



2026

Comprehensive Investment Plan Update

Fiscal Years 2025/26 to 2029/30



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Alameda County Transportation Commission

2026 COMPREHENSIVE INVESTMENT PLAN UPDATE

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- A. Technical Detail: Current Programming (previously approved on 5/28/26)
- B. Technical Detail: Changes to Current Programming and Allocations
- C. Technical Detail: 2026 CIP Update Five-year Programming Horizon with Allocation Plan
- D. CIP Programming Principles and Guidelines
- E. CIP Policies and Procedures
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EXECUTIVE SUMMARY

The Alameda County Transportation Commission (Alameda CTC) is responsible for programming funding from federal, state, regional, and local fund sources across Alameda County to transportation projects and programs. The Comprehensive Investment Plan (CIP) is Alameda CTC's near-term strategic planning and programming document through which the various discretionary funding sources administered by Alameda CTC are programmed through a consolidated process to maximize investments in transportation infrastructure and program operations needs that are essential for enhancing, developing and maintaining the county's multi-modal transportation system to facilitate safe, efficient and accessible travel for all.

Five fundamental principles guide the CIP process:

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

The CIP brings the agency's long-range, countywide plans into the near term by identifying investments over a five-year programming horizon on a discretionary basis. Projects and programs that demonstrate a nexus to countywide transportation planning efforts and priorities as well as consistency with the goals and objectives established in the Alameda Countywide Transportation Plan (CTP) formulate the eligible candidate pool. Project selection and prioritization for the CIP is based, in part, on the consideration of priorities identified in adopted plans and studies as well as Commission-approved project selection criteria.

Each adopted five-year CIP includes a two-year allocation plan. 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 that Alameda CTC implements directly.

The revenue and expenditure assumptions for each CIP fund source are periodically confirmed and serve as the basis for the financial management of each funding program. Additionally, funding commitments to individual projects identified in the voter-approved transportation expenditure plans are periodically 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.

The CIP document contains programming and allocation guidelines, policies, and procedures that guide

Alameda CTC's CIP investment decisions, programming and allocation processes, and subsequent funding administration activities. Refer to Appendix D, CIP Programming Principles and Guidelines, and Appendix E, Policies and Procedures, for more information about CIP development and implementation processes.

2026 CIP Update and Summary of CIP Investments

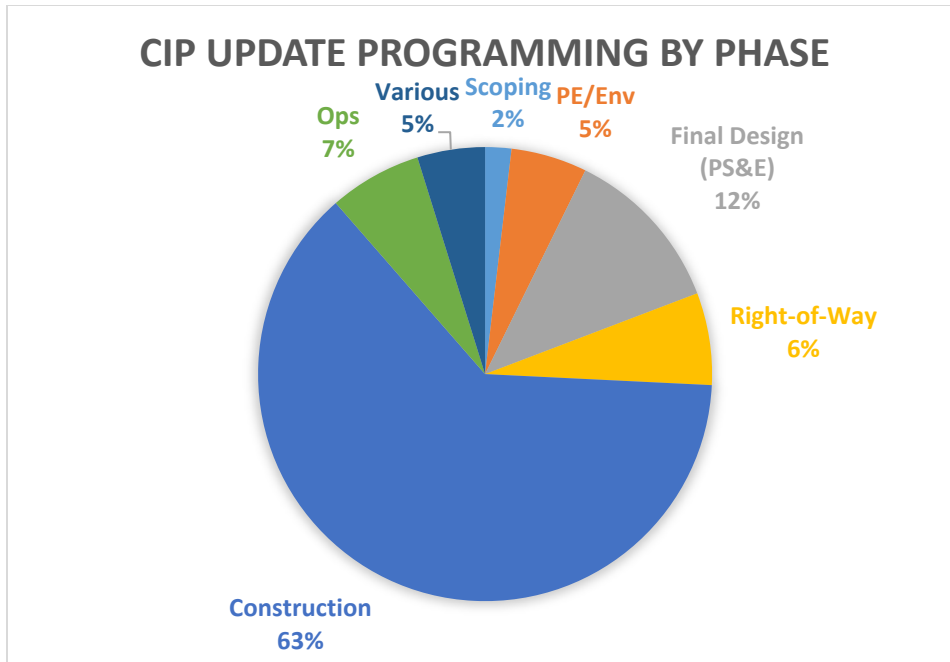
The 2026 CIP Update covers fiscal years (FYs) 2025-26 through 2029-30, with FYs 2025-26 and 2026-27 identified as the two allocation years. The combined total 2026 CIP Update includes \$300.73 million in programming over FYs 2025-26 through 2029-30. Of that total, \$285.87 million is programmed in FYs 2025-26 and 2026-27, within the two-year allocation plan. Refer to Appendix C for the complete 2026 CIP Update project awards sorted by project sponsor, inclusive of past programming and allocations, 2015 - present.

Since 2015, the CIP Update has programmed a total of over \$2.08 billion in discretionary transportation dollars across all Alameda County jurisdictions. The pursuit of equitable funding distribution is a vital objective in the CIP to ensure transportation dollars are programmed to the diverse transportation needs of the county. As detailed in Appendix G, the CIP's Update programming investments by Project Phase, Project Mode, and Planning Area are summarized below.

CIP Update Programming by Project Phase

The CIP Update fundamental programming principles include an investment strategy to target available funding resources for a diverse portfolio of projects and programs in various stages of project development, implementation, and construction. The goal is to strike a balance between investments in project development and construction capital phases that work simultaneously to establish a pipeline of projects moving toward the construction phase, implement projects ready for construction and develop transportation projects to a point of project readiness so that Project Sponsors may apply for and potentially secure competitive federal, state and regional funding sources as they become available.

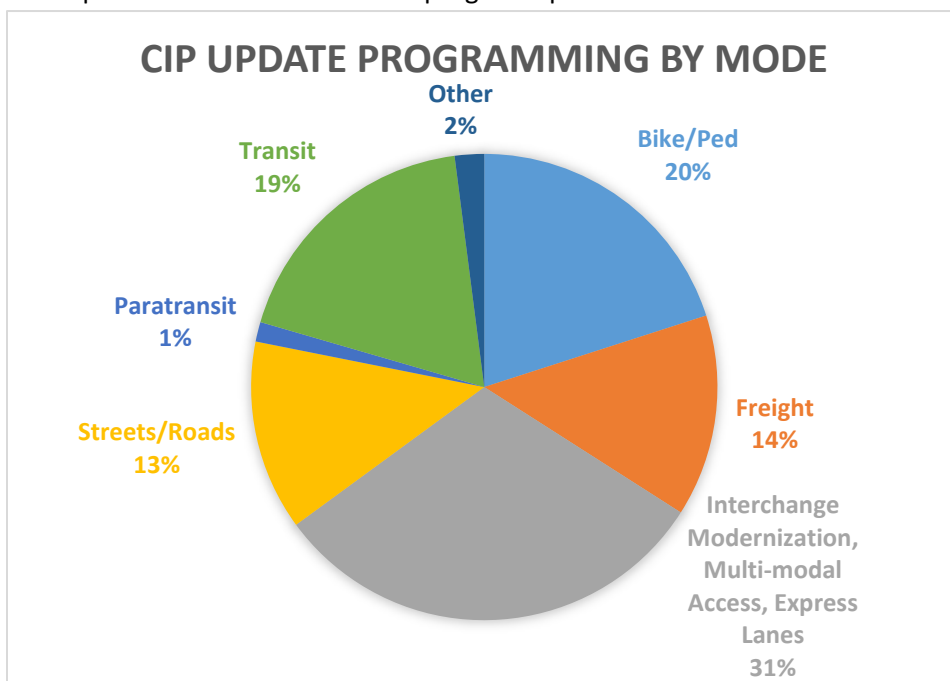
The current CIP Update Programming by Phase includes a range of funding investments progressively increasing in amount from the scoping, preliminary engineering, design, to the construction phases. The majority of CIP Update programming to date is committed to the construction phase.



CIP Update Programming by Project Type/Mode

Alameda County's transportation system is a diverse network of highway infrastructure, freight, local streets and roads, bicycle/pedestrian facilities, transit and paratransit operations that are each connected to provide residents with a complete multimodal network of transportation travel options.

The CIP strives to make investments in all modes of transportation to build and maintain Alameda County's transportation infrastructure and program operations.



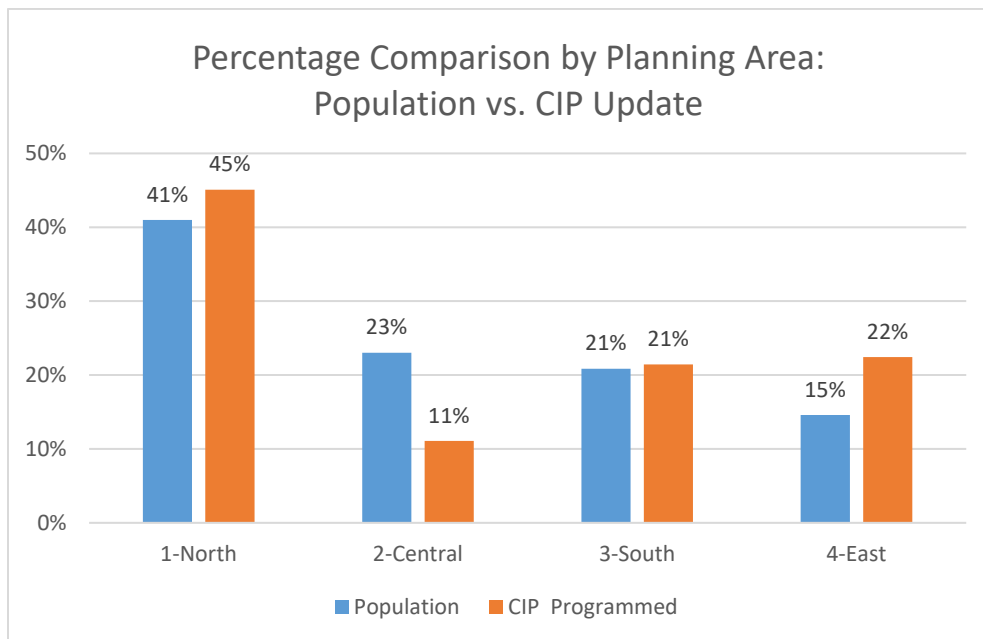
CIP Update Programming by Planning Area

Alameda CTC considers funding equity across the jurisdictions and planning areas during a given CIP programming cycle and over multiple cycles. This requires examining at the time of programming the types of proposed projects, project readiness, and the available fund sources and eligibilities.

Alameda CTC defines the Alameda County planning areas as four main geographic areas (north, central, south, east). Within these planning areas, the population distribution is focused in the more urbanized areas of the County such as in the North planning area.

Planning Area	Population	Percent
1 - North	672,912	41%
2 - Central	387,092	24%
3 - South	342,317	21%
4 - East	239,548	15%
Total	1,641,869	100%

Alameda CTC uses a traditional population share-based methodology where the percentage share of population by planning area is used as a standard point of reference for determining the equitable percentage share of funding. Although population share may be a consideration in CIP programming, as described in Sections 6 and 7, Programming Principles and Guidelines and Project Selection Methodology, at the time of programming each CIP cycle, other factors such as programming priorities and criteria, funding eligibilities, project types and readiness, are factors that affect the overall level of investment by planning area, within each CIP cycle as well as cumulatively over time. To date, the total CIP programming investment by planning area, is +/- 12 percent relative to the population share of a planning area.



SECTION 1: INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) is responsible for 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 local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), the Transportation Fund for Clean Air (TFCA) Program, State Transportation Improvement Program (STIP), and federal One Bay Area Grant (OBAG) Program. Since 2016, Alameda CTC has consolidated the programming and allocation of the fund 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 allocation recommendations, in any given CIP cycle, demonstrate Alameda CTC's commitment to invest in projects and programs that maintain and enhance the countywide transportation system, based on current Commission 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.

The CIP is updated annually to capture programming and allocations made since the last CIP approval, and to document programming and allocation adjustments including new programming requests, proposed adjustments by Project Sponsors, and technical adjustments as required by the CIP and funding administration policies.

The CIP document structure includes:

- 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

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 allow 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 the public reporting requirements for these funding programs.

- 3. Establish a consolidated programming and allocation plan.**

The CIP is a decision-making programming document 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 fund investments 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 that Alameda CTC implements directly.

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.

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 in projects that 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

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

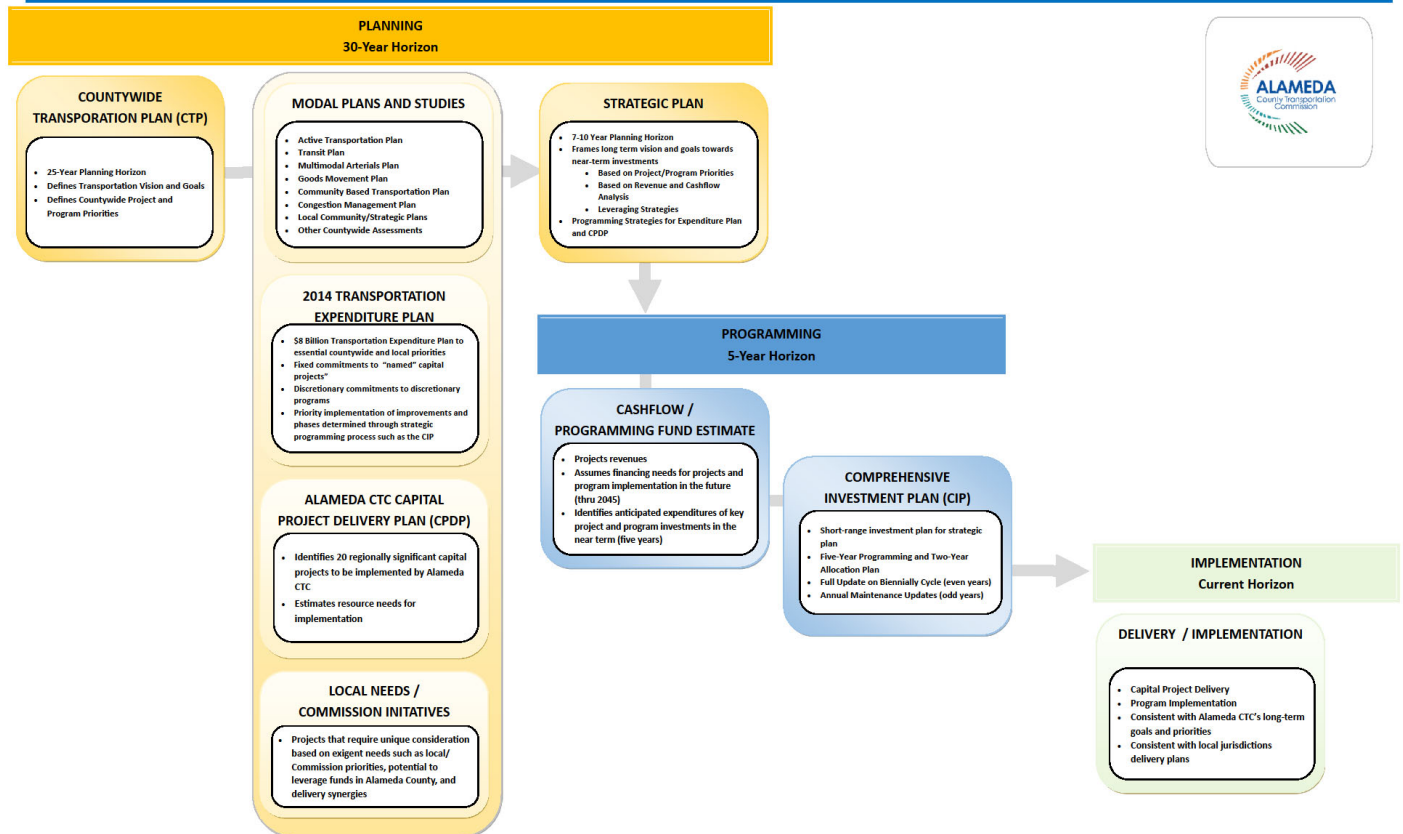
To be considered eligible to receive programming and allocation of Alameda CTC Administered Funds, candidate projects are required to have a direct nexus to Alameda CTC's CTP, Alameda CTC's multimodal plans (Transit, Goods Movement, and Arterials), and other local planning efforts. This ensures candidate projects are consistent in coordination with local, countywide, and regional transportation priorities. Development of these planning documents also satisfies the public outreach requirements of certain regional, state, and federal 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, policies 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 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 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 several transportation fund sources at the county level and has 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 following fund sources grouped according to federal, state, regional, and local funding categories.

Federal Program	
Fund Source	Description
Surface Transportation Program	As Alameda County's congestion management agency (CMA), Alameda CTC 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 federal funding for surface transportation from which Alameda CTC receives federal monies. The Metropolitan Transportation Commission (MTC) approves programming of STP funding for the nine-county Bay Area based on input by the CMA for each of the nine counties.
Congestion Mitigation and 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 and Air Quality Program (CMAQ) in the same fashion as for STP funding. The CMAQ is provided through funding from the reauthorization of federal funding for surface transportation by which Alameda CTC receives federal monies. CMAQ funds are used on projects that will provide an air quality benefit. MTC approves programming of 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 (STA) is the state's flexible transit funding program which may be used for capital or operating purposes. The 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, 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, STA County Block Grant for 70 percent of the STA population-based funds received by MTC, with the remaining 30 percent directed toward 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). 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	As the CMA, Alameda CTC is responsible for soliciting and prioritizing projects to receive the Alameda County share of the State Transportation Improvement Program (STIP). The CMA recommends programming for each "county share" of the Regional Improvement Program (RIP) portion of the STIP (i.e., Alameda CTC recommends programming for Alameda County). The California Transportation Commission (CTC) updates the STIP 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 to each STIP cycle. Most STIP programming capacity is added in the two new, outer fiscal years of the STIP programming horizon. 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 (Air District) 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 the Air District distributes at regional and county levels. The Air District programs 60 percent of the funding at the regional level and allocates annually the

State and Regional Programs	
	remaining 40 percent for programming and allocation by the designated County Program Manager (CPM) for each county. Alameda CTC is the TFCA CPM for Alameda County. For Alameda County's TFCA program, a county-level funding distribution formula directs 70 percent of the funds to the cities and the County and reserves 30 percent for 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 a few 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 expected.
2000 Measure B	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 expenditures of the 2000 Measure B funds. The collection of 2000 Measure B funds began on April 1, 2002 and continued 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: Direct Local Distributions: 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: • Mass Transit Operations (21.22 percent) • Local Streets Maintenance and Safety (22.34 percent) • Bicycle and Pedestrian Safety (3.75 percent) • Special Transportation for Seniors and People with Disabilities (9.02 percent) Discretionary Programs: The 2000 TEP includes commitments to the following discretionary programs 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: • Express Bus Service Countywide (0.7 percent) • Bicycle and Pedestrian Safety (1.25 percent) • Special Transportation for Seniors and People with Disabilities - Coordination and Gaps in Service Grants (1.43 percent) • Transit Center Development Funds (0.19 percent) Capital Projects: 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 agreements between Alameda CTC and recipient agency, or for eligible project costs incurred directly by Alameda CTC.

Local Programs	
2010 Vehicle Registration Fee	Alameda County voters approved the Alameda County Vehicle Registration Fee (VRF) Program in 2010. Funds made available by VRF are distributed as follows: Direct Local Distributions: The DLD portion of VRF funding is distributed as follows: • Local Road Improvement and Repair Program (60 percent) • Local Transportation Technology (10 percent) – On January 23, 2014, 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 Alameda CTC. Discretionary Programs: A portion of VRF funding is distributed for the following grant sub-programs on a reimbursement basis: • Transit for Congestion Relief (25 percent) • Pedestrian and Bicyclist Access and Safety Program (5 percent)
2014 Measure BB	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 authorized from April 1, 2022 through March 31, 2045. The 2014 Measure BB funds are allocated as follows: Direct Local Distributions: The 2014 Measure BB DLD funds are distributed directly to local jurisdictions and transit operators as 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: • Transit Operations, Maintenance, and Safety Program (21.55 percent) • Local Streets Maintenance and Safety (20 percent) • Bicycle and Pedestrian Infrastructure and Safety (3 percent) • Affordable Transit for Seniors and People with Disabilities (9 percent) Discretionary Programs: The 2014 TEP includes commitments to the following discretionary programs 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: • Affordable Student Transit Pass Program (\$15 million) • Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants (1 percent) • Bicycle and Pedestrian Program (2 percent) • Community Investments That Improve Transit Connections to Jobs and Schools (4 percent) • Congestion Relief, Local Bridge Seismic Safety (\$639 million) • Freight and Economic Development Program (1 percent) • Technology, Innovation and Development Program (1 percent) • Transit Innovation Program (2.24 percent) Capital Projects: 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 capital projects on a reimbursement basis in accordance with funding agreements between Alameda CTC and the recipient agency, or for eligible project costs incurred directly by Alameda CTC.

Local Programs	
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 to be exchanged with state and federal funds. In many cases, these exchanges allow local funding to be made available earlier, on a more dependable timeline, than the original state and federal funds. 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 consistent with the latest adopted Regional Transportation Plan and Alameda CTC's Countywide Transportation Plan (CTP).
2. Projects must demonstrate a public benefit toward 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 ultimately recommended by Alameda CTC.
5. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF must be consistent with the 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 project phase(s). The expected outcome of the total project, or of implementing any project phase 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, and schedule.
- Description of benefits to determine the expected outcome 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

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

2. Balancing strategic investments across project delivery phases

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 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
- Plans, Specifications & Estimates/Final Design
- Right-of-Way Acquisition and Engineering
- Construction Capital and Support
- Equipment/Rolling Stock Acquisition
- Operations (including Safe Routes to School, paratransit programs, transit-related operations)
- Post-Construction Activities
- Project Closeout

The CIP also contains 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.

3. 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.

4. **Investing 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 window. Alameda CTC will use the CIP to monitor geographic equity and modal equity investments over time.

5. **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 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.

CIP Programming Principles and Guidelines

Programming and allocations decisions shall be based on CIP Programming Principles and Guidelines in Appendix D. 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, and 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 toward 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.

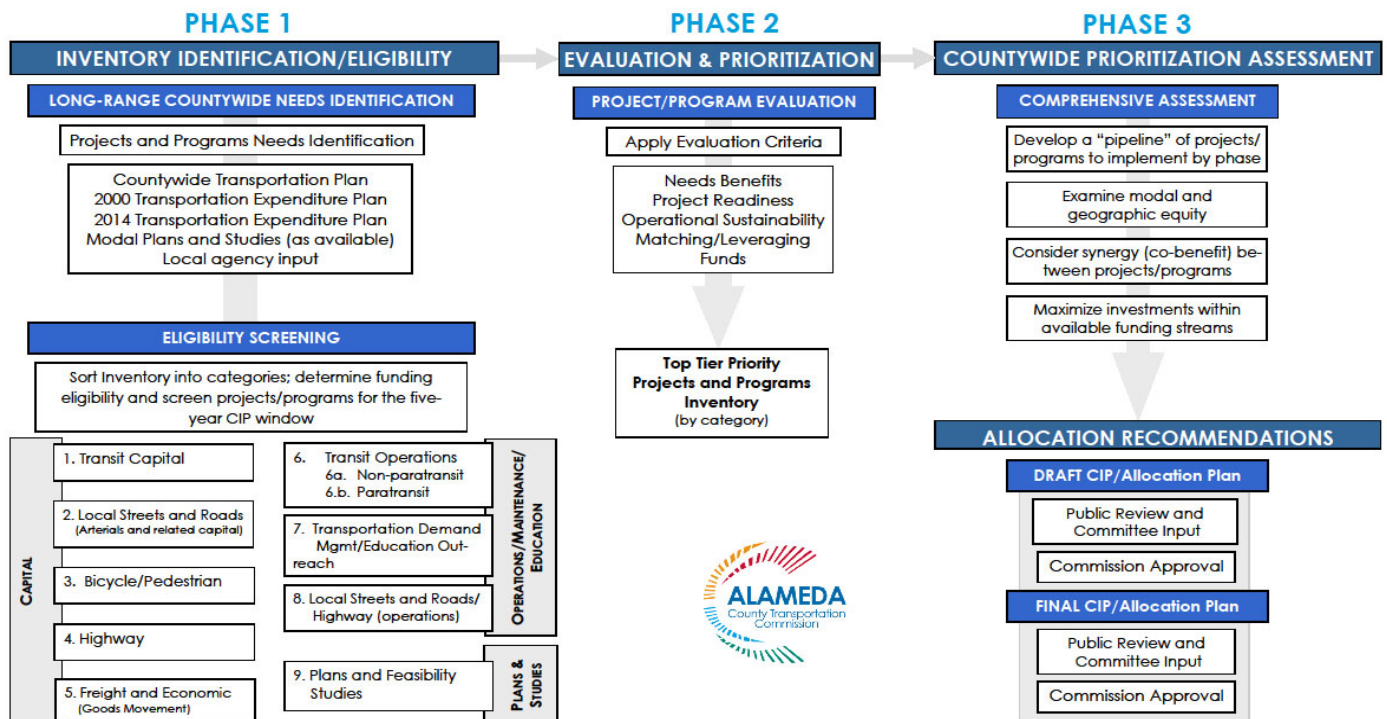
The CIP programming principles are not intended to replace existing programming requirements of individual fund sources. Instead, the principles are intended to inform the uniform consolidation of historically separate programming practices, where applicable, to more effectively coordinate funding toward 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 Appendix D.

