

Exhibit 2: Implementation and Consideration Lists for Competitive Grants and Regional Funding												
Updated Project List - March 2015												
In Draft Biennial 2015/2017 CIP - Complete Streets				Rankings								
Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance	Total Pts	Comments/Challenges
3. Estuary Crossing Shuttle	Continues the funding for a shuttle service that connects west Alameda and Lake Merritt BART.	Targets bicyclists/pedestrians and students faculty and staff from the College of Alameda, Laney College and Argosy University as well as the general public.	\$210,000 annually (2012 dollars); fully funded until 8/14/13; 45% funded until 8/14/15 (2012 dollars)	Bike: Listed (2) CBT: Medium/High (3) Econ Dev: Listed (2) Ped: Medium (2) Transit: Listed (2) TOTAL: 11 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2		2			22	Included in the Estuary Crossing Feasibility Study (Sept 2009). (Update: Obtained federal monies - Job Access and Reverse Commute Program - with a 50 percent local match for fiscal years 2015/16 and 2016/17.)
6. Alameda Paratransit Shuttle	Converts to alternative fueled, low-floored vehicle.	Reduces greenhouse gas emissions.	\$200,000 (2012 dollars)	CBT: Medium/High (3) Climate: Listed (2) Econ Dev: Listed (2) Transit: Listed (2) TOTAL: 9 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts			2			18	Update: Staff is requesting a low-floor vehicle for group trips in fiscal year 2015/2016.
8. Bicycle- and Pedestrian-related Events and Services	Provides assistance on Bike-to-Work Day, Bike-to-School Day, Team Bike Challenge, Walk & Roll to School Day, etc.	Encourages bicycling and walking. Provides bicycling and walking materials at events.	\$50,000 (2009 dollars - Bike Plan); \$10,000 (2008 dollars - Ped Plan)	Bike: High (4) CBD: Medium/High (3) Econ Dev: Listed (2) Ped: High (4) TOTAL: 13 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						18	(Update: on-going)
22. Island Drive / Robert Davey Drive	Traffic calming - could include signal upgrade and potential relocation of crosswalks.	Improves school-related access and circulation on Robert Davey Junior Drive, Packet Landing Road and Island Drive for Earhart Elementary School.	\$100,000 (2012 dollars)	Bike: High (4) Ped: High (4) TOTAL: 8 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						14	SRTS projects are listed as high-priority in the Pedestrian Plan; Project has the support of the Alameda Unified School District (AUSD) and the community. Update: Project is in the Public Works queue to complete.
26. Public Walkways	Improves public walkways between properties that are under the jurisdiction of the City of Alameda.	Provides deferred maintenance at 25 walkways between homes that are under City jurisdiction. Could include replacement of fencing, graffiti removal and graffiti resistant materials, landscaping/trees, lighting, accessibility, gateway features, signage and surface repairs.	\$375,000 (2008 dollars)	Ped: High (4) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts					4	14	(Update: The fence along the walkway between Grand Street and Sunset Road was replaced as part of the Grand Street at Wood School Midblock Crossing project.)
30. Bicycle Parking	Installs additional bicycle racks.	Provides for the purchasing and installing of bicycle parking.	\$75,000 (2009 dollars)	Bike: High (4) TOTAL: 4 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts			2			13	Based on list of requested locations. Partially funded by Measure B. (Update: City obtained Air District grants for electronic bicycle lockers and racks in 2014.)

31. Education Classes (Bicyclists)	Provides bicycling skills training. Supports City's Safety Town program for school students and other bicycling skills courses.	Provides education regarding bicycling routes and safety.	\$25,000 (2009 dollars)	Bike: Medium (2) CBT: Medium (2) Econ Dev: Listed (2) TOTAL: 6 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts			2			13	In collaboration with Cycles of Change or other non-profit organization and the City's Safety Town program. (Update: City obtained education monies to implement bicycle education for adults and students at Maya Lin, Haight, Wood and ASTI starting Fall 2015.)
32. Education and Enforcement (Bicycling)	Provides educational materials to bicyclists and drivers	Educates bicyclists and motorists on street safety.	\$100,000 (2009 dollars)	Bike: High (4) Econ Dev: Listed (2) TOTAL: 6 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts			2			13	Includes coordination with the Police and BikeAlameda with its existing education classes. (Update: City won a pedestrian safety education grant in 2013, which includes driver education, and continues to distribute materials.)
33. Encinal Avenue Bicycle Improvements	Installs Class II bike lanes between Versailles Avenue and Broadway.	Extends Encinal Avenue bike lanes two blocks to the west to connect to Broadway bike lanes.	\$13,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						13	Caltrans coordination is required as the segment west of Broadway is State Route 61.
35. Walking and Bicycling Maps	Develops a walking map. Updates and produces a bicycling map.	Could include self-guided walking tours. Partners with local groups to update a bicycle map.	\$45,000 (2008 dollars for walking maps); \$45,000 (2009 for bicycling maps)	Bike: High (4) Ped: High (4) TOTAL: 8 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						13	Update: Public Works sponsors distribution of the map for International Walk and Roll to School Day in October each year.
