



2016 Countywide Transportation Plan Project, Plan and Program Information Form

This funding application is a Google workbook, which the Alameda County Transportation Commission (Alameda CTC) has shared with you. If you haven't used this program before, you should find that it functions very similarly to MS Excel. You have permission to View this file only. Please take the following steps so you can fill in the application blanks and share it with colleagues:

1. Sign In or Sign Up.

Sign In with any address that has been registered with Google (not necessarily a gmail address). If you have no such address, then click on the Sign Up link. You can Sign Up with any email address.

2. Make a copy of the file.

Once you are Signed In to Google, you will have permission to make a copy of the file by clicking on File, then Make a Copy and entering a unique filename according to the following convention:

Alameda CTP_JURISDICTION NAME_1-2 WORD PROJECT NAME

3. Complete the application.

You are now owner of the new file. This gives you permission to edit all yellow shaded cells.

4. Share the file with your colleagues.

If you would like to share the file with others, you may click on the blue Share button in the upper right corner of the screen and enter their email addresses. Indicate if you would like to grant editing, commenting or just viewing privileges. Invitees will receive an email that contains a link to the file, which can be opened on any computer. Any reviewer (regardless of privileges) can comment using the Comments button, which is to the left of the Share button.

The file has seven numbered sections, one per worksheet tab, which run along the bottom of the file (see list below). Click on these tabs to navigate through the sections of the application. Each worksheet has been protected so that only the yellow-shaded input cells can be selected and edited. Cells shaded pink auto-fill from information entered elsewhere in the application. Many cells contain drop-down menus. To activate a menu, select the cell and click on the arrow displayed. Please note that Google saves edits continuously; there is no need to manually save the file.

Please note the following:

+ Sponsors of large expansion projects may be asked to provide additional information to enable MTC to model the project.

+ Alameda CTC does not require governing body resolutions to approve funding requests; however, within two months of funding approval, Project Sponsors must submit a resolution authorizing acceptance of the recommended funding award.

+ Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

After your agency has completed the application, please share it with CTP@alamedactc.org by clicking on the Share button, and granting Viewing privileges. The file must be received by Alameda CTC by Friday, July 31, 2015 at 5:00 pm. No late applications will be accepted.

Email CPTechSupport@alamedactc.org for application technical support.
Email CTPAppContent @alamedactc.org for questions about the content of the application.

Section 1: General Information

Section 2: Need and Benefits

Section 3: Readiness and Maintenance

Section 4: Milestone Schedule

Section 5: Cost and Funding (use the [Cost Estimation Guide](#))

Section 6: Plans and Studies

Section 7: Additional Information and Attachments

SECTION 1 | GENERAL INFORMATION

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Project/Plan/Program Information

1. Existing RTP ID number, if applicable

2. Title

Oakland Complete Streets Program

Please provide a brief title of the project/plan/program, indicating what it is and NOT what it does (i.e., Main Street Bus Rapid Transit (NOT Implement Bus Rapid Transit on Main Street). Your response is limited to 60 characters, including spaces.

3. Sponsor agency

City of Oakland

3a. If other, specify

4. Implementing agency

City of Oakland

4a. If other, specify

5. Operating agency

City of Oakland

5a. If other, specify

6. Brief description

Complete Streets projects in Oakland PDAs are improvements for traffic safety, increased bicycling, walking, and access to transit. Reorganization/staffing of the transportation program is included for a complete integration of CS into repaving, sidewalk repair, signal timing and other activities.

Include location and scope of work. Describe what the project/plan/program does (i.e., This project will implement BRT from City A to City B. The project will operate along Main Street from Point A to Point B). Your response is limited to 300 characters, including spaces.

7a. General location

Citywide

7b. Limits (to/from), if applicable

7c. Length (miles), if applicable

n/a

8. Planning Area

North

North planning area

Central planning area

South planning area

East planning area

9a. If in a PDA, which one?

Oakland—Coliseum BART Station Area

9b. If in more than one PDA, please select from columns above and indicate below any additional PDAs.

