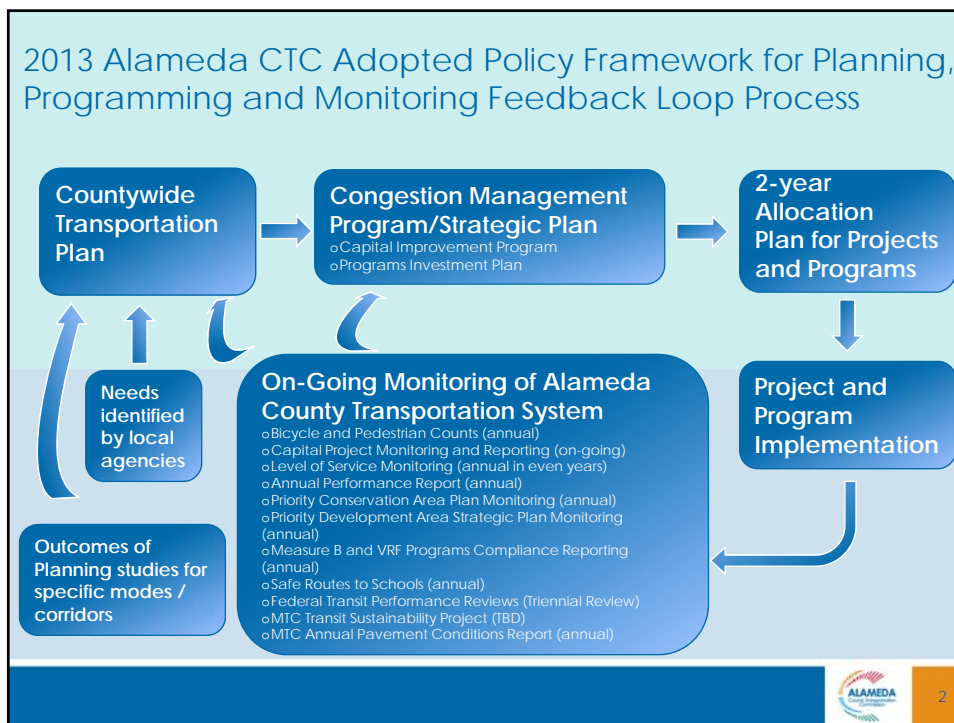


Comprehensive Investment Plan
Principles, Process and Fund Estimate

A Presentation by
Alameda CTC Staff
October 2014

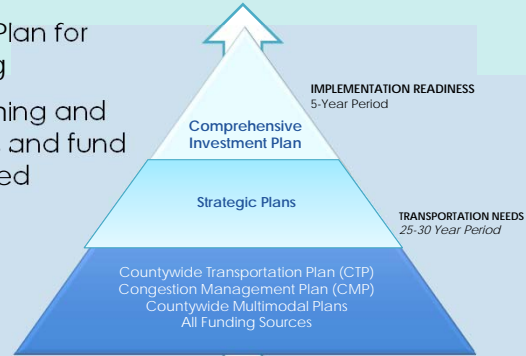
ALAMEDA
County Transportation Commission



Comprehensive Investment Plan (CIP) Purpose

What is the purpose of the CIP?

1. Transitions long-range plans into short-range implementation
2. Serves as the Strategic Plan for voter-approved funding
3. Integrates existing planning and programming practices and fund sources into a streamlined strategic document



CIP Benefits

- Streamlines planning, programming and delivery efforts
- Facilitates strategic programming of funds managed by the Alameda CTC
- Establishes feedback loops into decision making through monitoring, data collection, evaluation and collaborative information sharing
- Improves the public understanding of the benefits from projects and programs delivered by the Alameda CTC and local agencies

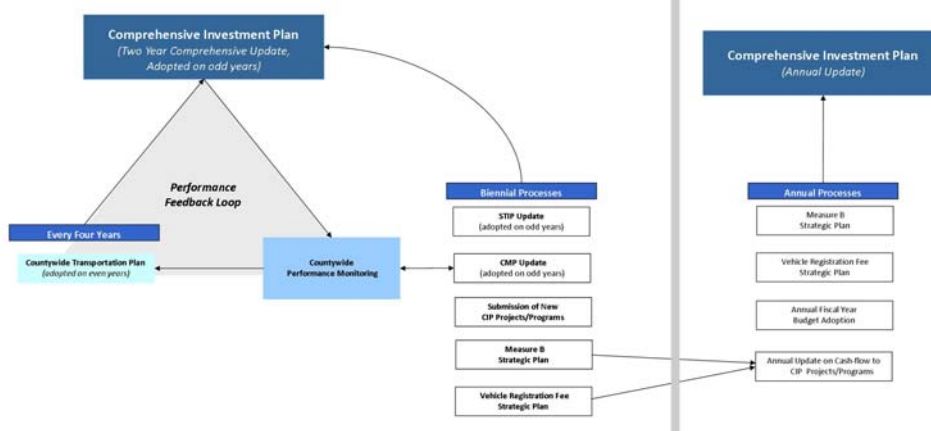


CIP Includes

- Fiscally constrained five-year period *(FY 15/16 through FY 19/20)*
- Two-year Allocation Plan *(FY 15/16 and FY 16/17)*
- All funding sources in one document
- Capital Projects, Programmatic Capital Projects, and Programs
- Defines Direct Local Distribution annual projections
- Prioritized improvements based on funding eligibility and selection criteria *(under development - will come for review in January 2015)*