37. Neptune Park Bicycle and Pedestrian Path	Constructs a path (Class I bikeway) through Neptune Park to connect Webster Street/Willie Stargell intersection with Constitution Way/Marina Village Pkwy intersection.	Provides connection for bicyclists and pedestrians who are accessing transit, the College of Alameda, Stargell Avenue, Marina Village or the Posey Tube to Oakland.	\$100,000 (2009 dollars)	Bike: Medium (2) Econ Dev: Listed (2) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts			2			12	In 2011, the City Council approved TDA monies for the feasibility study/environmental work. Measure B is scheduled to fund the path construction. (Update: Design was completed in 2014.)
38. Bicycle Project Planning	Develops and funds bicycle projects. Secures capital, maintenance and operating funds.	Increases use of bicycle transportation.	\$250,000 (2009 dollars)	Bike: High (4) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (1) Implement (2) TOTAL = 6 pts						11	(Update: On-going staff work on grants and projects.)
39. Bay Farm Island Path Improvements	1) Provides path enhancements on the Bay Farm side of the bike/pedestrian bridge. 2) Provides path enhancements on the walkway that is located on the southwest side of the motorist bridge.	Enhances Bay Farm bike/pedestrian bridge terminus on the Bay Farm side to encourage additional usage.	path improvements = \$35,000 (2008 dollars); walkway = \$5,000 (2008 dollars)	Ped: Low (1) TOTAL: 1 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2					10	
40. Encinal Boat Access Path	Creates a trail between Central Avenue west of Encinal High School and the Encinal Boat Ramp/Alameda Park.	Provides shoreline access from Central Avenue at Encinal High School.	\$126,500 (2008 dollars)	CBT: Medium/High (3) Ped: Low (1) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						10	Part of the Countywide Bike/Ped Plan as a Bay Trail connector. (Update: Project is included in the Caltrans funded Central Avenue Complete Streets planning study.)

43. Education and Enforcement (Walking)	Provides driver and pedestrian education and enforcement.	Educates drivers and pedestrians on the rules-of-the-road and new pedestrian treatments.	\$20,000 (2008 dollars)	Ped: High (4) TOTAL: 4 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						9	Includes coordination with the Police Department on enforcement activities. (Update: City won a pedestrian safety education grant in 2013, which includes driver education, and continues to distribute materials.)
44. Organized Walks	Promotes organized walks.	Helps encourage exercise, safety and education.	\$5,000 (2008 dollars)	Ped: High (4) TOTAL: 4 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						9	Update: Alameda Recreation and Parks Department coordinates with Bike Walk Alameda on regular walks.
50. Individualized Marketing	Provides transportation information to residents or employees. Increases educational materials on transit for seniors. Increases Paratransit services education. Provides educational materials to bicyclists and drivers.	Helps residents determine the most efficient bus, Paratransit, ferry, bicycle or walking routes.	\$90,000 (2008 dollars); \$10,000 for initial production, \$4,000 for printing (2009 dollars)	Bike: High (4) CBT: Medium/High (3) Econ Dev: Listed (2) Ped: High (4) TOTAL: 13 pts	Circulation (2) Livability (1) Multimodal (2) Implement (1) TOTAL = 6 pts	2				1	22	Required as a mitigation in the Alameda Landing EIR and in the Boatworks EIR. Update: Providing pamphlet on bicycle/pedestrian education targeted at Shore Line bicyclists and pedestrians. Mastick Senior Center staff provide outreach on the City of Alameda Paratransit Program.
54. School Route Enhancements	* Pedestrian enhancements around schools and along school routes. * Assists schools with walking school buses. * Creates and updates school route maps. * Provides necessary striping and signage requirements.	Improves traffic control measures along the school routes, helps develop and maintain walking school buses. Guides children to key intersections to minimize crossing locations; reduces congestion; increases students who walk/bike to school. Examples include stop bar restriping and improving faded white curbs, obsolete signs and bus stops.	\$500,000 (2008 dollars); \$25,000 (2008 dollars for school route maps); \$50,000 (2008 dollars for signage/striping); \$15,000 (2008 dollars for walking school buses)	Bike: High (4) CBT: Medium/High (3) Ped: High (4) TOTAL: 11 pts	Circulation (1) Livability (2) Multimodal (2) Implement (2) TOTAL = 7 pts						18	Update: Public Works staff is in the process of improving Maya Lin School, Nea/ACLC and Haight School drop-off and pick-up areas. Recently improved Otis, Lum, Encinal High School and Wood School areas.
55. Alameda Point Shopper Shuttle	Creates shopper shuttle on the weekends.	Improves transit access to downtown Oakland from Alameda Point.	\$33,000 annually (2009 dollars)	AlaPt GPA: Listed (2) CBT: High (4) Econ Dev: Listed (2) TOTAL: 8 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2					17	In collaboration with private sector for on-going operations and maintenance costs. Update: Staff recommends branding the Alameda Paratransit Shuttle to be the "Alameda Shuttle" to attract additional riders.