SECTION 7: PROJECT SELECTION METHODOLOGY

The project selection methodology for the CIP is based on a three-step/phased approach as described and illustrated in the CIP Project Selection Methodology Diagram (next page).

Comprehensive Investment Plan Project Selection Methodology



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 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 projects to gather updated project information and 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 in Appendix D provide a summary of the categories and sample project types included in the CIP.

The goal of Alameda CTC's funding recommendations is to fund a project 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, and to achieve countywide goals and priorities. Alameda CTC will perform a systematic examination across all 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 leverage local funds. Programming recommendations will be constrained by the total available programming within the five-year CIP window and by fund source project eligibility.

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 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 agency coordination among internal and external agencies is demonstrated, as applicable.

2. Needs and Benefits Criteria

The need for the project is clearly defined and demonstrate how the transportation improvement will benefit intended users as follows: The project will increase connectivity, improve access, and support well-maintained transportation facilities/equipment (as applicable); it will promote innovation and a multimodal system; it will improve safety, support a clean environment, and strengthen 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, the project meets 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

The funding investments are programmed in the CIP considering the overall project cost/funding picture and expected outcomes. The baseline for cost sharing is typically the proportional share of Alameda CTC Administered 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 for the 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 fund 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**

Requests 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 start 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 that directly benefit from the expected outcomes of 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, these 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 that are Measure B/Measure BB/VRF 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 the funding agreement, but staff costs will not be considered reimbursable costs unless the Project Sponsor is performing direct activities related to the delivery of the project phase.

Refer to the Local Cooperation Policy in Appendix E.

SECTION 9: FUND MANAGEMENT AND CIP ADMINISTRATION

Alameda CTC is responsible for managing and administering 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.

Alameda CTC Administered Funds 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 project's ability to be delivered. The specifics related to restrictions of use, or timing of reimbursements for allocated funds shall be addressed in the applicable funding agreement(s).

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

CIP Administration

The CIP is updated periodically, as needed, to assess programming and allocation adjustments that reflect project changes resulting from schedule modifications, changes in priorities, new policies, regulations or laws, and funding adjustments. The Alameda CTC 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, if 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, 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 biennial update occurs in odd numbered fiscal years and represents a shift of the programming window to add the next two fiscal years.

Biennial CIP updates will include reviewing 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 action made off-cycle from 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

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 Appendix E, CIP Policies and Procedures.

Generally, Alameda CTC allocates the funding for which it has allocation authority based on request for allocation 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.

A 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 project completion. 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 60 days prior to the regularly scheduled Alameda CTC Commission meeting at which the request will be considered for approval. In some cases, an allocation is requested to fund project activities that will be performed by an implementing agency other than the sponsor. In such cases, the request for an allocation package should be prepared by the

implementing agency and submitted to Alameda CTC by the Project Sponsor.

Alameda CTC has allocation authority for the following fund 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) County Program Manager
- CMA Transportation Improvement Program (CMATIP)

Alameda CTC allocates funds 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

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 project implementation can be identified. The Project Sponsor shall submit in writing requests for such advances or exchanges, which shall include, at minimum:

1. Project status and current implementation plan.
2. Project delivery strategy with the funding advance 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 the Alameda CTC funds proposed to be advanced.
5. Intended use of the funds freed up by the requested advance or exchange.

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: DEBT FINANCING FOR THE MEASURE BB CAPITAL PROGRAM

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 that Alameda CTC administers. Alameda CTC confirms the priorities for the expenditure commitments through programming and allocations in the CIP.

While the cumulative committed expenditures remain less than the cumulative revenues, Alameda CTC can 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 committed funds available when needed for project implementation.

When external financing is necessary, the financing mechanism will be determined by the timing of the funding need, current financial markets, and type of expenditure to be financed, as some financing mechanisms restrict 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 approval, so staff consistently updates cashflow schedules based on the changing needs of the projects and programs in the 2000 TEP and 2014 TEP.

Once funding agreements and contracts for funds allocated in the CIP are executed, Alameda CTC will have encumbered more Measure BB capital funds than can be provided to the projects on a pay-as-you-go basis. Completed financial analysis showed the Measure BB capital program cash balance, without any external financing mechanism, would go negative in the near term. The amounts encumbered in funding agreements and contracts will not be expended immediately. The encumbrances for larger projects can take years to be fully expended; however, with encumbrances in place, financial management of the capital program must be diligent. The timing of the anticipated expenditures has a significant effect on financing options and costs. Completed financial analysis indicated that debt financing from an external source was required to provide Measure BB funding to the capital projects funded in this CIP.

Based on the volume and timing of funding needs in the Measure BB capital program, the external financing mechanism for the Measure BB capital program is the issuance of bonds in the capital markets. The process for issuing bonds secured by the sales tax is prescribed by the California Public Utilities Code (PUC) and

expanded on in guidelines prepared by the California Debt and Investment Advisory Commission. The required process includes Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds, at a minimum, must address the following (from the PUC):

- The purposes for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to, or connected with, the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.
- The estimated cost of accomplishing those purposes.
- The amount of the principal of the indebtedness.
- The maximum term the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.
- The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.
- The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).
- The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all or any part of the principal becomes due and payable.

The process for issuing bonds involves selecting a financing team including a financial advisor, an underwriter (one or more), bond counsel, and often disclosure counsel, to help determine the bond structure and other specifics related to the bond issuance required to develop the bond package, market the bonds, sell the bonds, and secure the proceeds. Once the bonds are issued, Alameda CTC will be responsible for bond compliance, monitoring and tracking expenditures, and investment and accounting for bond proceeds.

Alameda CTC's policy is to fund capital project costs on a pay-as-you-go basis for as long as reasonably possible prior to issuing bonds, which helps to minimize financing costs. Based on past cash flow projections, the Measure BB capital program required financing in FY2022-23 to continue to be able to provide funding to Measure BB projects at the time they are needed to pay expenditures incurred on projects through 2032.

Thereafter, available sales tax revenues from Measure BB are anticipated to be sufficient to meet capital project cost and debt service needs. Debt financing effectively makes future revenues available sooner to pay for project expenditures as they are incurred. Cash flow projections support the financial analysis and cash management efforts related to determining that a bond issuance is the best method of debt financing suited to Alameda CTC's needs and allows the agency to fulfill commitments to the Measure BB capital program. The focus of the financial analysis and Alameda CTC's management team is to provide funding for Measure BB commitments to capital projects at the time the funding is needed to reimburse eligible project expenditures as they are incurred. Once a debt issuance is in place, Alameda CTC must prioritize debt service obligations when fluctuations to the timing of Measure BB funding needs on projects develop.

With borrowing needs spread over more than a 10-year period, Alameda CTC's Commission approved a strategy to address this need which includes issuing bonds every few years within a 10-year window to meet Measure BB capital project funding needs. This strategy of periodic bond issuances is in line with requirements to spend down bond proceeds within three years of each issuance, which will allow Alameda CTC to have some certainty on the availability of funding to meet the demands of the Measure BB capital program as projects move through the process into the construction phase. Bonds are expected to be sold as tax-exempt, fixed-rate bonds with a 10-year call feature, allowing Alameda CTC to refund and redeem the bonds at par on and after the 10-year call date to provide flexibility to the strategy and the Measure BB program. The final maturity of bonds issued will be in 2045, the final year of Measure BB sales tax collections.

With the inaugural issuance of Measure BB bonds completed, the bond proceeds will fund Measure BB capital expenditures on a program-wide basis. Within the capital program, the projects with the largest draw on funds over the next few years, and the primary need for financing, include the State Route 84 ("SR-84") Interstate 680 ("I-680") Interchange Improvements and SR-84 Widening Project, 7th Street Grade Separation East Project, Interstate 80 ("I-80")/Gilman Street Interchange Improvements Project (Phase 1 and 2), and I-680 Express Lane Southbound Gap Closure (SR-84 to Alcosta Blvd) Project. These projects and allocated funding are included in this CIP as required by the agency's adopted debt policy.

SECTION 13: PROJECT DELIVERY RESPONSIBILITIES

The implementation of projects in the CIP begins once Alameda CTC approves the project funding. The Project Sponsor is the agency that takes overall responsibility for

project delivery, advocacy, and reporting for the project, regardless of whether it is 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 co-sponsor and as implementing agency for phases of several projects and programs. As an 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 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 projects during and after implementation and 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. 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 Alameda CTC makes available to the public.

Timely and accurate reporting is essential for early identification of potential project or program issues and 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 approved funding in the CIP will be summarized as current programming in the next CIP update cycle.

SECTION 14: PROJECT FUNDING AGREEMENTS

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 project implementation. 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 a funding agreement to Alameda CTC to receive funds allocated by Alameda CTC. Requests for funding agreements must be in accordance with the Timely Use of Fund Policy cited in Appendix E, CIP Policies and Procedures.

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

SECTION 15: PROJECTS REIMBURSEMENT PROCEDURES

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 RFR packages generally include the following.

- 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 (Alameda CTC-funded and non-Alameda CTC funded costs).

Alameda CTC approves RFRs with sufficient supporting documentation of costs incurred, based on the availability of funds. Eligible costs for reimbursements are further described in the Eligible Cost for Reimbursement Policy cited in the Appendix E, CIP Policies and Procedures.

SECTION 16: ALAMEDA CTC LOCAL BUSINESS CONTRACT EQUITY PROGRAM REQUIREMENTS

All locally funded contracts approved by a 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 (SLBE), and Very Small Local Business Enterprise (VSLBE) participation with all reimbursement requests submitted for contract costs partially or wholly funded by Alameda CTC, whether or not the contract requires LBE, SLBE, and/or VSLBE participation.

Project Sponsors receiving Measure B, Measure BB, and/or Vehicle Registration Fee funds through the programming and allocation process must follow the LBCE Program requirements and may be requested to document their procurement processes to verify program compliance. Non-compliant Project Sponsors may have funds subject to rescission or marked as ineligible for reimbursement at Alameda CTC's discretion.

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

SECTION 17: PROJECT CLOSEOUT

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 is not yet complete when the Alameda CTC-administered funding is fully expended, the Project Sponsor shall notify Alameda CTC in writing when the expenditure of the funding is complete and 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 operation 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

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 30-year planning horizon. As projects are implemented through CIP programming, Project Sponsors are required to report back to Alameda CTC on the outcomes of the implemented projects and provide feedback on planning and investment decisions.

Project Reporting

The CIP requires that each project includes performance monitoring goals/metrics to gather project-specific performance indicators. The funding agreement will include all monitoring and reporting requirements to capture the benefits and expected outcomes of Alameda CTC's investments. The reporting requirements include the following:

1. 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.

2. Corrective Plans

Once a funding agreement is executed, Project Sponsors are required to report changes to the project scope, schedule, cost, and funding for the Commission's consideration as soon as the Project Sponsor identifies required changes. Reports of changes such as budget increases, schedule delays, and other factors that may impede 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.

3. 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 expenditures of all identified fund sources in the funding plan, and any performance

outcomes 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 the project's progress and inform Alameda CTC if there are significant changes in project or program development, implementation schedule, or budget. The Project Sponsor's delivery record may be considered in future programming cycles or when the Project Sponsor requests additional funding. 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 project performance monitoring efforts through individual project or comprehensive program updates to the Commission. This is intended to provide feedback on Alameda CTC's investments, including how the projects benefit the transportation system.

Prepared by Sabrina DeAraujo.

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2026 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															
Currently Approved Programming and Allocations (2026 CIP Update, approved 5/28/26)									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	Ops	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	Ops	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	Ops	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	Ops	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	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)	2-Central	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
00379	AC Transit	Quick Builds	1-North	OBAG	STP/CMAQ	Transit	CON	954	954						954
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	OBAG	STP/CMAQ	Transit	CON	300	300						300
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375	375						375
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	283	283						283
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	221	221						221
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	CON	1,144	1,144						1,144
00421	AC Transit	Fruitvale Corridor	1-North	OBAG	STP/CMAQ	Transit	CON	2,000	2,000						2,000
00446	AC Transit	High-Priority Bus Stop Improvements Project	Multiple	2010 VRF	Disc-Transit	Transit	CON	1,800	1,800						1,800
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	MB-T2	Paratransit	Ops	673	673						673
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	Disc-PT	Paratransit	Ops	59	59						59
00460	AC Transit	Purchase of 10 Zero-emission Buses	Multiple	STIP	RIP	Transit	CON	13,125	13,125						13,125
00497	AC Transit	The East Oakland Facility Battery Electric Bus Infrastructure Project	Multiple	2010 VRF	Disc-Tech	Transit	CON	2,000		2,000					2,000
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505

Alameda CTC Comprehensive Investment Plan Current Programming Currently Approved Programming and Allocations (2026 CIP Update, approved 5/28/26)								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 FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
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	OBAG	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	OBAG	LSR	LSR	CON	827	827						827
00198	Alameda	Clement Avenue Complete Street	1-North	OBAG	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	OBAG	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						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
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,447	1,447						1,447
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192	192						192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00418	Alameda	Citywide High-priority Roundabouts	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	2,325	2,325						2,325
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	2010 VRF	Disc-Transit	Transit	Ops	601	425	176					601
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	TFCA	Prog Mgr	Transit	Ops	399	200	199					399
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	2010 VRF	Disc-Transit	Transit	Ops	534			267	267			267
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	TFCA	FYE26	Transit	Ops	196			98	98			98
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	162	162						162
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	405	405						405
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	166		166					166

Alameda CTC Comprehensive Investment Plan Current Programming Currently Approved Programming and Allocations (2026 CIP Update, approved 5/28/26)								Programming and Allocations (\$ x 1,000)							
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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2014 MBB	TEP-45	Bike/Ped	CON	371		371					371
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,463		1,463					1,463
00484	Alameda	Willie Stargell Ave Safety and Transit Improvements	1-North	2010 VRF	Disc-Transit	Bike/Ped	Env	200		200					200
00484	Alameda	Willie Stargell Ave Safety and Transit Improvements	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	600		600					600
00496	Alameda	Doolittle Drive/State Route 61 & Bay Farm Island FEMA BRIC Match	1-North	2014 MBB	TEP-42	Bike/Ped	CON	937					937		
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	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-TC	Transit	Planning / Scoping	87	87						87
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,194	7,194						7,194
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	OBAG	STP/CMAQ	LSR	CON	9,300	9,300						9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	OBAG	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	OBAG	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
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	11	11						11
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136	136						136
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	2,000	2,000						2,000
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950	1,950						1,950
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852	1,852						1,852
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98	98						98
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	4,950	4,950						4,950
00429	Alameda County	Upper San Lorenzo Creekway	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	9,621	9,621						9,621
00465	Alameda County	East Bay Greenway Multimodal (Phase 1): Bayfair to 162nd Ave (County Segment)	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,500	1,500						1,500
00467	Alameda County	Bicycle and Pedestrian Improvements on Norbridge Avenue to Castro Valley BART Station	4-East	TFCA	FYE25	Bike/Ped	CON	87	87						87
00492	Alameda County	Sustainable Mobility Improvements on Heyer Avenue	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	2,000		2,000					2,000
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Ops	8	8						8

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	Ops	109	109						109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	Ops	10,260	10,260						10,260
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	4,182	4,182						4,182
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	7,200	7,200						7,200
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841	841						841
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	353	353						353
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	4,201	4,201						4,201
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	3,484	3,484						3,484
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	10,231	10,231						10,231
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	CCR	HWY	CON	3,581	3,581						3,581
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	TFCA	Prog Mgr	HWY	CON	364	364						364
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	12	12						12
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	5,838	5,838						5,838
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	13,219	13,219						13,219
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50	50						50
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	1,731	1,731						1,731
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	10,724	10,724						10,724
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	30,688	30,688						30,688
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	78,857	78,857						78,857
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	854	854						854
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	8,600						8,600
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	1	1						1
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	2,792	2,792						2,792
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	ROW	1,229	1,229						1,229
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	1,767	1,767						1,767

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	275	275						275
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	10,425	10,425						10,425
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50	50						50
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	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	2-Central	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	1,215	1,215						1,215
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	8,136	8,136						8,136
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	13,264	13,264						13,264
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	535	535						535
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	18,550	18,550						18,550
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	Ops	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	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	170	170						170
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80
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	5,336	5,336						5,336
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	5,154	5,154						5,154
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	300	300						300
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	PE/Env	525		525					525
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	7,960	7,960						7,960
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	Final Design (PS&E)	750	750						750
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,100		1,100					1,100
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	2,000	2,000						2,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	CON	2,586	2,586						2,586

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	30,000	30,000						30,000
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	7,105	7,105						7,105
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	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	PE/Env	5,500	5,500						5,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	12,348	12,348						12,348
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	27,181	27,181						27,181
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	51,646	51,646						51,646
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	41,441	41,441						41,441
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	25,500						25,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	CCR	Freight	CON	479	479						479
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800	3,800						3,800
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	4,700	4,700						4,700
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	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	Ops	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Ops	210	210						210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Ops	270	270						270
00176	Alameda CTC	Countywide SR25 Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	Ops	100	100						100
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TC	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	Ops	3,313	2,894		419				3,313
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	Ops	1,403	1,403						1,403
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	Ops	1,789	1,789						1,789
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2014 MBB	TEP-44	Bike/Ped	Ops	1,838	1,838						1,838
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	OBAG	STP/CMAQ	Bike/Ped	Ops	17,875	17,875						17,875
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	Ops	360				360			

Alameda CTC Comprehensive Investment Plan Current Programming Currently Approved Programming and Allocations (2026 CIP Update, approved 5/28/26)								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 FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	725	725						725
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	4,021	4,021						4,021
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,757	22,757						22,757
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793	5,793						5,793
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	886	886						886
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	402	402						402
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,598	16,598						16,598
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	172	172						172
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	368	368						368
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	1,290	1,290						1,290
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,542	5,542						5,542
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	12,258	12,258						12,258
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	1,087	1,087						1,087
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	CON	53,558	53,558						53,558
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-40	HWY	CON	22,500	22,500						22,500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-26	HWY	CON								
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	FYE25	Bike/Ped	CON	311	311						311
00287	Alameda CTC	Oakland Alameda Access Project	1-North	CMA-TIP	Other	HWY	CON	2,500	2,500						2,500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	23,524	23,524						23,524
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	2,204	2,204						2,204
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	3,208	3,208						3,208
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	5,696	5,696						5,696
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	3,830		3,830					3,830
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	1,675	1,675						1,675
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	CON								
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	Ops	31,500	31,500						31,500
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800

Alameda CTC Comprehensive Investment Plan Current Programming Currently Approved Programming and Allocations (2026 CIP Update, approved 5/28/26)								Programming and Allocations (\$ x 1,000)							
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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	2,190	2,190						2,190
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	160	160						160
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	1,500	1,500						1,500
00408	Alameda CTC	CTA Planning & Programming	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	354	354						354
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000	10,000						10,000
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400	400						400
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)								
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600	5,600						5,600
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2014 MBB	TEP-26	HWY	CON								
00445	Alameda CTC	Countywide Planning Activities	Multiple	OBAG	STP/CMAQ	Bike/Ped	Ops	2,600	2,600						2,600
00447	Alameda CTC	Toll System Arbitration Support	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	250	250						250
00451	Alameda CTC	Paratransit Needs Assessment	Multiple	2000 MB	Disc-PT	Paratransit	Ops	300	300						300
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	Planning / Scoping	1,100	1,100						1,100
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,400	3,400						3,400
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	OBAG	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741	741						741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85	85						85
00483	Albany	Cleveland Avenue Bikeway Project	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	515			515				515
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	Ops	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	Ops	123	123						123
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	Ops	250	250						250
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

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	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	17,650						17,650
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00416	BART	Lake Merritt TOD	1-North	2010 VRF	Disc-Transit	Transit	CON	1,030	1,030						1,030
00416	BART	Lake Merritt TOD	1-North	2014 MBB	TEP-45	Transit	CON	6,800	6,800						6,800
00419	BART	West Oakland BART TOD & Station Modernization	1-North	2014 MBB	TEP-45	Transit	CON	8,283	8,283						8,283
00419	BART	West Oakland BART TOD & Station Modernization	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00449	BART	Next Generation Fare Gates	Multiple	2014 MBB	TEP-19	Transit	CON	19,570	19,570						19,570
00450	BART	Core Capacity Rail Car	Multiple	2014 MBB	TEP-18	Transit	CON	35,350	35,350						35,350
00498	BART	North Berkeley TOD Access Road	1-North	2010 VRF	Disc-Transit	Transit	CON	2,000			2,000				2,000
00427	BATA	West Oakland Link	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	4,200		4,200					4,200
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	94	94						94
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	60	60						60
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	25	25						25
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	29	29						29
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	266	266						266
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	202	202						202
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	OBAG	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	OBAG	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	49	49						49
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22	22						22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TC	Transit	Planning / Scoping	110	110						110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TC	Transit	PE/Env	180	180						180
00392	Berkeley	Telegraph Multimodal Corridor Project - PS&E	1-North	2014 MBB	TEP-44	Bike/Ped	PS&E	505		505					505

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	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00392	Berkeley	Telegraph Multimodal Corridor Project - PS&E	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	506		506					506
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61	61						61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153	153						153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057	1,057						1,057
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	3,290	3,290						3,290
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	1,849	1,849						1,849
00440	Berkeley	Adeline Corridor Project at Ashby BART Station	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	600	600						600
00440	Berkeley	Adeline Street Transportation Improvements Project - PS&E	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	949			949				949
00440	Berkeley	Adeline Street Transportation Improvements Project - PS&E	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	598			598				598
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	Ops	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	Ops	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	Ops	958	958						958
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	MB-T2	Paratransit	Ops	1,180	1,180						1,180
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	Ops	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	Ops	500	500						500
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	Ops	939	939						939
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	MB-T2	Paratransit	Ops	1,250	1,250						1,250
00455	CityServe	Ride Care	Multiple	2000 MB	Disc-PT	Paratransit	Ops	1,000	1,000						1,000
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	Ops	189	189						189
00457	CRIL	Door Through Door and Travel Training	2-Central	2000 MB	Disc-PT	Paratransit	Ops	1,067	1,067						1,067
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	Ops	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	Ops	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	Ops	194	194						194
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	388	388						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

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
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	OBAG	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	80	80						80
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94	94						94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	110	110						110
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	390	390						390
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TC	Bike/Ped	Final Design (PS&E)	41	41						41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226	226						226
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	2014 MBB	TEP-44	Bike/Ped	CON	872	872						872
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	TFCA	Prog Mgr	Bike/Ped	CON	128	128						128
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	2014 MBB	TEP-42	Bike/Ped	CON	7,910	7,910						7,910
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	TFCA	Prog Mgr	Bike/Ped	CON	495	495						495
00461	Dublin	Village Parkway Complete Streets Improvements	4-East	STIP	RIP	Bike/Ped	CON	9,150	9,150						9,150
00485	Dublin	San Ramon Road and Amador Valley Boulevard Intersection Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	1,053		1,053					1,053
00485	Dublin	San Ramon Road and Amador Valley Boulevard Intersection Improvements Project	4-East	2010 VRF	Disc-Tech	Bike/Ped	CON	803		803					803
00490	Dublin	Village Parkway and Amador Valley Boulevard Intersection Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	1,215				1,215			
00490	Dublin	Village Parkway and Amador Valley Boulevard Intersection Improvements Project	4-East	2010 VRF	Disc-Tech	Bike/Ped	CON	285				285			
00500	Dublin	Fiber Optic Cable Installation on Dublin Boulevard Project	4-East	2010 VRF	Disc-Tech	Technology	CON	1,854		1,854					1,854
00414	EBCE	Ride Electric Program	Multiple	2014 MBB	TEP-46	Bike/Ped	Ops	4,000	4,000						4,000
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	2,369	2,369						2,369
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	925		925					925