Integrated Planning and Programming Processes



- **Annually updated** to coincide with Alameda CTC's budget process
- **Biennially updated** to enroll new projects/programs



CIP Policy Principles

1. Implement the County's Adopted Vision
2. Balance Strategic Program Across Project Delivery Phases
3. Maximize Transportation Investments
4. Investments in All Modes
5. Delivering Solutions While Ensuring Accountability



CIP Policy Principles #1

Implement Adopted Vision

- CIP will support projects and programs that support Alameda CTC's vision:

"Alameda County will be served by 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."



CIP Policy Principles #2

Balance Strategic Program Across Project Delivery Phases

- CIP will strategically invest Alameda CTC's financial assets to:
 - *Invest in all phases of the project delivery process*
 - *Position projects/programs into a competitive status for future funding opportunities*
 - *Support ongoing countywide programs such as Safe Routes to School, Guaranteed Ride Home, travel training, paratransit services, and monitoring activities.*



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CIP Policy Principles #3

Maximizing Transportation Investments

- CIP to focus investments to projects/programs that are:
 - *Implementation ready - credible funding plan, fund source eligible, clear identified need*
 - *Maximize leveraging of local financial resources (where possible)*
 - *Contain a synergistic (co-benefit) effect to maximize project benefits to the public*



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CIP Policy Principles #4

Investments in All Modes

- Investments in all transportation modes, project phase, and geographic areas to maximum extent possible
- Monitor geographic and modal equity over time



CIP Policy Principles #5

Delivering Solutions While Ensuring Accountability

- Link Projects/Programs to countywide goals
- CIP selection criteria to consider needs/benefits, project readiness, and community support
- Monitor timely delivery of projects and programs



CIP Development Process

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graph TD
    A[Create Inventory of Projects and Programs] --> B[Screen and evaluate Projects]
    B --> C[Establish five-year CIP]
    C --> D[Establish Two-Year Allocation Plan]
            