Oakland Broadway/Valdez District, Oakland Downtown, West Oakland, Oakland Central Estuary, Oakland TO Corridors, Oakland Fruitvale and Dimond Area, and corridors proximate to PDAs.

10. Does the jurisdiction in which the project/plan/program is located have an adopted Complete Streets policy?

Yes

11. Certification date of the Housing Element for the jurisdiction in which the project/plan/program is located

Month

Year

Mar

2015

12a. Mode/Category

Multiple categories (list below)

12b. If multiple or other categories, list them

pedestrian, bicycle, transit, local streets and roads, goods movement

Projects
(capital / infrastructure)

Plans

Programs / Operations
(non-capital projects)

SECTION 1 | GENERAL INFORMATION

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13a. Project/plan/program Type	Other or multiple types (specify below)
13b. If other or multiple types, list them	pedestrian, bicycle, transit, local streets and roads, goods movement

B. Contact information for sponsor agency

1. Name	Bruce Williams
2. Title	Senior Transportation Planner
3a. Sponsor Agency	City of Oakland
3b. If other agency, specify	
4. Phone	(510) 238-7229
5. Email	bwilliams@oaklandnet.com

SECTION 2 | NEED AND BENEFITS

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Need for and Benefits of Project / Plan / Program

1. Describe the need for the project/plan/program. Your response is limited to 750 characters, including spaces.

Oakland has a legacy of streets that are primarily designed for the swift movement of automobiles through the City. Recognizing that streets serve multiple purposes that may both complement and contradict this auto-centrism, Oakland needs a program to work systematically to focus attention on streets in which transit, bikes and pedestrians require design treatments to increase safety, mode share, and overall livability. This work is particularly important in the Planned and Potential PDAs, which incorporate much of the flat, walkable and bikeable real estate along major AC transit corridors and near Oakland's eight BART stations.

2. Describe the benefits the project/plan/program will provide and how it addresses the stated need. Your response is limited to 750 characters, including spaces.

Oakland will systematically design and construct Complete Streets improvements to have a highly visible, slower, and safe impact leading to more livable environment for everyone. CS improvements can result in increased multi-modal travel, economic development in commercial areas, better access to jobs, cleaner air, and a reduction in health problems. Changes could include road diets and circulation changes, transit stop improvements, bicycle lanes and parking, pedestrian crossing improvements, pedestrian scale lighting, sidewalk widening and repair, curb ramps, and street furniture. The City needs dedicated staff to focus action on these game-changing improvements.

B. Connectivity, Access, Land Use, and Community Livability

1a. Will the project/plan/program enhance multimodal and/or intermodal connectivity?

Yes

1b. Will this project/plan/program complement existing transportation services?

Yes

1c. Explain any "yes" answers to questions 1a-b, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

The intent of complete streets projects is to enhance use for all modes, utilizing existing street right of way.

2a. Are there activity centers within 1 mile of the project/plan/program (e.g. central business districts and major employment centers)?

Yes

2b. Will the project/plan/program connect two or more jurisdictions?

Yes

2c. Explain any "yes" answers to questions 2a or 2b, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

2a. This program includes all major activity centers in Oakland. 2b. Along certain streets, these efforts will connect with neighboring jurisdictions.

3a. Are any disadvantaged or otherwise vulnerable populations served or otherwise benefitted by the project/plan/program (e.g. transit dependent populations, communities of concern, minority, low-income, elderly, disabled populations)?

Yes

3b. Will the project/plan/program have any negative impacts on disadvantaged or otherwise vulnerable populations?

No

3c. Will this project/plan/program directly benefit these populations?

Yes

3d. Explain any "yes" answers to questions 3a-c, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

This program is focused in existing and future PDA's in Oakland, which are for the most part coterminous with MTC's Communities of Concern. The intent of the program is to increase the overall access of neighborhood residents to activity and job centers, and to local and regional transit. The program also includes the on-going construction of curb ramps throughout Oakland. Curb ramp rehabilitation increases access and safety for older adults and persons with disabilities.