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
Current Programming															
Currently Approved Programming and Allocations (2026 CIP Update, approved 5/28/26)									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	FYE26	Bike/Ped	CON	175		175					175
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	Ops	296	296						296
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	Ops	747	747						747
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	MB-T2	Paratransit	Ops	956	956						956
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	Ops	944	944						944
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2000 MB	MB-T2	Paratransit	Ops	1,212	1,212						1,212
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	Ops	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	Ops	2,500	2,500						2,500
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	Ops	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
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	Ops	132	132						132
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	600	600						600
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	1,400	1,400						1,400
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	Ops	2,000	1,500	500					2,000
00411	Emeryville	Emeryville Transportation Investments	1-North	2014 MBB	TEP-45	Transit	Planning / Scoping	225	225						225
00417	Emeryville	40th Multimodal Improvements project	1-North	2010 VRF	Disc-Transit	Transit	CON	8,204	8,204						8,204
00417	Emeryville	40th Multimodal Improvements project	1-North	TFCA	Prog Mgr	Transit	CON	172	172						172
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	2010 VRF	Disc-Transit	Transit	Ops	251			125	126			125
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	TFCA	FYE26	Transit	Ops	749			375	374			375
00423	Emeryville	Emery Go-Round Operating Expenses (FY2029 & FY2030)	1-North	2010 VRF	Disc-Transit	Transit	Ops	1,000					500	500	
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	37	37						37
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	CON	317	317						317
00480	Emeryville	40th Street Multimodal Project Part 2	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,000		2,000					2,000

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
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Currently Approved Programming and Allocations (2026 CIP Update, approved 5/28/26)									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	431	431					431	
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	Ops	549	549					549	
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	450	450					450	
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760					2,760	
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	23,950	23,950					23,950	
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	24,604	24,604					24,604	
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	4,996	4,996					4,996	
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	547	547					547	
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	OBAG	LSR	LSR	CON	2,760	2,760					2,760	
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	OBAG	STP/CMAQ	LSR	PE/Env	386	386					386	
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	799	799					799	
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	OBAG	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	337	337					337	
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	509	509					509	
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	Ops	280	280					280	
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	693	693					693	
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	MB-T2	Paratransit	Ops	875	875					875	
00305	Fremont	1-880 Interchange Modernization & Area Improvs. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Blvd, Warm Springs Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	923	923					923	

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
00306	Fremont	I-880/Decoto Interchange Modernization	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	PE/Env	2,000	2,000						2,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Final Design (PS&E)	2,400	2,400						2,400
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	939	939						939
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	278	278						278
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267	267						267
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	1,271	1,271						1,271
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	1,415	1,415						1,415
00436	Fremont	East Bay Greenway Trail (Irvington to Fremont BART)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,033	1,033						1,033
00441	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,100	1,100						1,100
00453	Fremont	Ride-On Tri-City! On-Demand WAV Pilot Project	3-South	2000 MB	Disc-PT	Paratransit	Ops	525	525						525
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	TFCA	FYE26	Bike/Ped	CON	372		372					372
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON	1,497		1,497					1,497
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2010 VRF	Disc-Tech	Bike/Ped	CON	500		500					500
00492	Fremont	Warm Springs Boulevard/S Grimmer Boulevard Intersection Improvement Project	3-South	2014 MBB	TEP-44	Bike/Ped	CON	228		228					228
00492	Fremont	Warm Springs Boulevard/S Grimmer Boulevard Intersection Improvement Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON	1,772		1,772					1,772
00493	Fremont	Centerville Rail Crossing Safety Enhancement Project	3-South	2014 MBB	TEP-44	Bike/Ped	Env	20		20					20
00493	Fremont	Centerville Rail Crossing Safety Enhancement Project	3-South	2014 MBB	TEP-44	Bike/Ped	PS&E	1,500		1,500					1,500
00310	Fremont / Alameda County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont / Alameda 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	23,162	23,162						23,162
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	939	939						939
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Final Design (PS&E)	1,608	1,608						1,608
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	4,261	4,261						4,261

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50	50						50
00241	Hayward	Main Street Complete Street Project	2-Central	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	OBAG	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	OBAG	LSR	LSR	Final Design (PS&E)	88	88						88
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	148	148						148
00448	Hayward	Winton Ave/D St & Tennyson Corridors Signal Timing	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	515	515						515
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	PS&E	75		75					75
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	CON	343			343				343
00486	Hayward	Downtown Bike Loop	2-Central	TFCA	FYE26	Bike/Ped	CON	332			332				332
00489	Hayward	D Street Traffic Calming Project	2-Central	2010 VRF	Disc-BP	Bike/Ped	PS&E	44		44					44
00489	Hayward	D Street Traffic Calming Project	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	456			456				456
00283	LARPD / TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	96	96						96
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	Ops	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	Ops	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Ops	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Ops	275	275						275
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	Ops	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	1,257	1,257						1,257
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	81	81						81
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	Ops	22	22						22
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	Ops	81	81						81
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	Ops	80	80						80
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	Ops	477	477						477
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300	2,300						2,300
00378	LAVTA	Passenger Facilities Enhancements	4-East	OBAG	STP/CMAQ	Transit	CON	2,000	2,000						2,000
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541	541						541

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00420	LAVTA	LAVTA Zero Emissions Infrastructure Transition Project (Atlantis Maintenance Facility)	4-East	2000 MB	Disc-Transit	Transit	CON	3,000	3,000						3,000
00451	LAVTA	Wheels Access – Expanding Mobility Options in the Tri-Valley	4-East	2000 MB	MB-T2	Paratransit	Ops	599	599						599
00463	LAVTA	Atlantis Facility Construction	4-East	STIP	RIP	Transit	CON	5,180	5,180						5,180
00463	LAVTA	Atlantis Facility Construction	4-East	2010 VRF	Disc-Transit	Transit	CON	2,000					2,000		
00474	LAVTA	Transit Signal Priority Upgrade and Expansion	4-East	TFCA	FYE25	Transit	CON	95	95						95
00475	LAVTA	Route 30R Weekday Operations	4-East	TFCA	FYE25	Transit	CON	366	366						366
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	Ops	275	275						275
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	Ops	925	925						925
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)	137	137						137
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	1,406	1,406						1,406
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	OBAG	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
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	39	39						39
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00404	Livermore	Robertson Park/Concannon and Epton/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	32	32						32
00404	Livermore	Robertson Park/Concannon and Epton/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	234	234						234
00495	Livermore	Stanley Boulevard at Isabel Avenue Connector Ramp Crossing Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	825		825					825
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034
00427	MTC	West Oakland Link	1-North	TFCA	FYE26	Bike/Ped	CON	307		307					307
00427	MTC	West Oakland Link	1-North	2014 MBB	TEP-42	Bike/Ped	CON	7,500		7,500					7,500
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)							
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Currently Approved Programming and Allocations (2026 CIP Update, approved 5/28/26)									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	273	273						273
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Bike/Ped	CON	3,000			3,000				3,000
00464	MTC / BATA	Improved Bike/Ped Connectivity to East Span SFOBB	1-North	STIP	RIP	Bike/Ped	CON	5,063	5,063						5,063
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Planning / Scoping	100	100						100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Final Design (PS&E)	100	100						100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	400	400						400
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)	3,253	3,253						3,253
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	1,667	1,667						1,667
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	OBAG	LSR	LSR	CON	592	592						592
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43	43						43
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323	323						323
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130	130						130
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	5,141	5,141						5,141
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	FYE26	Bike/Ped	CON	68		68					68
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	Ops	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 Current Programming Currently Approved Programming and Allocations (2026 CIP Update, approved 5/28/26)								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 FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
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	Ops	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	117	117						117
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	Ops	354	354						354
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	Ops	1,138	1,138						1,138
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	Ops	603	603						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	209	209						209
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	900	900						900
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	1,110	1,110						1,110
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	OBAG	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	OBAG	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
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	Ops	167	167						167
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	1,462	1,462						1,462
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215

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Currently Approved Programming and Allocations (2026 CIP Update, approved 5/28/26)									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	66	66						66
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60	60						60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125	125						125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200	200						200
00375	Oakland	14th Street Complete Streets Project	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00376	Oakland	East Bay Greenway Segment II	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98	98						98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207	207						207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21	21						21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398	1,398						1,398
00425	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	Final Design (PS&E)	3,888	3,888						3,888
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	5,101	5,101						5,101
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-45	Bike/Ped	CON	3,200	3,200						3,200
00433	Oakland	66th Avenue BART to Bay Trail	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	2,140	2,140						2,140
00442	Oakland	LAAMPS Phase Two	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,197	1,197						1,197
00469	Oakland	Calm East Oakland Streets	1-North	TFCA	FYE25	Bike/Ped	CON	497	497						497
00470	Oakland	Battery Electric Street Sweeper	1-North	TFCA	FYE25	Bike/Ped	CON	104	104						104
00471	Oakland	Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) Phase II and III	1-North	TFCA	FYE25	Bike/Ped	CON	175	175						175
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	TFCA	FYE26	Bike/Ped	CON	227		227					227
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2000 MB	Disc-Transit	Bike/Ped	CON	1,000		1,000					1,000
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2014 MBB	TEP-45	Bike/Ped	CON	960		960					960
00487	Oakland	Chinatown 9th Street Complete Streets Project	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	2,000		2,000					2,000
00499	Oakland	Speed Camera Implementation	1-North	2010 VRF	Disc-Tech	Technology	CON	2,000		2,000					2,000
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129
00260	Piedmont	Oakland Avenue Improvements	1-North	OBAG	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	204	204						204
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	14	14						14

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00443	Piedmont	Piedmont Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	500	500						500
00491	Piedmont	Moraga Avenue Pedestrian Safety Project	1-North	2010 VRF	Disc-Tech	Bike/Ped	PS&E	97		97					97
00491	Piedmont	Moraga Avenue Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	651			651				651
00332	Piedmont / EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	Ops	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	Ops	53	53						53
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	Ops	65	65						65
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	OBAG	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	Ops	80	80						80
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	17	17						17
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717	717						717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150	150						150
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-44	Bike/Ped	CON	2,300	2,300						2,300
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	Fed	Earmark	Bike/Ped	CON	1,700	1,700						1,700
00444	Pleasanton	Pleasanton Trip Reduction Program (FY 22/23 - 23/24)	4-East	TFCA	Prog Mgr	Bike/Ped	Ops	58	58						58
00459	Pleasanton	Pleasanton Rides Additional Driver and Electric Transit Vehicle	4-East	2000 MB	Disc-PT	Paratransit	Ops	158	158						158
00462	Pleasanton	Interstate 680/Sunol Boulevard Interchange Modernization	4-East	STIP	RIP	HWY	CON	6,000	6,000						6,000
00473	Pleasanton	Pleasanton Trip Reduction Program	4-East	TFCA	FYE25	Transit	CON	85	85						85
00488	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction Project (Iron Horse Trail to Santa Rita Road)	4-East	2010 VRF	Disc-BP	Bike/Ped	PS&E	750		750					750
00494	Pleasanton	I-580 Overcrossing Bicycle and Pedestrian Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	PS&E	350		350					350
00494	Pleasanton	I-580 Overcrossing Bicycle and Pedestrian Improvements	4-East	2014 MBB	TEP-45	Bike/Ped	PS&E	175		175					175
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

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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
00478	Port of Oakland	Next Generation Fuel Cell Electric Top Loader and Wet-Hose Mobile Refueler Project	1-North	2014 MBB	TEP-46	Freight	CON	2,000	2,000						2,000
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	2-Central	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	Ops	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	Ops	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	Ops	1,020	1,020						1,020
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	Ops	128	128						128
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	Ops	931	456	190	141	144			787
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	Ops	114	114						114
00190	San Leandro	LINKS Shuttle Operations (FY 24/25 & FY 25/26)	2-Central	TFCA	Prog Mgr	Transit	Ops	67	34	33					67
00190	San Leandro	LINKS Shuttle Operations (FY2029 & FY2030)	2-Central	2010 VRF	Disc-Transit	Transit	Ops	386					188	198	
00190	San Leandro	LINKS Shuttle Operations (FY2027 & FY2028)	2-Central	TFCA	FYE26	Transit	Ops	46			23	23			23
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	CON	975	975						975
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCd	Bike/Ped	CON	1,387	1,387						1,387
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92	92						92
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	234	234						234
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	1,973	1,973						1,973
00438	San Leandro	Fairway Drive Traffic Calming	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	58	58						58
00439	San Leandro	Hesperian Boulevard Bike Lane Gap Closure	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	225	225						225
00481	San Leandro	Bancroft Avenue and Williams Street Bicycle Corridor Project	2-Central	2014 MBB	TEP-45	Bike/Ped	PS&E	2,000		2,000					2,000
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	Ops	235	235						235
00051	SJRR	ACE Capital	3-South	2000 MB	01	Transit	Various	13,184	13,184						13,184
00382	SJRR	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235	235						235
00382	SJRR	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765	1,765						1,765

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00466	SJRRC	Union City Intermodal Station Phase 3 Project	4-East	2014 MBB	TEP-22	Transit	PE/Env	3,000	3,000						3,000
00456	SOS	SOS Meals on Wheels	Multiple	2000 MB	Disc-PT	Paratransit	Ops	471	471						471
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	Ops	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	Ops	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	Ops	701	701						701
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	Ops	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
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	2014 MBB	TEP-42	Bike/Ped	CON	1,751	1,751						1,751
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	TFCA	Prog Mgr	Bike/Ped	CON	185	185						185
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	OBAG	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	3-South	TFCA	Prog Mgr	Transit	CON	221	221						221
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	6,700						6,700
00333	Union City	Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,995		3,995					3,995
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71	71						71
00476	Union City	Union City Transit Electric Bus & Infrastructure	3-South	TFCA	FYE26	Transit	CON	483		483					483
00476	Union City	Union City Transit Battery Electric Bus Charging Infrastructure	3-South	2010 VRF	Disc-Tech	Transit	CON	1,017		1,017					1,017
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	Ops	400	400						400
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	MB-T2	Paratransit	Ops	755	755						755
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	Other	Transit	Various	4,789	4,789						4,789
								1,880,516	1,800,223	55,136	10,292	10,542	3,625	698	1,865,651
Sorted by CIP ID															

Total 2-year Allocations	65,428
Total 5-year Programming	80,293



2026 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 And Allocation Adjustments to previously approved 2026 CIP								Programming and Allocations (\$ x 1,000)							Total Allocated (Thru FY26-27)	Change Notes
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30		
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	2010 VRF	Disc-Transit	Transit	Ops	891			891				891	Previously Approved Programming/Allocation on 10/23/25
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	TFCA	FYE26	Transit	Ops	40			40				40	Previously Approved Programming/Allocation on 10/23/25
00510	Alameda	City of Alameda Bikeshare Pilot	1-North	TFCA	FY27	Bike/Ped	CON	163			163				163	New Programming and Allocation.
00510	Alameda	City of Alameda Bikeshare Pilot	1-North	2014 MBB	TEP-44	Bike/Ped	CON	594			594				594	New Programming and Allocation.
00511	Alameda	It's Electric Curbside Electric Vehicle Chargers	1-North	TFCA	FY27	Tech	CON	289			289				289	New Programming and Allocation.
00511	Alameda	Lincoln/ Marshall/ Pacific Avenue Buffered Bike Lanes	1-North	TFCA	FY27	Bike/Ped	CON	149			149				149	New Programming and Allocation.
00516	Alameda	Stargell Avenue Roundabout and Transit Improvements	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	440			440				440	New Programming and Allocation.
00501	Alameda	Citywide Bike Rack Parking Program	1-North	TFCA	FYE26	Bike/Ped	CON	37		37					37	Previously Approved Programming/Allocation on 10/23/25
00502	Alameda	Jean Sweeney Open Space Park EV Charger	1-North	TFCA	FYE26	Bike/Ped	CON	136		136					136	Previously Approved Programming/Allocation on 10/23/25
00503	Alameda County	Improvements of Meekland Avenue from Blossom Way to E. Lewelling Boulevard	2-Central	TFCA	FYE26	Bike/Ped	CON	87		87					87	Previously Approved Programming/Allocation on 10/23/25
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	(288)	(288)						(288)	Technical Adjustment: Phase Allocation Shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	288	288						288	Technical Adjustment: Phase Allocation Shift.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	(535)	(535)						(535)	Technical Adjustment: Programming year change and amount update (see CIP ID 00479)
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	4,000	4,000						4,000	Previously Approved 9/24/25; Phase Allocation Shift
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	PE/Env	1,500			1,500				1,500	New Programming and Allocation.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	(3,100)	(3,100)						(3,100)	Previously Approved 9/24/25; Phase Allocation Shift
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	CON	5,125			5,125				5,125	New Programming and Allocation.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	(900)	(900)						(900)	Previously Approved 9/24/25; Phase Allocation Shift
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	(15,941)	(15,941)						(15,941)	Technical Adjustment: Deprogramming - redirected to EBGWMM Ph. 1, North Segment (CIPID 00479)
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	(676)	(676)						(676)	Technical Adjustment: Phase allocation shift
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	17,600		17,600					17,600	New Programming and Allocation.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	676	676						676	Technical Adjustment: Phase allocation shift
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	Ops	(56)			(56)				(56)	Technical Adjustment: Fund source change
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-26	HWY	CON	25,000			25,000				25,000	New Programming and Allocation.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	FYE25	Bike/Ped	CON	(311)	(311)						(311)	Technical Adjustment: Programming year change and amount update
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	FYE26	Bike/Ped	CON	380		380					380	Previously Approved Programming/Allocation on 2/26/26
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	2,000			2,000				2,000	New Programming and Allocation.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	4,217			4,217				4,217	New Programming and Allocation.
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	CON	29,157			29,157				29,157	New Programming and Allocation.
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	3,953			3,953				3,953	Previously Approved Programming/Allocation on 12/11/25
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)	250			250				250	New Programming and Allocation.
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2014 MBB	TEP-26	HWY	CON	5,900			5,900				5,900	New Programming and Allocation.
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	Planning / Scoping	(600)	(600)						(600)	Technical Adjustment: Phase allocation shift
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	PE/Env	600			600				600	Technical Adjustment: Phase allocation shift
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	I-580 Toll Revenue	Toll Revenue	HWY	PE/Env	2,000			2,000				2,000	Previously Approved Programming/Allocation on 2/26/26

Alameda CTC Comprehensive Investment Plan									Programming and Allocations (\$ x 1,000)							Change Notes	
Changes to Current Programming									Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming				Total Allocated (Thru FY26-27)
Programming And Allocation Adjustments to previously approved 2026 CIP										Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase										
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	PE/Env		14,340			14,340				14,340	New Programming and Allocation.
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)		2,400			2,400				2,400	New Programming and Allocation.
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	CON		29,881			29,881				29,881	New Programming and Allocation.
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	OBAG	STP/CMAQ	LSR	CON		15,941		15,941					15,941	Previously Approved Programming/Allocation on 9/1/25
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	TFCA	FY27	Bike/Ped	CON		6,374			6,374				6,374	New Programming and Allocation.
00515	Alameda CTC	Accessible Transportation Paratransit Program	Multiple	2014 MBB	TEP-12	Paratransit	Ops		3,500			3,500				3,500	New Programming and Allocation.
00518	Alameda CTC	Countywide Transportation Safety and Accessibility Program	Multiple	2014 MBB	TEP-26	Various	Various		4,000			4,000				4,000	New Programming and Allocation.
00519	Alameda CTC	I-680 Northbound Sunol Landscaping	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)		200			200				200	New Programming and Allocation.
00519	Alameda CTC	I-680 Northbound Sunol Landscaping	4-East	2014 MBB	TEP-26	HWY	CON		4,000			4,000				4,000	New Programming and Allocation.
00520	Alameda CTC	SR84 Widening from south of Ruby Hill Drive to I-680 and SR84/I-680 Interchange Improvements	4-East	2014 MBB	TEP-26	HWY	CON		4,200			4,200				4,200	New Programming and Allocation.
00521	Alameda CTC	Landscaping Along I-680 Southbound from SR84/I-680 Interchange to Alcosta Blvd	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)		600			600				600	New Programming and Allocation.
00521	Alameda CTC	Landscaping Along I-680 Southbound from SR84/I-680 Interchange to Alcosta Blvd	4-East	2014 MBB	TEP-26	HWY	CON		2,400			2,400				2,400	New Programming and Allocation.
00512	BART	General Transit Feed Specification (GTFS) Real-Time Pathways	Multiple	TFCA	FYE27	Transit	CON		163			163				163	New Programming and Allocation.
00517	BART	Core Capacity : Traction Power Substation - East Bay	Multiple	2014 MBB	TEP-26	Various	Various		17,126			17,126				17,126	New Programming and Allocation.
00513	Berkeley	Adeline Quick Build	1-North	TFCA	FYE27	Bike/Ped	CON		1,000			1,000				1,000	New Programming and Allocation.
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON		(925)		(925)					(925)	Technical Adjustment: Deallocation - project rescinded by sponsor
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	FYE26	Bike/Ped	CON		(175)		(175)					(175)	Technical Adjustment: Deallocation - project rescinded by sponsor
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	TFCA	FYE26	Bike/Ped	CON		45		45					45	Previously Approved Programming/Allocation on 10/23/25
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON		(45)		(45)					(45)	Technical Adjustment: Fund source change
00514	Fremont	Grimmer Greenway Trail Extension (Paseo Padre Parkway to Fremont Boulevard)	3-South	TFCA	FYE27	Bike/Ped	CON		285			285				285	New Programming and Allocation.
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	CON		(24)			(24)				(24)	Technical Adjustment: Fund source change
00486	Hayward	Downtown Bike Loop	2-Central	TFCA	FYE26	Bike/Ped	CON		24			24				24	Previously Approved Programming/Allocation on 10/23/25
00508	LAVTA	Emergency Transit Operations for FY 26-27 and FY 27-28	4-East	I-580 Toll Revenue	Toll Revenue	Transit	Ops		4,000			4,000				4,000	Previously Approved Programming/Allocation on 2/26/26
00504	Livermore	Arroyo Road Trail	4-East	TFCA	FYE26	Bike/Ped	CON		41		41					41	Previously Approved Programming/Allocation on 10/23/25
00505	Livermore	ATP Implementation Projects - Olivia Avenue Bike Lanes	4-East	TFCA	FYE26	Bike/Ped	CON		58		58					58	Previously Approved Programming/Allocation on 10/23/25
00425	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	CON		7,209			7,209				7,209	New Programming and Allocation.
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2000 MB	Disc-Transit	Bike/Ped	CON		(1,000)		(1,000)					(1,000)	Technical Adjustment: Fund source change
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2010 VRF	Disc-Transit	Bike/Ped	CON		1,000		1,000					1,000	Technical Adjustment: Fund source change
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCDD	Bike/Ped	CON		(275)	(275)						(275)	Technical Adjustment: Fund source change
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2014 MBB	TEP-45	Bike/Ped	CON		275	275						275	Technical Adjustment: Fund source change
00466	SJRRRC	Union City Intermodal Station Phase 3 Project	4-East	2014 MBB	TEP-22	Transit	PE/Env		(3,000)	(3,000)						(3,000)	Technical Adjustment: Deallocation - project rescinded by sponsor
00509	SJRRRC	Valley Link Rail Project - Phase 1A	4-East	I-580 Toll Revenue	Toll Revenue	Transit	Final Design (PS&E)		4,000			4,000				4,000	Previously Approved Programming/Allocation on 2/26/26
00476	Union City	Union City Transit Electric Bus & Infrastructure	3-South	TFCA	FYE26	Transit	CON		(304)		(304)					(304)	Technical Adjustment: Deprogramming due to scope change.
00476	Union City	Union City Transit Battery Electric Bus Charging Infrastructure	3-South	2010 VRF	Disc-Tech	Transit	CON		(399)		(399)					(399)	Technical Adjustment: Deprogramming due to scope change.
00506	Union City	Dyer Street Pavement Rehabilitation Project Phase 2	3-South	TFCA	FYE26	Bike/Ped	CON		50		50					50	Previously Approved Programming/Allocation on 10/23/25