57. Pedestrian District/Corridor Enhancements	Provides pedestrian enhancements along sections of streets where pedestrian demand is or could be high based on adjacent land uses and transit activity. Could include art, benches, bike lanes/racks, enhanced bus stops, enhanced crosswalks, curb extensions, gateways, refuge islands, traffic calming, landscaping and widened sidewalks.	Provides pedestrian enhancements to emphasize pedestrian needs along corridors.	High priority = \$500,000 (2008 dollars); Medium priority = \$1,200,000 (2008 dollars); Low priority = \$3,630,000 (2008 dollars)	CBT: Medium/High (3) Econ Dev: Listed (2) Ped: High, Medium & Low (4) Transit: Listed (2) TOTAL: 11 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						17	High-priority districts : Park St and Webster St; Medium-priority districts : Otis Dr (South Shore), Santa Clara Ave (downtown) and Central Ave (downtown); Low-priority districts : Island Dr, High St commercial areas and the historic railroad stations. Some districts are part of the Countywide Bike/Pedestrian Plan. Update: Providing pedestrian improvements on Park Street between Lincoln Avenue and Buena Vista Avenue.

62. Car Share	Provides hybrid or alternative fuel vehicles during the week for City employees and weekends and nights for residents or other interested parties.	Provides car share opportunities for residents and reduces maintenance costs for the City.	TBD	AlaPt SAP: Listed (2) Econ Dev: Listed (2) Climate: Listed (2) TOTAL: 6 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts							13	Update: City CarShare pods total three on public property and one on private property. Staff is recommending point-to-point carshare to begin in Alameda.
63. Lincoln Avenue Bicycle Improvements	Installs Class II bike lanes or Class III bike route between Oak Street and Park Street.	Links two designated bikeways – Oak Street and Tilden Way – in Park Street area.	\$15,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts							13	Requires removal of on-street parking for library; potential long-term major transit route.
64. Oak Street Bicycle Improvements	Installs Class II bike lanes or Class III bike route between Blanding Avenue and Powell Street.	Provides a “lower traffic” alternative route for bicyclists in proximity to Park Street.	\$26,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts							13	Class II bike lanes between Blanding Ave. and Encinal Ave. only if removal of on-street parking.
65. Bike Route Class III Improvements	Provides bike routes on 5th Street, Maitland Drive, Pacific Avenue, San Antonio Avenue, 9th Street, San Jose Avenue, Sherman Street and 3rd Street.	Provides cross-town bike routes.	\$85,000 (2009 dollars)	Bike: High (4) Econ Dev: Listed (2) TOTAL: 6 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts							12	(Update: City won a federal resurfacing grant for Pacific Ave betw Main Street and Marshall Way, which will include a Class III bike route.)
66. Bus Stops & Shelters	Adds trash receptacles, lighting, shelters, benches, transit information, bicycle parking, etc. at bus stops.	Helps make transit a more attractive transportation alternative.	\$220 per trash receptacle; \$3,000 per lighting; \$18,000 per shelter including maintenance (2009 dollars)	CBT: High (4) Transit: Listed (2) TOTAL: 6 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts							12	Update: AC Transit's Line 51 project improved bus stops making the route safer and more reliable. Projects include extending the bus only lane on Webster Street to Atlantic Avenue, relocating/eliminating bus stops, improving intersections/signals and providing amenities.
67. Intersection/Trail Enhancement Projects	Improves intersections to address multi-modal access, including where trails intersect. Installs appropriate traffic control devices that will improve traffic circulation.	Improves multi-modal access at intersections.	High priority = \$800,000 (2008 dollars); Medium priority = \$3.7 million (2008 dollars); Low priority = \$8,100,000; \$100,000 (2008 dollars for trail access)	CBT: Medium (2) Ped: High, Medium & Low (4) TOTAL: 6 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts							12	High-priority intersections total 8; medium priority total 37 and low priority total 81. Included in on-going studies to address circulation and safety.
71. Low-Income Transit Fare Subsidy	Implements a low-income fare discount.	Encourages additional transit users, and focuses on the transit-dependent population. Provides a more cost effective way to travel for low-income individuals.	Costs would vary depending on subsidy level.	CBT: Medium (2) Econ Dev: Listed (2) TOTAL: 4 pts	Circulation (2) Livability (1) Multimodal (2) Implement (1) TOTAL = 6 pts							10	In collaboration with AC Transit and BART. Update: Staff is recommending to increase the scholarship program in the Measure B/BB Paratransit budget to include a pilot program for subsidized monthly AC Transit passes.

<i>In Draft Biennial 2015/2017 CIP - Parks</i>				<i>Rankings</i>								
Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance	Total Pts	Comments/Challenges
9. Shoreline Park Pathway Repairs - Bay Farm Island	Repairs and provides possible widening at spot locations of existing Class I path on Bay Farm Island.	Maintains smooth surface; Could involve widening path in spot locations potentially with permeable materials; length = 3 miles.	\$2,300,000 (2009 dollars)	Bike: Medium (2) Econ Dev: Listed (2) Ped: Medium (2) TOTAL: 6 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts	2				4	18	Part of the Countywide Bike/Pedestrian Plan. Update: Listed in the Parks budget for \$400,000 in spot repairs.
