.	
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	(18)	(18)				(18)	Deprogramming balance - Project completion.	
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75			75		75	New Programming and Allocation.	
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	325			325		325	New Programming and Allocation.	
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350			350		350	New Programming and Allocation.	
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	CON	4,000			4,000		4,000	New Programming and Allocation.	
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200			200		200	New Programming and Allocation.	
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	500			500		500	New Programming and Allocation.	
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800			800		800	New Programming and Allocation.	
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200			200		200	New Programming and Allocation.	
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	300			300		300	New Programming and Allocation.	
00327	MTC / Alameda CTC	I-80 Powell Interchange	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250			250		250	New Programming and Allocation.	
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrian LINK	Multiple	2000 MB	Disc-BP	Transit	CON	3,000			3,000		3,000	New Programming and Allocation.	
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	(12)	(12)				(12)	Deprogramming balance - Project completion.	
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	(551)	(551)				(551)	Phase allocation shift from PE/Env to Final Design at Project Sponsor request.	
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	551	551				551	Phase allocation shift from PE/Env to Final Design at Project Sponsor request.	
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	(968)	(968)				(968)	Deallocation due to project implementation issues noted by the Project Sponsor.	
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	(3,878)	(3,878)				(3,878)	Deallocation due to project implementation issues noted by the Project Sponsor.	
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000		4,000			4,000	Previously approved allocation on 10/24/2019.	
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	(25)	(25)				(25)	Deprogramming balance - Project completion.	
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	(43)	(43)				(43)	Deprogramming balance - Project completion.	
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	(6)	(6)				(6)	Deprogramming balance - Project completion.	
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	(2)	(2)				(2)	Deprogramming balance - Project completion.	
Totals								174,549	(24,056)	183,967	5,271	9,550	165,432		





# 2020 Comprehensive Investment Plan Update

## Appendix C

### Technical Detail: 2020 CIP Five-Year Programming with Two-Year Allocation Plan



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Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487		3,487					3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827		827					827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451		4,451					4,451
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244						244
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434						434
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097						1,097
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376				6,376			
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200		8,200					8,200
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175		175					175
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	Multiple	OBAG	STP	LSR	CON	1,565	1,565						1,565
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000						7,000
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62						62
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88						88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600		7,600					7,600
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245		245					245
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300				9,300			
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	PE/Env								
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171			2,171				2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	PE/Env								
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779		1,779					1,779
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	Various	7,000		7,000					7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	8	8						8

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109					109	
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000					15,000	
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1					1	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000					3,000	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600					6,600	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	2,400	2,400					2,400	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,400		2,400				2,400	
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100					100	
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000					4,000	
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	5,500	5,500					5,500	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000					4,000	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500					16,500	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,000	10,000	10,000				20,000	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	81,500		81,500				81,500	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	6,200		6,200				6,200	
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	10,000	10,000					10,000	
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000					5,000	
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	CON	15,000	15,000					15,000	
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	2014 MBB	TEP-36	HWY	Planning / Scoping								
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925					925	
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750					4,750	
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825					825	
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750					4,750	

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	85,500	85,500						85,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	O&M	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	10,000	10,000						10,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	CON	100,000	100,000						100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250						250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17						17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550						9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	8,000	8,000						8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808						1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500						3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500						7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020						35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000						18,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	23,000		23,000					23,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	37,000		37,000					37,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	4,200	1,950	2,250					4,200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300						300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	2010 VRF	Disc-Transit	Transit	Various								

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200						200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	Various	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Various	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Various	270	270						270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,089	420	331	338				1,089
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	644	434	210					644
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250						1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,508	1,090	418					1,508
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	1,500				500	500	500	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON	200	200						200
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372						8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	6,000	3,000			3,000			3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500						7,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,500		22,500					22,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000						1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405						405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,595	10,175	6,420					16,595
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151						151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	389	389						389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	500	330	170					500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,000		5,000					5,000
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500		5,500					5,500

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500			2,800	6,700	6,700	7,300	2,800
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800		800					800
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00213	Albany	Buchanan Bikeway Phase III	1-North	2000 MB	Disc-BP	Bike/Ped	CON								
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340		340					340
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	797		150	155	159	164	169	305
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env	5,000	5,000						5,000
00304	BART	19th Street Oakland BART Station Modernization	1-North	2014 MBB	TEP-19	Transit	CON	10,000		10,000					10,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100		100					100
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88



Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)								
									Prior Allocations		Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)		FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount								
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180	
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29						29	
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49						49	
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59						59	
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613						613	
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350						350	
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220						220	
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)									
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387						387	
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613	
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	6,121		1,214				7,335	
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	535	535						535	
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	306	306						306	
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2014 MBB	TEP-12	Paratransit	O&M	1,004		180	209	192	198	225	389	
00023	CIL	Mobility Matters Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	679	679						679	
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	500	500						500	
00293	CIL	Community Connections Program (CoCo)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	940		188	188	188	188	188	376	
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multiple	2000 MB	Disc-PT	Paratransit	O&M	486		162	162	162			324	
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123						123	
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128						128	
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215						215	
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220						220	
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	970		194	194	194	194	194	388	

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)								
									Prior Allocations		Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)		FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount								
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267						6,267	
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470						470	
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200						11,200	
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000						3,000	
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146						146	
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661			661				661	
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374						2,374	
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374						5,374	
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166						166	
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128						1,128	
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751		4,751					4,751	
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856		856					856	
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146		146					146	
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642						642	
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833						2,833	
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296						296	
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	2000 MB	Disc-PT	Paratransit	O&M	747		136	136	153	157	165	272	
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	952		217	163	225	171	176	380	
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	2000 MB	Disc-PT	Paratransit	O&M	174	174						174	
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895						1,895	
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105						105	
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180						180	
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	1,000	500	500	500			2,000	

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	225			225				225
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TC	Transit	CON	930	930						930
00271	Emeryville	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	52	52						52
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800						1,800
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	2000 MB	Disc-PT	Paratransit	O&M	132		132					132
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431						431
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450						450
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288						1,288
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000						25,000
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000						5,000
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41						41
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42						42
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42						42
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42						42
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425						425
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646						646
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760		2,760					2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510		6,510					6,510
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901						1,901
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553						3,553

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount							
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443						443
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328						1,328
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525		7,525					7,525
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298						298
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731		134	145	149	151	152	279
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000		3,000					3,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000					1,000
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977		977					977
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100		2,100					2,100
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env								
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000		2,000					2,000
00310	Fremont/Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750		750					750
00310	Fremont/Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250				250			250
00307	Fremont/Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500		3,500					3,500
00312	Fremont/Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000					2,000
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265						1,265
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	21,500	21,500						21,500
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500						1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440						440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88						88
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	1,662	1,662						1,662

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programme d Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	Various	110	110						110
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Various	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152						152
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262						1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220		220					220
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87		23	16	16	16	16	39
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140		24	25	28	30	33	49
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477						477
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22						22
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,023		150	189	200	234	250	339
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20						20
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30						30
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160						160
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193						193
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407						1,407
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382		1,382					1,382
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380						1,380
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75			75				75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	325			325				325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350			350				350
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	CON	4,000			4,000				4,000
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200			200				200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	500			500				500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800			800				800
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200			200				200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	300			300				300
00327	MTC / Alameda CTC	I-80 Powell Interchange	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250			250				250
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	Multiple	2000 MB	Disc-BP	Transit	CON	3,000			3,000				3,000
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454						454
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134						11,134
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	2,155	2,155						2,155
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592						592
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	350	350						350
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50						50
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571						571
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384						3,384
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446						4,446
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554						2,554
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452						5,452

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	660	330	330	330			1,320
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	603	338	265					603
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634			1,634				1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392		4,392					4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500					1,500	
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500		9,500				9,500	
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping								
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)								
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734					734	
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161					4,161	
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215					215	
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000		4,000				4,000	
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129					129	
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168					168	
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)					(208)	
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208					208	
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148					148	
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832					832	
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	Various	53	53					53	
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130					130	
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095		1,095				1,095	
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200		5,200				5,200	
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80		80				80	
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42					42	
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7					7	
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22					22	
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22					22	



Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	Total Allocated (Thru FY20-21)
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	16,000	7,000	7,000				30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	420	200	200	200			820
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975		975					975
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRRC	ACE Capital	Multiple	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	560		106	109	112	115	118	215
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)						
Five-Year Programming and Two-Year Allocation Plan								Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase		Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136					
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872					
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150					
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221		221				
00294	USOAC	Senior Public Transportation Training and Education Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	419		34	62	103	108	112
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813					
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789					
Totals								1,307,389	886,563	305,528	46,266	50,508	8,926	9,598

Total 2-year Allocations	\$ 351,794
Total 5-year Programming	\$ 420,826



# 2020 Comprehensive Investment Plan Update

## Appendix D

### CIP Programming Principles and Guidelines



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**Alameda County Transportation Commission**  
**COMPREHENSIVE INVESTMENT PLAN**  
**PROGRAMMING PRINCIPLES AND GUIDELINES**

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

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## SECTION 1

### COMPREHENSIVE INVESTMENT PLAN

#### PROGRAMMING PRINCIPLES

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#### 1. PURPOSE

The purpose of the Comprehensive Investment Plan (CIP) is to facilitate strategic programming and allocation of all fund sources under Alameda CTC's programming responsibilities. This includes funding from federal, State, regional, and local fund sources such as the Surface Transportation Program (STP) / Congestion Mitigation Air Quality Program (CMAQ), 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.
  - 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](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.