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)								Change Notes
Changes to Current Programming								Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)	
Programming And Allocation Adjustments to previously approved 2026 CIP									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase									
00507	Union City	Arizona Street Bicycle Improvements	3-South	TFCA	FYE26	Bike/Ped	CON	23		23					23	Previously Approved Programming/Allocation on 10/23/25
								200,053	(20,387)	32,550	187,890				200,053	

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2026 Comprehensive Investment Plan Update

Appendix C

Technical Detail: 2024 CIP Update Five-Year Programming with Two-Year Allocation Plan



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Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
								Prior Allocations		Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)
								Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	Ops	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	Ops	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	2-Central	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	Ops	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	Ops	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	1-North	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)	2-Central	TFCA	Prog Mgr	Transit	Various	228	228						228
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	283	283						283
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	221	221						221
00421	AC Transit	Fruitvale Corridor	1-North	2010 VRF	Disc-Transit	Transit	CON	1,144	1,144						1,144
00421	AC Transit	Fruitvale Corridor	1-North	OBAG	STP/CMAQ	Transit	CON	2,000	2,000						2,000
00446	AC Transit	High-Priority Bus Stop Improvements Project	Multiple	2010 VRF	Disc-Transit	Transit	CON	1,800	1,800						1,800
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	MB-T2	Paratransit	Ops	673	673						673
00452	AC Transit	The East Bay Paratransit Travel Training Program	Multiple	2000 MB	Disc-PT	Paratransit	Ops	59	59						59
00460	AC Transit	Purchase of 10 Zero-emission Buses	Multiple	STIP	RIP	Transit	CON	13,125	13,125						13,125
00497	AC Transit	The East Oakland Facility Battery Electric Bus Infrastructure Project	Multiple	2010 VRF	Disc-Tech	Transit	CON	2,000		2,000					2,000
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
00379	AC Transit	Quick Builds	1-North	OBAG	STP/CMAQ	Transit	CON	954	954						954
00380	AC Transit	Tempo Quick Build Transit Lane Delineation	1-North	OBAG	STP/CMAQ	Transit	CON	300	300						300
00381	AC Transit	Oakland Traffic Management Center	1-North	2000 MB	Disc-Transit	Transit	CON	375	375						375
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								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 FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175	175						175
00418	Alameda	Citywide High-priority Roundabouts	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	2,325	2,325						2,325
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	2010 VRF	Disc-Transit	Transit	Ops	601	425	176					601
00424	Alameda	Alameda-Oakland Estuary Water Shuttle Pilot Program	1-North	TFCA	Prog Mgr	Transit	Ops	399	200	199					399
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	2010 VRF	Disc-Transit	Transit	Ops	1,425			1,158	267			1,158
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	TFCA	FYE26	Transit	Ops	236			138	98			138
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	162	162						162
00437	Alameda	Lincoln Avenue/Marshall Way/Pacific Avenue Corridor Improvement Project	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	405	405						405
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	166		166					166
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2014 MBB	TEP-45	Bike/Ped	CON	371		371					371
00482	Alameda	Neighborhood Greenway Crossings: Safety & Connectivity Improvements	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,463		1,463					1,463
00484	Alameda	Willie Stargell Ave Safety and Transit Improvements	1-North	2010 VRF	Disc-Transit	Bike/Ped	Env	200		200					200
00484	Alameda	Willie Stargell Ave Safety and Transit Improvements	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	600		600					600
00496	Alameda	Doolittle Drive/State Route 61 & Bay Farm Island FEMA BRIC Match	1-North	2014 MBB	TEP-42	Bike/Ped	CON	937					937		
00510	Alameda	City of Alameda Bikeshare Pilot	1-North	TFCA	FY27	Bike/Ped	CON	163			163				163
00510	Alameda	City of Alameda Bikeshare Pilot	1-North	2014 MBB	TEP-44	Bike/Ped	CON	594			594				594
00511	Alameda	It's Electric Curbside Electric Vehicle Chargers	1-North	TFCA	FY27	Tech	CON	289			289				289
00511	Alameda	Lincoln/ Marshall/ Pacific Avenue Buffered Bike Lanes	1-North	TFCA	FY27	Bike/Ped	CON	149			149				149
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	OBAG	STP/CMAQ	LSR	CON	3,487	3,487						3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	OBAG	LSR	LSR	CON	827	827						827
00198	Alameda	Clement Avenue Complete Street	1-North	OBAG	STP/CMAQ	LSR	PE/Env	124	124						124
00198	Alameda	Clement Avenue Complete Street	1-North	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	443	443						443
00198	Alameda	Clement Avenue Complete Street	1-North	OBAG	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

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								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 FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
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						6,376
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200	8,200						8,200
00335	Alameda	West End Bike Ped Bridge Project	1-North	2014 MBB	TEP-37	Bike/Ped	Planning / Scoping	1,447	1,447						1,447
00345	Alameda	Alameda Commercial and Slow Streets Program	1-North	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00358	Alameda	Implement 8 School Safety Assessments in Alameda	1-North	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	2000 MB	Disc-BP	Bike/Ped	CON	192	192						192
00397	Alameda	Cross Alameda Trail Gap-Closing Connectors	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00516	Alameda	Stargell Avenue Roundabout and Transit Improvements	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	440			440				440
00501	Alameda	Citywide Bike Rack Parking Program	1-North	TFCA	FYE26	Bike/Ped	CON	37		37					37
00502	Alameda	Jean Sweeney Open Space Park EV Charger	1-North	TFCA	FYE26	Bike/Ped	CON	136		136					136
00088	Alameda County	Alameda Co-Various Streets and Roads Preservation	4-East	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
00429	Alameda County	Upper San Lorenzo Creekway	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	9,621	9,621						9,621
00492	Alameda County	Sustainable Mobility Improvements on Heyer Avenue	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	2,000		2,000					2,000
00503	Alameda County	Improvements of Meekland Avenue from Blossom Way to E. Lewelling Boulevard	2-Central	TFCA	FYE26	Bike/Ped	CON	87		87					87
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TC	Transit	Planning / Scoping	87	87						87
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,194	7,194						7,194
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	OBAG	STP/CMAQ	LSR	CON	9,300	9,300						9,300
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	OBAG	LSR	LSR	CON	2,171	2,171						2,171
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	OBAG	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
00329	Alameda County	East Lewelling Blvd Class 4 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137						137
00344	Alameda County	Unincorporated Alameda County Bicycle Route Signage	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	11	11						11
00357	Alameda County	Sidewalk & Intersection Improvements to access Royal Sunset High School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	136	136						136
00377	Alameda County	Anita Avenue Streetscape Improvements	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	2,000	2,000						2,000

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										Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)	
00396	Alameda County	East Lewelling Blvd Streetscape Improvements Phase II	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	1,950	1,950						1,950	
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	1,852	1,852						1,852	
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	98	98						98	
00409	Alameda County	Mission Boulevard Phase III Corridor Improvements	2-Central	OBAG	STP/CMAQ	Bike/Ped	CON	4,950	4,950						4,950	
00465	Alameda County	East Bay Greenway Multimodal (Phase 1): Bayfair to 162nd Ave (County Segment)	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,500	1,500						1,500	
00467	Alameda County	Bicycle and Pedestrian Improvements on Norbridge Avenue to Castro Valley BART Station	4-East	TFCA	FYE25	Bike/Ped	CON	87	87						87	
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	CON	7,000	7,000						7,000	
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Ops	8	8						8	
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	Ops	109	109						109	
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	Ops	10,260	10,260						10,260	
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	4,182	4,182						4,182	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	7,200	7,200						7,200	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	Final Design (PS&E)	841	841						841	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	353	353						353	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	3,913	3,913						3,913	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	ROW	15	15						15	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	3,484	3,484						3,484	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	10,519	10,519						10,519	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	CON	265	265						265	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	CCR	HWY	CON	3,581	3,581						3,581	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	TFCA	Prog Mgr	HWY	CON	364	364						364	
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	12	12						12	
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	5,838	5,838						5,838	
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	13,219	13,219						13,219	
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	STIP	RIP	HWY	CON	50	50						50	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	1,731	1,731						1,731	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	10,724	10,724						10,724	
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	30,688	30,688						30,688	

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								Programmed Amount	Prior Thru FY2024-25	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)
										FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	78,857	78,857						78,857
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	ROW	546	546						546
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	854	854						854
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	SB-1	LPP	HWY	CON	8,600	8,600						8,600
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Planning / Scoping	1	1						1
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	Final Design (PS&E)	2,792	2,792						2,792
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	ROW	1,229	1,229						1,229
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	3-South	2014 MBB	TEP-35	HWY	CON	1,767	1,767						1,767
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Planning / Scoping	100	100						100
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	PE/Env	275	275						275
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-38	HWY	Final Design (PS&E)	10,425	10,425						10,425
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	2014 MBB	TEP-39	HWY	Final Design (PS&E)	5,125	5,125						5,125
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	3-South	STIP	RIP	HWY	CON	50	50						50
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	3-South	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	2-Central	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	1,215	1,215						1,215
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	PE/Env	8,136	8,136						8,136
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	13,264	13,264						13,264
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	2014 MBB	TEP-42	Bike/Ped	ROW	1,479	1,479						1,479
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON								
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	18,550	18,550						18,550
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	Ops	4,500	4,500						4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	3-South	2000 MB	08A	HWY	CON	20,000	20,000						20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	3-South	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	170	170						170
00120	Alameda CTC	Alameda County Rail Strategy Study (Rail Safety Enhancement Program)	Multiple	2014 MBB	TEP-27	Freight	PE/Env	80	80						80
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	5,336	5,336						5,336

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	9,154	9,154						9,154
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	300	300						300
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	PE/Env	2,025		525	1,500				6,025
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	4,860	4,860						4,860
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	Final Design (PS&E)	750	750						750
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,100		1,100					1,100
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	CON	5,125			5,125				5,125
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	1,100	1,100						1,100
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2000 MB	MB-T2	LSR	CON	2,586	2,586						2,586
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	30,000	30,000						30,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	(15,941)	(15,941)						(15,941)
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	ROW	895	895						895
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	7,105	7,105						7,105
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	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	PE/Env	5,500	5,500						5,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Planning / Scoping	4	4						4
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	12,348	12,348						12,348
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	26,505	26,505						26,505
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	69,246	51,646	17,600					69,246
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	42,117	42,117						42,117
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-23	Freight	CON	25,500	25,500						25,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-41	Freight	CON	2,000	2,000						2,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	CCR	Freight	CON	479	479						479
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	SB-1	LPP	Freight	CON	3,800	3,800						3,800
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	4,700	4,700						4,700
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	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	Ops	100	100						100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Ops	210	210						210

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								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 FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Ops	270	270						270
00445	Alameda CTC	Countywide Planning Activities	Multiple	OBAG	STP/CMAQ	Bike/Ped	Ops	2,600	2,600						2,600
00447	Alameda CTC	Toll System Arbitration Support	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	250	250						250
00451	Alameda CTC	Paratransit Needs Assessment	Multiple	2000 MB	Disc-PT	Paratransit	Ops	300	300						300
00515	Alameda CTC	Accessible Transportation Paratransit Program	Multiple	2014 MBB	TEP-12	Paratransit	Ops	3,500			3,500				3,500
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	Ops	100	100						100
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TC	Bike/Ped	Planning / Scoping	200	200						200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	Ops	3,257	2,894		363				3,257
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	Ops	1,403	1,403						1,403
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	Ops	1,789	1,789						1,789
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2014 MBB	TEP-44	Bike/Ped	Ops	1,838	1,838						1,838
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	OBAG	STP/CMAQ	Bike/Ped	Ops	17,875	17,875						17,875
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	Ops	360				360			
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Planning / Scoping	725	725						725
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	4,021	4,021						4,021
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,757	22,757						22,757
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	ROW	6,708	6,708						6,708
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	CON	20,000	20,000						20,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	STIP	RIP	HWY	CON	5,793	5,793						5,793
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	886	886						886
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	402	402						402
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,598	16,598						16,598
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	172	172						172
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	368	368						368
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	1,290	1,290						1,290
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,542	5,542						5,542
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	Final Design (PS&E)	12,258	12,258						12,258
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	ROW	1,087	1,087						1,087

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
								Prior Allocations		Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)
								Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	CON	53,558	53,558						53,558
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-40	HWY	CON	22,500	22,500						22,500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-26	HWY	CON	25,000			25,000				25,000
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	FYE25	Bike/Ped	CON								
00287	Alameda CTC	Oakland Alameda Access Project	1-North	CMA-TIP	Other	HWY	CON	2,500	2,500						2,500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	STIP	RIP	HWY	CON	23,524	23,524						23,524
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	FYE26	Bike/Ped	CON	380			380				380
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	PE/Env	2,204	2,204						2,204
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	3,208	3,208						3,208
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Final Design (PS&E)	5,696	5,696						5,696
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	5,830			3,830	2,000			5,830
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	5,892	1,675			4,217			5,892
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	CON	29,157			29,157				29,157
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	Ops	31,500	31,500						31,500
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800	800						800
00343	Alameda CTC	Alameda CTC STIP Administration (Planning, Programming and Monitoring)	Multiple	STIP	RIP	Multiple	Various	2,190	2,190						2,190
00406	Alameda CTC	CTA Planning & Programming (for Various Youth and Adult Bicycle Promotion & Education)	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	160	160						160
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	5,453	1,500			3,953			5,453
00408	Alameda CTC	CTA Planning & Programming	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	354	354						354
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2000 MB	24	HWY	Various	(6,000)	(6,000)						(6,000)
00412	Alameda CTC	Route 84 Expressway - South Segment	4-East	2014 MBB	TEP-32	HWY	ROW	10,000	10,000						10,000
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	Final Design (PS&E)	400	400						400
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)	250				250			250
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2000 MB	24	HWY	CON	5,600	5,600						5,600
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2014 MBB	TEP-26	HWY	CON	5,900				5,900			5,900
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	Planning / Scoping	500	500						500
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	PE/Env	600				600			600
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	I-580 Toll Revenue	Toll Revenue	HWY	PE/Env	2,000				2,000			2,000
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	PE/Env	14,340				14,340			14,340

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
								Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)
									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	5,800	3,400		2,400				5,800
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	CON	29,881			29,881				29,881
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	OBAG	STP/CMAQ	LSR	CON	15,941		15,941					15,941
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	TFCA	FY27	Bike/Ped	CON	6,374			6,374				6,374
00518	Alameda CTC	Countywide Transportation Safety and Accessibility Program	Multiple	2014 MBB	TEP-26	Various	Various	4,000			4,000				4,000
00519	Alameda CTC	I-680 Northbound Sunol Landscaping	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)	200			200				200
00519	Alameda CTC	I-680 Northbound Sunol Landscaping	4-East	2014 MBB	TEP-26	HWY	CON	4,000			4,000				4,000
00520	Alameda CTC	SR84 Widening from south of Ruby Hill Drive to I-680 and SR84/I-680 Interchange Improvements	4-East	2014 MBB	TEP-26	HWY	CON	4,200			4,200				4,200
00521	Alameda CTC	Landscaping Along I-680 Southbound from SR84/I-680 Interchange to Alcosta Blvd	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)	600			600				600
00521	Alameda CTC	Landscaping Along I-680 Southbound from SR84/I-680 Interchange to Alcosta Blvd	4-East	2014 MBB	TEP-26	HWY	CON	2,400			2,400				2,400
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00483	Albany	Cleveland Avenue Bikeway Project	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	515			515				515
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	OBAG	LSR	Bike/Ped	CON	340	340						340
00346	Albany	Solano and Marin Ave Sidewalk Improvements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	2000 MB	Disc-BP	Bike/Ped	CON	741	741						741
00395	Albany	Lower Codornices Creek Restoration Project Phase IV	1-North	TFCA	Prog Mgr	Bike/Ped	CON	85	85						85
00021	ASEB	Special Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	Ops	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	1-North	2000 MB	Disc-PT	Paratransit	Ops	123	123						123
00339	BAAQMD / CEC	Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage)	1-North	2014 MBB	TEP-46	Freight	CON	3,640	3,640						3,640
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	1-North	Lifeline	STA	Transit	Ops	250	250						250
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
00416	BART	Lake Merritt TOD	1-North	2010 VRF	Disc-Transit	Transit	CON	1,030	1,030						1,030
00416	BART	Lake Merritt TOD	1-North	2014 MBB	TEP-45	Transit	CON	6,800	6,800						6,800
00419	BART	West Oakland BART TOD & Station Modernization	1-North	2014 MBB	TEP-45	Transit	CON	8,283	8,283						8,283
00419	BART	West Oakland BART TOD & Station Modernization	1-North	TFCA	Prog Mgr	Bike/Ped	CON	117	117						117
00449	BART	Next Generation Fare Gates	Multiple	2014 MBB	TEP-19	Transit	CON	19,570	19,570						19,570
00450	BART	Core Capacity Rail Car	Multiple	2014 MBB	TEP-18	Transit	CON	35,350	35,350						35,350
00498	BART	North Berkeley TOD Access Road	1-North	2010 VRF	Disc-Transit	Transit	CON	2,000			2,000				2,000

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
00512	BART	General Transit Feed Specification (GTFS) Real-Time Pathways	Multiple	TFCA	FYE27	Transit	CON	163		163					163
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
00304	BART	19th Street Oakland BART Modernization	1-North	2014 MBB	TEP-19	Transit	CON	17,650	17,650						17,650
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100	100						100
00517	BART	Core Capacity : Traction Power Substation - East Bay	Multiple	2014 MBB	TEP-26	Various	Various	17,126		17,126					17,126
00427	BATA	West Oakland Link	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	4,200		4,200					4,200
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	94	94						94
00392	Berkeley	Telegraph Multimodal Corridor Project - PS&E	1-North	2014 MBB	TEP-44	Bike/Ped	PS&E	505		505					505
00392	Berkeley	Telegraph Multimodal Corridor Project - PS&E	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	506		506					506
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	3,290	3,290						3,290
00422	Berkeley	Water Transportation / Ferry Project	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	1,849	1,849						1,849
00440	Berkeley	Adeline Corridor Project at Ashby BART Station	1-North	2014 MBB	TEP-44	Bike/Ped	PE/Env	600	600						600
00440	Berkeley	Adeline Street Transportation Improvements Project - PS&E	1-North	2010 VRF	Disc-Transit	Bike/Ped	PS&E	949		949					949
00440	Berkeley	Adeline Street Transportation Improvements Project - PS&E	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	598		598					598
00513	Berkeley	Adeline Quick Build	1-North	TFCA	FYE27	Bike/Ped	CON	1,000		1,000					1,000
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	60	60						60
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	25	25						25
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	29	29						29
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	266	266						266
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	202	202						202
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	OBAG	STP/CMAQ	LSR	PE/Env	387	387						387
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	613	613						613
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	OBAG	STP/CMAQ	LSR	CON	7,335	7,335						7,335
00347	Berkeley	Berkeley Healthy Streets Program Expansion	1-North	2000 MB	Disc-BP	Bike/Ped	CON	49	49						49

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	22	22						22
00359	Berkeley	Washington Elementary – Bancroft Way Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	52	52						52
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TC	Transit	Planning / Scoping	110	110						110
00392	Berkeley	Telegraph Avenue Multimodal Corridor	1-North	2000 MB	Disc-TC	Transit	PE/Env	180	180						180
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	61	61						61
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	153	153						153
00400	Berkeley	Ohlone Greenway Modernization & Safety	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	1,057	1,057						1,057
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	Disc-PT	Paratransit	Ops	535	535						535
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	Ops	306	306						306
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2014 MBB	TEP-12	Paratransit	Ops	958	958						958
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	1-North	2000 MB	MB-T2	Paratransit	Ops	1,180	1,180						1,180
00023	CIL	Mobility Matters Project	1-North	2000 MB	Disc-PT	Paratransit	Ops	679	679						679
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	1-North	2000 MB	Disc-PT	Paratransit	Ops	500	500						500
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	Disc-PT	Paratransit	Ops	939	939						939
00293	CIL	Community Connections Program (CoCo)	1-North	2000 MB	MB-T2	Paratransit	Ops	1,250	1,250						1,250
00455	CityServe	Ride Care	Multiple	2000 MB	Disc-PT	Paratransit	Ops	1,000	1,000						1,000
00457	CRIL	Door Through Door and Travel Training	2-Central	2000 MB	Disc-PT	Paratransit	Ops	1,067	1,067						1,067
00291	CRIL	Travel Training: Oh The Places You Will Go!	2-Central	2000 MB	Disc-PT	Paratransit	Ops	189	189						189
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	Ops	128	128						128
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	Ops	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	Ops	194	194						194
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	388	388						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
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	2014 MBB	TEP-44	Bike/Ped	CON	872	872						872

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								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 FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00428	Dublin	Tassajara Rd Improvements from N. Dublin Ranch Drive to Quarry Lane School	4-East	TFCA	Prog Mgr	Bike/Ped	CON	128	128						128
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	2014 MBB	TEP-42	Bike/Ped	CON	7,910	7,910						7,910
00430	Dublin	Dublin/Pleasanton BART Station Active Access Improvements	4-East	TFCA	Prog Mgr	Bike/Ped	CON	495	495						495
00461	Dublin	Village Parkway Complete Streets Improvements	4-East	STIP	RIP	Bike/Ped	CON	9,150	9,150						9,150
00485	Dublin	San Ramon Road and Amador Valley Boulevard Intersection Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	1,053		1,053					1,053
00485	Dublin	San Ramon Road and Amador Valley Boulevard Intersection Improvements Project	4-East	2010 VRF	Disc-Tech	Bike/Ped	CON	803		803					803
00490	Dublin	Village Parkway and Amador Valley Boulevard Intersection Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	1,215				1,215			
00490	Dublin	Village Parkway and Amador Valley Boulevard Intersection Improvements Project	4-East	2010 VRF	Disc-Tech	Bike/Ped	CON	285				285			
00500	Dublin	Fiber Optic Cable Installation on Dublin Boulevard Project	4-East	2010 VRF	Disc-Tech	Tech	CON	1,854		1,854					1,854
00224	Dublin	City of Dublin Street Rehab	4-East	OBAG	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	80	80						80
00348	Dublin	Regional Street Improvement Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00361	Dublin	Safe Routes to School - Crosswalk Improvements Project	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	94	94						94
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	110	110						110
00402	Dublin	Safe Routes to School Improvements Dublin	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	390	390						390
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2000 MB	Disc-TCD	Bike/Ped	Final Design (PS&E)	41	41						41
00403	Dublin	Downtown Dublin Streetscape Plan Implementation	4-East	2010 VRF	Disc-BP	Bike/Ped	CON	226	226						226
00414	EBCE	Ride Electric Program	Multiple	2014 MBB	TEP-46	Bike/Ped	Ops	4,000	4,000						4,000
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON								
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	FYE26	Bike/Ped	CON								
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	2,369	2,369						2,369
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	Ops	296	296						296