<i>In Draft Biennial 2015/2017 CIP - Rehabilitation</i>				<i>Rankings</i>								
Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance	Total Pts	Comments/Challenges
2. Maintenance of Streets, Sidewalks, Curb Ramps and Trails	Repairs all pavement surfaces.	Maintains pavement surfaces to ensure the infrastructure functions properly.	\$5 million per year	ADA: Listed (2) Bike: High (4) Ped: High (4) TOTAL: 10 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts			2		4	23	Partially funded by Measure B, gas tax, City Development Fees (CDF) and assessment districts. (Update: on-going)
5. Maintain/Enhance Signage	Replaces/maintains existing signs; installs additional signs	Includes guide signs to help bicyclists navigate through the City and to key destinations.	\$125,000 (2009 dollars)	Bike: High (4) Ped: High (4) TOTAL: 8 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts			2		4	20	Partially funded by Measure B and City Development Fees (CDF). (Update: on-going)
42. Sidewalk Installations	Installs new sidewalks.	Installs sidewalks to close gaps.	High priority = \$1,318,000 (2008 dollars); Medium priority = \$600,000 (2008 dollars); Low priority = \$130,000	Ped: High, Medium & Low (4) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						10	(Update: on-going.)
53. Traffic signal installations & upgrades	Installs signals at intersections that meet warrants, upgrades signals as needed. Installs accessible pedestrian signals (APS) and countdown signals.	Improves traffic circulation and safety, reduces delay, including pedestrian and bike enhancements such as bicyclist detection at intersections using loop detectors, video detection or left-turn phases.	\$150,000 (2009 dollars for bicycle detection); \$1.2 million (2008 dollars for APS and countdown signals), new signal installation is estimated at \$450,000 per installation (2011 dollars)	ADA: Listed (2) Bike: Medium (2) Ped: High, Medium & Low (4) TOTAL: 8 pts	Circulation (2) Livability (2) Multimodal (2) Implement (2) TOTAL = 8 pts			2	1		19	Some intersections are part of the City's Pedestrian Plan, Countywide Bike/Pedestrian Plan, or are included in the Citywide Development Fee, which provides partial funding. Oak/Clement and Park/Pacific proposed signals are included in the Northern Waterfront EIR as a required mitigation. Oak/Clement also is included as a mitigation in the Boatworks EIR. Park/Blanding proposed signalized intersection is included in the North of Lincoln Plan EIR. (Update: on-going)

In Draft Biennial 2015/2017 CIP - Transportation				Rankings								
Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Miti-gation	Main-tenance	Total Pts	Comments/Challenges
12. Cross Alameda Trail Multi-modal Facility (Phase 1)	Constructs a Class I path between Alameda Point and Sherman Street in the former Beltline right-of-way.	Provides east-west bicycle/ pedestrian connections across the northern side of the island. Links commercial sites and redevelopment areas.	\$1,414,000 (2009 dollars) - insufficient monies to complete project	AlaPt GPA: Listed (2) Bike: High (4) Econ Dev: Listed (2) Ped: Medium (2) TOTAL: 10 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts						17	Part of the Cross Alameda Trail Feasibility Study and the Countywide Bike/ Ped Plan. (Update: The section between Webster St. and Sherman Street is funded with construction expected in late 2015 and early 2016.)
41. Island Drive / Mecartney Road	Improves pedestrian treatments.	Medians blocking crosswalks; gaps at the bomanite crosswalks; curb ramps that are not aligned with the crosswalks; motorists turning from incorrect lanes; no bus pad; wide and busy intersection.	\$200,000 (2011 dollars)	Ped: High (4) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						10	Project has the support of Alameda Unified School District and the community. Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan. Part of the Countywide Bike/Pedestrian Plan. Update: City previously submitted this project for SRTS funding; Caltrans did not select the project.
Short-term Projects in the Draft 2015/2017 CIP				Rankings								
Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Miti-gation	Main-tenance	Total Pts	Comments/Challenges
1. Clement Avenue Bicycle Improvements (Cross Alameda Trail)	Installs Class II bike lanes between Grand Street and Broadway. Part of the Cross Alameda Trail Feasibility Study (July 2005). Requires railroad track removal consistent with Surface Transportation Board.	Provides a short-term alternative to a shoreline path. Current shoreline uses are not expected to change in the foreseeable future. Provides a direct, commuter-oriented route linking central Alameda and the east end.	\$1.4 million for railroad track removal; \$42,000 (excluding cost of railroad track removal)	Bike: High (4) CBT: Medium/High (3) Econ Dev: Listed (2) Ped: Medium (2) TOTAL: 11 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts	2			1	4	24	Required as a mitigation in the Northern Waterfront Environmental Impact Report (EIR), Boatworks EIR and Marina Cove Phase I EIR. (Update: Planning grant in progress.)
4. Blanding Avenue Bicycle Improvements	Constructs Class II bike lanes and Class III bike routes between Oak Street and Tilden Way. Provides bike lanes between Park Street and Tilden Way and a bike route between Oak Street and Park Street.	Provides a direct, commuter-oriented route linking central Alameda and the east end. Recommended only after the removal of the railroad tracks.	Railroad track removal = \$400,000; bike lane/route = \$10,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) Econ Dev: Listed (2) TOTAL: 9 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts	2				4	21	Requires railroad track removal consistent with Surface Transportation Board.
16. Clement Avenue West Extension	Extends Clement Avenue through the Northern Waterfront between Grand Street and Sherman Street to facilitate the movement of trucks, transit or rail, bicyclists and pedestrians. Installs Class II bike lanes.	Uses Miller-Sweeney Bridge for truck traffic and reduces congestion on Park Street Bridge and Park/Clement intersection.	TBD	Bike: Listed (2) Econ Dev: Listed (2) N. Water: Listed (2) TE: Listed (2) TOTAL: 8 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts	2			1		16	Required as part of the Northern Waterfront EIR.