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## Exhibit A

## Project Categories, Funding Eligibility, and Funding Eligibility

Projects will be separated into project categories by type as part of the project selection and evaluation process to prioritize projects relative to each other. The following table identifies CIP project categories, transportation priorities, and 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)	Transportation priorities (in no particular order)														
1.	<b>Transit Capital</b> <ul style="list-style-type: none"><li>Capital rehabilitation</li><li>Capacity expansion, stations, capital replacement</li><li>Safety and Access improvements</li><li>Transit Signal Priority (TSP) / Communications</li></ul>	X						X	X				X			
2.	<b>Local Streets and Roads (Arterials)</b> <ul style="list-style-type: none"><li>Major Arterial Performance Initiative Program</li><li>Roadway Safety/Traffic Calming</li><li>Grade separations</li><li>Traffic Signals, ITS/CCTV installations and upgrade</li><li>Signal timing and coordination</li><li>Complete Streets and Streetscape</li><li>Coordination with freeways and ramps</li><li>Roadway/Pavement Rehabilitation</li><li>Sidewalk installation</li></ul>	X						X	X				X	X		X
3.	<b>Bicycle and Pedestrian</b> <ul style="list-style-type: none"><li>Bike facilities (includes Class 1,2,3, and 4 facilities)</li><li>Bike storage capital costs (racks, lockers, cages)</li><li>Safety, gap closure, infrastructure improvements</li><li>Bicycle and Pedestrian Master Plans and updates</li><li>Safe Routes to School improvements/programs</li></ul>	X						X					X			
4.	<b>Highway Capital</b> <ul style="list-style-type: none"><li>Interchange, bridge, sound wall, ramp improvements</li><li>Bridge improvements</li><li>Express lanes</li></ul>		X											X	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)	Transportation priorities (in no particular order)	STP	CMAQ	STIP	TICA	Lifeline	MB- MBB-VRF Bike/Ped	MB- MBB-VRF Transit	MB-MBB Paratransit	MBB-VRF Technology	MB-TCD	MBB-Congestion Relief	MBB-CDIP	MBB-Freight Economic
5.	<b>Freight and Economic Development (Goods Movement)</b> <ul style="list-style-type: none"><li>Truck/port/freight operations and goods movement</li><li>Airport Facilities, Truck-vehicle parking</li><li>Quiet Zone Improvements</li></ul> <small>Note: Road or highway access improvements will be evaluated under local streets and roads or highway categories.</small>	1. Regional projects in the Expenditure Plans 2. Projects identified a Goods Movement Plan 3. Reduce conflicts 4. Improve goods mobility and economic development 5. Enhance coordination to distribution centers	X	X							X			X	X
6a.	<b>Transit Operations (non-paratransit)</b> <ul style="list-style-type: none"><li>Fixed route or Shuttle operations and service expansion</li><li>Transit priority measures</li><li>Congestion Relief Programs</li><li>Transit incentive programs (including fare-based)</li></ul>	1. Increase reliability of service operations 2. Increase transit ridership 3. Maintains or expands express bus services 4. Demonstrates operational and funding sustainability	X	X	X	X	X		X					X	
6b.	<b>Paratransit Capital and Operations</b> <ul style="list-style-type: none"><li>ADA Mandated Services</li><li>City-based, non-ADA Services</li><li>Specialized transportation programs</li><li>Capital improvements (accessible vehicles, signage)</li><li>Related assessments and plans</li></ul>	1. Maintains or expands existing transportation services designed for seniors and people and disabilities 2. Increases accessibility of transportation services 3. Eliminates gaps in existing services by offering transportation options for seniors and people with disabilities to important travel destinations to meet life needs.	X				X		X					X	
7.	<b>Transportation Demand Management / Education Outreach</b> <ul style="list-style-type: none"><li>Fare incentives – student bus passes</li><li>Guarantee Ride Home Program</li><li>Technical Assistance</li><li>Alternative mode education and incentives</li><li>Safe Routes to School or Transit</li><li>Parking management</li></ul>	1. Facilitates connectivity to transit 2. Promotes multi-modal transportation and modal shifts away from single occupancy vehicle (SOV) use towards alternative modes, including bicycle/pedestrian and transit. 3. Provides a cost-effective strategy to improve and facilitate access to transit, schools, and job centers.	X	X		X	X		X					X	
8.	<b>LSR / Highway Operations</b> <ul style="list-style-type: none"><li>Traffic Signal Operations, ITS, maintenance</li><li>Highway and Bridge Maintenance &amp; Operations</li></ul>	1. Addresses state of good repair of transportation system 2. Addresses congestion and mobility	X	X	X						X		X		
9.	<b>Planning / Studies</b> <ul style="list-style-type: none"><li>Planning studies and implementation</li><li>Feasibility or scoping only studies</li><li>Modal Plans/Studies</li><li>Bicycle and Pedestrian Master Plans</li></ul>	1. Defines project scopes, schedules and expected outcomes 2. Examines feasibility of improvement implementations 3. Contributes to long-rang planning of improvements for future implementation and decision making 4. Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA)	X	X	X			X	X	X	X	X		X	X

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## 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.

<b>A. READINESS DELIVERY CRITERIA</b> 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"> <li>• Status of planning and scoping documents</li> <li>• Status of environmental phase and clearances</li> <li>• Status of preliminary engineering &amp; design phase</li> <li>• Status of right-of-way acquisitions</li> </ul>	45
2.	Detailed Scope, Schedule, and Funding Plan <ul style="list-style-type: none"> <li>• Defined project scope</li> <li>• Defined schedule and budget</li> <li>• Identified funding need to continue project development</li> </ul>	
3.	Implementation Issues <ul style="list-style-type: none"> <li>• Identified implementation issue(s) resolved or mitigated</li> <li>• Local community and governing body support</li> <li>• Coordination with partners</li> </ul>	
<i>Subtotal</i>		<i>45</i>

<b>B. NEEDS AND BENEFITS CRITERIA</b> 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"> <li>• Expands the transportation system, network, or service</li> <li>• Enhances intermodal and multi-jurisdictional connectivity</li> <li>• Complements existing services (not duplicative)</li> </ul>	45
2.	Access Improvements <ul style="list-style-type: none"> <li>• Increases access to activity centers, central business districts, and employment centers</li> <li>• Serves transit dependent populations, communities of concerns, disadvantaged or vulnerable populations.</li> <li>• Improves transportation routes to schools</li> <li>• Serves a known or realistic level of demand in the community for transit services</li> </ul>	
3.	State of Good Repair <ul style="list-style-type: none"> <li>• Corrects a deteriorating condition/aging infrastructure</li> <li>• Addresses past deferred maintenance</li> <li>• Replaces capital assets that have exceeded their useful life</li> </ul>	
4.	Technology and Innovation <ul style="list-style-type: none"> <li>• Promotes innovative (non-traditional) elements for services</li> </ul>	

<b>B. NEEDS AND BENEFITS CRITERIA</b>		
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"> <li>Promotes vehicle technology or ITS coordination</li> <li>Incorporates innovative design treatments to transportation projects</li> </ul>	
5.	Multimodal Benefits <ul style="list-style-type: none"> <li>Identifies benefits to transit, bike, pedestrian, rail, and goods movement</li> <li>Support multimodal transportation through coordination of improvements</li> </ul>	
6.	Environmental Benefits <ul style="list-style-type: none"> <li>Promotes modal shifts that encourages less dependency on motorized transportation</li> <li>Supports transit and/or transit access improvements</li> <li>Supports housing and/or jobs adjacent to transit</li> </ul>	
7.	Safety & Security <ul style="list-style-type: none"> <li>Identifies safety concerns</li> <li>Increases public safety through a reduction of risk of accidents for vehicles, bicycles, and/or pedestrians</li> <li>Identifies known safety issues with a proven countermeasure to address the conflicts</li> </ul>	
8.	Economic Growth <ul style="list-style-type: none"> <li>Promotes job growth</li> <li>Increases in economic growth as a result of improvements to freight corridors</li> </ul>	
<b>Subtotal</b>		<b>45</b>

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

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## SECTION 2

### PROGRAMMING/ALLOCATION GUIDELINES FOR 2014 MEASURE BB ARTERIALS PROGRAM

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#### 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.

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### SECTION 3

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

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#### 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

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#### 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.

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

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**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.

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## 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.

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## SECTION 7

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

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#### 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](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](http://www.alamedactc.org/app_pages/view/19025).

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

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**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

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#### 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

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#### 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

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#### 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

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#### 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](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](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](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](http://www.alamedactc.org/app_pages/view/19025).

**SECTION 13**  
**PROGRAMMING/ALLOCATION GUIDELINES FOR**  
**STATE TRANSIT ASSISTANCE**  
**PROGRAM**

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**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](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.

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## 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](http://www.alamedactc.org/app_pages/view/19025).