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									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	Disc-PT	Paratransit	Ops	747	747						747
00292	Eden I&R	Mobility Management Through 211 Alameda County	2-Central	2000 MB	MB-T2	Paratransit	Ops	956	956						956
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2014 MBB	TEP-12	Paratransit	Ops	944	944						944
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	1-North	2000 MB	MB-T2	Paratransit	Ops	1,212	1,212						1,212
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	1-North	2000 MB	Disc-PT	Paratransit	Ops	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
00411	Emeryville	Emeryville Transportation Investments	1-North	2014 MBB	TEP-45	Transit	Planning / Scoping	225	225						225
00417	Emeryville	40th Multimodal Improvements project	1-North	2010 VRF	Disc-Transit	Transit	CON	8,204	8,204						8,204
00417	Emeryville	40th Multimodal Improvements project	1-North	TFCA	Prog Mgr	Transit	CON	172	172						172
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	2010 VRF	Disc-Transit	Transit	Ops	251			125	126			125
00423	Emeryville	Emery Go-Round Operating Expenses (FY26-FY27 and FY27-28)	1-North	TFCA	FYE26	Transit	Ops	749			375	374			375
00423	Emeryville	Emery Go-Round Operating Expenses (FY2029 & FY2030)	1-North	2010 VRF	Disc-Transit	Transit	Ops	1,000				500	500		
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	37	37						37
00431	Emeryville	Doyle Bicycle Improvements - Phase 3	1-North	2014 MBB	TEP-44	Bike/Ped	CON	317	317						317
00480	Emeryville	40th Street Multimodal Project Part 2	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,000		2,000					2,000
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	Ops	2,500	2,500						2,500
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930						930
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	1-North	2014 MBB	TEP-12	Paratransit	Ops	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
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets	1-North	CMA-TIP	Other	Freight	CON	1,380	1,380						1,380
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	1-North	2000 MB	Disc-PT	Paratransit	Ops	132	132						132
00349	Emeryville	Shared Doyle Street Quick-Build Project	1-North	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2000 MB	Disc-TCD	Transit	Final Design (PS&E)	600	600						600
00391	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	1,400	1,400						1,400
00394	Emeryville	Emery Go-Round Operating Expenses (FY2022-FY2026)	1-North	2010 VRF	Disc-Transit	Transit	Ops	2,000	1,500	500					2,000
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	431	431						431

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	Ops	549	549						549
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	450	450						450
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	Fremont	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	23,950	23,950						23,950
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	24,604	24,604						24,604
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	4,996	4,996						4,996
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
00436	Fremont	East Bay Greenway Trail (Irvington to Fremont BART)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,033	1,033						1,033
00441	Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,100	1,100						1,100
00453	Fremont	Ride-On Tri-City! On-Demand WAV Pilot Project	3-South	2000 MB	Disc-PT	Paratransit	Ops	525	525						525
00492	Fremont	Warm Springs Boulevard/S Grimmer Boulevard Intersection Improvement Project	3-South	2014 MBB	TEP-44	Bike/Ped	CON	228		228					228
00492	Fremont	Warm Springs Boulevard/S Grimmer Boulevard Intersection Improvement Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON	1,772		1,772					1,772
00493	Fremont	Centerville Rail Crossing Safety Enhancement Project	3-South	2014 MBB	TEP-44	Bike/Ped	Env	20		20					20
00493	Fremont	Centerville Rail Crossing Safety Enhancement Project	3-South	2014 MBB	TEP-44	Bike/Ped	PS&E	1,500		1,500					1,500
00514	Fremont	Grimmer Greenway Trail Extension (Paseo Padre Parkway to Fremont Boulevard)	3-South	TFCA	FYE27	Bike/Ped	CON	285			285				285
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	547	547						547
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	OBAG	LSR	LSR	CON	2,760	2,760						2,760
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	OBAG	STP/CMAQ	LSR	PE/Env	386	386						386
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	799	799						799
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	OBAG	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	337	337						337
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	509	509						509

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								Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)
									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
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	Ops	280	280						280
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	Ops	693	693						693
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	MB-T2	Paratransit	Ops	875	875						875
00305	Fremont	I-880 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Blvd, Warm Springs Interchange)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	923	923						923
00306	Fremont	I-880/Decoto Interchange Modernization	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	PE/Env	2,000	2,000						2,000
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Final Design (PS&E)	2,400	2,400						2,400
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	939	939						939
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	278	278						278
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000	2,000						2,000
00350	Fremont	Centerville Complete Streets Pilot Road Diet	3-South	2000 MB	Disc-BP	Bike/Ped	CON	75	75						75
00362	Fremont	Fremont Boulevard/Country Drive Protected Intersection Project	3-South	2000 MB	Disc-BP	Bike/Ped	CON	267	267						267
00373	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	1,271	1,271						1,271
00374	Fremont	Fremont Boulevard/Grimmer Boulevard Improvement Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	1,415	1,415						1,415
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	TFCA	FYE26	Bike/Ped	CON	417		417					417
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON	1,452		1,452					1,452
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2010 VRF	Disc-Tech	Bike/Ped	CON	500		500					500
00310	Fremont / Alameda County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750	750						750
00310	Fremont / Alameda 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	23,162	23,162						23,162
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	939	939						939
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Final Design (PS&E)	1,608	1,608						1,608
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	4,261	4,261						4,261
00138	Hayward	I-880/Winton Avenue and A Street Interchanges	2-Central	STIP	RIP	HWY	CON	50	50						50

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00448	Hayward	Winton Ave/D St & Tennyson Corridors Signal Timing	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	515	515						515
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	PS&E	75		75					75
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	CON	319			319				319
00486	Hayward	Downtown Bike Loop	2-Central	TFCA	FYE26	Bike/Ped	CON	356			356				356
00489	Hayward	D Street Traffic Calming Project	2-Central	2010 VRF	Disc-BP	Bike/Ped	PS&E	44		44					44
00489	Hayward	D Street Traffic Calming Project	2-Central	2010 VRF	Disc-BP	Bike/Ped	CON	456			456				456
00241	Hayward	Main Street Complete Street Project	2-Central	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	175	175						175
00241	Hayward	Main Street Complete Street Project	2-Central	OBAG	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	OBAG	LSR	LSR	Final Design (PS&E)	88	88						88
00363	Hayward	Cesar Chavez Middle School – Safe Routes to School	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	148	148						148
00283	LARPD / TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	CON	96	96						96
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	Ops	388	388						388
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	Ops	129	129						129
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Ops	51	51						51
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Ops	275	275						275
00420	LAVTA	LAVTA Zero Emissions Infrastructure Transition Project (Atlantis Maintenance Facility)	4-East	2000 MB	Disc-Transit	Transit	CON	3,000	3,000						3,000
00451	LAVTA	Wheels Access – Expanding Mobility Options in the Tri-Valley	4-East	2000 MB	MB-T2	Paratransit	Ops	599	599						599
00463	LAVTA	Atlantis Facility Construction	4-East	STIP	RIP	Transit	CON	5,180	5,180						5,180
00463	LAVTA	Atlantis Facility Construction	4-East	2010 VRF	Disc-Transit	Transit	CON	2,000					2,000		
00508	LAVTA	Emergency Transit Operations for FY 26-27 and FY 27-28	4-East	I-580 Toll Revenue	Toll Revenue	Transit	Ops	4,000			4,000				4,000
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	Ops	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	1,257	1,257						1,257
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	81	81						81
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	Ops	22	22						22
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	Ops	81	81						81
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	Ops	80	80						80
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	Ops	477	477						477

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									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase									
00334	LAVTA	Route 30R Weekday Operations	4-East	TFCA	Prog Mgr	Bike/Ped	CON	490	490						490	
00340	LAVTA	Rapid Bus Stop Improvement Project	4-East	RM2	Other	Transit	Various	2,300	2,300						2,300	
00378	LAVTA	Passenger Facilities Enhancements	4-East	OBAG	STP/CMAQ	Transit	CON	2,000	2,000						2,000	
00389	LAVTA	Atlantis O&M Facility Bridging Documents	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	541	541						541	
00474	LAVTA	Transit Signal Priority Upgrade and Expansion	4-East	TFCA	FYE25	Transit		CON	95	95						95
00475	LAVTA	Route 30R Weekday Operations	4-East	TFCA	FYE25	Transit		CON	366	366						366
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	Ops	275	275						275	
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	3-South	2000 MB	Disc-PT	Paratransit	Ops	925	925						925	
00495	Livermore	Stanley Boulevard at Isabel Avenue Connector Ramp Crossing Improvements Project	4-East	2014 MBB	TEP-44	Bike/Ped	CON	825		825					825	
00504	Livermore	Arroyo Road Trail	4-East	TFCA	FYE26	Bike/Ped	CON	41		41					41	
00505	Livermore	ATP Implementation Projects - Olivia Avenue Bike Lanes	4-East	TFCA	FYE26	Bike/Ped	CON	58		58					58	
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)	137	137						137	
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	1,406	1,406						1,406	
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	OBAG	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	
00352	Livermore	Downtown Livermore Bicycle Parking Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	39	39						39	
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10	
00364	Livermore	Lawrence Elementary School Safe Routes to School Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	84	84						84	
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	32	32						32	
00404	Livermore	Robertson Park/Concannon and Epson/Concannon Crossing Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	CON	234	234						234	
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034						1,034	
00427	MTC	West Oakland Link	1-North	TFCA	FYE26	Bike/Ped	CON	307		307					307	
00427	MTC	West Oakland Link	1-North	2014 MBB	TEP-42	Bike/Ped	CON	7,500		7,500					7,500	
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75	75						75	
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	PE/Env	325	325						325	
00324	MTC / Alameda CTC	I-580 WB HOV Extension	4-East	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350	350						350	

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
								Prior Allocations		Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)
								Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	500	500						500
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800	800						800
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	1-North	2010 VRF	Disc-Transit	Transit	CON	1,500	1,500						1,500
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	273	273						273
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250	250						250
00327	MTC / Alameda CTC	I-80 Powell Interchange	1-North	2010 VRF	Disc-Transit	Transit	CON	2,500	2,500						2,500
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrain LINK	1-North	2000 MB	Disc-BP	Bike/Ped	CON	3,000			3,000				3,000
00464	MTC / BATA	Improved Bike/Ped Connectivity to East Span SFOBB	1-North	STIP	RIP	Bike/Ped	CON	5,063	5,063						5,063
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Planning / Scoping	100	100						100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	Final Design (PS&E)	100	100						100
00342	MTC / WOEIP	Adapt Oakland: Urban Greening in West Oakland (PCA Grant Match)	1-North	2014 MBB	TEP-46	Freight	CON	400	400						400
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)	3,253	3,253						3,253
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	1,667	1,667						1,667
00424	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	OBAG	STP/CMAQ	Bike/Ped	CON	5,141	5,141						5,141
00426	Newark	Old Town PDA Road Diet and Complete Street Improvement Project	3-South	TFCA	FYE26	Bike/Ped	CON	68		68					68
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	OBAG	LSR	LSR	CON	592	592						592
00353	Newark	Jarvis Avenue Class II Buffered Bike Lanes	3-South	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00366	Newark	Newark Safe Routes to School Improvements	3-South	2000 MB	Disc-BP	Bike/Ped	CON	43	43						43
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	2000 MB	Disc-BP	Bike/Ped	CON	323	323						323
00401	Newark	Cherry Street Class IV Separated Bikeways	3-South	TFCA	Prog Mgr	Bike/Ped	CON	130	130						130
00028	Oakland	Taxi-Up & Go Project	1-North	2000 MB	Disc-PT	Paratransit	Ops	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

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								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 FY26-27)
									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
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						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	Ops	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	117	117						117
00424	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	Final Design (PS&E)	3,888	3,888						3,888
00424	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	CON	7,209			7,209				7,209
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	5,101	5,101						5,101
00432	Oakland	27th Street and Bay Place Project	1-North	2014 MBB	TEP-45	Bike/Ped	CON	3,200	3,200						3,200
00433	Oakland	66th Avenue BART to Bay Trail	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	2,140	2,140						2,140
00442	Oakland	LAAMPS Phase Two	1-North	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	1,197	1,197						1,197
00487	Oakland	Chinatown 9th Street Complete Streets Project	1-North	2014 MBB	TEP-45	Bike/Ped	PS&E	2,000			2,000				2,000
00499	Oakland	Speed Camera Implementation	1-North	2010 VRF	Disc-Tech	Tech	CON	2,000			2,000				2,000
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	Ops	354	354						354
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	Ops	1,138	1,138						1,138
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	Ops	603	603						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	209	209						209
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	900	900						900
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	1,110	1,110						1,110
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	OBAG	STP/CMAQ	LSR	PE/Env	80	80						80

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
								Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)
									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00254	Oakland	Lakeside Family Streets	1-North	OBAG	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	OBAG	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
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	PE/Env	734	734						734
00258	Oakland	Oakland LSR Paving Program	1-North	OBAG	LSR	LSR	CON	4,161	4,161						4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	Ops	167	167						167
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	1,462	1,462						1,462
00331	Oakland	E. 12th St Bike Lanes	1-North	TFCA	Prog Mgr	Bike/Ped	CON	215	215						215
00354	Oakland	Citywide Bicycle/Pedestrian Rapid Response Enhancements	1-North	2000 MB	Disc-BP	Bike/Ped	CON	66	66						66
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	60	60						60
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	2000 MB	Disc-BP	Bike/Ped	CON	125	125						125
00367	Oakland	Lincoln Elementary Safe Routes to School	1-North	CMA-TIP	CMA-TIP	Bike/Ped	CON	200	200						200
00375	Oakland	14th Street Complete Streets Project	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00376	Oakland	East Bay Greenway Segment II	1-North	OBAG	STP/CMAQ	Bike/Ped	CON	1,000	1,000						1,000
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200	200						200
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	PE/Env	98	98						98
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	207	207						207
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	ROW	21	21						21
00384	Oakland	West Oakland Transit Improvements	1-North	2010 VRF	Disc-Transit	Transit	CON	1,398	1,398						1,398
00469	Oakland	Calm East Oakland Streets	1-North	TFCA	FYE25	Bike/Ped	CON	497	497						497
00470	Oakland	Battery Electric Street Sweeper	1-North	TFCA	FYE25	Bike/Ped	CON	104	104						104
00471	Oakland	Laurel Access to Mills, Maxwell Park, and Seminary (LAMMPS) Phase II and III	1-North	TFCA	FYE25	Bike/Ped	CON	175	175						175
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	TFCA	FYE26	Bike/Ped	CON	227		227					227
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2000 MB	Disc-Transit	Bike/Ped	CON								
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2010 VRF	Disc-Transit	Bike/Ped	CON	1,000		1,000					1,000
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2014 MBB	TEP-45	Bike/Ped	CON	960		960					960
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129						129

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									Prior Allocations	Two-Year Allocation Plan		Future Programming			
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	Total Allocated (Thru FY26-27)
00443	Piedmont	Piedmont Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	500	500						500
00491	Piedmont	Moraga Avenue Pedestrian Safety Project	1-North	2010 VRF	Disc-Tech	Bike/Ped	PS&E	97		97					97
00491	Piedmont	Moraga Avenue Pedestrian Safety Project	1-North	2014 MBB	TEP-44	Bike/Ped	CON	651			651				651
00260	Piedmont	Oakland Avenue Improvements	1-North	OBAG	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	204	204						204
00370	Piedmont	Oakland Avenue Pedestrian Enhancement Project	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	14	14						14
00332	Piedmont / EBCE	EV Charging in Piedmont	1-North	TFCA	Prog Mgr	Bike/Ped	CON	120	120						120
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	Ops	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	Ops	53	53						53
00459	Pleasanton	Pleasanton Rides Additional Driver and Electric Transit Vehicle	4-East	2000 MB	Disc-PT	Paratransit	Ops	158	158						158
00462	Pleasanton	Interstate 680/Sunol Boulevard Interchange Modernization	4-East	STIP	RIP	HWY	CON	6,000	6,000						6,000
00488	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction Project (Iron Horse Trail to Santa Rita Road)	4-East	2010 VRF	Disc-BP	Bike/Ped	PS&E	750		750					750
00494	Pleasanton	I-580 Overcrossing Bicycle and Pedestrian Improvements	4-East	2000 MB	Disc-BP	Bike/Ped	PS&E	350		350					350
00494	Pleasanton	I-580 Overcrossing Bicycle and Pedestrian Improvements	4-East	2014 MBB	TEP-45	Bike/Ped	PS&E	175		175					175
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	Ops	65	65						65
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	OBAG	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	Ops	80	80						80
00355	Pleasanton	Division Street/St. Mary's Street Cycle Track and Buffered Bike Lanes Project	4-East	2000 MB	Disc-BP	Bike/Ped	CON	17	17						17
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	2000 MB	Disc-BP	Bike/Ped	CON	717	717						717
00399	Pleasanton	West Las Positas Bikeway Improvements (Phase 1 and 2)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	150	150						150
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-44	Bike/Ped	CON	2,300	2,300						2,300
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000						5,000
00399	Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	4-East	Fed	Earmark	Bike/Ped	CON	1,700	1,700						1,700
00444	Pleasanton	Pleasanton Trip Reduction Program (FY 22/23 - 23/24)	4-East	TFCA	Prog Mgr	Bike/Ped	Ops	58	58						58
00473	Pleasanton	Pleasanton Trip Reduction Program	4-East	TFCA	FYE25	Transit	CON	85	85						85
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42						42

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									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
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
00478	Port of Oakland	Next Generation Fuel Cell Electric Top Loader and Wet-Hose Mobile Refueler Project	1-North	2014 MBB	TEP-46	Freight	CON	2,000	2,000						2,000
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	30,000						30,000
00096	San Leandro	San Leandro Boulevard Preservation	2-Central	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	Ops	50	50						50
00190	San Leandro	LINKS Shuttle Operations (FY 24/25 & FY 25/26)	2-Central	TFCA	Prog Mgr	Transit	Ops	67	34	33					67
00190	San Leandro	LINKS Shuttle Operations (FY2029 & FY2030)	2-Central	2010 VRF	Disc-Transit	Transit	Ops	386					188	198	
00190	San Leandro	LINKS Shuttle Operations (FY2027 & FY2028)	2-Central	TFCA	FYE26	Transit	Ops	46		23	23				23
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	234	234						234
00434	San Leandro	Lewelling Boulevard Streetscape	2-Central	2014 MBB	TEP-44	Bike/Ped	CON	1,973	1,973						1,973
00438	San Leandro	Fairway Drive Traffic Calming	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	58	58						58
00439	San Leandro	Hesperian Boulevard Bike Lane Gap Closure	2-Central	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	225	225						225
00481	San Leandro	Bancroft Avenue and Williams Street Bicycle Corridor Project	2-Central	2014 MBB	TEP-45	Bike/Ped	PS&E	2,000		2,000					2,000
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	Ops	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	Ops	1,020	1,020						1,020
00190	San Leandro	LINKS Shuttle Operations (FY20/21 & 21/22)	2-Central	TFCA	Prog Mgr	Transit	Ops	128	128						128
00190	San Leandro	LINKS Shuttle Operations	2-Central	2010 VRF	Disc-Transit	Transit	Ops	931	456	190	141	144			787
00190	San Leandro	LINKS Shuttle Operations (FY22/23 & FY 23/24)	2-Central	TFCA	Prog Mgr	Transit	Ops	114	114						114
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	OBAG	LSR	LSR	CON	975	975						975
00356	San Leandro	Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons Project	2-Central	2000 MB	Disc-BP	Bike/Ped	CON	30	30						30
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TC	Bike/Ped	CON	1,112	1,112						1,112
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2014 MBB	TEP-45	Bike/Ped	CON	275	275						275

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								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 FY26-27)
									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	92	92						92
00030	SHS	Rides for Seniors	2-Central	2000 MB	Disc-PT	Paratransit	Ops	235	235						235
00051	SJRRC	ACE Capital	3-South	2000 MB	01	Transit	Various	13,184	13,184						13,184
00509	SJRRC	Valley Link Rail Project - Phase 1A	4-East	I-580 Toll Revenue	Toll Revenue	Transit	Final Design (PS&E)	4,000			4,000				4,000
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	235	235						235
00382	SJRRC	Newark-Albrae Siding Connection Project	3-South	2010 VRF	Disc-Transit	Transit	CON	1,765	1,765						1,765

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
00466	SJRRC	Union City Intermodal Station Phase 3 Project	4-East	2014 MBB	TEP-22	Transit	PE/Env								
00456	SOS	SOS Meals on Wheels	Multiple	2000 MB	Disc-PT	Paratransit	Ops	471	471						471
00031	SSPTV	Volunteer Assisted Senior Transportation Program	4-East	2000 MB	Disc-PT	Paratransit	Ops	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	Ops	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	Ops	701	701						701
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	Ops	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00476	Union City	Union City Transit Electric Bus & Infrastructure	3-South	TFCA	FYE26	Transit	CON	179		179					179
00476	Union City	Union City Transit Battery Electric Bus Charging Infrastructure	3-South	2010 VRF	Disc-Tech	Transit	CON	618		618					618
00506	Union City	Dyer Street Pavement Rehabilitation Project Phase 2	3-South	TFCA	FYE26	Bike/Ped	CON	50		50					50
00507	Union City	Arizona Street Bicycle Improvements	3-South	TFCA	FYE26	Bike/Ped	CON	23		23					23
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 3	3-South	2014 MBB	TEP-42	Bike/Ped	CON	1,751	1,751						1,751
00191	Union City	Union City Boulevard Bike Lanes Phase 3	3-South	TFCA	Prog Mgr	Bike/Ped	CON	185	185						185
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	OBAG	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	3-South	TFCA	Prog Mgr	Transit	CON	221	221						221
00333	Union City	East-West Connector / Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	6,700	6,700						6,700
00333	Union City	Quarry Lakes Parkway	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,995		3,995					3,995
00371	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	10	10						10
00372	Union City	Pedestrian Infrastructure at James Logan High School and Guy Emanuele, Jr. Elementary School	3-South	2000 MB	Disc-BP	Bike/Ped	CON	71	71						71
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	Disc-PT	Paratransit	Ops	400	400						400
00294	USOAC	Senior Public Transportation Training and Education Program	1-North	2000 MB	MB-T2	Paratransit	Ops	755	755						755

Alameda CTC Comprehensive Investment Plan 2026 CIP Update Five-Year Programming and Two-Year Allocation Plan 2026 CIP Update Programming and Allocations								Programming and Allocations (\$ x 1,000)							
									Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY26-27)
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	
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	Other	Transit	Various	4,789	4,789						4,789
								2,080,569	1,779,836	87,686	198,182	10,542	3,625	698	2,069,704
								Total 2-year Allocations		285,868					
								Total 5-year Programming		300,733					

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2026 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: COMPREHENSIVE INVESTMENT PLAN PROGRAMMING PRINCIPLES

1. Purpose

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

To streamline programming of these funds sources, Alameda CTC considers all available fund sources through a consolidated funding program that prioritizes, evaluates, and recommends funding to transportation infrastructure and operational needs of countywide importance 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 that Alameda CTC makes to help accomplish countywide transportation goals and objectives. The following five fundamental principles guide this process:

1. Implementing Alameda CTC's adopted visions and goals
2. Balancing strategic investments across project delivery phases
3. Maximizing transportation investments
4. Investing in all modes and areas within Alameda County
5. Delivering 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 uniformly consolidate historically separate programming goals and practices, where applicable, to more effectively coordinate funding toward highly beneficial transportation projects that address access, safety, connectivity, congestion, economic development, and state of good repair of a multimodal transportation system.

2. Programming and Allocation 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 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 and 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, which may occur when the programmed year moves into the two-year allocation window and upon the Project Sponsor's allocation request through the CIP application process.
 - Allocation requests to advance outer-year programmed funds are subject to the availability of funds and Alameda CTC Commission approval, as priority is given to projects with funds already allocated in the two-year allocation window.
4. For projects with outer-year programmed funds not ready for an allocation, Project Sponsors may request to have the programming deferred to a different outer CIP programming year, subject to Alameda CTC approval.

3. Fund Sources and Programs

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

Principal Program	Fund Source(s) and Investment Program
1. Bicycle and Pedestrian Program	Measure B (MB) Bike/Pedestrian Countywide Discretionary Fund Measure BB (MBB) Bike/Pedestrian Grant Program 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
3. Transit Center Development Program	MB Transit Center Development Program
4. Community Development Investment Program	MBB Community Development Investment Program

Principal Program	Fund Source(s) and 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 County Program Manager (40%)
11. State Transit Assistance (STA) County Block Grant Program	Population-based STA
12. One Bay Area Grant Program (OBAG)	Federal STP and 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 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 when a previously programmed commitment is unable to be delivered or additional funding capacity is 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 guiding programming principles (refer to CIP Section 6 for details).
 1. Implementing Alameda CTC’s adopted visions and goals
 2. Balancing strategic investments across project delivery phases
 3. Maximizing transportation investments
 4. Investing in all modes and areas within Alameda County
 5. Delivering solutions while ensuring accountability
- b. Countywide Significance: Projects identified as a countywide priority, an identified project, or along a transportation corridor in Alameda CTC’s Countywide Transportation Plan (CTP), multimodal plans (goods movement, arterial, and transit), transportation expenditure plans, and the Countywide Bicycle and Pedestrian/Active Transportation Plan will receive higher priority consideration.
- c. Readiness: Projects demonstrating a 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 toward project completion; feasible schedule, etc. Projects must be deliverable within the timeframe that funds are 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, transit agencies, community members, and other project stakeholders throughout the planning and project implementation phases and identifies commitments to maintain the improvements after completion shall also be considered.