SECTION 2 | NEED AND BENEFITS

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

4a. Will this project/plan/program improve bicycle access?

Yes

4b. Will this project/plan/program improve pedestrian access?

Yes

4c. Will this project/plan/program improve transit access?

Yes

4d. Will this project/plan/program improve safe routes to schools?

Yes

4e. Explain any "yes" answers to questions 4a-d, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

This program is intended to improve multimodal access, with the exact nature of access improvements determined by the individual project.

5a. Is there demonstrated demand for the project/program/plan (e.g. community support, documented priority, ridership trends)?

Yes

5b. If "yes," explain, including the degree to which the project/plan/program addresses this demand and list/attach supporting documentation as needed in Tab 7.

Complete Streets projects are supported and prioritized by a variety of means, as documented in Tab 7. First, Oakland has an adopted Complete Streets policy and Ordinance. Second, both general Complete Streets efforts as well as specific street segments have been identified in a wide variety of adopted planning documents including, but not limited to: the Broadway/Valdez Specific Plan, the Lake Merritt Area Specific Plan, the Estuary Plan, the International Boulevard Transit Oriented Development Plan, the West Oakland Specific Plan, and the Downtown Specific Plan (in development). A complete list of plans and potential Complete Streets projects is attached in Tab 7.

C. State of Good Repair

1. Will the project/plan/program correct a deteriorating condition?

Yes

2. Will the project/plan/program address past deferred maintenance?

Yes

3. Will the project/plan/program replace capital assets that have exceeded their useful life?

Yes

4. Explain any "yes" answers to questions 1-3, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

In many cases, Complete Streets improvements will replace or improve infrastructure that has reached the end of its useful life. Where appropriate, these efforts will be combined with resurfacing efforts (funded separately).

D. Technology and Innovation

1. Will the project/plan/program incorporate innovative or non-traditional design treatments or service elements?

Yes

2. Will the project/plan/program promote innovative vehicle technology or ITS coordination?

Yes

3. Explain any "yes" answers to questions 1 or 2, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

1. Depending on the project, complete streets project will include innovative bike and ped treatments, particularly relying on resources such as NACTO design guidelines. 2. In certain street segments that are on the City's ITS masterplan, efforts will be made to coordinate delivery of projects.

E. Environmental Benefits

1. Will the project/plan/program promote modal shifts that encourage less dependence on motorized transportation and thus a reduction in greenhouse gas emissions?

Yes

2. Will the project/plan/program reduce Vehicle Miles Traveled (VMT), including freight or heavy vehicles?

Yes

3. Explain any "yes" answers to questions 1 or 2, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

The fundamental intention of Complete Streets projects is to balance the use of streets to make them more attractive to bike, pedestrian and transit modes. These results will be measured by before and after surveys.

SECTION 2 | NEED AND BENEFITS

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F. Capacity and Congestion

1. Will the project/plan/program reduce motor vehicle congestion and/or delay?	No
2. Will the project/plan/program reduce public transit travel time and/or delay?	Yes
3. Will the project/plan/program reduce crowding on public transit?	No
4. Will the project/plan/program increase the capacity of the transportation system?	Yes
5. Will the project/plan/program increase efficiency of the transportation system?	Yes
6. Explain any "yes" answers to questions 1-5, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.	
2. If transit stop improvements and/or preferential lanes are included, public transit travel time/delay could be improved. 4. System capacity will increase as more modes are safely planned to share the streets. 5. Complete Streets improvements are intended to increase overall multimodal efficiency, carefully balancing any changes to vehicle lanes with improvements to bike, pedestrian, and transit facilities to produce the greatest good for the greatest number.	

G. Safety Improvements

1. Will the project/plan/program increase public safety by reducing collision risk for one or more modes?	Yes
2. Will the project/plan/program incorporate countermeasures to address conflicts and/or collisions?	Yes
3. Explain any "yes" answers to questions 1 or 2, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.	
1 and 2. Complete Streets projects commonly include measures to calm (slow) traffic, separate bicycle facilities, and increase the safety of pedestrian crossings. All of these measures typically reduce collisions and the severity of collisions between all modes.	