## SECTION 15

### PROGRAMMING/ALLOCATION GUIDELINES FOR REGIONAL MEASURE 3 PROGRAM

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#### 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](https://mtc.ca.gov/sites/default/files/Final_RM3_Expenditure_Plan.pdf)

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# 2020 Comprehensive Investment Plan Update

## Appendix E

### CIP Policies and Procedures



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**Alameda County Transportation Commission**  
**COMPREHENSIVE INVESTMENT PLAN**  
**POLICIES AND PROCEDURES**

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Policy 1:	Procedures for Programming and Allocations.....	<b>1</b>
Policy 2:	Environmental Approval and Full Funding for Measure B and/or Measure BB Funded Capital Projects Deadline .....	<b>8</b>
Policy 3:	Timely Use of Funds Policies – Allocations and Funding Agreements.....	<b>8</b>
Policy 4:	Eligible Costs for Reimbursement .....	<b>10</b>
Policy 5:	Funding for Program- and Project-Related Costs Incurred Directly by Alameda CTC.....	<b>15</b>
Policy 6:	Local Contract Equity Program .....	<b>17</b>
Policy 7:	Alameda CTC Project and Programs Management Policies .....	<b>17</b>
Policy 8:	Programming Policies for Outreach and Transparency .....	<b>18</b>
Policy 9:	Local Cooperation Policy .....	<b>19</b>
Policy 10:	Small Cities Program Policy .....	<b>20</b>
Policy 11:	Matching and Leveraging Policy .....	<b>20</b>

**POLICY 1: PROCEDURES FOR PROGRAMMING AND ALLOCATIONS**

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**POLICY:** The Alameda County Transportation Commission (Alameda CTC) has programming and allocation authority for a variety of transportation fund sources. Programming and allocations shall be approved by Alameda CTC in accordance with the requirements of the individual fund source and with the standard procedures set forth herein.

Programmed funds in the Comprehensive Investment Plan (CIP) represent a commitment of funds to a Project Sponsor. Programmed funds are not available for expenditure unless and until Alameda CTC approves an allocation of the programmed amount. Only after allocation can funds be encumbered through funding agreements between Alameda CTC and the Project Sponsor, or for Alameda CTC-sponsored projects through contracts for costs to be incurred directly by Alameda CTC.

**PURPOSE:** Alameda CTC makes programming recommendations for the Alameda County shares of certain local, regional, state and federal funds. The purpose of this policy is to establish standard definitions and procedures by which Alameda CTC exercises its programming and allocation authority. The programming and allocation procedures for each of the fund sources within the purview of Alameda CTC are consolidated through the CIP to standardize the programming and allocation process to the extent practical for such fund sources, while maintaining compliance with the requirements for individual fund sources.

**GUIDELINES:** Programmed funds are adopted into the applicable programming document by the governing board of the agency or Commission with statutory authority for the administration of the fund program.

Alameda CTC administers the following local, voter-approved funding programs:

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

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

allocation for the individual fund sources to priority transportation investments based on a set of guiding principles.

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

Alameda CTC also makes programming and allocation recommendations for other fund sources such as the State Transportation Improvement Program (STIP), Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program (through One Bay Area Grant program), and other funds as they become available to Alameda County, that are contingent upon final approval by the respective governing boards of the agencies with programming authority e.g., Metropolitan Transportation Commission (MTC) and/or California Transportation Commission (CTC).

By definition, programmed amounts for a given project represents the amount committed to the project, subject to allocation. An allocated amount represents the amount available for encumbrance through project funding agreements and/or contracts directly with Alameda CTC. Funds encumbered through project funding agreements and/or contracts are available for reimbursement of eligible project costs. These definitions are expanded with specific procedural considerations below:

- *Commitment Amount:* The Expenditure Plan contains the commitment amount of funds for the local, voter-approved funding programs administered by Alameda CTC. Commitment Amounts for the local, voter-approved funding programs are confirmed in the Strategic Plan appendices to the CIP.
- *Programmed Amount:* The CIP serves as the programming document for the fund sources administered by Alameda CTC.
  - Programmed Amounts approved in the CIP for the local, voter-approved funding programs are based on the Commitment Amounts and the requirements included in the Expenditure Plan for the specific funding program.
  - Programmed Amounts approved in the CIP for the TFCA County Program Manager Fund are based on the programming and allocation process administered by Alameda CTC in accordance with BAAQMD requirements.

- Programmed Amounts shown in the CIP for fund sources not directly administered by the Alameda CTC may be included for informational purposes to reflect the current programming information available from the agency with the statutory programming authority for the fund source.
- Programmed Amounts are typically approved for a specific project phase in a specific fiscal year. Funds programmed in specific fiscal years are required to be allocated by the end of the fiscal year in which the funds are programmed. Changes to Programmed Amounts require amendments to the CIP.
- *Allocated Amount:* The CIP five-year programming window includes a two-year allocation plan (i.e., the first two years of the five-year window). The CIP Allocation Plan shows the Allocation Amounts approved by Alameda CTC for the funds administered by Alameda CTC and anticipated allocations to be approved by other agencies.
  - Allocated Amounts shown in the CIP for the local, voter-approved funding programs are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action).
  - Allocated Amounts shown in the CIP for the TFCA County Program Manager Fund are considered approved by Alameda CTC upon approval of the CIP (if the allocations have not been previously approved by Alameda CTC under separate action, or if the Allocated Amount shown is dependent on a future programming approval).

#### Request for Allocation Process

Requests for allocation package may consists of a funding application in the form of a CIP funding application or a specific request for allocation for a named project in the Transportation Expenditure Plans. The amount of funding available for allocation to a given project, or project phase, is limited by the Programmed Amount for the project, or project phase, at the time of the allocation request.

Requests for any allocations for Alameda CTC-administered funds should be submitted to Alameda CTC at least 60 days prior to the Alameda CTC meeting at which the Project Sponsor requests the allocation to be approved, or the meeting at which the CIP will be approved. The request for allocation package shall be in a format provided by Alameda CTC or a format that at minimum



includes details about the program or project scope, cost, funding and schedule detailed by phase. The request package shall reflect total cost and funding amounts based on progress to date at the time of the request.

Requests for allocations received by Alameda CTC will be considered in the context of the CIP in effect at the time of the request. Alameda CTC reviews allocation requests to confirm items such as financial viability, project delivery readiness, funding availability to reimburse eligible project costs. If conditions warrant a review of the assumptions used for the most recent overall financial analysis, an updated overall financial analysis may be required to determine whether or not the requested allocation would have an adverse impact on commitments of funds to other projects.

Allocations, or modifications to allocations, are approved by Alameda CTC based on staff recommendations and allocation requests submitted by Project Sponsors typically through the annual/biennial CIP programming and allocation processes.

Allocated Amounts approved by Alameda CTC must be encumbered in funding agreements with Project Sponsors or in contracts for project costs incurred directly by Alameda CTC, in accordance with the CIP's policy for Timely Use of Funds Allocated by the Commission.

#### Allocation Considerations for Partially Fund Projects and Right-of-Way Phases

Funding allocations for phases beyond the environmental phase are considered at increased risk if a Project Sponsor has not identified or secured funding for all phases to complete the project funding plan.

Prior to making an allocation to a project with a known funding shortfall, Alameda CTC will perform risk analytics on the request funding and the project prior to making such allocation recommendation to the Commission. In this risk assessment, Alameda CTC will consider the project's and Project Sponsor's potential to use Alameda CTC funds to leverage and secure prospective funding from federal, State, regional, and local sources outside of Alameda CTC's purview, and the project's viability to be completed in a timely manner.

Right-of -Way Allocations shall be limited to projects that have a complete and viable project funding and delivery plan as assessed for firm funding commitments/partners and tangible plan to address identified project deliverability issues.

Right-of-Away Allocations to projects that contain funding shortfalls, uncertain project funding plans, and/or potential issues in project delivery are considered high risk, and will only be considered under very rare circumstances. Such right-of-way allocations must have an agreed understanding on how the Project Sponsor shall return the right-way-allocation to Alameda CTC for a project that has not entered into the construction phase, and/or for a project that is not completed in an established timeframe.

The agreed upon terms, including methods of repayment in arrears, shall be included with the Request for Allocation package submitted to Alameda CTC for consideration, will be subsequently be the basis for a fund agreement between Alameda CTC and the Project Sponsor.

#### Changes to Approved Allocations

A request to increase or decrease an Allocation Amount requires a written request by the Project Sponsor.

- *Increasing Allocations:* Request for an increase to an allocation is on a case-by-case basis for extraordinary circumstances, and subject to Commission approval. To increase the total amount of an allocation there must be sufficient capacity in the committed amounts for voter-approved expenditure named projects, programming/funding capacity, and reasonable justification for increasing the allocation amount.
- *Decreasing Allocations:* For projects named in the voter-approved Expenditure Plans, a reduction to an Allocated Amount will be credited back to the project for future reallocation to the project. Periodically through the CIP, Alameda CTC will deallocate unused funds related to project cost savings, fund rescissions, or inactive/infeasible project delivery.
- *Shifting Allocations Between Phases:* Funds allocated to a project by Alameda CTC may be shifted between the approved allocations are considered on a case-by-case basis. Requests for shifting allocated funds shall include updated project information that reflects the requested shift and allows for a before-and-after comparison of the project implementation plan. Funding shortfalls in the current or subsequent phases, which result from a requested shift of allocated funds shall be considered an adverse impact to implementation.

Requests for shifting funds between allocations which do not change the total amount allocated to the project from an individual funding

program, e.g. Measure B, Measure BB or VRF, may be approved by the Executive Director, or a designee of the Executive Director, if the shift will not adversely impact the implementation of the project. Any requests for shifting funds between project phases that results in the amount changed the allocation amount from an individual funding program, e.g. Measure B, Measure BB or VRF, shall require consideration and approval by the Commission.

#### Effective Date of Reimbursable Costs

The effective date of reimbursable costs is generally based on the start of the fiscal year in which the allocated funds are identified in the CIP. The amounts shown in the first two fiscal years of the CIP for fund sources allocated by Alameda CTC shall be considered allocated in the fiscal year shown for the phase(s) of the project indicated upon approval of the CIP (if not already approved by Alameda CTC through a separate action).