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. Metropolitan Transportation Commission (MTC)
 - 5. East Bay Regional Parks District (EBRPD)
 - 6. Public school districts (K-12) in Alameda County (exclusively for student transit pass programs)
 - 7. Alameda CTC
 - 8. Private, non-profit organizations (exclusively for programs targeted toward seniors and people with disabilities)

Note that entities 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. Alameda CTC may grant exceptions on a case-by-case basis to allow other entities to directly receive funds.

- b. Applicants must acknowledge and agree to comply with the specific requirements of the identified fund sources and Alameda CTC's project funding agreement, generally through a required governing body-adopted resolution of local support, prior to receiving funds 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 within their agency for Alameda CTC-administered funds.

7. Minimum/Maximum Award and Matching Requirements

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	\$500,000	\$2,000,000	25% (for each phase requested)
Programs and Transit/Shuttle Operations	\$100,000 per year	\$500,000 per year	75% (by year)
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 can be funded through local means, including MB/MBB/VRF direct local distribution (DLD) funds, will be a lesser priority for CIP discretionary funding.

Project Sponsors shall provide the minimum match of Alameda CTC Administered Funds requested by phase, unless otherwise stated by a particular CIP policy or program guideline.

8. Matching Requirements

- Matching funds must be expended concurrently and proportionally to Alameda CTC Administered Funds allocated to the project phase.
- Previously incurred costs or previously expended funds do not count toward fulfilling the 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; however, matching is highly encouraged to support leveraging of Measure BB funds.
- Projects funded with federal funds (such as STP/CMAQ) require a non-federal local match. Non-federal sources for the local match can include local sales tax and vehicle registration fee DLDs, special bond measures, private financial donations, and other local revenues.
- In-kind funding (non-cash contributions of time, goods and services, equipment, or space) will not count toward fulfilling the CIP matching requirement.
- Alameda CTC may consider on a case-by-case basis exceptions to the matching requirement or adopt CIP policies that modify the match requirements in certain cases. Such exceptions may include exemptions for projects that provide considerable transportation benefits and/or projects that leverage significant transportation funds for the County and CIP-specific policies such as the “Small Cities” Policy.

9. 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, and 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 Policy in Appendix E.

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

10. 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/Measure BB/VRF DLD recipients, unless otherwise agreed upon by Alameda CTC with a project funding agreement for labor costs that includes direct staff implementation of a project phase or other eligible project activity. DLD recipients are expected to use DLD or other local funds to support staffing, contract management, invoicing and reporting activities, and other administrative costs associated with the project.
- Payments to funding 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 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.

11. Shuttle Operations Funding Requirements

Funding for shuttle operations is strictly limited to shuttles which provide 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 the public, and serve employment and/or activity centers.
- Applicants must provide the minimum match required for transit/shuttle operations.

- Non-competing service operations requirement: Shuttle service must not compete with existing fixed-route transit services provided by AC Transit, LAVTA, 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.

Priority considerations for funding shuttles:

- Service routes within 0.5-mile radius from a major regional transit facility (BART station, major bus transfer station, or ferry terminal).
- Programs demonstrating long-term and local sustainability with 50 percent (50%) or more of the committed local match funding coming from private sources, e.g., private business investment districts.
- Ridership exceeding 500,000 annual boardings, documented by existing service data or documented ridership projections.

12. Freight-Related Project Funding Requirements

Funding for freight-related projects is strictly limited to improvements that significantly contribute to the freight systems' economic activity or vitality; relieve congestion of the freight system; improve the safety, security, or resilience of the freight system; improve or preserve the freight system infrastructure; implement technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduce or avoid adverse community and/or environmental impacts of the freight system.

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

13. Project Selection Criteria

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

1. Consistency with/Identified in the most recently adopted Regional Transportation Plan and Countywide Transportation Plan.
2. Consistency with/Identified in the most recently adopted Countywide Bicycle and Pedestrian Master Plan (applicable to bicycle/pedestrian improvements).
3. Provides the minimum match of Alameda CTC Administered Funds requested by phase.

The primary CIP project selection criteria are as follows:

1. **Project Need and Benefits:** Project clearly defines project needs, describes how proposed transportation improvement will benefit the intended users at a local and countywide level, and provides 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 toward improving the transportation network, economic competitiveness, and environmental conditions, e.g., reduces 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.
 - **Sustainability:** Project Sponsor 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.
- 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. Projects with a completed project study report or equivalent scoping document will receive higher priority consideration for readiness.
- 3. Matching Funds:** Project has secured or committed funding that exceeds the minimum matching requirement and is not from an Alameda CTC discretionary funding source. .
- 4. 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 to the requirements of 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 project category/mode (bicycle/pedestrian, transit, goods movement, highway, local streets and roads, transit operations, etc.) to provide a direct

evaluation of similar projects to one another, e.g., transit projects are compared to other transit projects.

14. 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, meet specific funding program goals, and submit required reports on the project and implementation status.
- 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.

15. Post-Allocation Requirements

Project Sponsors that are awarded allocations of Alameda CTC Administered Funds are required to:

- Submit a governing body approved resolution of local support, using Alameda CTC's approved resolution template, that accepts Alameda CTC funds and confirms local matching commitments, project delivery strategy, and local support for the project, and authorizes entering into a project funding agreement with Alameda CTC. Such resolution may be requested with the funding application.
- Enter into a project funding agreement between Alameda CTC and the Project Sponsor for approved allocations of Measure B, Measure BB, VRF, TFCA, and other discretionary funds under Alameda CTC's purview. Agreements will include project scope, cost, funding plan, reimbursement ratio for reimbursable costs, schedule, performance measures, reporting requirements, publicity requirements, audit requirements, task deliverables, effective date of reimbursable costs, etc. See sample agreement requirements:
https://www.alamedactc.org/wp-content/uploads/2022/05/Alameda_CTC_PFA_Boilerplate_FINAL_20210309.pdf
- Comply with Alameda CTC's Local Business Contract Equity Program requirements:
<https://www.alamedactc.org/get-involved/contract-equity/>

16. 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 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 Alameda CTC and incorporated into the funding agreement.
- c. Projects receiving federal and/or state funds are to meet the project delivery requirements and timelines of the awarded federal and/or state funding.

- 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, funding agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If funding 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.

17. Other Requirements

- a. Program-specific guidelines may supersede the requirements set forth in these CIP programming guidelines.
- b. Programming and allocation 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. Allocation requests for named 2014 Measure BB capital projects must be submitted by Project Sponsors and approved by the Alameda CTC Commission prior to executing a funding agreement. A request for allocation must include at minimum a summary of project costs defined by phase and fund source, and a project schedule by phase.
- d. Alameda CTC may consider on a case-by-case basis exceptions to 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.

18. Eligible Projects

Eligible CIP projects are as follows:

- a. Projects must demonstrate a public benefit toward 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 current adopted Regional Transportation Plan and Alameda CTC's CTP.
- d. Projects must meet the goals and objectives of the funding sources and funding programs.
- e. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF monies must be consistent with the eligible uses of funds in the respective expenditure plans.
- f. Projects funded with federal and/or state sources must meet the applicable requirements for the awarded sources. Example requirements 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 (for federal-funded projects) 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.
- g. Potential funding eligibilities examples are identified in Exhibit A: Project Categories, Transportation Priorities, and Funding Eligibility.
- h. Eligible capital infrastructure projects may include but are not limited to:
 - Local street and road improvements
 - Bicycle and/or pedestrian infrastructure improvements including 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 underserved and disadvantaged communities
 - Improvements that reduce greenhouse gas emissions
 - Technology improvements such as intelligent transportation systems, transit signal priority, and other innovative uses of technology that improve the transportation system
- i. 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 Schools 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

19. Section 1 Exhibits

- Exhibit A: Project Categories, Transportation Priorities, and Funding Eligibility
- Exhibit B: Project Selection Criteria

The rest of Appendix D (Sections 2-15) specifies the programming and allocation guidelines for the various programs and funding sources programmed through the CIP.

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Section 1, Exhibit A: Project Categories, Transportation Priorities, 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 funding eligibility examples.

Project Categories, Transportation Priorities, and Funding Eligibility			Federal		State	Regional and Local									
#	Category and Sample Example Projects <i>(eligible fund sources are generally identified for the category; some example projects may not be directly eligible for the fund source)</i>	Transportation Priorities <i>(in no particular order)</i>	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF	MB- MBB-VRF	MB-MBB Paratransit	MBB-VRF	MB-TCD	MBB-Congestion	MBB-CDIP	MBB-Freight
1.	Transit Capital - Capital rehabilitation - Capacity expansion, stations, capital replacement - Safety and access improvements - Transit signal priority (TSP)/communications	- Increase transit access and ridership. - Prioritize regional projects in the expenditure plans. - Identify projects/need in a transit plan. - Increase frequency or reliability of service operations. - Facilitate express bus services.	X			X	X		X		X	X		X	
2.	Local Streets and Roads (Arterials) - Major arterial performance initiative program - Roadway safety/traffic calming - Grade separations - Traffic signals, ITS/CCTV installations/upgrade - Signal timing and coordination - Complete streets and streetscape - Coordination with freeways and ramps - Roadway/pavement Rehabilitation - Sidewalk installation	- Prioritize regional projects in the expenditure plans. - Identify projects/need in Multimodal Arterials Plan. - Enhance multimodal connectivity and reliability of transit, bicycle and pedestrian networks. - Provide congestion relief and increase mobility.	X	X	X	X	X				X	X	X	X	X
3.	Bicycle and Pedestrian - Bike facilities (include Class 1,2,3, and 4 facilities) - Bike storage capital costs (racks, lockers, cages) - Safety, gap closure, infrastructure improvements - Bicycle and pedestrian master plans and updates - Safe Routes to School improvements/programs	- Identify projects in a Countywide Bicycle/Pedestrian Plan. - Prioritize regional projects in the expenditure plans. - Close gaps in local and countywide bicycle/pedestrian network. - Improve safety and connectivity by removing known barriers to access and connections to activity centers, schools, jobs, and transit. - Update bicycle/pedestrian master plans to improve coordination.	X	X		X	X	X					X		X

Project Categories, Transportation Priorities, and Funding Eligibility			Federal		State	Regional and Local									
#	Category and Sample Example Projects <i>(eligible fund sources are generally identified for the category; some example projects may not be directly eligible for the fund source)</i>	Transportation Priorities <i>(in no particular order)</i>	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF	MB- MBB-VRF	MB-MBB Paratransit	MBB-VRF	MB-TCD	MBB-Congestion	MBB-CDIP	MBB-Freight
4.	Highway Capital - Interchange, bridge, sound wall, ramp improvements - Bridge improvements - Express lanes	- Prioritize regional projects in the expenditure plans. - Improve safety and connectivity. - Address state of good repair of transportation system. - Address congestion and mobility.		X							X		X	X	X
5.	Freight and Economic Development (Goods Movement) - Truck/port/freight operations and goods movement - Airport facilities, truck-vehicle parking - Quiet zone improvements <i>(Road or highway access improvements will be evaluated under local streets and roads or highway categories.)</i>	- Prioritize regional projects in the expenditure plans. - Identify projects in a Goods Movement Plan. - Reduce conflicts. - Improve goods mobility and economic development. - Enhance coordination to distribution centers.	X	X						X				X	X
6a.	Transit Operations (Non-paratransit) - Fixed route or shuttle operations and service expansion - Transit priority measures - Congestion relief programs - Transit incentive programs (including fare-based)	- Increase reliability of service operations. - Increase transit ridership. - Maintain or expand express bus services. - Demonstrate operational and funding sustainability.	X	X	X	X	X		X					X	
6b.	Paratransit Capital and Operations - ADA-mandated services - City-based, non-ADA services - Specialized transportation programs - Capital improvements (accessible vehicles, signage) - Related assessments and plans	- Maintain or expand existing transportation services designed for seniors and people with disabilities. - Increase accessibility of transportation services. - Eliminate 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.	Transportation Demand Management/ Education Outreach - Fare incentives – student bus passes - Guarantee Ride Home Program	- Facilitate connectivity to transit. - Promote multimodal transportation and modal shifts away from single occupancy vehicle (SOV) use toward alternative modes, including bicycle/pedestrian and transit.	X	X		X	X		X					X	

Project Categories, Transportation Priorities, and Funding Eligibility			Federal		State	Regional and Local									
#	Category and Sample Example Projects <i>(eligible fund sources are generally identified for the category; some example projects may not be directly eligible for the fund source)</i>	Transportation Priorities <i>(in no particular order)</i>	STP	CMAQ	STIP	TFCA	Lifeline	MB- MBB-VRF	MB- MBB-VRF	MB-MBB Paratransit	MBB-VRF	MB-TCD	MBB-Congestion	MBB-CDIP	MBB-Freight
	- Technical assistance - Alternative mode education and incentives - Safe Routes to School or Transit - Parking management	3. Provide a cost-effective strategy to improve and facilitate access to transit, schools, and job centers.													
8.	LSR/Highway Operations - Traffic signal operations, ITS, maintenance - Highway and bridge maintenance and operations	1. Address state of good repair of transportation system. 2. Address congestion and mobility.	X	X	X						X		X		
9.	Planning/Studies - Planning studies and implementation - Feasibility or scoping-only studies - Modal plans/studies - Bicycle and pedestrian master plans	1. Define project scopes, schedules, and expected outcomes. 2. Examine feasibility of improvement implementations. 3. Contribute to long-rang planning of improvements for future implementation and decision making. 4. Support transit oriented development (TOD) and priority development areas (PDAs).	X	X	X			X	X	X	X	X		X	X

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Section 1, Exhibit B: Project Selection Criteria

Proposed projects will be scored based on applicant-provided information for the following criteria, as applicable. Additional criterion may be included within this framework regarding program needs and funding requirements.

General CIP Criterion	CIP Criterion Description	Score Scale	Criteria Weight
A. Project Readiness	The project has a well-defined funding plan, budget, and schedule; implementation of the project or project phase(s) is feasible; governing body approval and community support are demonstrated; and the sponsor demonstrates coordination among internal and external agencies, as applicable.	40	40%
B. Needs and Benefits	The project's needs and benefits are evaluated on combined scoring of B.1 through B.4 below.	50	50%
B.1 General Benefits	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, facilitating a clean environment, promoting innovation, and contributing to economic growth, i.e., CTP goals.	15	15%
B.2 Access Improvements/ Equity Priority Communities	The project demonstrates a significant impact and benefit to one or more Metropolitan Transportation Commission (MTC) identified Equity Priority Communities (EPCs). Sponsors may propose projects that are not physically located within an MTC-defined EPC if the application demonstrates a clear and direct benefit to other locally-identified and defined disadvantaged or underserved communities. For example, see federal Justice 40 Initiative guidance (see note).	15	15%
B.3 Safety Benefits	The project enhances transportation safety and includes countermeasures that specifically address demonstrated safety issues.	10	10%
B.4 High Injury Network (HIN)	The project enhances transportation safety on the Countywide Bicycle and/or Pedestrian HINs.	10	10%
C. Matching Funds	The Sponsor commits other identified funds beyond the minimum match requirement for the phase(s) funds are being requested. Up to 10 points assigned, 2 points earned for every additional 5% match beyond minimum match requirement.	10	10%
	Total	100	100%
Note: The federal Justice 40 Initiative interim guidance defines a community as, "either a group of individuals living in geographic proximity to one another, or a geographically dispersed set of individuals, where either type of group experiences common conditions."			

SECTION 2: PROGRAMMING/ALLOCATION GUIDELINES FOR ARTERIALS/LOCAL STREETS AND ROADS PROGRAM

PROGRAM SUMMARY

The Arterials/Local Streets and Roads 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, and quiet zones.

The 2014 Measure BB funds shall be allocated and expended in accordance with 2014 TEP requirements.

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 augmented the existing 2000 Measure B 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. Of the net revenue collected, 10 percent (10%) 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.

Alameda CTC will periodically distribute funds 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 improvements 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 for 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 2014 TEP**: Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plan.
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 example projects in the 2014 TEP and 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 that Alameda CTC funds must not have the direct purpose or intent to increase the overall system capacity to facilitate the transportation of coal in bulk.

SECTION 3: PROGRAMMING/ALLOCATION GUIDELINES FOR BICYCLE AND PEDESTRIAN DISCRETIONARY PROGRAM

PROGRAM SUMMARY

The Bicycle and Pedestrian Discretionary Program includes the combined funding from the 2000 Measure B, 2014 Measure BB, and 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 on April 1, 2002 and ended on March 30, 2022. The 2000 Transportation Expenditure Plan outlines projects and programs ("projects") that the sales tax revenues fund. Of the net revenue collected, five percent (5%) is dedicated to bicycle and pedestrian projects and 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.
- 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 augmented 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 the sales tax revenues fund. Of the net revenue collected, eight percent (8%) is dedicated to bicycle and pedestrian infrastructure and safety projects that encourage people to bike and walk, as designated below:

- Three percent (3%) or \$264 million is directed toward the Completion of Three Major Trails — Iron Horse Trail, Bay Trail, and the East Bay Greenway Corridor.
- Three percent (3%) is formula allocated as DLDs to Alameda County cities and the County based on population.
- 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 may be used 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 VRF funds are dedicated to the VRF Pedestrian and Bicycle Access and Safety Program. Its goals are to improve the safety of bicycles and pedestrians by reducing conflicts with motorized vehicles, create safe 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 Alameda CTC's Countywide Bicycle and Pedestrian Plans, and the Measure B, Measure BB, and VRF expenditure plans. Alameda CTC's Countywide Bicycle and Pedestrian Plans identify 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 identified in the 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 the 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, railroads, freeways)
- 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 million) for the Completion of Three Major Trails Funds in the 2014 TEP 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 Alameda CTC's Countywide Bicycle and Pedestrian Plans and other countywide plans.

ELIGIBLE PROJECTS

Eligible projects include 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 COMMUNITY DEVELOPMENT INVESTMENT PROGRAM

PROGRAM SUMMARY

The 2014 Measure BB Community Development Investment Program (CDIP) supports 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 Measure BB 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 Measure B 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. The 2014 TEP establishes a total of four percent (4%) 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 for 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 each programming cycle will be specifically allotted to capital infrastructure investments.

2. **Non-infrastructure:** Up to 30 percent (30%) of available program funds in each 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, and 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., electric vehicle 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

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.

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.

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 FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM

PROGRAM SUMMARY

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

The 2014 Measure BB funds shall be expended in accordance with the requirements of the Measure BB Transportation Expenditure Plan (2014 TEP).

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 TEP outlines projects and programs (“projects”) that will be funded with the sales tax revenues. Of the net revenue collected, one percent (1%) 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 the 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 to improve efficiency and safety and reduce the 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 in the 2014 TEP. The programming and allocation primary priority shall be for projects that contribute significantly to furthering countywide safety and coordination of goods movement. In general, competitive projects are those that enhance the 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 identified in the expenditure plans. Funding from this category will be programmed 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 that Alameda CTC funds 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 HIGHWAY PROGRAM

PROGRAM SUMMARY

The Highway Program seeks to implement projects as identified in the 2014 Measure BB Transportation Expenditure Plan (2014 TEP). The 2014 TEP 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 \$600 million, with an additional one percent (1%) of net revenue or approximately \$77 million specifically targeted toward goods movement improvements. Project funding decisions are 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. Several 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 providing congestion relief and facility improvements.

FUND SOURCES

2014 Measure BB

Measured 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 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 2014 TEP.

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 for projects that contribute significantly toward addressing safety, access, and infrastructure gaps, while furthering countywide efficiencies and coordination of goods movement. In general, competitive projects are those that enhance the 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 Transportation Expenditure Plan:** Priority consideration is given to projects identified in the 2014 TEP and earmarked for certain Measure BB amounts. Priority consideration is provided to projects 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 Lanes and operational improvements, and reducing travel times (peak hour vehicle delays and average vehicle delays).
5. **Enhance connectivity/improve access:** 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 and access, and enhance the 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 program goals and objectives.
- Freight-related projects that Alameda CTC funds 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 PARATRANSIT DISCRETIONARY GRANT PROGRAM

PROGRAM SUMMARY

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

FUND SOURCES

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects and programs to improve the County's transportation system. Collections began on April 1, 2002 and ended on March 30, 2022. The 2000 Transportation Expenditure Plan outlines projects and programs ("projects") that the sales tax revenues fund. A total of 10.45 percent (10.45%) of net MB revenue was directed toward 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 DLDs to Alameda County cities, the County, and transit operators as follows:
 - 5.63 percent (5.63%) are DLDs directed toward the East Bay Paratransit Consortium (AC Transit and BART) for Americans with Disabilities Act (ADA) mandated paratransit services.
 - 3.39 percent (3.39 %) are DLDs directed toward Alameda County cities and the 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 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 the sales tax revenues fund. Of net revenue collected, ten percent (10%) is dedicated to paratransit projects targeted toward seniors and people with disabilities (paratransit), as follows:

- Six percent (6%) of net revenues are directed toward the East Bay Paratransit Consortium (AC Transit and BART) for ADA-mandated services.
- Three percent (3%) of net revenues are DLDs directed toward Alameda County cities and the 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.
- 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 is administered by Alameda CTC and directed toward 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 are used for countywide paratransit programs that Alameda CTC administers.

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 can use fixed-route public transit to do so.
- Meet the needs of seniors and people with disabilities 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:** Priority consideration is given to projects 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:** Priority consideration is given to projects identified that provide service across jurisdictional boundaries.

3. **Projects that provide same-day accessible transportation.** Priority consideration is given to 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 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.

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 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 the general requirements for Alameda CTC-administered discretionary funding in the full CIP guidelines, including reimbursements and timely use of funds provisions.

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 percent (12%) local match for DLD recipients and five percent (5%) for non-DLD recipients.
- Plans and Studies: 50 percent (50%) local match.
- Shuttle and transit operations: 50 percent (50%) local match.
- “In-kind” costs are not eligible.
- Matching funds must be expended concurrently and proportionally to Alameda CTC Administered Funds allocated to the project phase.
- 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 DLD funds on the Access Alameda website: <https://accessalameda.org/communities/>

Monitoring and Performance Measures

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

RESOURCES

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

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SECTION 8: PROGRAMMING/ALLOCATION GUIDELINES FOR TECHNOLOGY, INNOVATION, AND DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The Technology, Innovation, and Development Program includes discretionary funding primarily from the 2014 Measure BB. However, funds identified for the Vehicle Registration Fee (VRF) Local Technology Program may be made available at the discretion of 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. Of the net revenue collected, one percent (1%) 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 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 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 \$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.

The VRF program dedicates five percent (5%) of net funds to the VRF Local Transportation Technology Program. This program aims to improve the performance of road, transit, pedestrian and bicyclist technology applications and accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. On January 23, 2014, 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 Alameda CTC. The goal of this policy is to create a reliable source of funding to support ongoing operational requirements and costs incurred by 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 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 to enhancing the transportation system through new and emerging research, assets, capital investments, applications, and technology-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 each 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 each 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 transportation infrastructure and transit services.
4. **Regional projects in the expenditure plans:** Priority consideration is given to regional projects identified in the 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 and increase economic vitality for the County.
8. **Increase in safety:** Priority consideration is given to projects that increase the 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 facilitate 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. These include 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 that Alameda CTC funds 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 TRANSIT PROGRAM

PROGRAM SUMMARY

The Transit Program includes the combined discretionary funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Express Bus and Transit. This program aims to support creating, expanding, and enhancing access to transit through capital infrastructure investments, service operations, and innovative transit projects. The 2000 Measure B, 2014 Measure BB, and VRF 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 supports multiple investments to improve the County's transportation system. Collections began on April 1, 2002 and ended March 30, 2022. The 2000 Transportation Expenditure Plan outlines projects and programs ("projects") that will be funded with the sales tax revenues. Of the net revenue collected, 0.7 percent (0.7%) 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 funded 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 augmented 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. Of the net revenue collected, 2.24 percent (2.24%) is dedicated to funding innovative and emerging transit projects and 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 priority for funding from this fund category.