17. Central Avenue Bicycle Improvements	Constructs bikeway between Pacific Avenue and the SF Bay Trail entrance east of Fifth Street. One potential idea is to extend the path west of Encinal High to Third Street - in front of Encinal High School - and then to provide a cycle track to Fourth Street.	Extends the Central Avenue bikeway to the west end. Closes Bay Trail gap. Provides improved school route access for Encinal High School, Paden Elementary School and the Alameda Community Learning Center. Provides non-motorized access to Alameda Point.	\$95,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) Ped: Medium (2) TOTAL: 9 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts							15	The project depends on Alameda Point development. Portions of Central Ave. are on State Route 61, so the proposed bikeways would need Caltrans approval and coordination. (Update: City won a Caltrans Community Based Transportation Planning grant to fund the planning, outreach and conceptual layout of this project.)
19. Alameda Point New Streets	Builds street infrastructure to support development of Alameda Point. Includes Class II bike lanes along the major streets.	Part of Alameda Point development.	TBD	Bike: Listed (2) CBT: Medium/High (3) TE: Listed (2) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts				1			14	Required as part of the Alameda Point EIR. Update: Staff is recommending inclusion of Main Street, Appezzato Pkwy and Central Avenue in a federal grant application called TIGER - Spring 2015.
28. Wilver Willie Stargell Extension	Complete street with bikeways to accommodate Alameda Point development between Main Street and Fifth Street.	Enhances circulation and access.	TBD	AlaPt GPA: Listed (2) Bike: Listed (2) CBT: Medium/High (3) TE: Listed (2) TOTAL: 9 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts							14	
29. Bayview Shoreline Path - Feasibility Study	Funds a feasibility study for improved shoreline path between Broadway/Shoreline Drive and Towata Park. Identifies environmental impacts and regulatory barriers to pedestrian and bike project.	Provides direct shoreline access between Bay Farm Island and shoreline path west of Broadway. Requires evaluation of design elements such as width and materials to be used, and appropriate buffering between the path and the adjacent neighborhood.	\$100,000 (2009 dollars);	Bike: High (4) Ped: Low (1) TOTAL: 5 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts	2						13	San Francisco Bay Conservation and Development Commission (BCDC) approval unlikely based on environmental impacts. Part of the Countywide Bike/ Pedestrian Plan. Construction costs: \$600,000 (2009 dollars)
46. Estuary Crossing Project Study Report (PSR) / Environmental Impact Report (EIR) (ON HOLD)	Bike/Pedestrian bridge could be moved forward to a PSR equivalent document only if this option is deemed feasible.	Studies an alternative pedestrian/bike and possibly transit crossing of the estuary.	Bridge estimate (2008 \$): \$60 million; admin: \$5 m; design: \$8 m; mitigation: \$1 m; operations: \$1.5 m per yr assuming 24/7 service.	Bike: High (4) CBT: Medium (2) Econ Dev: Listed (2) Ped: High (4) Transit: Listed (2) TOTAL: 14 pts	Circulation (2) Livability (2) Multimodal (2) Implement: (1) TOTAL = 7 pts	2	2					25	Part of the Estuary Crossing Feasibility Study (Sept 2009) and the Countywide Bicycle Plan (2006). Requires approval of other agencies. Significant environmental and right-of-way constraints, and Coast Guard operation impacts. (Update: Island Access Studies acts as a placeholder project to address potential BART to Alameda, carpooling, TDM coordination, transit studies.)
58. Clement Avenue East Extension	Extends Clement Avenue between Broadway and Tilden Way, and includes bicycle lanes.	Uses Fruitvale Ave Bridge for truck traffic and reduces congestion on Park Street Bridge and Park/Clement intersection.	\$3.6 million (2012 dollars)	Bike: Listed (2) CBT: Medium/High (3) TE: Listed (2) TOTAL: 7 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2						16	Update: City staff is in negotiations with Union Pacific to purchase the property for transportation right-of-way.
Long-term Projects in the Draft 2015/2017 CIP				Rankings									

Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance	Total Pts	Comments/Challenges
10. SMART Corridor projects - Regional and Island Arterials	Enhances traffic circulation while using the existing infrastructure. Provides real-time information at bus stops. Provides signal priority lanes and queue jumpers for transit/shuttles.	Improves traffic circulation, transit efficiency and safety.	\$3,500 per real-time sign (2009 dollars); \$5,000 annually for operations/main tenance (2009 dollars)	CBT: Medium/High (3) Climate: Listed (2) Transit: Listed (2) TOTAL: 7 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2		2			18	The Webster Street SMART Corridor (Phase I) is funded from the Transportation Fund for Clean Air's Program Manager fund, Alameda County Transportation Commission's federal earmark for traffic preemption projects along the I-880 corridor, the Metropolitan Transportation Commission's Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding and the City's Measure B allocation. (Update: This project currently is under construction.)