For allocations made through a separate Commission Action, the effective date of reimbursable cost shall be the date of the Commission's approval, unless otherwise stated in the approved allocation request.

Funds administered by agencies other than Alameda CTC, such as the CTC, MTC, or the Federal Highway Administration (FHWA), must be approved by the agency that administers the particular fund source prior to being available for reimbursable costs.

#### Retroactive Allocations

Generally, funds are allocated for cost to be incurred after the allocation is approved by the Commission. On a case-by-case basis, Alameda CTC may consider identify a retroactive allocation to allow the eligible date of reimbursable cost incurred to be prior to the allocation date.

Approval of retroactive allocations shall be based in large part on which fund sources were used to reimburse the costs originally, and to what purpose, if any, the freed up funding will be committed. There are also certain requirements related to the procurement process and methodology for contracts funded wholly, or in part, by voter-approved funds. Any costs intended for the retroactive allocation for contracts that do not comply with the goal setting requirements set forth in Alameda CTC's Local Business Contract Equity Program (LCBE) must be identified in the Request for Allocation package and determined eligible for Measure BB funding. If a retroactive allocation of Measure BB funds is approved to cover contract costs in arrears, the reporting requirements set forth in the LBCE Program shall apply to the entire contract from inception to date.

**POLICY 2: ENVIRONMENTAL APPROVAL AND FULL FUNDING FOR MEASURE B/MEASURE BB FUNDED CAPITAL PROJECTS DEADLINE**


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

- For the 2000 Measure B, there are no projects remaining that are subject to this policy as deadlines occurred in previous years.
- For the 2014 Measure BB, named projects must receive all necessary environmental clearance approvals and have a full funding plan for the proposed improvements by December 31, 2022. Project Sponsors may appeal to Alameda CTC for one-year time extensions.

**PURPOSE:** To ensure that the projects included in the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans can be completed in a timely manner, and to provide a process by which Project Sponsors may appeal to Alameda CTC for one-year time extensions. The intent is to require continued due diligence by the Project Sponsor to secure environmental clearance approvals and a full funding plan.

**GUIDELINES:** The 2000 Measure B Transportation Expenditure Plan (2000 TEP) and the 2014 Measure BB Transportation Expenditure Plan (2014 TEP) both contain provisions for projects which cannot clear the Environmental Approval process, or cannot do so in a timely manner. There are no remaining 2000 Measure B capital projects subject to the environmental clearance approval or full funding policy.

The 2014 TEP establishes a deadline for environmental clearance approval and a full funding plan for each capital project that receives Measure BB capital funding. Environmental clearance approval is defined as the issuance of a Categorical Exclusion (CE), a Finding of No Significant Impact (FONSI) or the filing of the Record of Decision (ROD) for National Environmental Policy Act documents and the Notice of Determination or Notice of Exemption for California Environmental Quality Act documents. A full funding plan is defined as a plan containing a reliable cost estimate and sufficient funding identified to cover the estimated costs. The 2014 Measure BB deadline is December 31, 2022; however, the 2014 TEP includes provisions for one-year extensions to the deadline, if approved by Alameda CTC.

**POLICY 3: TIMELY USE OF FUNDS POLICIES – ALLOCATIONS AND FUNDING AGREEMENTS**


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**POLICY:** Allocations shall be encumbered in a funding agreement between Alameda CTC and the recipient agency incurring the reimbursable costs, or in a contract for costs

incurred directly by Alameda CTC, within twelve (12) months from the date the allocation is approved by the Commission.

Allocated funds not encumbered by the deadlines established in this policy are subject to rescission and reprogramming at the discretion of Alameda CTC.

**PURPOSE:** To ensure that funding allocated and distributed by Alameda CTC is expended expeditiously to implement the improvements and services for which the allocations and distributions were approved.

**GUIDELINES:** Alameda CTC's allocation recommendations and approvals are based on a Project Sponsor's Request for Allocation package/funding application that contain a specific scope, cost, and schedule. This policy requires Project Sponsors to encumber allocated funds through an executed project funding agreement or contract within twelve (12) months of an approved allocation to ensure accountability and consistency with the Project Sponsor's allocation request.

The project fund agreement(s) between Alameda CTC and the recipient agency outlines the agreed upon reimbursable costs, budget, scope, and schedule. Once an agreement is executed, Project Sponsors are expected to begin work on an allocation phase based on the delivery guidelines below, or per the schedule contained in the executed project funding agreement.

Project Phase	Maximum Expenditure Timeline
Planning/Scoping	<ul style="list-style-type: none"> <li>Activity must be complete within twenty-four (24) months from the date of allocation.</li> </ul>
Preliminary Engineering / Environmental	<ul style="list-style-type: none"> <li>Activity must be complete within twenty-four (24) months from the date of allocation.</li> </ul>
PS&E (Final Design)	<ul style="list-style-type: none"> <li>Activity must be complete within twenty-four (24) months from the date of allocation.</li> </ul>
Construction	<ul style="list-style-type: none"> <li>Activity must be complete within twenty-four (36) months from the date of allocation.</li> </ul>

#### Requests for Time-Extension

Project Sponsors may request time extension(s) to funding related deadlines established by policy, deadlines required at the time of allocation, or expiration dates established in funding agreements. Project Sponsors are limited to only a single time-extension of up to twenty-four (24) months that is required to be approved by the Commission.

Such requests for extensions shall be submitted in writing to Alameda CTC at least ninety (90) days prior to the deadline for which an extension is being requested and at

least forty-five (45) days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval.

The request for time-extension package submitted to Alameda CTC shall include a detailed explanation of the conditions or circumstances that have changed since the deadline was established, and the corresponding impact to the remainder of the project implementation schedule if the extension is approved. Extensions to delivery deadlines established in funding agreements shall be submitted, reviewed, and approved in accordance with the provisions set forth in the funding agreement. Additional requests for time-extensions will only be considered for rare and extraordinary circumstances.

#### Fund Rescission/Reprogramming

Allocated funds not encumbered into a funding agreement by the deadlines established in this policy or used in the manner inconsistent with these guidelines are subject to rescission and reprogramming at the discretion of Alameda CTC. 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 funding awards are withdrawn, the corresponding projects and allocations may be reprogrammed to a future year of the CIP, or deprogrammed from the CIP. Project sponsors who failed meet the timely use of funds deadlines may be penalized in their consideration for the next programming and allocation cycle.

### **POLICY 4: ELIGIBLE COSTS FOR REIMBURSEMENT**

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**POLICY:** Program and project costs to be reimbursed by Alameda CTC shall be segregated into project phases to correlate with the encumbrance(s) from which reimbursement is requested. Funds shall be encumbered in a funding agreement between Alameda CTC and either the Project Sponsor or, if different from the sponsor, the implementing agency which incurs the reimbursable costs, or in a contract with Alameda CTC for project costs incurred directly by Alameda CTC.

For Alameda CTC implemented projects, eligible staff and other direct costs incurred directly by Alameda CTC shall be considered encumbered when they are included in the annual budget adopted by the Commission. Costs submitted for reimbursement shall be limited to activities, materials and services directly related to the implementation of the scope of the project for which the funds were allocated and subsequently encumbered in a funding agreement. Eligible costs shall be incurred in accordance with the provisions set forth herein or be at risk of being determined ineligible for reimbursement by Alameda CTC.

**PURPOSE:** To limit the expenditures of funding administered by Alameda CTC to the reimbursement of eligible project costs and to provide general guidance to implementing agencies which incur the reimbursable costs.

**GUIDELINES:** Alameda CTC approves reimbursements of eligible project costs based on requests for reimbursements submitted by the Project Sponsors or implementing agencies which incur the reimbursable costs. The requirements for the requests for reimbursement are included in the project funding agreements between Alameda CTC and the recipient agency. In general, the request for reimbursements must identify the total costs by phase, be consistent with the agreed upon eligible costs, and segregate costs between Alameda CTC's and the Project Sponsor's cost sharing arrangement as described in the project funding agreement.