Vehicle Registration Fee

Measure F, approved by Alameda County voters in November 2010, authorizes a \$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. The VRF program dedicates 25 percent (25%) of funds 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 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 for 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 each programming cycle will be specifically allotted to capital infrastructure investments.
2. **Non-infrastructure:** Up to 30 percent (30%) of available program funds in each 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 identified in the expenditure plans and Countywide Transit Plans.
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 by 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, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, and signature identification of rapid buses 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, enhancement 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
- 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

Note that 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. Transit and shuttle operations that enhance existing service should be coordinated with the existing service and transit operator(s) to the extent feasible.

INELIGIBLE PROJECTS

- Routine bus maintenance
- Funding to replace funds for existing ongoing programs or transit operations
- Transit and shuttle operations that directly duplicate existing transit services

OTHER REQUIREMENTS

- Ongoing funding for 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 TRANSIT CENTER DEVELOPMENT PROGRAM

PROGRAM SUMMARY

The 2000 Measure B Transit Center Development (TCD) Program aims to create, expand, and enhance access to transit through capital infrastructure investments, service operations, and innovative transit projects.

Transit Center Developments are priority development areas (PDAs), transit villages, transit-oriented designs, and mixed-use residential or commercial areas 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 Measure B Expenditure Plan (2000 TEP).

FUND SOURCE

2000 Measure B

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports multiple projects to improve the County’s transportation system. Collections began on April 1, 2002 and ended on March 30, 2022. The 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 funding to advance TOD projects, and as identified in the 2000 TEP. The programming and allocation primary priority shall be for projects that contribute significantly to facilitating residential and retail development near transit centers and PDAs. In general, competitive projects 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 TODs or PDAs:** 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 Measure B Expenditure Plan.
3. **Technical Assistance Program:** Priority consideration is given to a technical assistance program administered by Alameda CTC, known as the Sustainable Communities Technical Assistance Program, 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 TODs or PDAs

SECTION 11 PROGRAMMING/ALLOCATION GUIDELINES FOR TRANSPORTATION FUND FOR CLEAN AIR COUNTY PROGRAM MANAGER FUND (40%) PROGRAM

PROGRAM SUMMARY

The Bay Area Air Quality Management District (Air District) provides the Transportation Fund for Clean Air (TFCA) County Program Manager Fund (40%) Program from revenue generated by a regional four-dollar (\$4) vehicle registration fee. TFCA-funded projects reduce motor vehicle emissions and achieve “surplus” emission reductions beyond the current requirements of 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.

Of the total TFCA revenue collected annually by the Air District for this program, 40 percent (40%) is returned to the county in which it was collected. As the designated TFCA Administering Agency for Alameda County, Alameda CTC is responsible for annually programming these funds. TFCA funds shall be expended in accordance with the requirements of the Air District’s current TFCA County Program Manager Fund policies, the Air District’s adopted county expenditure plans, and the provisions set forth in the annual TFCA 40% 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 Assembly Bill (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 administering agency in each county. The overall administering agency must be designated by resolutions adopted by the county board of supervisors and a majority of the city councils 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 designated as AB 434 program managers (administering agencies) “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 eligible for TFCA 40 percent (40%) funding, including an expansion of eligible transit, rail, and ferry projects.

AB 414 also adds a requirement that designated county administering agencies adopt criteria for the expenditure of the county subventions and 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 an administering agency 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 County Program Manager Fund. The current [Air District TFCA 40% Policies](#) further define eligible projects and establish criteria for calculating emission reductions (i.e., TFCA cost-effectiveness). Projects authorized by the California Health and Safety Code (HSC) Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District’s current TFCA policies are subject to Air District approval on a case-by-case basis.

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

General Program Structure

As the designated administering agency for Alameda County, Alameda CTC is allocated 40 percent (40%) of the funds collected in Alameda County for this program. The Air District advances these funds to Alameda CTC in semi-annual installments each fiscal year. 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. Alameda CTC prepares an annual TFCA 40 percent (40%) fund estimate as follows:

- A maximum of 6.25 percent (6.25%) of the annual revenue is used directly by Alameda CTC for program administration.
- The remaining 93.75 percent (93.75%) of funds are distributed as follows:
 - 70 percent (70%) of funds to population-based shares for the cities and County:
 - A minimum of \$10,000 to each jurisdiction.
 - City population is updated annually based on the State Department of Finance (DOF) estimates.

- Alameda CTC may choose to roll over a city or the county’s annual 70 percent (70%) allocation for programming in a future year.
- Alameda CTC may also borrow against the rolled over allocations to annually 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.
- 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 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 from 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.
 - 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 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 updating of local arterial traffic management, including but not limited to, signal timing, transit signal preemption, bus stop relocation, and “smart streets.” As of 2023, to be eligible, signal timing/coordination projects require case-by-case approval by the Air District Board.
- 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 zero-emission vehicles and fueling infrastructure, 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 projects included in an adopted countywide bicycle plan or congestion management program
- Design and construction of physical improvements that support shifts to alternative transportation modes 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
- 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
- Costs of developing TFCA grant applications or fulfilling TFCA grant administration activities such as review and execution of funding agreements, preparation of requests for reimbursement, and reporting

OTHER REQUIREMENTS

TFCA Cost Effectiveness

The Air District requires the evaluation of projects proposed for and completed with TFCA funding for TFCA cost-effectiveness. Alameda CTC will measure cost-effectiveness based on the ratio of the TFCA cost divided by the total tons of emissions (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller (PM10)) estimated to be reduced by the project. To calculate the TFCA cost-effectiveness, the TFCA project cost is the sum of the requested TFCA County Program Manager Funds and any secured TFCA Regional Funds. Air District-generated forms are used to calculate a cost effectiveness result of TFCA \$/ton. Alameda CTC will only approve projects with TFCA cost effectiveness on an individual project basis that is equal to or less than: the thresholds of TFCA funds per ton of total ROG, NOx, and weighted PM10 emissions reduced (\$/ton) by project type, as identified in the current Air District Board-adopted TFCA policies. Project Sponsors are required to provide 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, and/or data 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 newer engines, does not include a Family Emission Limit engine (per vehicle's CARB-issued Executive Order), and/or has zero tailpipe emissions.
- Project is delivered or placed into service well in advance of regulatory changes (e.g., lower engine emission standards).
- A relatively low amount of TFCA funds is requested; grantee provides significant matching funds.
- Capital bike projects are new facilities (not upgrades) and close a gap in existing lanes or increase the number of existing racks/lockers.
- For vehicle trip reduction projects (e.g., shuttle/feeder bus service and ridesharing projects):
 - Project provides service to relatively large percentage of riders/participants that otherwise would have driven alone over a long distance.
 - Project provides “first and last mile” connection 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).
- Capital projects for trip reduction:
 - Pre- and post-project counts demonstrate high usage and 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 transit.
 - Project is located along high-volume transit corridors and/or is near major activity centers such as school's employment, transit, civic, or retail.

TFCA Expenditure Period

TFCA funding is subject to a TFCA expenditure period. In general, the Air District TFCA 40% 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 years for operations, except for bike share (Bay Area Bike Share) projects, which have a TFCA grant period of up to five years. For shuttle and program operations projects to receive TFCA funding in subsequent funding cycles, they must be re-evaluated for TFCA cost effectiveness with each application based on the most current project data. Alameda CTC may approve no more than two one-year extensions to the TFCA expenditure period. Subsequent extensions may be granted on a case-by-case basis by both Alameda CTC and Air District staff.

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SECTION 12: PROGRAMMING/ALLOCATION GUIDELINES FOR STP/CMAQ FUNDS ONE BAY AREA GRANT PROGRAM

PROGRAM SUMMARY

The One Bay Area Grant (OBAG) Program is a federal funding program designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS). The OBAG Program continues to integrate the region's federal transportation program with California's climate statutes and the SCS. It also contributes to the implementation of the goals and objectives of the Regional Transportation Plan.

Overall, the OBAG Program goals include:

- Support the SCS by linking transportation dollars to land use decisions.
- Target transportation investments to support PDAs.
- Further Alameda County's Priority Development Area Investment and Growth Strategy.

MTC develops a new framework and guidelines for each OBAG cycle. These include program priorities and policies, selection criteria, revenue estimates, project categories, and county programming policies and deadlines. Refer to MTC's website for more OBAG information: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-fhwa-grants>

To date, MTC has completed three OBAG programming cycles:

- OBAG Cycle 1: [MTC Resolution 4035](#)
- OBAG Cycle 2: [MTC Resolution 4202](#)
- OBAG Cycle 3: [MTC Resolution 4505](#)

FUND SOURCES

OBAG funding is based on anticipated future federal apportionments of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funding. The STP and CMAQ programs are the primary discretionary 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.

Additional information related to the Alameda CTC's nominating of Alameda County projects for federal OBAG funds is available on the Alameda CTC website: http://www.alamedactc.org/app_pages/view/19025.

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SECTION 13: PROGRAMMING/ALLOCATION GUIDELINES FOR STATE TRANSIT ASSISTANCE COUNTY BLOCK GRANT PROGRAM

PROGRAM SUMMARY

State Transit Assistance (STA) funds are generated by the sales tax on diesel fuel and may be used by eligible transit operators for capital or operating purposes. The STA population-based funds MTC receives are based on the region's share of the state population. Through [MTC Resolution 4321](#), first adopted in 2018, MTC established a policy for the programming and allocation of these funds with the creation of a STA County Block Grant Program, through which 70 percent (70%) of the funds are directed to the nine Bay Area County Transportation Agencies (CTAs), to determine how to invest the funds in public transit services/projects for their respective counties. The remaining 30 percent (30%) is programmed directly by MTC.

MTC Resolution 4321 includes several policy conditions for the STA County Block Grant Program: small and north county operator minimum shares, mobility management program requirements, MTC approval for STA fund exchanges, a coordinated claim process, the submission deadline, performance measures, and annual reporting requirements.

CTAs are to adopt a county-level framework for how STA County Block Grant funding is to be distributed to the eligible transit operators within their respective counties. The distribution of Alameda County's share of STA County Block Grant funds is reviewed by the Alameda CTC Commission every two years.

The [Alameda County STA Block Grant formula for FYs 2025-26 and 2026-27](#) was adopted by the Commission in April 2025.

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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 (75%) of STIP funds go toward the Regional Transportation Improvement Program (RTIP) and 25 percent (25%) of STIP funds go to the Interregional Transportation Improvement Program (ITIP).

Alameda CTC adopts and forwards a program of RTIP projects to 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 2026 STIP Project List

(approved July 2025)

- It is anticipated that any new funding programmed in the 2026 STIP will be made available in Fiscal Years (FYs) 2029-30 and/or 2030-31.
- Previously-approved County and/or regional commitments for STIP programming will be considered during the development of the 2026 STIP project list.
- Sponsors of currently programmed STIP 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 (CTP) 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, including federal requirements.
- Consideration of the following are proposed for the required project prioritization for the development of the 2026 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan
 - Projects that can leverage funds from other federal, Senate Bill 1 (SB1) and regional programs
 - Previous commitments for STIP programming approved by Alameda CTC, which may include existing STIP projects with remaining funding needs eligible for additional STIP funding
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by Alameda CTC, achieves or advances the goals and objectives included in the CTP

- The degree to which a proposed project has viable project implementation strategies based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase
 - Status of environmental clearance, including federal National Environmental Policy Act (NEPA)
 - The project cost/funding plan by phase, including demonstration of a complete funding plan for the phase for which STIP funding is requested
 - The potential for phasing of initial segment(s) that are fully funded and provide independent benefit
 - Potential impediments and risks to successful project implementation in accordance with the proposed project delivery schedule

SECTION 15 PROGRAMMING/ALLOCATION GUIDELINES FOR REGIONAL MEASURE 3 PROGRAM

PROGRAM SUMMARY

To help solve the Bay Area's growing congestion problems, MTC worked with the state legislature to authorize a ballot measure that would finance a comprehensive suite of highway and transit improvements from increased tolls on the region's seven state-owned toll bridges. Senate Bill 595 (authored by Senator Jim Beall of San Jose) was passed by the legislature and signed into law by Governor 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 Regional Measure 3 (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 San Francisco 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 many more projects.

Refer to the Regional Measure 3 Expenditure Plan:

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

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2026 Comprehensive Investment Plan Update

Appendix E

CIP Policies and Procedures



Alameda County Transportation Commission
COMPREHENSIVE INVESTMENT PLAN
POLICIES AND PROCEDURES

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POLICY 1: PROCEDURES FOR PROGRAMMING AND ALLOCATIONS

POLICY: The Alameda County Transportation Commission (Alameda CTC) has programming and allocation authority for a variety of transportation fund sources. Alameda CTC shall approve programming and allocations 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 that Alameda CTC directly incurs.

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 (“Alameda CTC Administered Funds”) 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 (VRF) Program
- 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 VRF, and 2014 Measure BB transportation 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 (Air District), 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 the 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., the Metropolitan Transportation Commission (MTC) and/or the California Transportation Commission (CTC).

Programmed amounts for a given project represent 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, either directly with Alameda CTC or the funding agency with programming authority. 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:** For the local, voter-approved funding programs administered by Alameda CTC, the expenditure plan contains the funding commitment amount. Commitment amounts for the local, voter-approved funding programs are confirmed in the Alameda CTC Strategic Plan appendix in the CIP.
- **Programmed Amount:** The CIP serves as the programming document for Alameda CTC Administered Funds.
 - 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 Air District requirements.

- Programmed amounts shown in the CIP for fund sources not directly administered by 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 allocation amounts Alameda CTC approved for Alameda CTC Administered Funds and anticipated allocations to be approved by other agencies.
 - Allocated amounts shown in the CIP for 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

For the fund sources directly administered by Alameda CTC, request for allocation packages may consist 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, programmed in a fiscal year that is eligible for allocation at the time of the allocation request.

Allocation requests for Alameda CTC Administered Funds should be submitted to Alameda CTC at least sixty (60) days prior to the Alameda CTC meeting at which the Project Sponsor requests the allocation approval, or the meeting at which the next CIP or CIP Update will be approved. The request for an 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.

Request for allocation packages 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, and 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 the requested allocation would have an adverse impact on funding commitments to other projects.

Alameda CTC approves allocations, or modifications to allocations, based on staff recommendations, and allocation requests submitted by Project Sponsors are typically approved 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 Alameda CTC Commission (Commission).

For funding identified as allocated in the CIP from other regional, state, federal sources not directly administered by Alameda CTC (e.g., STIP, OBAG), Project Sponsors are to follow the administering agency's requirements for requesting an allocation/obligation and entering into a funding agreement.

Allocation Considerations for Partially Funded 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 project and requested funding 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-way 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 upon understanding of how the Project Sponsor shall return the right-of-way allocation to Alameda CTC should the project fail to enter the construction phase and/or reach project completion within 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. If such allocation request is approved, the agreed upon terms shall be included in the subsequent funding agreement between Alameda CTC and Project Sponsor.

Changes to Approved Allocations

Increasing or decreasing 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 named projects in voter-approved expenditure plans, programming/funding capacity, and reasonable justification for increasing the allocation amount.
- **Decreasing Named Project Allocations:** For projects named in the voter-approved transportation expenditure plans, a reduction to an allocated amount will be credited 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, and requests 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 project implementation. Any requests for shifting funds between project phases that will change 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 for Reimbursable Costs

The effective date for 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 Alameda CTC allocated shall be considered allocated in the fiscal year shown for the project phase(s) 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), are included in the CIP for informational purposes only and must be approved, allocated/obligated, and encumbered by the agency that administers the particular fund source with the effective date identified for commencing eligible activities and incurring reimbursable costs.

Retroactive Allocations

Generally, reimbursable costs are to be incurred only after the allocation is approved by the Commission and encumbered through a funding agreement or a contract. On a case-by-case basis, Alameda CTC may consider identifying a retroactive allocation date to allow the eligible date to incur reimbursable costs prior to the date the Commission approves the allocation.

Approval of retroactive allocations shall be based on which fund sources were originally identified to reimburse the costs, 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 (LBCE) 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.

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

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 transportation expenditure plan for each measure.

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

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 was December 31, 2022; however, the 2014 TEP includes provisions for sponsors to request one-year time extensions to the deadline, subject to Alameda CTC approval.

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

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 Alameda CTC Commission approves the allocation.

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

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. Measure BB Named Capital Project allocations are to be encumbered as soon as possible following Commission approval, within six (6) months of the approved allocation, if not earlier.

The project fund agreements between Alameda CTC and the recipient agency outline the agreed upon reimbursable costs, budget, scope, and schedule. Once an agreement is executed, Project Sponsors are expected to begin work on the allocated 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	Activity must be complete within twenty-four (24) months from the date of allocation.
Preliminary Engineering/ Environmental	Activity must be complete within twenty-four (24) months from the date of allocation.
PS&E (Final Design)	Activity must be complete within twenty-four (24) months from the date of allocation.
Construction	Activity must be complete within thirty-six (36) months from the date of allocation.

Requests for Time Extension

Project Sponsors may request time extensions 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 requesting a single time-extension of up to thirty-six (36) months that requires approval 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 sixty (60) days prior to the regularly scheduled Commission meeting at which the request will be considered for approval.

Time extension request packages 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. Following approval of the one allowable time extension, any subsequent requests for additional time extensions will be considered by Alameda CTC on a case-by-case basis only 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 a manner inconsistent with these guidelines are subject to rescission and reprogramming at Alameda CTC's discretion. 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 deprogrammed from the CIP. If allocations are withdrawn (e.g., due to project delays), at Alameda CTC's discretion the funds may be reprogrammed to a future year of the CIP. Project Sponsors who fail to meet the timely use of funds deadlines may be penalized during the next CIP programming and allocation cycle.

POLICY 4: ELIGIBLE COSTS FOR REIMBURSEMENT

POLICY: Program and project costs Alameda CTC reimburses 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 Alameda CTC Administered Funds 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 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 Alameda CTC's and the Project Sponsor's costs in accordance with 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	• Project Sponsor staff costs, consultant costs, and other direct costs necessary to prepare a well-developed project delivery plan or scoping document. • 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.
Preliminary Engineering/Environmental	• Project Sponsor staff costs, consultant costs, and other direct costs necessary to perform preliminary engineering and to secure approval for the appropriate environmental document for the project.
Plan, Specification and Estimate (Final Design/PS&E)	• Project Sponsor staff costs, consultant costs, and other direct costs necessary to prepare final PS&E and to provide support during the bidding process until the time of contract award. • 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&E Phase to the Construction Support Phase may vary on a case-by-case basis. Regardless of the phase in which the advertised-bid-award costs are

Project Phase	Eligible Costs Requirements
	budgeted and tracked, they should be clearly segregated from other costs in the same phase.
Right-of-Way Acquisition and Support Phases	• Project Sponsor staff costs, consultant costs, and other direct costs necessary for the acquisition of right-of-way, right-of-way preservation, and hardship acquisitions. • 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 allocation request 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 property purchase. • 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 the Project Sponsor is higher than the Alameda CTC funding share of the amount of settlement in the final order of condemnation, the 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 ten (10) years of Alameda CTC reimbursement to the Project Sponsor. If, after ten (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 ten (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

Project Phase	Eligible Costs Requirements
Construction Capital and Support Phases	at no cost to Alameda CTC, within one year from the time the project is modified or de-programmed. • Project Sponsor staff costs, 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 the Project Sponsor's management oversight expenses associated with the construction of the project. • If the 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. • 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.
Rolling Stock and Equipment Acquisition Phases	• Rolling stock purchased by the Project Sponsor and reimbursed by Alameda CTC shall remain in the Project Sponsor fleet for a minimum of five (5) years. If the rolling stock is removed from the fleet prior to the required five (5) years, the 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. • The 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 the 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, at a minimum, for five (5) years. If the minimum service level is not maintained, the 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 the Project Sponsor and reimbursed by Alameda CTC. • Specialized equipment required for the project must be identified in the project funding agreement to be eligible for reimbursement with Alameda CTC Administered Funds.

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
Contract Costs	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 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 to be set during the procurement process, every contract is required to comply with the reporting requirements of the LBCE program.
Project Sponsor Staff Costs	- Costs for Project Sponsor staff working on the project (direct implementation costs) will be eligible for reimbursement by Alameda CTC Administered Funds. Staff hours must be segregated on timesheets, or otherwise documented through an alternative method, approved by Alameda CTC. - Project Sponsor overhead and general administrative costs not directly related to project implementation are ineligible for reimbursement by Alameda CTC, unless otherwise approved by Alameda CTC. - 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 (70%) of the hourly wage be approved. - For Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) recipients, Project Sponsor staff costs related to project administration and/or management of professional services and construction contracts are not eligible for reimbursement with allocated funds per the Local Cooperation Policy, unless specifically allowed in a project funding agreement.
Alameda CTC Project Support Requested by Project Sponsor	If requested by the 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 CTC from project funds or be deducted directly by Alameda CTC from Alameda CTC funding allocated for the project.
Bonding Costs	If Alameda CTC determines 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.

Cost Type	Eligible Costs Requirements
	If a Project Sponsor wishes to independently bond or use other approved borrowing programs, Alameda CTC funding is eligible to reimburse expenses incurred by the Project Sponsor for staff time, consultant costs, principal payments, and the associated cost required to finance the project.
Fund Exchanges	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.
Miscellaneous Costs	- 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 Project Sponsor oversight. Reimbursable eligible costs must be consistent with the Local Cooperation Policy. - 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.
General Exclusions	Costs not directly related to the implementation of the project as programmed and/or inconsistent with an approved environmental document, as applicable, will not be eligible for reimbursement with Alameda CTC Administered Funds.
Ongoing Costs (Maintenance/Operations)	Ongoing annual expenses incurred for project maintenance shall be borne by the Project Sponsor unless specifically identified in the funding agreement.

POLICY 5: FUNDING FOR PROGRAM- AND PROJECT-RELATED COSTS INCURRED DIRECTLY BY ALAMEDA CTC

POLICY: Costs Alameda CTC incurs directly 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 these costs 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: 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 related to activities directly related to capital projects, programs, planning, and 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 cost along with indirect cost allocations shall be posted to specific projects or grants (see below). 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 related 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. Cost allocation plan.** 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. Billing system.** 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. Salary and administration limitations.** All direct costs and billable indirect costs shall be excluded from the salary and administration limitations set forth in the 2000 Measure B TEP and in the 2014 Measure BB TEP. Alameda CTC shall use general fund administrative costs to compute the administrative cost ratios.

POLICY 6: LOCAL BUSINESS CONTRACT EQUITY PROGRAM

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: 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.
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, VRF, 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

Funds may be subject to 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

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 the 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 percent (5%) of Measure BB discretionary funds 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 the Measure BB capital program delivery 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, Congestion Management Agency (CMA) functions, and emerging countywide transportation needs and initiatives. Alameda CTC requires these projects and program management policies 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.

POLICY 8: PROGRAMMING POLICIES FOR OUTREACH AND TRANSPARENCY

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 that Alameda CTC employs 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 applicable geographic areas, communities, and target populations during solicitations for proposed uses of Alameda-CTC Administered Funds available for transportation programs and projects within Alameda County. The outreach must engage disadvantaged communities, including Metropolitan Transportation Commission-defined Equity Priority Communities and other underserved populations.

POLICY 9: LOCAL COOPERATION POLICY

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 not directly related to project implementation.

Local jurisdictions 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, Measure BB, and VRF 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 projects in their locality, implemented by Alameda CTC or other implementing agencies, are active funding partners to further the delivery of such improvement projects, and to ensure DLD recipients are using DLD funds predominately on contracts, services, and materials, rather than for contract administration.

GUIDELINES: Local agency-incurred costs such as staff costs associated with providing technical assistance, support, or coordination to further project delivery 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 allocated discretionary Alameda CTC Administered Funds, unless they are specifically identified as eligible in the funding agreement.

POLICY 10: SMALL CITIES PROGRAM POLICY

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 demonstrated multi-jurisdictional transportation significance shall receive consideration for delivery support from Alameda CTC, where practical and feasible.