H. Economic Growth

1. Will the project/plan/program promote economic growth, connectivity to jobs, or short- and/or long-term job creation?	No
2. If "yes," explain, including the degree to which the project/plan/program provides these benefits and list/attach supporting documentation as needed in Tab 7.	
Complete Streets generally increase livability and neighborhood stability, and have the potential to support economic growth.	

SECTION 3 | READINESS AND MAINTENANCE

Only applicants seeking funding for capital projects need to complete this page.

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Detailed Project Information

1. Expanded project description or scope (1,500 characters or less)

The City of Oakland has completed many planning studies that have identified desirable streetscape and complete streets improvements. These proposals can be found in Redevelopment Area Plans, Specific Plans, Community Based Transportation Plans, and a variety of other initiatives. These projects are summarized in Section 7, and include over 20 discrete projects located throughout the City.

Oakland is in the process of developing urban street design guidelines for the City. These urban street design guidelines are termed "Complete Streets" and will be incorporated into the General Plan in early 2016. Oakland's "Complete Streets" framework will rely on NACTO Guidelines and include street design elements to improve the City's public spaces, economic assets, safety, ecosystem (e.g. GHG emissions, air quality, water conservation and water quality), and multi-modal methods of transportation. Complete streets improvements may include upgrades to transit access, bicycle facilities and pedestrian facilities largely within existing City right of way.

Oakland will methodically organize an implementation strategy for complete streets improvements based on an assessment of areas for safety needs, populations served, economic improvement needs, equity across the City, environmental benefits and other factors. We propose dedicated staffing to organize and develop concept plans and then oversee design and implementation, coordinating and working with other staff members throughout the organization (see Section 5 and 7 Cost estimates)

B. Initial Project Development

1. Has initial project development been completed?

Yes

2a. Document type

Other (specify below)

2b. If other, specify.

complete streets segments range from conceptual to partially engineered

3a. Document title

various specific plans, community based transportation plans, redevelopment plans

3b. Approval date

C. Project Delivery (current phase, environmental, right-of-way, design)

CURRENT STATUS

1a. Current project development phase

Initial project development

1b. Status (% complete)

ENVIRONMENTAL CLEARANCE

2a. Indicate which document type required for CEQA and NEPA and approval date for each. If not yet approved, provide estimated dates.

2b. CEQA Document Type

Categorical Exemption

Approval date

2c. Please explain if not applicable.

2d. NEPA Document Type

Categorical Exclusion

Approval date

2e. Please explain if not applicable.

3a. Are there any issues that might complicate the environmental clearance process?

Yes

3b. If yes, please explain.

For each proposed road diet, City Council requires separate analysis and approval

RIGHT-OF-WAY

4a. Are all of the required rights-of-way secured for the project/program, including for easements and utilities?

No

SECTION 3 | READINESS AND MAINTENANCE

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4b. If no, describe any new right-of-way, permits or easements required and when they will be acquired.

Location	Current owner	Year of acquisition

4c. Are there other right-of-way issues that may affect the project?

No

4d. If yes, please explain.

DESIGN

5a. Are detailed designs complete?

No

5b. If yes, what stage has been completed?

OTHER

6. Below, describe any potential challenges/risks to project delivery (i.e., to the project scope, cost or schedule).

The listed projects are mostly at concept level design in planning documents, and will require intensive community outreach in addition to full designband construction. Community outreach and response is unpredictable and can pose significant challenges on a case-by-case basis. Costs and schedules for final design and construction can be better assessed after that that time.

D. Project Sustainability

1a. Agency responsible for sustaining and maintaining the project beyond project completion?

Applicant

1b. If other, please specify.

2. What maintenance agreements are needed, with whom, and are they in place? Please indicate if applicant will maintain the project.

Agreement	With whom	In place?
Is no maintenance agreement needed because applicant will maintain the project?		