The following describes the eligible costs for specific phases:

Project Phase	Eligible Costs Requirements
Planning/Scoping	<ul style="list-style-type: none"> <li>Project Sponsor staff, consultant costs and other direct costs necessary to prepare a well-developed project delivery plan or scoping document.</li> <li>For projects that require a formal scoping document such as projects on the State highway system, or with State or federal funding, the preparation of the scoping document is eligible for scoping phase funding.</li> </ul>
Preliminary Engineering / Environmental	<ul style="list-style-type: none"> <li>Project Sponsor staff, consultant costs and other direct costs necessary to perform preliminary engineering, and to secure approval for the appropriate environmental document for the project.</li> </ul>
Plan, Specification and Estimate (Final Design /PS&E)	<ul style="list-style-type: none"> <li>Project Sponsor staff, consultant costs and other direct costs necessary to prepare final PS&amp;E and to provide support during the bidding process until the time of contract award.</li> <li>Services beyond the contract award are considered design services during construction, which are typically included in the Construction Support Phase. The milestone (i.e., advertisement, award, etc.) at which the costs change from being budgeted and tracked in the PS&amp;E Phase to the Construction Support Phase may vary on a case-by-case basis. Regardless of the phase in which the advertise-bid-award costs are budgeted and tracked, they should be clearly segregated from other costs in the same phase.</li> </ul>
Right-of-Way Acquisition and Support Phases	<ul style="list-style-type: none"> <li>Project Sponsor staff, consultant costs and other direct costs necessary for the acquisition of right-of-way, right-of-way preservation and hardship acquisitions.</li> </ul>

**Project Phase****Eligible Costs Requirements**

- 
- Right-of-way acquisitions initiated prior to environmental clearance approval for the project for which the right-of-way is required, shall not be eligible for reimbursement by Alameda CTC unless specifically authorized in the funding agreement. The cost of eligible right-of-way acquisitions shall be supported by an appraisal prepared by a professional appraiser. The appraisal report shall be provided to Alameda CTC with the request for allocation package.
  - Right-of-way activities related to property not required for the program or project as programmed shall be at the expense of Project Sponsor to the extent such costs can be determined.
  - If excess right of way is sold, used for purposes other than the program or project as programmed, or otherwise disposed of, a share of any proceeds from the sale of such excess property shall be returned to Alameda CTC based on the prorated percentage of Alameda CTC funding contributed to the purchase of the property.
  - If condemnation procedures are required to obtain access to right of way, Alameda CTC will consider the required deposit as an eligible cost and reimburse the Project Sponsor upon request in accordance with the funding agreement. If the amount of reimbursement to Project Sponsor is higher than the Alameda CTC funding share of the amount of settlement in the final order of condemnation, Project Sponsor shall pay Alameda CTC the difference between the amount reimbursed and the Alameda CTC funding share of the amount settled plus the Alameda CTC funding share of the interest accrued to the deposit account.
  - Property acquired for a project using Alameda CTC funding shall be available for project construction within 10 years of Alameda CTC reimbursement to the Project Sponsor. If, after 10 years, the property has not been utilized for the project as programmed, the Project Sponsor shall reimburse Alameda CTC for its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year after the expiration of this 10-year period.
  - If right of way is acquired for a project as programmed and is not utilized for the project as programmed, because the project has been modified or de-programmed, Alameda CTC shall be reimbursed its proportional share of the fair market value of the property, based on the net proceeds from the sale of the property or an appraisal of the property conducted at no cost to Alameda CTC, within one year from the time the project is modified or de-programmed.



Project Phase	Eligible Costs Requirements
Construction Capital and Support Phases	<ul style="list-style-type: none"> <li>• Project Sponsor staff, consultant costs, contractor costs and other direct costs necessary for all construction expenditures on the project that are part of the scope of work agreed to by Alameda CTC, including Project Sponsor's management oversight expenses associated with the construction of the project.</li> <li>• If Project Sponsor includes additional work beyond the scope of the project as programmed by Alameda CTC, such work and all related costs shall be segregated from the project costs funded by Alameda CTC. Costs not associated with the scope of the project as programmed by Alameda CTC shall be at the expense of the Project Sponsor and shall not count as a match for Alameda CTC funding for the project as programmed by Alameda CTC.</li> <li>• Items of work within the scope of the project as programmed, but utilizing more expensive than standard treatment, such as specialized lighting standards and signs, more elaborate landscaping, specialized treatment on the face of soundwalls/retaining walls and specialized sidewalk/hardscape treatments, will be eligible for reimbursement only if they are agreed to in advance and no additional Alameda CTC funding is required.</li> </ul>
Rolling Stock and Equipment Acquisition Phases	<ul style="list-style-type: none"> <li>• Rolling stock purchased by Project Sponsor and reimbursed by Alameda CTC shall remain in the Project Sponsor fleet for a minimum of five years. If the rolling stock is removed from the fleet prior to the required five years, Project Sponsor shall notify Alameda CTC. If the rolling stock is sold and the receipts of the sale are not used to purchase replacement rolling stock, the proceeds from the sale shall be returned to Alameda CTC.</li> <li>• Project Sponsor shall prepare and submit to Alameda CTC for approval, prior to the beginning of service, an operations schedule indicating the frequency, vehicle type and operating hours of the rolling stock purchased by Project Sponsor for the program or project as programmed. The rolling stock used in this service will be the same type as purchased with Alameda CTC funding, but may not be the exact vehicles due to the need to rotate vehicles in the fleet. The approved service level shall be maintained, as a minimum, for five years. In the event that the minimum service level is not maintained, Project Sponsor shall reimburse Alameda CTC for its share of the reduced service based on vehicle needs for the reduced service and the salvage value of the rolling stock purchased by Project Sponsor and reimbursed by Alameda CTC.</li> </ul>

Project Phase	Eligible Costs Requirements
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- |  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>Specialized equipment required for the project must be identified in the project funding agreement to be eligible for reimbursement with Alameda CTC funding.</li> </ul> |
|--|---|

In addition to the individual phase requirements described above, the following general provisions apply to cost eligibility and exclusions for any phase:

Cost Type	Eligible Costs Requirements
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- |  |  |
|--|--|
| Contract Costs   | <ul style="list-style-type: none"> <li>Costs incurred via contracts between the implementing agency and consultants, contractors, suppliers or other vendors are eligible for reimbursement from the local, voter-approved funding programs administered by Alameda CTC only if the contract is established in accordance with Alameda CTC's Local Business Contract Equity (LBCE) Program. The LBCE Program applies to contracts funded wholly, or in part, with local, voter-approved funding programs administered by Alameda CTC. While not every contract funded in part by local, voter-approved funding programs administered by Alameda CTC will require a contract goal set during the procurement process, every contract is required to comply with the reporting requirements set LBCE program.</li> </ul>   |
| Project Sponsor Staff Costs                              | <ul style="list-style-type: none"> <li>Costs for Project Sponsor staff working on the project (direct implementation costs) will be eligible for reimbursement by Alameda CTC funding. Staff hours must be segregated on timesheets, or otherwise documented through an alternative method, approved by Alameda CTC.</li> <li>Project sponsor overhead and general administrative costs that are not directly related to the implementation of a project are ineligible for reimbursement by Alameda CTC, unless otherwise approved by Alameda CTC.</li> <li>Hourly wages and fringe benefits for Project Sponsor staff will be reimbursed based on the actual wage rate plus the audited fringe benefit rate supplied by the Project Sponsor. Alameda CTC will review and approve a fringe benefit rate based on documentation provided by the Project Sponsor. Approved fringe benefit rates will be set forth in the project funding agreement, but in no case will fringe benefits of more than 70 percent of the hourly wage be approved.</li> <li>For Measure B/BB/Vehicle Registration Fee Direct Local Distribution Recipients, costs for Project Sponsor staff costs related to project administration, contract management of professional and construction services, are not eligible for reimbursement with allocated funds per the Local Cooperation Policy, unless specifically allowed in a project funding agreement.</li> </ul> |
| Alameda CTC Project Support Requested by Project Sponsor | <ul style="list-style-type: none"> <li>If requested by Project Sponsor, Alameda CTC will consider providing support staff and/or consultant support for a project. Costs for these services will be considered eligible costs and be reimbursed to Alameda</li> </ul>  |

Cost Type	Eligible Costs Requirements
	CTC from funds for the project, or be deducted directly by Alameda CTC from Alameda CTC funding allocated for the project.
Bonding Costs	<ul style="list-style-type: none"> <li>• If Alameda CTC determines that it is in the best interest of a funding program to sell bonds, or otherwise incur financing costs to deliver the projects included in the funding program, the cost of bonding and financing, including interest payments, shall be considered a program-wide cost and shall be identified in the CIP as the first priority repayment.</li> <li>• If a Project Sponsor wishes to independently bond or use other approved borrowing programs, Alameda CTC funding is eligible to reimburse expenses incurred by Project Sponsor for staff time, consultant costs, principal payments and the associated cost of financing required to provide the financing for the project.</li> </ul>
Fund Exchanges	<ul style="list-style-type: none"> <li>• Alameda CTC may consider and approve fund exchanges on a case-by-case basis. Any exchange payments of Alameda CTC funding must be identified in the project funding agreement to be eligible for reimbursement</li> </ul>
Miscellaneous Costs	<ul style="list-style-type: none"> <li>• The costs of fees from other agencies, including permit fees or reimbursement for review or oversight costs needed for the project, are eligible project costs with the exception of the cost of permits, fees or oversight from the Project Sponsor. Reimbursable eligible costs must be consistent with the Local Cooperation Policy.</li> <li>• Direct costs, such as reproduction, shipping, mileage and long-distance calls, will be considered for reimbursement if they can be independently documented as directly relating to the implementation of the program or project for which the funds were allocated. Air travel and overnight stays are not eligible unless prior approval is obtained from Alameda CTC.</li> </ul>
General Exclusions	<ul style="list-style-type: none"> <li>• Cost not directly related to the implementation of the project as programmed, and consistent with an approved environmental document as applicable, will not be eligible for reimbursement with Alameda CTC funding.</li> </ul>
Ongoing Costs (Maintenance/Operations)	<ul style="list-style-type: none"> <li>• Ongoing annual expenses incurred for maintenance of a project shall be borne by the Project Sponsor unless specifically identified in the funding agreement.</li> </ul>

#### **POLICY 5: FUNDING FOR PROJECT-RELATED COSTS INCURRED DIRECTLY BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION**

**POLICY:** Costs incurred directly by Alameda CTC related to the management and implementation of programs and projects shall be eligible for the funding made available for those programs and projects. The eligibility of costs incurred directly by Alameda CTC shall be limited to any restrictions related to such costs for any individual fund source. General fund administration costs related to congestion management

activities are allocated to congestion management projects in compliance with *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance)*.