13. Park Street Pedestrian Safety Improvements	Provides pedestrian safety improvements between Lincoln Avenue and the Park Street Bridge. Potential improvements include utility work, installation of vintage lighting, street trees, sidewalks and pedestrian amenities and a gateway entry treatment.	Improves pedestrian safety and access.	\$300,000 (2012 dollars)	CBT: Medium/High (3) Ped: High (4) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts	2		2			17	Partially funded through the Metropolitan Transportation Commission federal funds.
15. West Alameda Point Ferry Terminal	Relocates Main Street Terminal to Alameda Point.	Helps increase the ferry ridership because the proposed ferry terminal location is adjacent to more land uses, origins and destinations.	TBD	AlaPt GPA: Listed (2) Econ Dev: Listed (2) TE: Listed (2) TOTAL: 6 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2	2				17	Alameda Point EIR requires the analysis of supplemental transit services (TRANS-5c). (Update: City is working with the Water Emergency Transportation Authority.)
17. Central Avenue Bicycle Improvements	Constructs bikeway between SF Bay Trail entrance east of Fifth Street and Sherman Street.	Extends the Central Avenue bikeway. Provides improved school route access for Encinal High School, Paden Elementary School and the Alameda Community Learning Center. Provides non-motorized access to Alameda Point.	\$95,000 (2009 dollars)	Bike: High (4) CBT: Medium/High (3) Ped: Medium (2) TOTAL: 9 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						15	The project depends on Alameda Point development. Portions of Central Ave. are on State Route 61, so the proposed bikeways would need Caltrans approval and coordination. (Update: City won a Caltrans Community Based Transportation Planning grant to fund the planning, outreach and conceptual layout of this project.)
23. Main Street Bay Trail Extension (Alameda Landing / Alameda Gateway)	Extends existing trail at the Main Street Ferry Terminal along the estuary to the east towards Alameda Landing and the foot of Mariner Square Drive.	Includes design, environmental review, permitting and construction.	\$100,000 (2007 dollars)	Bike: Listed (2) CBT: Medium/High (3) Ped: Medium (2) TOTAL: 7 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts	2					14	
27. Shore Line Drive Path Repairs and Improvements	Improves Class I path along Shoreline Drive between Broadway and Robert Crown Memorial State Beach by widening and repairing the path.	Repairs and widens the existing path, which is part of the San Francisco Bay Trail, totaling 2.13 miles.	\$1,600,000 (2008 dollars)	Bike: Listed (2) Ped: Medium (2) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts					4	14	Requires coordination with East Bay Regional Park District. Part of the Countywide Bike/Pedestrian Plan.

47. I-880/Broadway/Jackson Multimodal transportation and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland and Jack London Square	Includes improvements to Jackson Street on-ramp, Sixth Street frontage, bus rapid transit to 12th Street BART, Transit Center at Alameda Point, Park and Ride Lot at the Posey Tube, bike lanes on Ralph Memorial Appezzato Parkway, signal priority for buses and signal coordination, SMART corridor type improvements, pedestrian improvements and MLK Jr Way off-ramp and Market Street on-ramp.	Provides mitigations for Alameda Point development and other significant economic development projects in Alameda and Oakland. Considered a regionally significant deficient segment in the Countywide Congestion Management Plan.	\$189,000,000 (2013 dollars)	AlaPt SAP: Listed (2) Bike: Listed (2) CBT: Medium/High (3) Climate: Listed (2) Econ Dev: Listed (2) Transit: Listed (2) TOTAL: 13 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2		2	1		25	Update: Alameda CTC has selected consultants for the Project Approval and Environmental Document (PA&ED) phase.
51. Miller-Sweeney Bridge Improvements	Provides an emergency lifeline structure for Alameda to ensure that it functions after a major event such as an earthquake. Provides dedicated auto, bicycle and transit lanes, sidewalks on both sides, a center median and removes rail bridge.	Improves multimodal access to Fruitvale BART and Oakland. Provides the only lifeline bridge structure for the City.	\$94,000,000 (2013 dollars)	Bike: Listed (2) CBT: Medium/High (3) Econ Dev: Listed (2) Ped: Medium (2) TOTAL: 9 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2	2				20	Will be consistent with Surface Transportation Board requirements. Part of the Countywide Bike/Pedestrian Plan. (Update: Listed as a project in Measure BB.)
69. Mecartney Road Bike Lanes	Provides Class II bike lanes between Island Drive and Maitland Drive.	Extends existing bike lanes on Mecartney Road eastward towards Maitland Drive providing improved bikeways on Bay Farm Island.	\$13,000 (2009 dollars)	Bike: Medium (2) CBT: Medium/High (3) TOTAL: 5 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						11	Part of the Countywide Bike/Pedestrian Plan. Requires curb/gutter/sidewalk improvements on the north side.
Projects NOT in the Draft 2015/2017 CIP				Rankings								
Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Miti-gation	Main-tenance	Total Pts	Comments/Challenges
7. Bay Farm Island Wooden Bridge (Not City Property)	Reconstructs East Bay Regional Park District's wooden bridge.	Connects the Bay Farm Island Bike/Pedestrian bridge and the terminus of Veterans Court. Short-term: replacement of the bridge decking; Long-term: bridge replacement.	Wooden bridge replacement estimate = \$2.5 million (2010)	Bike: Listed (2) Ped: Low (1) TOTAL: 3 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2	2			4	18	Not City Property
11. Alameda Point Bay Trail	Constructs a Class I path around the perimeter of Alameda Point.	Extends the Bay Trail to Alameda Point.	TBD	AlaPt GPA: Listed (2) Bike: Listed (2) CBT: Medium/High (3) Econ Dev: Listed (2) TOTAL: 9 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts				1		17	(Update: The waterfront trail between the Main Street Ferry Terminal and the dog park was constructed. Other sections are not listed in the ten-year plan.)