3a. What is the expected lifespan (in years) of this project, once implemented or constructed?

50

3b. If documentation exists of this projected lifespan, indicate the question number and list/attach supporting documentation as needed in Tab 7.

E. Contained in a Plan

1. Is the project called for in an adopted plan?

Yes

2. If yes, what is the name of the plan?

various (see list attached in 7.)

3. What body adopted the plan?

City Council, City of Oakland

4. When was the plan adopted?

F. Support

SECTION 3 | READINESS AND MAINTENANCE

Only applicants seeking funding for capital projects need to complete this page.

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1. Has applicable governing body indicated support for the project/plan/program?	Yes
2. Have partners provided support for the project/plan/program?	Yes
3. Have community members indicated support for the project?	Yes
4. If so, indicate the question number and list/attach supporting documentation in Tab 7.	

SECTION 4 | PROJECT DELIVERY -- MILESTONE SCHEDULE

Complete Section A for Capital Projects, Section B for Plans/Studies, Section C for Non-Capital Projects. Complete more than one section ONLY for projects with more than one project type.

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Capital Projects

Provide the actual or projected begin and end dates for the following programming and project milestones:

	Begin Date		End Date	
	Month	Year	Month	Year
Initial Project Development/Scoping	Jun	2015	Jun	After 2025
Environmental (CEQA)	Dec	2015		
Environmental (NEPA)				
Detailed Design	Jun	2016	Jun	After 2025
Right-of-Way				
Construction	Jun	2017	Jun	After 2025
Plans or Studies	Jun	2016		
Equipment Capital				
Programs & Operations				
Maintenance				

B. Plans

Provide the actual or projected dates for the following:

	Month	Year
Complete Scope of Work		
Release RFP for Consultant Work		
Begin consultant work - Notice to Proceed		
Draft Plan/Study Complete		
Final Plan/Study Complete		
Plan Adoption		
Submit Final Invoice/ Project Closeout		

C. Programs / Operations

Provide key tasks, milestones and/or phases that are related to readiness to start a non-capital project or program, and indicate the month and year.

	Month	Year
Hire staff	Jun	2016

SECTION 4 | PROJECT DELIVERY -- MILESTONE SCHEDULE

Complete Section A for Capital Projects, Section B for Plans/Studies, Section C for Non-Capital Projects. Complete more than one section ONLY for projects with more than one project type.

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Re-Prioritize projects		2015
Roll out project plans, studies, design, and construction	Aug	2016
Submit Final Invoice/ Project Closeout		

SECTION 5 | COST AND FUNDING

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Costs

1. Enter funds already spent on project/plan/ in blue column, funds that will be spent in next 5 FISCAL years in yellow columns, and funds that will be spent in more than five years in green column (in \$1,000s), regardless of source.

(Provide figures in 1,000s of 2017 dollars*)

Project phase	Prior	2016/17	2017/18	2018/19	2019/20	2020/21	After 2020/21	Total
Initial Project Development/Scoping	\$ -	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 8,000	\$ 10,000
Environmental (CEQA)	\$ -	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 4,000	\$ 5,000
Environmental (NEPA)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Detailed Design	\$ -	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 30,000	\$ 37,500
Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ 1,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 200,000	\$ 241,000
Plans or Studies	\$ -	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 8,000	\$ 10,000
Equipment Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programs & Operations	\$ -	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 10,000	\$ 12,500
Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (please specify)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 4,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 260,000	\$ 316,000

* Use [Cost Estimation Guide](#)

B. Funding

1. Currently Programmed Funds

(Provide figures in 1,000s of 2017 dollars)

Phase	Funding Source	Prior	2016/17	2017/18	2018/19	2019/20	2020/21	After 2020/21	Total
Initial project developmen	Measure B DLD	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
Detailed design	Measure BB DLD	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
Construction	Measure BB DLD	\$ 500	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (please specify)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000

2. Funding Needs (Identify funding needs corresponding to the cost schedule in Part A. Identify amount requested in the "Funding Requested" line.)