**PURPOSE:** The purpose of this policy is to establish guidelines by which costs incurred directly by Alameda CTC related to the management and implementation of programs and projects are segregated to identify fund sources for such costs.

**GUIDELINES:** The following provisions are intended to support the purpose of this policy:

- A. Direct costs relate to activities directly related to Capital Projects, Programs, Planning and Project Sponsor grants. These direct costs shall be posted to appropriate funds or activities. Salaries and benefits shall be supported by timecards, and direct consulting and other costs shall be supported by approved invoices. Where specific agreements are in place, direct costs along with indirect cost (see below) allocations shall be posted to specific projects or grants. Where such agreements do not exist, the direct costs shall be posted to a control account within the Capital Projects or Program Funds.
- B. Indirect costs relate to congestion management activities that don't directly relate to a specific Capital or Planning Project, or Program. Such costs shall be accumulated under the General Fund and supported by time cards, invoices and other appropriate documents. The indirect cost ratio for billing purposes will be based on General Fund congestion management related allowable costs. The cost allocation methodology will comply with *Uniform Guidance*.
- C. Alameda CTC shall maintain a cost allocation plan as required by *Uniform Guidance*, certified by the Director of Finance, accepted and/or approved by Caltrans as the cognizant agency and available to grant funding agencies.
- D. Alameda CTC shall implement a billing system, supported by acceptable detail for direct and indirect costs. However, no allowance shall be made for profit margin.
- E. All direct costs and billable indirect costs shall be excluded from the salary and administration limitations set forth in the 2000 Measure B Transportation Expenditure Plan and in the 2014 Measure BB Transportation Expenditure Plan. Alameda CTC shall use general fund administrative costs to compute the administrative cost ratios.

**POLICY 6: LOCAL CONTRACT BUSINESS EQUITY PROGRAM**

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**POLICY:** Alameda CTC has established this Local Business Contract Equity (LBCE) Program to create economic growth and jobs within Alameda County by requiring local contracting that supports residents and businesses in Alameda County. The LBCE Program helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE) and Very Small Local Business Enterprise (VSLBE) firms located in Alameda County on applicable contracts.

**PURPOSE:** The purpose of this policy is to continue support for the hiring of local contractors, vendors, suppliers and service providers on contracts funded wholly, or in part, by funding approved by Alameda County voters. The LBCE Program contributes to the overall economic vitality of the County by:

1. Encouraging businesses to locate and remain in Alameda County;
2. Providing employment opportunities for residents of Alameda County; and
3. Generating economic activity and stimulating the local economy.

**GUIDELINES:** This program applies to contracts funded solely by any combination of Measure B, Measure BB, Vehicle Registration Fee, and/or local funds. Contracts that include state and federal funds must adhere to state and federal requirements. Full policy and program requirements are detailed here:

[https://www.alamedactc.org/app\\_pages/view/4543](https://www.alamedactc.org/app_pages/view/4543)

Funds may be subject in rescission or ineligible for reimbursement if the Project Sponsor is determined to be out-of-compliance.

**POLICY 7: ALAMEDA CTC PROJECT AND PROGRAMS MANAGEMENT POLICIES**

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**POLICY:** Alameda CTC shall administer and manage project delivery efforts and program implementation through these policies and procedures.

**Direct Local Distribution Programs Management Policy:** As the administering agency for the Measure BB DLD program, Alameda CTC is responsible for monitoring and compliance administration of the DLD recipients. Alameda CTC reserves up to one percent (1%) of Measure BB DLD funds to provide oversight to the DLD program.

**Capital Projects and Programs Management Policy:** As implementing agency for several countywide significant Measure BB related projects identified in the Capital Project Delivery Plan (CPDP), Alameda CTC has assumed the lead in project management and project delivery using its own staff and consultant resources. Alameda CTC reserves up to five (5) percent of Measure BB discretionary funds in order to effectively deliver Measure BB transportation projects, and to oversee projects being implemented by

other agencies. These funds support costs associated with establishing policies, procedures, ongoing project management oversight, preliminary scoping and planning, and other core functions related to Measure BB capital program delivery that are not directly related to Measure BB capital commitments for individual projects.

**Project and Program-wide Contingency Reserve:** Furthermore, the CPDP recommends programming Measure BB funds for specific project phases, including set-asides for program-wide management, oversight, and monitoring, as well as a program-wide risk contingency. Each project will include budget allowances that account for risk and unknowns. Where risk issues are common to many projects, Alameda CTC may elect to place those budget amounts into a program-wide contingency reserve. This is referred to herein as the Project and Program-wide Contingency Reserve.

**PURPOSE:** Alameda CTC is responsible for administering the voter-approved transportation programs, CMA functions, and emerging countywide transportation needs and initiatives. Alameda CTC requires these projects and program management policies in order to provide continuing support and resources for these functions; to strengthen and enhance the agency's position within the changing framework of regional, state, and federal transportation agencies; and to increase responsiveness to new regional and state climate change mandates.

**GUIDELINES:** Alameda CTC's annual requirements related to project and program implementation, oversight, and delivery management costs will be assessed through Alameda CTC's budgetary process.

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**POLICY 8: PROGRAMMING POLICIES FOR OUTREACH AND TRANSPARENCY**

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**POLICY:** The project selection and prioritization process employed for the development of the CIP, which begins with the Countywide Transportation Plan (CTP) update process, shall satisfy the requirements for all the fund sources included in the CIP, including federal, state, regional and local sources. The CTP update process shall include significant efforts to satisfy requirements related to notification, outreach and transparency typically satisfied at the time of individual, fund-specific calls for projects.

**PURPOSE:** To ensure that the notification, outreach and transparency measures employed by Alameda CTC to identify potential uses for transportation funding from the full range of sources available in Alameda County satisfy all programming policies from other agencies pertaining to the specific fund sources being programmed by Alameda CTC. By satisfying the most stringent of requirements, Alameda CTC will be afforded flexibility at the time of programming to match the most appropriate, available fund source to the priorities at the time of programming.

**GUIDELINES:** Project Sponsors are required to support this policy through outreach programs and notifications which reach all geographic areas, communities and portions of the population during solicitations for proposed uses of Alameda-CTC administered funding available for transportation programs and projects within Alameda County. The outreach must include disadvantaged communities, including Metropolitan Transportation Commission-defined Communities of Concern and other underserved populations.

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**POLICY 9: LOCAL COOPERATION POLICY**

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**POLICY:** Project Sponsors receiving DLD funds are not eligible to receive a reimbursement of staff time costs through allocations of Alameda CTC Administered Funds for oversight activities that are not directly related to project implementation.

Local jurisdiction(s) shall work in full cooperation with the implementing agency to assist in project implementation and delivery, where appropriate and as needed. This includes providing support, coordination, monitoring, technical assistance, etc. A local jurisdiction's costs associated with these activities to further a project implemented by Alameda CTC, a local jurisdiction (as the Project Sponsor), or another implementing agency within a jurisdiction's locality shall be funded through the local jurisdiction's eligible local fund sources such as Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) funds in lieu of a local jurisdiction billing these costs directly to the project or against its funding allocation.

**PURPOSE:** To ensure jurisdictions directly benefiting from the expected outcomes of a project in their locality implemented by Alameda CTC or other implementing agencies, are active funding partners to further the delivery of such improvement project, and to also ensure DLD recipients are using DLD funds predominately on contracts, services, materials, rather than contract administration.

**GUIDELINES:** Local agency-incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further the delivery of a project by another implementing agency can be included in the total cost and funding amounts for the purposes of cost and risk sharing at the total project level. Fees associated with permitting, plan review, and other general costs associated with the project shall be supported by the local jurisdiction in which the project is implemented, where feasible and appropriate. These costs shall not be included in the costs eligible for reimbursement by the funds allocated by Alameda CTC, unless they are specifically identified as eligible in the funding agreement.

**POLICY 10: SMALL CITIES PROGRAM POLICY**

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**POLICY:** Cities within Alameda County with a population of less than 25,000 shall be considered for certain exceptions from Alameda CTC's local match requirements and/or Local Cooperation Policy requirements, and local projects that have a demonstrated multi-jurisdictional transportation significance shall receive consideration for delivery support from Alameda CTC, where practical and feasible.

**PURPOSE:** The purpose of this policy is to assist smaller cities in Alameda County in their project delivery efforts through relieving matching requirements, exploring financial strategies, and providing project delivery/implementation support, where feasible.

Small cities in Alameda County may not be financially equipped or resourced to meet certain project delivery needs and funding matching requirements.

Small cities receive limited Measure B/BB/Vehicle Registration Fee Direct Local Distributions in comparison to larger cities and often have difficulties finding the financial resources needed to satisfy minimum matching requirements, especially for larger transportation projects.

**GUIDELINES:** To qualify as a small city under this policy, a city must have a population of less than 25,000 as reflected in the most currently available California Department of Finance's population estimate.

As such, Alameda CTC may elect to waive matching requirements and/or Local Cooperation policy requirements based on a small city's request during the programming and allocation processes, or project coordination processes. Additionally, Alameda CTC will support facilitating Federal-local funding exchanges, whenever possible, to alleviate certain funding requirements required by external sources.

**POLICY 11: MATCHING AND LEVERAGING POLICY**

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**POLICY:** For projects that have successfully secured other non-Alameda CTC discretionary funding, Alameda CTC shall consider fulfilling a portion of the minimum match required by external funding for projects and programs.

