
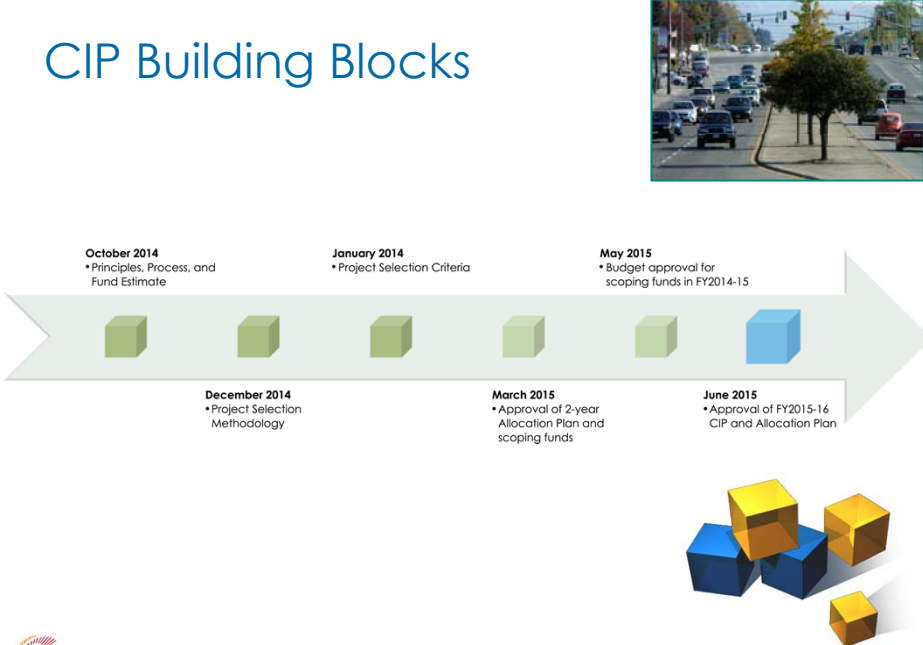


ALAMEDA COUNTY TRANSPORTATION COMMISSION
FY2015-16 Comprehensive Investment Plan

A presentation by
Alameda CTC Staff
 June 2015



CIP Building Blocks



October 2014

- Principles, Process, and Fund Estimate

January 2014

- Project Selection Criteria

May 2015

- Budget approval for scoping funds in FY2014-15

December 2014


- Project Selection Methodology


March 2015

- Approval of 2-year Allocation Plan and scoping funds

June 2015

- Approval of FY2015-16 CIP and Allocation Plan





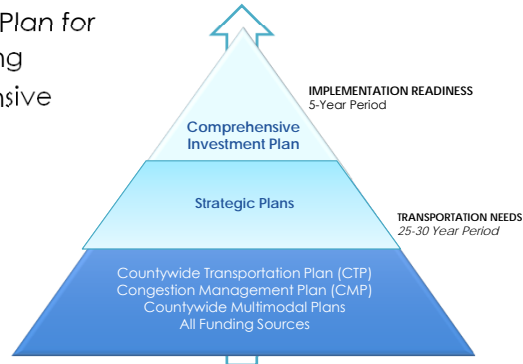
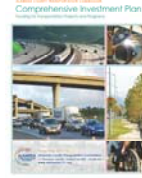
ALAMEDA CTC FY2015-16 COMPREHENSIVE INVESTMENT PLAN

2

Comprehensive Investment Plan (CIP) Purpose

The CIP purpose is to:

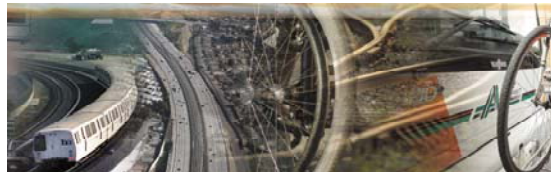
1. Translate long-range plans into short-range implementation
2. Serve as the Strategic Plan for voter-approved funding
3. Establish a comprehensive and consolidated programming plan



CIP Policy Principles

CIP development was based upon Commission approved principles:

- Implement the County's adopted vision
- Balance strategic program across project delivery phases
- Maximize transportation investments
- Investment in all transportation modes
- Deliver solutions while ensuring accountability



CIP Includes

- Fiscally constrained five-year period (FY2015-16 through FY2019-20)
- Two-year Allocation Plan (FY2015-16 and FY2016-17)
- All funding sources in one document under Alameda CTC programming purview
 - Federal
 - State
 - Regional
 - Local
- Direct local distributions, capital projects and programs