Phase	Funding Source	If Preference, Specify	2016/17	2017/18	2018/19	2019/20	2020/21	After 2020/21	Total
Initial project development / sco	2. Local uncommitted fund	includes plans/studies, intention to fu	\$ 550	\$ 800	\$ 800	\$ 800	\$ 800	\$ 15,000	\$ 18,750
Detailed design	1. Funding requested with	no pref ACTC/non ACTC	\$ 1,250	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 34,000	\$ 41,250
Construction	4. Other/TBD (Alameda CT	no pref including ATP, SGC, OBAG		\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 197,000	\$ 233,000
Construction	2. Local uncommitted fund	BB DLD	\$ -	\$ 500	\$ 1,000	\$ 1,000	\$ 1,000		\$ 3,500
Environmental (CEQA)	4. Other/TBD (Alameda CT	Includes program/oper	\$ 700	\$ 700	\$ 700	\$ 700	\$ 700	\$ 14,000	\$ 17,500
Total			\$ 2,500	\$ 12,500	\$ 13,000	\$ 13,000	\$ 13,000	\$ 260,000	\$ 314,000

Table B2 funding source notes:

- Funding requested with this application: Alameda CTC Discretionary Funds are funds under Alameda CTC discretionary purview such as STP/CMAQ (known as OBAG), STIP, TFCA, Lifeline, Regional Measures, Measure B/BB/VRF. Applicant will be required to fulfill the program requirements of the Federal, State, Regional, and Local fund sources awarded. Failure or inability to do so may limit funding eligibility and programming.
- Local uncommitted funds: Locally available funds such as Measure B/BB/VRF Direct Local Distributions, developer fees, gas tax, etc. are considered unprogrammed until the local governing body approves allocation.
- Other/TBD (non-Alameda CTC): Funds distributed by agencies other than Alameda CTC that are awaiting award confirmation (e.g. MTC Regional discretionary funds, SR25, ATP, TIGER, CBDG, etc.).
- Other/TBD (Alameda CTC): Additional funds needed beyond those requested and other uncommitted and/or TBD funds.

3. Project/Plan/Program Mode by % (must sum to 100%)

Public Transit	Highway	Bicycle	Pedes-trian	Local Sts & Rds	Goods Mvmnt	Total
10%		20%	60%	10%		100%

C. Partial Funding / Project Phasing

1. Can the project be implemented with partial funding through reduction of scope?

Yes

2. Describe possible scope reductions that could be applied to the project using reduced funding.

This is a request which assumes the continual design and construction of two Complete Streets projects per year over 25 years. Costs are necessarily speculative, but are based on funding a dedicated core staff of engineers and planners, as well as funding design and construction. The scope can be reduced according to the availability of funds. Strategic investments by ACTC in project development may make projects fundable by other sources such as ATP, OBAG, and SGC grants.

SECTION 6 | PLANS AND STUDIES

Only applicants of funding for plans or studies need to complete this page.

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

1a. Type of plan or study	
1b. If other, please specify	
1c. If an update, in what year was the original last adopted?	
2a. Will the plan or study be adopted by a governing body?	
2b. If yes, provide the name of the approving body	
3. Describe the proposed environmental review of the pla	

SECTION 7 | ADDITIONAL INFORMATION AND ATTACHMENTS

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

A. Additional Information

Provide any additional information for consideration. Indicate to which section and question the information pertains.

Link to specific plans: <http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/index.htm>

Link to plans on Oakland Public Works: <http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/DGP/index.htm>

B. Attachments

Email attachments to CTP@alamedactc.org. Name files according to the following convention:
Alameda CTP_JURISDICTION NAME_1-2 WORD PROJECT NAME_Attachment #XX

1 Alameda CTP_Oakland_Complete Streets#_Attachment #1_ Complete Streets/Project Locations

2 Alameda CTP_Oakland_Complete Streets#_Attachment #2_ costsestimates

3 Complete Streets - Street Segments_KMZ file ***

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