**PURPOSE:** The purpose of this policy is to maximize the leveraging capacity of Alameda CTC Administered Funds such as Measure B, Measure BB, Vehicle Registration Fee Program, Transportation Fund for Clean Air Program funds.

**GUIDELINES:** Through Alameda CTC's programming and allocation processes, Project Sponsors must document the following:



1. Project Sponsor must identify a project delivery and funding plan that describes the project scope, costs, schedule;
2. Document the approved programming of other, non-Alameda CTC discretionary funds to a project;
3. Cite the minimum matching amount required by the secured non-Alameda CTC funding source;
4. Identify the amount of matching funds requested from Alameda CTC. Matching funds will not address any project cost increases; and
5. Provide a cost sharing proposal between all prospective funding partners.

Alameda CTC may consider recommending programming and allocation to fulfill either a portion or the entire amount requested, based on available fund capacity, project delivery strategy, funding timelines, and the leveraging significance.

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# 2020 Comprehensive Investment Plan Update

## Appendix F

### Alameda CTC Strategic Plan



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**Alameda County Transportation Commission**  
**COMPREHENSIVE INVESTMENT PLAN**  
**STRATEGIC PLAN**

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Strategic Plan Guiding Principles.....	1
1986 Measure B Commitments .....	7
2000 Measure B Commitments .....	9
2014 Measure BB Commitments .....	11

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## ALAMEDA COUNTY TRANSPORTATION COMMISSION

### STRATEGIC PLAN

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#### 1. PURPOSE

Alameda County maintains a highly diverse transportation network complete with highway infrastructure, express lanes, local roadways, freight and port facilities, rail and bus transit, and bicycle and pedestrian improvements. Its wide range of transportation infrastructure may differ dramatically from one area of the county to the other as each respective community has unique transportation needs. Alameda CTC's goal is to leverage local funds under its purview to help secure additional competitive local regional, State, and federal transportation funding dollars in order to fund a balanced set of countywide transportation projects to maintain a well-connected and efficient system for the whole county.

Alameda CTC administers voter-approved sales tax programs (2000 Measure B and 2014 Measure BB), and the Vehicle Registration Fee (VRF) program (2010 Measure F) that provide critical funding for delivering transportation improvements within the county. The most significant source of funding under Alameda CTC's purview is the Measure BB sales tax revenue generated through the voter-approved 2014 Transportation Expenditure Plan (2014 TEP) in November 2014. The duration of the 2014 TEP is thirty (30) years, from April 1, 2015 to March 31, 2045. The 2014 TEP is projected to generate approximately \$7.8 billion in revenues for transportation investments ranging from bus/ferry/commuter rail services and operations, streets and highways improvements, student transit passes, community development initiatives, technology and innovation programs, bicycle/pedestrian enhancements, and transportation programs for seniors and people with disabilities.

Although the 2014 TEP is anticipated to generate a significant source of funding for Alameda County, the transportation funding needs far outweigh the expected revenue generation required to complete the project and program delivery of the 2014 TEP in its entirety. Over 50 percent (approximately \$4.1 billion) of the revenues generated are annually returned to local jurisdictions as Direct Local Distributions for local agencies to use at their own discretion. The remaining \$3.7 billion is split among "Named" capital projects (\$1.2 billion) and discretionary programs (\$2.3 billion). The 2014 TEP recognizes investments within specific categories and types, and the Measure BB total revenue will not be able to fulfill the funding needs. It is imperative the Commission strategize investments to leverage external funding to fulfill the capital program needs.

The aim of the Strategic Plan is to simultaneously:

1. Prioritize Project and Program Investments

Identify project investment strategies using Alameda CTC administered funds to get projects in a state of readiness to compete for available external funds as they presumably become available over the life of the strategic plan.

2. Maximize Measure BB Investments/Leveraging Strategy

Identify an investment strategy to ensure that Measure BB is used to expediate the delivery of projects while also serving as the basis to attract external competitive funding to Alameda County such as Regional Measure 3, Senate Bill 1 programs, and U.S. Department of Transportation competitive programs for example.

3. Guide Project Delivery Strategy

Identify project delivery strategies for an Alameda County portfolio of project investments that depict which projects can be delivered in whole, or in part, by the Measure BB sales tax program, other Alameda CTC-administered funds, or prospective external competitive funding programs. It also identifies the funding challenges leading up to full project implementation and the potential risks of early project development investments towards projects with incomplete funding.

The Strategic Plan focuses on Alameda CTC-implemented projects and externally implemented “Named” capital projects. Between Alameda CTC implemented projects and projects implemented by external Project Sponsors such as the Bay Area Rapid Transit (BART), City of Union City, and others, there is a collective total project cost of \$6.7 billion, with only \$2.1 B committed through Measure BB, Regional Measures, various state and federal programs, and other local sources. There is an overall funding need of \$4.6 billion required to fill the gap and ensure the delivery of all these projects within the next decade.

Table 1: Summary of Project Delivery Funding Needs (\$ in Billions)

<b>Project Sponsor</b>	<b>Total Project Costs</b>	<b>Total Commitment</b>	<b>Total Shortfall</b>
Alameda CTC-Implemented	\$3.8	\$1.0	\$2.8
Named Projects Implemented by External Sponsors	\$2.9	\$1.1	\$1.8
<b>Total</b>	<b>\$6.7</b>	<b>\$2.1</b>	<b>\$4.6</b>
Note: Commitment sources include funds from Measure B, Measure BB, VRF, local jurisdictions, STIP, secured state grants.			

The Strategic Plan address near-term financial implementation of countywide projects, including funding constraints, priority projects, and potential strategies. The strategies attempt to leverage existing local Alameda CTC administered fund sources against various outside funding programs anticipated in the next decade that aim to address the \$4.6 billion shortfall.

For the Alameda CTC-implemented projects, Alameda CTC intends to pursue competitive funds from Senate Bill 1 Programs, Regional Measure 3, State Transportation Improvement Program (STIP), federal programs, and by encouraging local cooperation and funding partnerships with jurisdictions where a project resides or by whom might receive benefit. Local jurisdictions are encouraged to apply for these discretionary opportunities to maximize Alameda CTC funds to its fullest extent.



## 2. STRATEGIC PLAN GUIDING PRINCIPLES

The Strategic Plan Guiding Principles identified below support decision making to generate a portfolio of quality candidate projects for Alameda CTC administered funds and a prospective for external funds available to Alameda County jurisdictions.

These guiding principles are to:

1. Achieve the Alameda CTC's mission and vision and goals.

In September 2019, the Alameda CTC approved the vision and goals for the 2020 Countywide Transportation Plan (CTP).

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

To complete this vision, Alameda CTC prioritizes projects that achieve these aspiring goals for Alameda County's transportation system:

- Accessible, Affordable and Equitable
- Safe, Healthy and Sustainable
- High Quality and Modern Infrastructure, and
- Economic Vitality

2. Identify Alameda CTC sponsored and implemented projects based on project delivery strategies, transportation benefits, resource capabilities, and funding strategies that maximize leveraging Alameda CTC's administered funds.
3. Prioritize Alameda CTC sponsored and implemented projects for available local, regional, State and federal funds that may be available to Alameda County on the basis of Alameda CTC implementing multi-jurisdictional, resource intensive, county significant, and/or regional significant projects.
4. Prioritize 2014 Transportation Expenditure Plan (TEP)'s "named" capital projects by providing an investment and delivery strategy for Project Sponsors that promotes the development of these projects through the upcoming prospective funding opportunities.
5. Establish a systematic programming and allocation strategy for Alameda CTC administered funds to promote project delivery and project readiness. This includes an assessment of prospective local, regional, State, and federal fund sources anticipated to be made available to Alameda County.
6. Ensure the investment strategy remains flexible to provide capacity to respond to emerging and unanticipated needs in terms of both evolving project initiation and development needs, as well as, changes in funding opportunities, amounts and

programs that may require nimbleness in adjusting the overall funding strategy of the Strategic Plan.

7. Provide an informational tool for agency's project management, project delivery, resource management, and financing strategies.
8. Adhere to the Alameda CTC's budgeting and financing policies including:
  - a. Pay-as you go financing strategy until an immediate need to issue debt for project(s) is required.
  - b. Debt shall not be utilized for operating expenses.
  - c. Maintains an adequate level of reserves and support strong bond ratings
9. Create synchronicities between Alameda CTC's Countywide Transportation Plan, Transportation Expenditure Plans, modal plans, CIP, local plans, and other delivery strategies plans, where feasible.
10. Optimize leveraging of external funding opportunities such as local, regional, State, and Federal sources available through Project Sponsor local funds, Senate Bill 1, State Transportation Improvement Program funds, Regional Measures, Federal Programs.

### **3. MEASURE B AND MEASURE BB COMMITMENTS**

The following attachments reflect current 1986 Measure B, 2000 Measure B and 2014 Measure BB commitments and allocations. These investments have yielded significant leveraging of external fund sources such as the Senate Bill 1, Regional Measure 3, and State Transportation Improvement Program funds.

<b>Alameda CTC 1986 Measure B Capital Program</b> <b>Strategic Plan - Project Commitment and Allocation Summary</b> <b>Remaining Active Capital Projects</b>				
ACTA No.	ACTA No. Title	Total 1986 Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)
MB226	I-880 to Mission Blvd East-West Connector	\$ 88,871	\$ 88,871	\$ -
MBVar	Program-Wide and Project Closeout Costs	\$ 5,750	\$ 5,750	\$ -
<b>Totals</b>		<b>\$ 94,621</b>	<b>\$ 94,621</b>	<b>\$ -</b>

**Notes:**

The Program-Wide and Project Closeout Costs (MBVar) commitment is programmed and allocated for program-wide and project closeout activities related to multiple projects and the capital program overall such as post-project obligations, financial closeout, right of way transfers, ongoing coordination with projects implemented by others etc.