PURPOSE: 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, since 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, Measure BB, and VRF DLDs 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

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: To maximize the leveraging capacity of Alameda CTC Administered Funds such as Measure B, Measure BB, VRF Program, and TFCA Program funds.

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

1. Identify a project delivery and funding plan that describes the project scope, costs, and 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.
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 leveraging significance.

POLICY 12: DEBT ISSUANCE POLICY

POLICY: Alameda CTC’s adopted debt policy governs the issuance and management of all debt funded through capital markets, direct bank loans, and federal lending programs, including the selection and management of related financial and advisory services and products.

The debt policy adopted by the Commission September 2021 can be reviewed here:

https://www.alamedactc.org/wp-content/uploads/2021/11/AlamedaCTC_Debt_Policy_2021.pdf

PURPOSE: To establish guidelines for the issuance and management of Alameda CTC debt. The policy also confirms the commitment of the Commission, management, staff, and other decision makers to adhere to sound financial management practices.

The purpose of debt financing falls into three categories:

1. To finance new capital infrastructure.
2. To refinance existing bonds to reduce financing costs and/or risk.
3. To reimburse an agency for eligible capital expenditures made within the last eighteen (18) months.

GUIDELINES: Priorities of the debt policy are as follows:

- Effectively manage and mitigate financial risk.
- Maintain strong credit ratings and good investor relations.
- Achieve the lowest cost of capital.
- Preserve future program flexibility.
- Maintain ready and cost-effective access to the capital markets.

Responsibility for implementation of the debt policy and day-to-day responsibility and authority for structuring, implementing, and managing Alameda CTC’s debt and finance program, resides with the Executive Director and Deputy Executive Director of Finance and Administration and requires the Commission to specifically authorize each debt financing.

Alameda CTC’s CIP is used in combination with Alameda CTC’s debt policy to ensure proper allocation and financing of Alameda CTC sponsored projects. This CIP sets priorities and strategies for allocating Alameda CTC Administered Funds under its guiding principles, while the debt policy provides policy direction and limitations for proposed financings. Debt issuances for capital projects are considered and included in

the CIP and presented to the Commission for review and approval as part of the CIP planning process.

The philosophy of Alameda CTC is to fund all projects in the transportation expenditure plans on a pay-as-you-go basis for as long as possible. This strategy minimizes borrowing costs and maximizes tax dollars for projects. The agency considers the issuance of debt when capital program cash flow demand exceeds projected annual revenue capacity over a specified time. The agency's policy is to issue bonds for broad-based program needs and on projects for which Alameda CTC is the Project Sponsor. This is consistent with both the economic and program management objectives of the agency.

As borrowing needs are identified, Alameda CTC evaluates the nature of the capital investment to determine if either long- or short-term debt is the appropriate financing mechanism to meet the funding need. Standards for the appropriate use of debt financing include:

- A. Long-Term Capital Projects:** Debt should be used to finance capital projects on a programmatic basis where it is cost effective and fiscally prudent. The debt repayment period should not exceed 120 percent (120%) of the useful life of the project being financed or the term of the pledged sales tax measure. The ability or need to expedite or maintain the programmed schedule of approved capital projects is a factor in the decision to issue debt.
- B. Debt Financing Mechanism:** Alameda CTC evaluates the use of financial alternatives available including, but not limited to, long-term debt, short-term debt, commercial paper, direct bank loans, federal lending programs, lines of credit, and inter-fund borrowing. Alameda CTC utilizes the most cost-effective financing alternative consistent with limiting Alameda CTC's risk exposure.
- C. Credit Quality:** All Alameda CTC debt management activities for new debt issuances are conducted in a manner conducive to receiving the highest credit ratings possible.

The market for municipal finance is well developed and provides numerous products or types of debt including long-term, short-term, and variable-rate debt with various terms and structures and compliance requirements that Alameda CTC evaluates on a case-by-case basis.

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2026 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

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 to fund a balanced set of countywide transportation projects to maintain a well-connected and efficient system for the whole county.

The Alameda County Transportation Commission (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 ("Alameda CTC Administered Funds") 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 need far outweighs 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 total funding needs. It is imperative that 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.

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 toward projects with incomplete funding.

The Strategic Plan addresses 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 any shortfall.

For 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 the fullest extent.

2. 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, 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 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 based on Alameda CTC implementing multi-jurisdictional, resource intensive, county significant, and/or regional significant projects.
 4. Prioritize 2014 TEP named capital projects by providing an investment and delivery strategy for Project Sponsors that promotes project development through 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 flexibility 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. Use 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. Maintain an adequate level of reserves and support strong bond ratings.
 9. Create synchronicities between Alameda CTC's CTP, TEPs, modal plans, CIP, local plans, and other delivery strategies plans, where feasible.

10. Optimize leveraging of external local, regional, state, and federal funding sources available through opportunities such as 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 STIP funds.

**Alameda CTC 1986 Measure B Capital Program
Strategic Plan - Project Commitment and Allocation Summary
Remaining Active Capital Projects**

May 2026

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	Quarry Lakes Parkway Project (Note 1)	\$ 69,801	\$ 26,796	\$ 43,005
MB240	Central Alameda County Freeway System Operational Analysis	\$ 5,000	\$ 5,000	\$ -
MB241	Castro Valley Local Area Traffic Circulation Improvement	\$ 5,000	\$ 5,000	\$ -
MBVar	Program-Wide and Project Closeout Costs (Note 2)	\$ 5,750	\$ 5,750	\$ -
Totals		\$ 85,551	\$ 42,546	\$ 43,005

Notes:

1. The City of Union City is the project sponsor and implementing agency for the Quarry Lakes Parkway Project (PN 1177001). The remaining 1986 Measure B commitment for MB226 for the Alameda CTC-sponsored I-880 to Mission Blvd East-West Connector Project was transferred to the Quarry Lakes Parkway Project by the Commission in March 2018. The first allocations of 1986 Measure B funding for the Quarry Lakes Parkway Project were approved by the Commission in November 2020. The Total 1986 Measure B Commitment for the Quarry Lakes Parkway Project was adjusted by the Commission in November 2024.
2. 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, and other activities requiring post-project coordination for closeout.

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Alameda CTC 2000 Measure B Capital Program **Strategic Plan - Project Commitment and Allocation Summary**

May 2026

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	\$ 19,367	\$ -
26	I-580 Corridor/BART to Livermore Studies	\$ 41,831	\$ 41,831	\$ -
27	Emerging Projects	\$ 10,251	\$ 10,251	\$ -
Totals		\$ 786,469	\$ 786,469	\$ -

Notes:

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**Alameda CTC 2014 Measure BB Program
All TEP Commitments and Allocations Summary**

5/28/26

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		\$ 31,500,000	\$ 31,500,000	
08	Fixed Program	Affordable Student Transit Pass Program	\$ 15,000,000	\$ 10,260,000	\$ 10,260,000	\$ 4,740,000
12	Disc	Coordination and Service Grants (Paratransit)		\$ 6,480,000	\$ 6,480,000	
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	\$ 9,440,000	\$ 9,440,000	\$ (440,000)
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	\$ 26,710,000	\$ 26,710,000	\$ 93,290,000
18	Named	Bay Fair Connector/BART METRO	\$ 100,000,000	\$ 35,435,000	\$ 35,435,000	\$ 64,565,000
19	Named	BART Station Modernization and Capacity Program	\$ 90,000,000	\$ 37,220,000	\$ 37,220,000	\$ 52,780,000
20	Named	Valley Link	\$ 400,000,000	\$ -	\$ -	\$ 400,000,000
21	Disc-Cap	Dumbarton Corridor Area Transportation Improvements	\$ 120,000,000	\$ 17,536,000	\$ 17,536,000	\$ 102,464,000
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	\$ 71,791,000	\$ 71,791,000	\$ 38,209,000
24	Named	Oakland Broadway Corridor Transit	\$ 10,000,000	\$ 12,609,000	\$ 12,609,000	\$ (2,609,000)
25	Named	Capitol Corridor Service Expansion	\$ 40,000,000	\$ -	\$ -	\$ 40,000,000
26	Disc-Cap	Congestion Relief, Local Bridge Seismic Safety	\$ 639,000,000	\$ 278,706,000	\$ 278,706,000	\$ 360,294,000
27	Disc-Cap	Countywide Freight Corridors	\$ 161,000,000	\$ 154,667,000	\$ 154,307,000	\$ 6,693,000
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	\$ 19,069,000	\$ 19,069,000	\$ 32,931,000
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	Safety Improvements approaching and through the I-580/I-680 Interchange	\$ 20,000,000	\$ 15,440,000	\$ 15,440,000	\$ 4,560,000
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 corridor operational and IC safety improvements in Central County and north on I-880 up to the Hegenberger/I-880 IC	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000
37	Named	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	\$ 75,000,000	\$ 73,892,000	\$ 73,892,000	\$ 1,108,000
38	Named	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	\$ 60,000,000	\$ 10,800,000	\$ 10,800,000	\$ 49,200,000
39	Named	I-880 Industrial Parkway Interchange Improvements	\$ 44,000,000	\$ 10,700,000	\$ 10,700,000	\$ 33,300,000
40	Named	I-880 Local Access and Safety Improvements	\$ 85,000,000	\$ 56,308,000	\$ 56,308,000	\$ 28,692,000
41	Disc	Freight and Economic Development Program		\$ 9,796,000	\$ 9,796,000	
42	Disc-Cap	Gap Closure on Three Major Trails	\$ 264,000,000	\$ 100,691,000	\$ 99,754,000	\$ 164,246,000
44	Disc	Bicycle and Pedestrian Grant Program		\$ 33,708,000	\$ 32,493,000	
45	Disc	Community Investments That Improve Transit Connections to Jobs and Schools		\$ 78,996,000	\$ 78,996,000	
46	Disc	Technology, Innovation & Development Program		\$ 22,426,000	\$ 22,426,000	
Subtotal (Fixed Commitments)			\$ 2,779,000,000	\$ 1,156,902,000	\$ 1,155,605,000	\$ 1,623,395,000
Subtotal (Percentage Based)				\$ 182,906,000	\$ 181,691,000	
Subtotal (Fixed + Percentage)				\$ 1,339,808,000	\$ 1,337,296,000	

Alameda CTC 2014 Measure BB Program All TEP Commitments and Allocations Summary						
5/28/26						
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		\$ 422,462,289	\$ 422,462,289	
02	DLD	Transit: Operations, Maintenance and Safety Program -ACE		\$ 22,471,398	\$ 22,471,398	
03	DLD	Transit: Operations, Maintenance and Safety Program -BART		\$ 11,235,699	\$ 11,235,699	
04	DLD	Transit: Operations, Maintenance and Safety Program - WETA		\$ 11,235,699	\$ 11,235,699	
05	DLD	Transit: Operations, Maintenance and Safety Program -LAVTA		\$ 11,235,699	\$ 11,235,699	
06	DLD	Transit: Operations, Maintenance and Safety Program -UC Transit		\$ 5,617,850	\$ 5,617,850	
09	DLD	City-based and Locally Mandated Direct Allocations (paratransit)		\$ 67,414,194	\$ 67,414,194	
10	DLD	East Bay Paratransit Consortium - AC Transit		\$ 101,121,293	\$ 101,121,293	
11	DLD	East Bay Paratransit Consortium - BART		\$ 33,707,098	\$ 33,707,098	
28	DLD	Local Streets Maintenance and Safety Program (DLD)		\$ 449,427,967	\$ 449,427,967	
43	DLD	Bicycle and Pedestrian Direct Allocations to Cities and County		\$ 67,414,195	\$ 67,414,195	
Subtotal (DLD)				\$ 1,203,343,380	\$ 1,203,343,380	
SUMMARY TOTAL						
Subtotal (Fixed + Percentage)			\$ 3,445,000,000	\$ 1,339,808,000	\$ 1,337,296,000	\$ 1,924,501,000
Subtotal (DLD)				\$ 1,203,343,380	\$ 1,203,343,380	
Total (Fixed+Percentage+DLD)				\$ 2,543,151,380	\$ 2,540,639,380	
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, 2024.						



2026 Comprehensive Investment Plan Update

Appendix G

Funding Distribution



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Alameda County Transportation Commission
COMPREHENSIVE INVESTMENT PLAN
FUNDING DISTRIBUTION

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FUNDING DISTRIBUTION OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is responsible for programming funding from federal, state, regional, and local fund sources across Alameda County to transportation projects and programs. Alameda CTC's Comprehensive Investment Plan (CIP) programs federal, state, regional, and local fund sources in consideration of addressing critical transportation needs, project readiness, countywide funding equity, modal equity, and leveraging opportunities.

The pursuit of equitable funding distribution across Alameda County is a vital objective in the CIP to ensure transportation dollars are programmed to the diverse transportation needs in the county.

Alameda CTC's programming is guided by the CIP programming principles and project selection guidelines during each CIP programming cycle. As such, the funding distribution derived in the CIP is subject to the Commission's priority of investments during a programming event, the availability and eligible uses of fund sources, and the projects and programs proposed by Project Sponsors. In general, the CIP prioritizes funding for projects and programs that are ready for implementation with secured funding plans and demonstrated readiness within the first few years of a given CIP five-year horizon.

Since 2015, the CIP has programmed over \$1.88 billion in transportation dollars across all Alameda County jurisdictions. This appendix includes a summary of the CIP's programming investments by:

1. Project Phase
2. Project Type/Mode
3. Planning Area

1. Programming by Project Phase

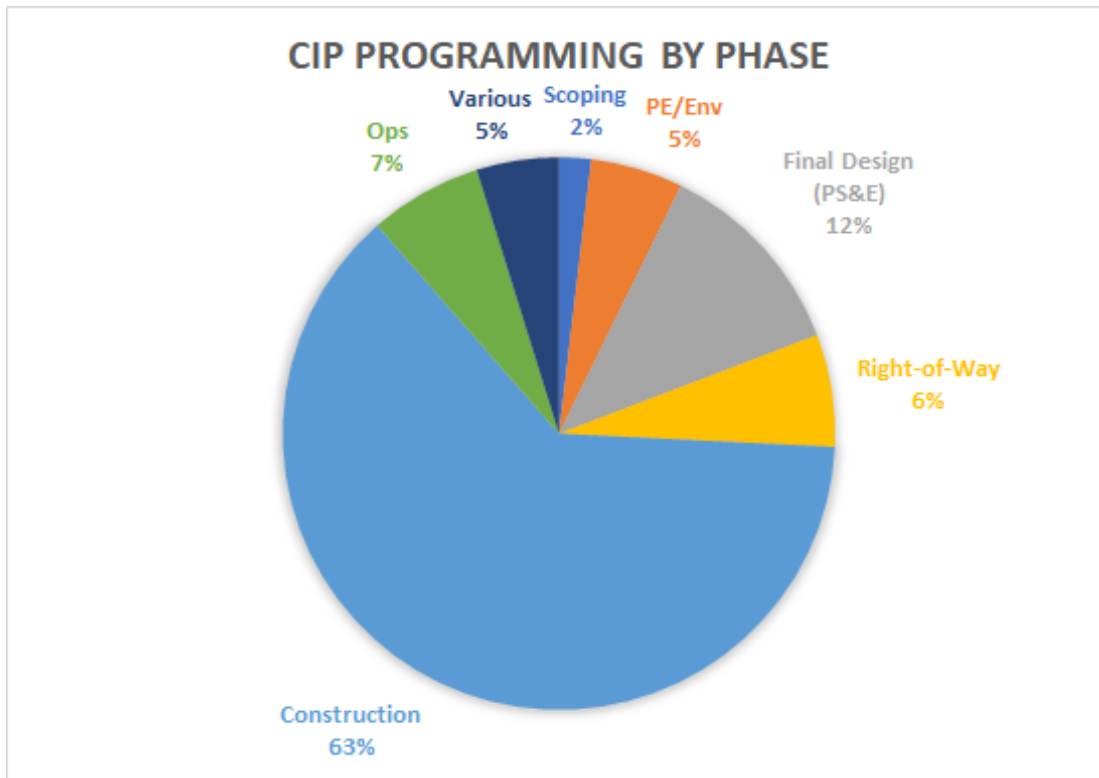
The CIP fundamental programming principles include an investment strategy to target available funding resources for a diverse portfolio of projects and programs in various stages of project development, implementation, and construction.

The goal is to strike a balance between investments in project development and construction capital phases that work simultaneously to:

- Establish a pipeline of projects moving toward the construction phase.
- Implement projects ready for construction.
- Develop transportation projects to a point of project readiness so that Project Sponsors may apply for and potentially secure competitive federal, state and regional funding sources as they become available.

Alameda CTC provides local cities, the county, and transit with Measure B, Measure BB, and VRF formula Direct Local Distribution funds that assist these agencies in initiating and developing their projects and programs for future inclusion in the CIP. These Direct Local Distribution funds are not part of the CIP funding distribution analysis but are a significant source of funding for all jurisdictions.

The current CIP Programming by Phase includes a range of funding investments progressively increasing in amount from the scoping, preliminary engineering, design, to the construction phases. The majority of CIP programming to date is committed to the construction phase.

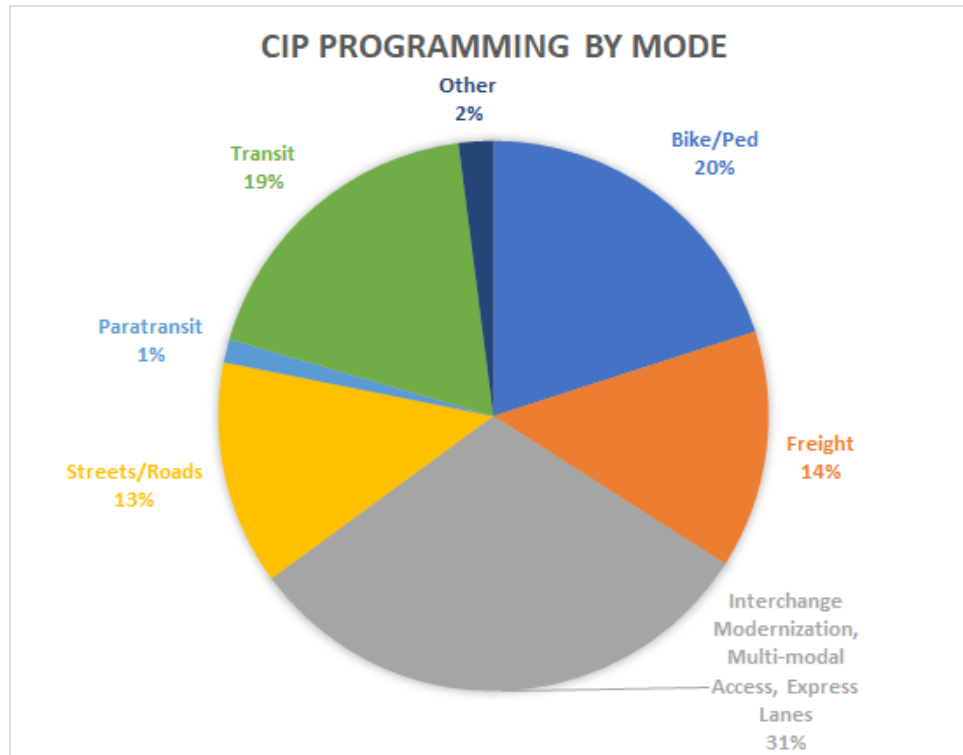


2. Programming by Project Type/Mode

Alameda County's transportation system is a diverse network of highway infrastructure, bicycle/pedestrian routes, local streets and roads, and transit routes that are each connected to provide the community with a complete multimodal network of transportation travel options.

The CIP strives to make investments in all modes of transportation to build and maintain Alameda County's transportation infrastructure and program operations. Alameda CTC investments are limited by use of fund eligibilities of certain funding sources, e.g., Measure B, Measure BB, and VRF bicycle/pedestrian funds can only be used toward bicycle/pedestrian-related improvements.

However, due to the wide variety of fund sources programmed through the CIP, the CIP support a field of projects providing improvements to bicycle/pedestrian networks, local streets and roads, highway infrastructure, paratransit programs, transit, freight, and community developments.



3. Programming by Planning Area

Alameda CTC considers funding equity across the jurisdictions and planning areas during a given CIP programming cycle and over multiple cycles. This requires examining types of projects proposed to the CIP, project readiness, and eligibilities of the fund sources available at the time of programming to those projects and programs. Alameda CTC uses a traditional population share-based methodology where the percentage share of population by planning area is used as a standard point of reference for determining the equitable percentage share of funding. Alameda CTC defines planning areas as four main geographic areas (north, central, south, east) as depicted in the table below.

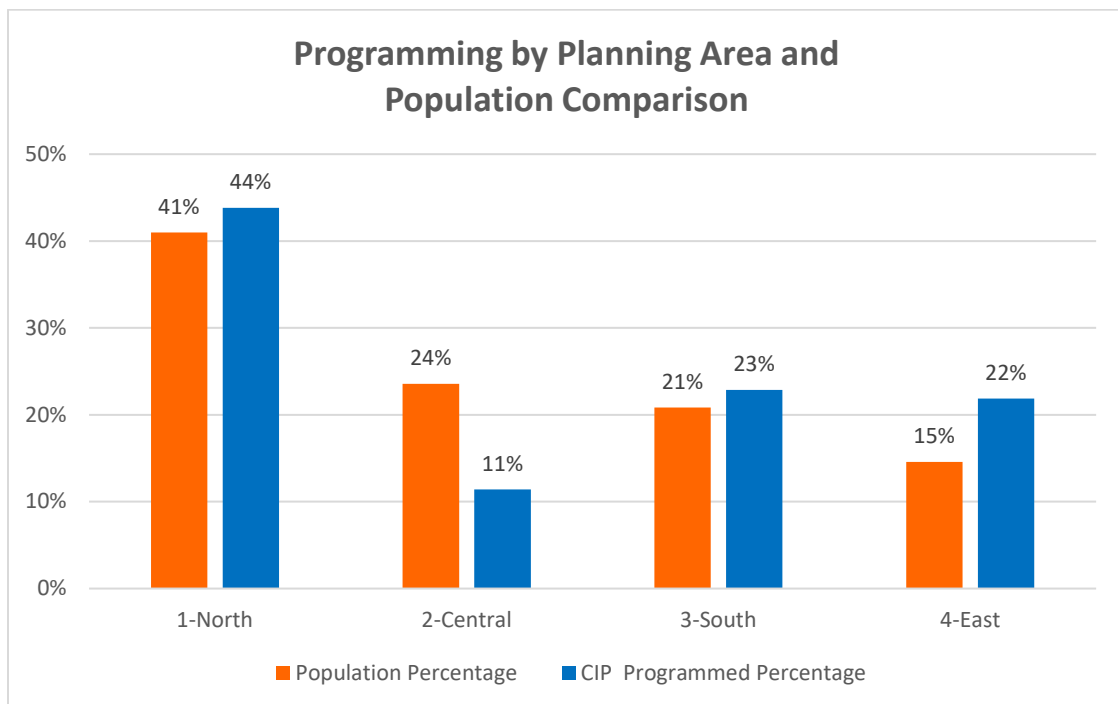
Planning Area	Jurisdictions
Planning Area 1 North Area	- Alameda - Albany - Berkeley - Emeryville - Oakland - Piedmont
Planning Area 2 Central Area	- Hayward - San Leandro - Unincorporated areas of Castro Valley and San Lorenzo
Planning Area 3 South Area	- Fremont - Newark - Union City
Planning Area 4 East Area	- Dublin - Livermore - Pleasanton, and all unincorporated lands in that area

Within these planning areas, the population distribution is focused in the more urbanized cities such as those in the North planning area.

The CIP programs available transportation dollars to the Project Sponsors in consideration of the population share. However, it should be noted as described within the CIP's programming principles and project selection guidelines, population share is not the only factor in consideration. Other factors such as programming priorities, funding eligibilities, project readiness, and project types at the time of CIP programming are factors that affect level of investment by planning area.

To date, the CIP's programming investments by planning area, is +/- 12 percent relative to the population share of a planning area.

Planning Area	Population	Percent
1 - North	672,912	41%
2 - Central	387,092	24%
3 - South	342,317	21%
4 - East	239,548	15%
Total	1,641,869	100%



Alameda CTC's future CIP programming will continue to target and consider the balance of funding distribution across phases, modes, and planning areas.



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