TL3

Five-Year Programming

Over \$1.2 billion in five-year horizon

- \$1.1 billion in programming as part of this recommendation
- \$108 million programmed in prior years; expected to be expended within five-year CIP
 - \$478 million in 2-year allocation plan
 - Over \$200 million per year to fund projects and programs



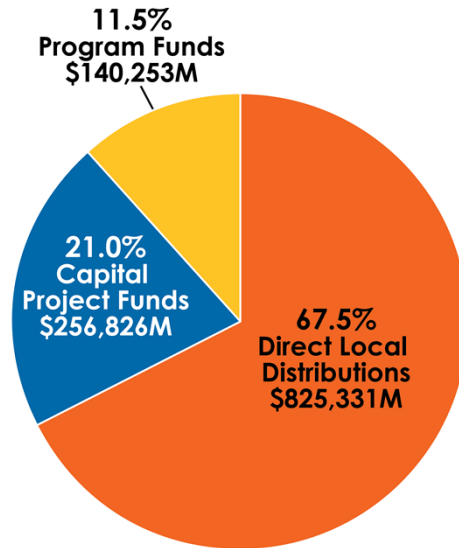
Slide 6

TL3

add photo

Tess Lengyel, 6/2/2015

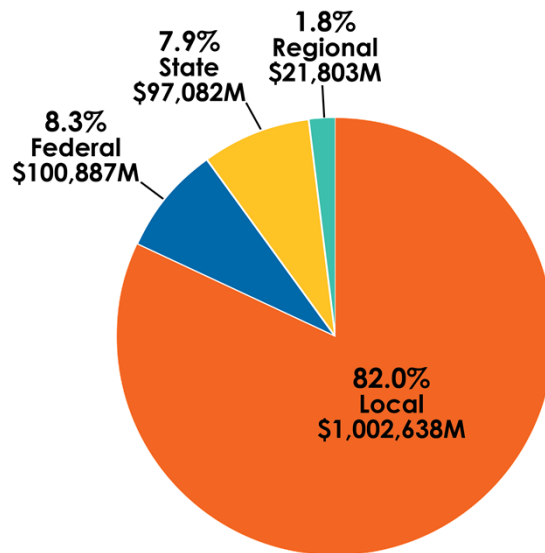
CIP Summary of Investments | FUND TYPE



ALAMEDA CTC FY2015-16 COMPREHENSIVE INVESTMENT PLAN

7

CIP Summary of Investments | FUND SOURCE

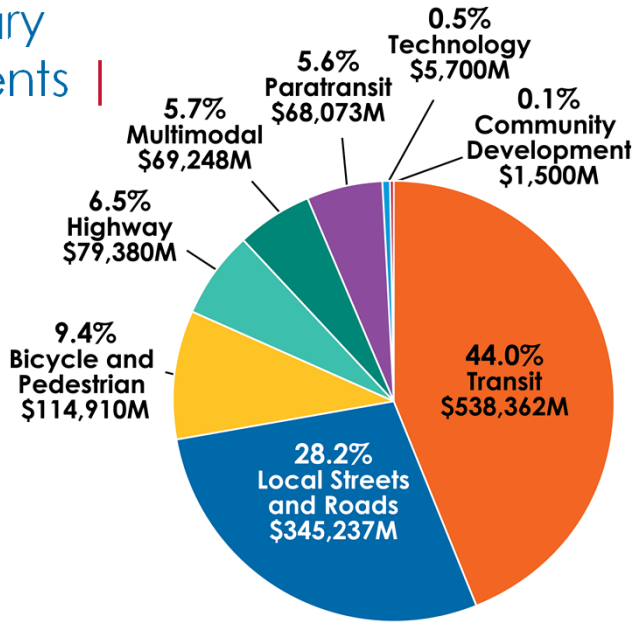


ALAMEDA CTC FY2015-16 COMPREHENSIVE INVESTMENT PLAN

8

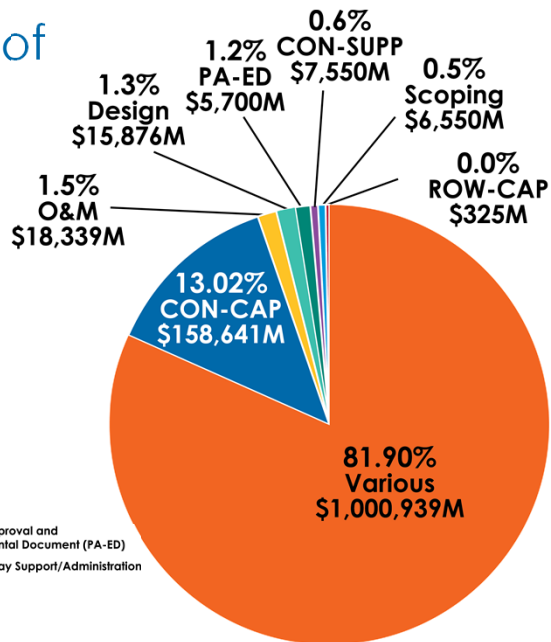
CIP Summary of Investments

BY MODE OF TRANSPORTATION



CIP Summary of Investments

BY PROJECT PHASE



- Construction/Capital (CON-CAP)
- Construction Support/Administration (CON-SUPP)
- Design
- Operations and Maintenance (O&M)
- Project Approval and Environmental Document (PA-ED)
- Right-of-Way Support/Administration
- Scoping
- Various



Strategic Plan Assumptions

- Strategic Plan is required by expenditure plans and is also used for voter-approved vehicle registration fee (VRF)
 - Assumptions for Measure B and Measure BB
 - Revenue projection reflects actual receipts for FY2013-14
 - Estimated 2 percent growth per year for two years
 - 1.2 percent growth per year thereafter
 - Assumption for VRF
 - Revenues assumed to continue at effectively the same level through five-year programming window of the FY2015-16 CIP



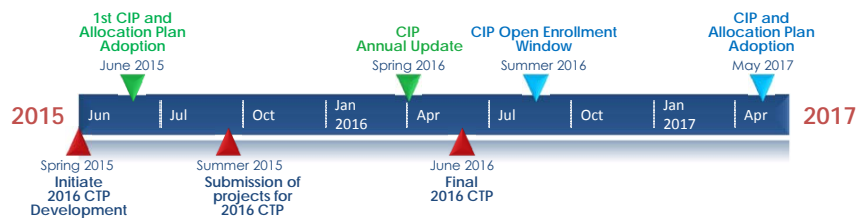