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Alameda CTC 2000 Measure B Capital Program Strategic Plan - Project Commitment and Allocation Summary				
ACTIA No.	ACTIA No. Title	Total 2000 Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed Balance (Un-Allocated) (\$ x 1,000)
01	ACE Capital Improvements	\$ 13,184	\$ 13,184	\$ -
02	BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ -
03	BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ -
04	Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ -
05	Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ -
06	Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ -
07	San Pablo/Telegraph Corridors - AC Transit	\$ 24,444	\$ 24,444	\$ -
08	I-680 Express Lanes	\$ 35,197	# \$ 35,197	\$ -
09	Iron Horse Transit Route	\$ 6,267	\$ 6,267	\$ -
10	I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ -
11	I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ -
12	I-580 Interchange Improvements in Castro Valley	\$ 11,525	\$ 11,525	\$ -
13	Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ -
14	I-580 Auxiliary Lanes	\$ 13,029	\$ 13,029	\$ -
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 27,037	\$ -
16	Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ -
17	Hesperian Boulevard/Lewelling Boulevard Widening	\$ 1,264	\$ 1,264	\$ -
18	Westgate Parkway Extension	\$ 8,518	\$ 8,518	\$ -
19	East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218	\$ 3,218	\$ -
20	Newark Local Streets	\$ 1,422	\$ 1,422	\$ -
21	I-238 Widening	\$ 81,022	\$ 81,022	\$ -
22	I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ -
23	Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 26,529	\$ -
24	Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ -
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289
26	I-580 Corridor/BART to Livermore Studies	\$ 41,831	\$ 41,831	\$ -
27	Emerging Projects	\$ 10,251	\$ 10,251	\$ -
<b>Totals</b>		<b>\$ 786,469</b>	<b>\$ 773,180</b>	<b>\$ 13,289</b>

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Alameda CTC 2014 Measure BB Program All TEP Commitments and Allocations Summary						
5/28/20						
TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date	Total Remaining Commitment Balance (Un-Allocated)
07	Disc	Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds		\$ 23,500,000	\$ 2,800,000	
08	Fixed Program	Affordable Student Transit Pass Program	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ -
12	Disc	Coordination and Service Grants (Paratransit)		\$ 3,042,000	\$ 1,855,000	
13	Named	Telegraph Ave/East 14th/International Blvd Project	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ -
14	Named	Alameda to Fruitvale BART Rapid Bus	\$ 9,000,000	\$ 9,000,000	\$ 1,350,000	\$ 7,650,000
15	Named	Grand/MacArthur BRT	\$ 6,000,000	\$ 97,000	\$ 97,000	\$ 5,903,000
16	Named	College/Broadway Corridor Transit Priority	\$ 10,000,000	\$ 100,000	\$ 100,000	\$ 9,900,000
17	Named	Irvington BART Station	\$ 120,000,000	\$ 19,210,000	\$ 19,210,000	\$ 100,790,000
18	Named	Bay Fair Connector/BART METRO	\$ 100,000,000	\$ 5,585,000	\$ 5,585,000	\$ 94,415,000
19	Named	BART Station Modernization and Capacity Program	\$ 90,000,000	\$ 10,000,000	\$ 10,000,000	\$ 80,000,000
20	Named	BART to Livermore Extension, Phase 1	\$ 400,000,000	\$ -	\$ -	\$ 400,000,000
21	Disc-Cap	Dumbarton Corridor Area Transportation Improvements	\$ 120,000,000	\$ 17,077,000	\$ 17,077,000	\$ 102,923,000
22	Named	Union City Intermodal Station	\$ 75,000,000	\$ 51,000	\$ 51,000	\$ 74,949,000
23	Disc-Cap	Railroad Corridor Right of Way Preservation and Track Improvements	\$ 110,000,000	\$ -	\$ -	\$ 110,000,000
24	Named	Oakland Broadway Corridor Transit	\$ 10,000,000	\$ 4,050,000	\$ 4,050,000	\$ 5,950,000
25	Named	Capitol Corridor Service Expansion	\$ 40,000,000	\$ -	\$ -	\$ 40,000,000
26	Disc-Cap	Congestion Relief, Local Bridge Seismic Safety	\$ 639,000,000	\$ 186,397,000	\$ 178,200,000	\$ 460,800,000
27	Disc-Cap	Countywide Freight Corridors	\$ 161,000,000	\$ 122,026,000	\$ 119,026,000	\$ 41,974,000
29	Named	I-80 Gilman Street Interchange Improvements	\$ 24,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000
30	Named	I-80 Ashby Interchange Improvements	\$ 52,000,000	\$ 9,600,000	\$ 9,600,000	\$ 42,400,000
31	Named	SR-84/I-680 Interchange and SR-84 Widening	\$ 122,000,000	\$ 122,000,000	\$ 122,000,000	\$ -
32	Named	SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ -
33	Named	I-580/I-680 Interchange Improvements	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000
34	Named	I-580 Local Interchange Improvement Program	\$ 28,000,000	\$ 1,380,000	\$ 1,380,000	\$ 26,620,000
35	Named	I-680 HOT/HOV Lane from SR-237 to Alcosta	\$ 60,000,000	\$ 60,000,000	\$ 60,000,000	\$ -
36	Named	I-880 NB HOV/HOT Extension from A Street to Hegenberger	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000
37	Named	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	\$ 75,000,000	\$ 5,000,000	\$ 5,000,000	\$ 70,000,000
38	Named	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	\$ 60,000,000	\$ 5,675,000	\$ 5,675,000	\$ 54,325,000
39	Named	I-880 Industrial Parkway Interchange Improvements	\$ 44,000,000	\$ 5,575,000	\$ 5,575,000	\$ 38,425,000
40	Named	I-880 Local Access and Safety Improvements	\$ 85,000,000	\$ 32,308,000	\$ 32,308,000	\$ 52,692,000
41	Disc	Freight and Economic Development Program		\$ 7,600,000	\$ 7,600,000	
42	Disc-Cap	Gap Closure on Three Major Trails	\$ 264,000,000	\$ 32,133,000	\$ 20,133,000	\$ 243,867,000
44	Disc	Bicycle and Pedestrian Grant Program		\$ 8,198,000	\$ 8,198,000	
45	Disc	Community Investments That Improve Transit Connections to Jobs and Schools		\$ 46,363,000	\$ 45,333,000	
46	Disc	Technology, Innovation & Development Program		\$ 12,300,000	\$ 12,300,000	
Subtotal (Fixed Commitments)			\$ 2,779,000,000	\$ 694,264,000	\$ 663,417,000	\$ 2,115,583,000
Subtotal (Percentage Based)				\$ 101,003,000	\$ 78,086,000	
Subtotal (Fixed + Percentage)				\$ 795,267,000	\$ 741,503,000	

Alameda CTC 2014 Measure BB Program All TEP Commitments and Allocations Summary					
5/28/20					
TEP ID	Type	Title	Total Measure BB Commitment	Total Programmed to Date	Total Amount Allocated To Date
					Total Remaining Commitment Balance (Un-Allocated)
DIRECT LOCAL DISTRIBUTIONS (DLD)					
01	DLD	Transit: Operations, Maintenance and Safety Program - AC Transit		\$ 111,818,704	\$ 111,818,704
02	DLD	Transit: Operations, Maintenance and Safety Program -ACE		\$ 5,947,803	\$ 5,947,803
03	DLD	Transit: Operations, Maintenance and Safety Program -BART		\$ 2,973,902	\$ 2,973,902
04	DLD	Transit: Operations, Maintenance and Safety Program - WETA		\$ 2,973,902	\$ 2,973,902
05	DLD	Transit: Operations, Maintenance and Safety Program -LAVTA		\$ 2,973,902	\$ 2,973,902
06	DLD	Transit: Operations, Maintenance and Safety Program -UC Transit		\$ 1,486,951	\$ 1,486,951
09	DLD	City-based and Locally Mandated Direct Allocations (paratransit)		\$ 17,843,409	\$ 17,843,409
10	DLD	East Bay Paratransit Consortium - AC Transit		\$ 26,765,115	\$ 26,765,115
11	DLD	East Bay Paratransit Consortium - BART		\$ 8,921,705	\$ 8,921,705
28	DLD	Local Streets Maintenance and Safety Program (DLD)		\$ 118,956,068	\$ 118,956,068
43	DLD	Bicycle and Pedestrian Direct Allocations to Cities and County		\$ 17,843,410	\$ 17,843,410
Subtotal (DLD)				\$ 318,504,870	\$ 318,504,870
SUMMARY TOTAL					
Subtotal (Fixed + Percentage)			\$ 3,445,000,000	\$ 795,267,000	\$ 741,503,000
Subtotal (DLD)				\$ 318,504,870	\$ 318,504,870
Total (Fixed+Percentage+DLD)				\$ 1,113,771,870	\$ 1,060,007,870
Notes:					
1. Measure BB Commitments are dollar amounts identified for specifically named projects and discretionary capital programs identified in the 2014 Transportation Expenditure Plan.					
2. Discretionary categories are percentage based of generated program revenues.					
3. Direct Local Distributions allocations shown are actuals from April 1, 2015 through June 30, 2019.					



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