18. Estuary Crossing - Minor Modifications to the Tube (Caltrans)	Provides a short-term solution to better accommodate existing bicyclist and pedestrian demand. Potential improvements to the existing path include replacing existing plate covers, filling in grooves on the concrete path, and establishing a regular maintenance program.	Targets bicyclists/pedestrians needing to travel between west Alameda and downtown Oakland/Chinatown.	construction: \$2.5 million; maintenance: \$50,000 (Caltrans) (2008 dollars)	Bike: Listed (2) CBT: Medium (2) Ped: Medium (2) TOTAL: 6 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2					15	Included in the Estuary Crossing Feasibility Study (Sept 2009). Caltrans property. Update: Caltrans has programmed this proposed project for 2015 completion.

Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance	Total Pts	Comments/Challenges
24. Mitchell Avenue Extension	Extends the street and includes bike lanes from Alameda Landing to Alameda Point.	Enhances circulation and access.	\$6,500,000 (2012 dollars)	AlaPt GPA: Listed (2) Bike: Listed (2) CBT: Medium/High (3) TE: Listed (2) TOTAL: 9 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						14	No longer expected to be needed.
34. Pacific Avenue / Marshall Way	Improves pedestrian and bicyclist access.	Provides an improved school route to the Academy of Alameda.	TBD	CBT: Medium/High (3) Ped: High (4) TOTAL: 7 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						13	Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan. (Update: City won a federal resurfacing grant that includes Class III bike route for 2015. Bike lanes are not listed in the ten-year plan.)
45. Encinal High School Trail (AUSD property)	Constructs path along the shoreline between Alameda Park and Third Street. Includes Third Street as a Class III bike route.	Provides shoreline access behind Encinal High School between Alameda Park/Encinal Boat Ramp and the Third Street terminus.	TBD	Bike: Listed (2) TOTAL: 2 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						8	SRTS projects are listed as high-priority in the Pedestrian Plan. (Update: Project is included in the Caltrans funded Central Avenue Complete Streets planning study. Design/ construction is not listed in the ten-year plan.)
48. Estuary Crossing Water Shuttle/Taxi	Provides an intermediate solution that will meet the project objectives with consideration of the planned developments on both sides of the estuary.	Targets bicyclists/pedestrians needing to travel between west Alameda and downtown Oakland/Chinatown.	construction: \$3 million; operations: \$2.5 million (24/7 service), \$1.25 million for 12 hour, \$625,000 for 6 hour (2008 dollars)	Bike: Listed (2) CBT: Medium (2) Econ Dev: Listed (2) Ped: Medium (2) Transit: Listed (2) TOTAL: 10 pts	Circulation (2) Livability (2) Multimodal (2) Implement (1) TOTAL = 7 pts	2	2	2			23	Included in the Estuary Crossing Feasibility Study (Sept 2009). The Alameda Landing Transportation Demand Management (TDM) Plan requires a water shuttle/taxi study. The Alameda Landing TDM Plan is required in the Alameda Landing EIR.
49. Rapid Bus Service - Alameda Point	Connects Alameda Point to Fruitvale BART at 15 minute headways.	Improves transit options for the development at Alameda Point.	\$9,000,000 (2013 dollars)	AlaPt GPA: Listed (2) AlaPt SAP: Listed (2) CBT: Medium/High (3) Econ Dev: Listed (2) Transit: Listed (2) TE: Listed (2) TOTAL: 13 pts	Circulation (2) Livability (2) Multimodal (2) Implement (2) TOTAL = 8 pts	2					23	Included in the FTA funded transit plan. (Update: AC Transit has included it in the Draft Alameda Service Plan, which was a long-range planning effort in 2014. City staff is including exclusive bus lane construction as part of federal grant application - TIGER.)
52. Park Street Bridge Retrofit	Retrofits to current seismic standards.	Provides bike/pedestrian facilities and amenities such as pedestrian-scaled lighting.	\$46,000,000 (2008 dollars)	Bike: Listed (2) CBT: Medium/High (3) Ped: Low (1) TOTAL: 6 pts	Circulation (2) Livability (1) Multimodal (2) Implement (1) TOTAL = 6 pts	2	2			4	20	County property. Update: County is in the process of retrofitting the bridge.
56. High Street Bridge Retrofit	Retrofits to current seismic standards.	Improves access and bike/pedestrian amenities.	\$40,300,000 (2008 dollars)	Bike: Listed (2) Ped: Low (1) TOTAL: 3 pts	Circulation (2) Livability (1) Multimodal (2) Implement (1) TOTAL = 6 pts	2	2			4	17	County property. Update: County is in the process of retrofitting the bridge.

Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life-line	Partial Funds	Mitigation	Main-tenance	Total Pts	Comments/Challenges
59. Shuttles / Transit Service for Northern Waterfront Area	Develops shuttle services to/from Northern Waterfront development. Provides Northern Waterfront transit services in corridors through and between the Northern Waterfront and the high ridership generators inside and outside the City such as Oakland BART station.	Minimizes parking demand and traffic in the Northern Waterfront area.	TBD	Econ Dev: Listed (2) N. Water: Listed (2) TOTAL: 4 pts	Circulation (2) Livability (2) Multimodal (2) Implement (2) TOTAL = 8 pts	2			1		15	Required as part of the Northern Waterfront EIR.
60. Alameda InterIsland Shuttle/Bus Line	Provides cross-island transit access between west Alameda and Bay Farm Island. Increases transit access to business parks.	Increases the mobility of City residents within the City of Alameda.	\$2,100,000 annually (2001 dollars)	Econ Dev: Listed (2) Transit: Listed (2) TOTAL: 4 pts	Circulation (2) Livability (2) Multimodal (2) Implement (2) TOTAL = 8 pts	2					14	Update: AC Transit's draft long-range plan "Alameda Service Plan" of 2014 addressed this request with a route on Encinal Avenue.
61. Mariner Square Drive Realignment	Extends Mariner Square Drive from Mariner Square Loop to Marina Village Parkway, and includes bike lanes. Includes a Park & Ride lot facility.	Improves circulation and access. Provides direct transit access onto Constitution Way using the current Mariner Square Drive access.	\$4,500,000 (2009 dollars)	Bike: Listed (2) CBT: Medium/High (3) Econ Dev: Listed (2) TE: Listed (2) TOTAL: 9 pts	Circulation (1) Livability (1) Multimodal (2) Implement (1) TOTAL = 5 pts						14	No longer recommended.
68. Bay Trail / Shoreline Path - Northern Waterfront Area	For Northern Waterfront area, ensures that the public access path along the waterfront includes a separated path for bicyclists or is wide enough to minimize conflicts between pedestrians and bicyclists. Creates pedestrian and bicycle pathways and visual corridors.	Establishes connections to the Bay Trail and other regional circulation systems.	TBD	Bike: Listed (2) N. Water: Listed (2) TOTAL: 4 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts				1		11	Required as part of the Northern Waterfront EIR.
70. Santa Clara Avenue Bicycle Improvements	Provides bike lanes (Class II bikeways) between Grand St. and Oak St.	Enhances access to the Park Street area extending the existing bike lanes on Santa Clara Ave. east to Park Street.	\$29,000 (2009 dollars)	Bike: Medium (2) CBT: Medium/High (3) TOTAL: 5 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						11	Update: Not in ten-year plan.
72. Ballena Path/Bike Route	Provides a Class III bike route on Ballena Blvd. between Central Ave and Cola Ballena and a Class I path adjacent to Ballena Blvd. between Cola Ballena and the Ballena Blvd. terminus.	Enhances bicycle and pedestrian access along Ballena Blvd.	\$505,000 (2009 dollars)	Bike: Medium (2) Ped: Low (1) TOTAL: 3 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						9	Part of the Countywide Bike/Pedestrian Plan as a San Francisco Bay Trail connector. Update: Not in ten-year plan.
73. Paden School Trail Improvements	Improves the existing trail east and south of Paden School off of Central Avenue.	Improves trail access.	\$72,600 (2005 dollars)	Bike: Listed (2) Ped: Low (1) TOTAL: 3 pts	Circulation (1) Livability (2) Multimodal (2) Implement (1) TOTAL = 6 pts						9	Could be included as part of a future San Francisco Bay Trail alignment. Safe Routes to School (SRTS) projects are listed as high-priority in the Pedestrian Plan. Update: Not in ten-year plan.
*Plan definitions are as follows:												
ADA : Americans with Disabilities Act Transition Plan Update (2008) - http://www.cityofalamedaca.gov/City-Hall/ADA-CDI-Accessibility												
AlaPt GPA : Alameda Point General Plan Amendment (2003) - http://www.cityofalamedaca.gov/City-Hall/General-Plan												
AlaPt SAP : Alameda Point Station Area Plan (2008) - considered a feeder plan for the Transit Plan until it is updated. (http://alamedapointinfo.com/alameda-point-topics/Traffic-and-Transit)												
Bike : Bicycle Master Plan Update (2010) - http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation												
Climate : Climate Action Plan (2008) - http://www.cityofalamedaca.gov/Go-Green/												
CBT : Community Based Transportation Plan (2009) - http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation												

Project Name	Project Description	Project Need	Estimated Cost	Plans*	Transportation Element Goals	Island Access	Life- line	Partial Funds	Miti- gation	Main- tenance	Total Pts	Comments/Challenges
<i>Econ Dev</i> : Economic Development Strategic Plan Update (2008) - http://www.cityofalamedaca.gov/City-Hall/Econ-Development												
<i>N. Water</i> : Northern Waterfront General Plan Amendment (2007) - http://www.cityofalamedaca.gov/City-Hall/General-Plan												
<i>Ped</i> : Pedestrian Master Plan (2009) - http://www.cityofalamedaca.gov/City-Hall/Traffic-and-Transportation												
<i>Transit</i> : Alameda Transit Plan (2001)												
<i>TE</i> : Transportation Element Projects (2009) - http://www.cityofalamedaca.gov/City-Hall/General-Plan												