CIP Policy Approvals

- Procedures for Programming and Allocations Approved by Commission
- Deadline for Environmental Approval and Full Funding for Measure BB- and/or Measure B-funded Capital Projects
- Timely Use of Funds Allocated by Commission
- Eligible Costs for Reimbursement by the Commission
- Funding for Project- and Program-related Costs Incurred Directly by the Commission
- Local Contracting Related to Measure BB and/or Measure B-funded Contracts
- Other Agencies' Programming Policies



CIP Development Timing

- 1st CIP based on the 2012 Countywide Transportation Plan
- Every year - CIP updated for budgetary purposes
- Every two years - CIP updated to enroll new projects/programs
 - Future CIP developed in coordination with the 2016 Countywide Transportation Plan



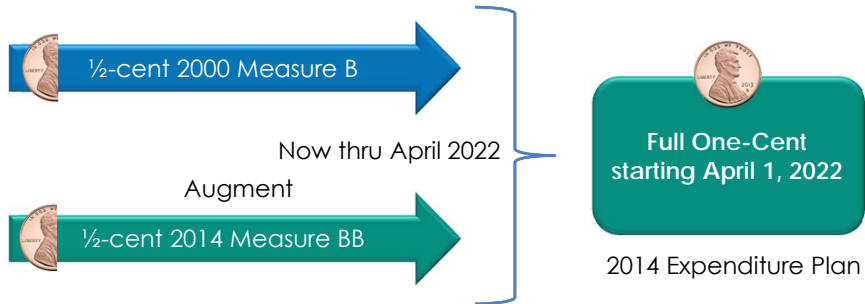
Next Steps

- Receive detailed project information from sponsors as part of CTP update process
- Enter into agreements
- Develop Measure BB additional policy requirements
 - Performance and accountability measures
 - Equity: modal, geographic, local streets and roads formula
 - Cost effectiveness
 - Complete Streets
 - Efficient and effective technology



Future CIP

To include more robust revenues for
2014 TEP projects and programs



Recommendation

- Approve Alameda CTC's FY2015-16 Comprehensive Investment Plan
 - \$1.2 billion overall (including pre-2015 programming)
 - > \$1.1 billion programming action
 - > \$478 million two-year allocation plan
 - Strategic Plan assumptions
 - Programming policies



This page intentionally left blank