```

1. Create an inventory of projects and programs from:
 - *Countywide Transportation Plan's Tier 1 and programmatic categories*
 - *Recent discretionary grant project/program applications*
 - *Countywide Multimodal Plans*
 - *Collaboration with local agencies*
2. Screen and evaluate projects/programs based on approved selection criteria *(under development)*
 - *Examines Needs/Benefits, funding plan, schedules, and countywide connection*
3. Establish a five-year Comprehensive Investment Plan *(including capital projects and program investments)*
4. Establish a two-year Allocation Plan *(first two years of CIP)*

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Programming Fund Estimate

- Over \$1.5 billion in fund distributions and programming during the five-year CIP period
- Alameda CTC distributes or programs revenue from:
 - *2000 Measure B*
 - *Vehicle Registration Fee*
 - *Surface Transportation Program / Congestion Management Air Quality*
 - *State Transportation Improvement Program*
 - *Transportation Fund for Clean Air*
 - *Lifeline Transportation Program*
 - *2014 Transportation Expenditure Plan (pending November 2014 approval)*

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Programming Fund Estimate \$1.5 BILLION

FUNDING SOURCES	Fiscal Year					TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
FEDERAL						
Federal Safe Route to School (SRTS)	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 7,875,000
STP/CMAQ (inc TE Program)	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 67,500,000
Subtotal Federal	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 75,375,000
STATE						
State Transportation Improvement Program (STIP)	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
Subtotal State	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
LOCAL/REGIONAL						
Transportation Fund for Clean Air (TFCA)	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 8,550,000
Lifeline Transportation Program	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 15,250,000
NET 2000 MB REVENUE	\$ 124,389,153	\$ 126,876,936	\$ 129,414,474	\$ 132,002,764	\$ 134,642,819	\$ 647,326,145
MB Programs (59.9% of Net)	\$ 73,750,793	\$ 75,225,809	\$ 76,730,325	\$ 78,264,931	\$ 79,830,230	\$ 383,802,088
MB Capital Projects (40.1% of Net)	\$ 50,638,360	\$ 51,651,127	\$ 52,684,149	\$ 53,737,832	\$ 54,812,589	\$ 263,524,057
NET 2014 TEP REVENUE	\$ 126,941,351	\$ 129,480,178	\$ 132,069,782	\$ 134,711,178	\$ 137,405,401	\$ 660,607,891
TEP Programs (64.98% of Net)	\$ 82,486,490	\$ 84,136,220	\$ 85,818,944	\$ 87,535,323	\$ 89,286,030	\$ 429,263,007
TEP Capital Projects (35.02% of Net)	\$ 44,454,861	\$ 45,343,958	\$ 46,250,838	\$ 47,175,854	\$ 48,119,371	\$ 231,344,883
NET VRF REVENUE	\$ 11,400,000	\$ 11,400,000	\$ 11,400,000	\$ 11,400,000	\$ 11,400,000	\$ 57,000,000
VRF Local Road Direct Local Program Dist. (60%)	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 34,200,000
VRF Corridor Operations (Local Transportation Technology (10%))	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 5,700,000
VRF Discretionary Programs (30%)	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 17,100,000
Subtotal Local/Regional	\$ 269,381,550	\$ 274,445,981	\$ 279,611,701	\$ 284,880,735	\$ 290,255,149	\$ 1,398,575,115
TOTAL	\$ 297,315,504	\$ 302,342,114	\$ 307,719,256	\$ 312,948,941	\$ 318,283,220	\$ 1,538,609,036


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Direct Local Distributions \$755 MILLION

FUNDING SOURCES	Fiscal Year					TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
LOCAL/REGIONAL						
2000 Measure B Programs						
Local Streets and Roads	\$ 27,505,721	\$ 28,055,836	\$ 28,616,953	\$ 29,189,292	\$ 29,773,077	\$ 143,140,879
Mass Transit	\$ 26,126,742	\$ 26,649,277	\$ 27,182,262	\$ 27,725,907	\$ 28,280,425	\$ 135,964,613
Paratransit	\$ 11,105,712	\$ 11,327,826	\$ 11,554,383	\$ 11,785,470	\$ 12,021,180	\$ 57,794,572
Bike/Pedestrian	\$ 4,617,120	\$ 4,709,462	\$ 4,803,651	\$ 4,899,724	\$ 4,997,719	\$ 24,027,677
2014 TEP Programs						
Local Streets and Roads	\$ 25,388,270	\$ 25,896,036	\$ 26,413,956	\$ 26,942,236	\$ 27,481,080	\$ 132,121,578
Mass Transit	\$ 27,355,861	\$ 27,902,978	\$ 28,461,038	\$ 29,030,259	\$ 29,610,864	\$ 142,361,000
Paratransit	\$ 11,424,722	\$ 11,653,216	\$ 11,886,280	\$ 12,124,006	\$ 12,366,486	\$ 59,454,710
Bike/Pedestrian	\$ 3,808,241	\$ 3,884,405	\$ 3,962,093	\$ 4,041,335	\$ 4,122,162	\$ 19,818,237
Vehicle Registration Fee Program						
Local Road Improvement & Repair	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 34,200,000
Corridor Operations (Local Transportation Technology)	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 5,700,000
TOTAL	\$ 145,312,389	\$ 148,059,036	\$ 150,860,617	\$ 153,718,229	\$ 156,632,994	\$ 754,583,266


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Discretionary Funding \$289 MILLION

FUNDING SOURCES	Fiscal Year					TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
FEDERAL						
STP/CMAQ (inc TE Program and SR25)	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 75,375,000
STATE						
State Transportation Improvement Program (STIP)	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
LOCAL/REGIONAL						
Transportation Fund for Clean Air						
City/County Share (70%)	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 5,985,000
Transit Discretionary (30%)	\$ 513,000	\$ 513,000	\$ 513,000	\$ 513,000	\$ 513,000	\$ 2,565,000
Lifeline Transportation Program						
	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 15,250,000
2000 Measure B						
Express Bus (0.7%)	\$ 861,862	\$ 879,100	\$ 896,682	\$ 914,615	\$ 932,908	\$ 4,485,166
Paratransit (1.43%)	\$ 1,760,662	\$ 1,795,875	\$ 1,831,792	\$ 1,868,428	\$ 1,905,797	\$ 9,162,554
Bike/Pedestrian (25% of the 5%)	\$ 1,539,040	\$ 1,569,821	\$ 1,601,217	\$ 1,633,241	\$ 1,665,906	\$ 8,009,226
Transit Center Development (0.19%)	\$ 233,934	\$ 238,613	\$ 243,385	\$ 248,253	\$ 253,218	\$ 1,217,402
2014 Transportation Expenditure Plan						
Transit Innovative Grants (2.24%)	\$ 2,843,486	\$ 2,900,356	\$ 2,958,363	\$ 3,017,530	\$ 3,077,881	\$ 14,797,617
Service Gap Coordination (1.0%)	\$ 1,269,414	\$ 1,294,802	\$ 1,320,698	\$ 1,347,112	\$ 1,374,054	\$ 6,606,079
Bike/Pedestrian (2%)	\$ 2,538,827	\$ 2,589,604	\$ 2,641,396	\$ 2,694,224	\$ 2,748,108	\$ 13,212,158
Freight and Economic Development (1%)	\$ 1,269,414	\$ 1,294,802	\$ 1,320,698	\$ 1,347,112	\$ 1,374,054	\$ 6,606,079
Technology, Innovation and Development (1%)	\$ 1,269,414	\$ 1,294,802	\$ 1,320,698	\$ 1,347,112	\$ 1,374,054	\$ 6,606,079
Community Investments - Transit to Jobs and Schools (4%)	\$ 5,077,654	\$ 5,179,207	\$ 5,282,791	\$ 5,388,447	\$ 5,496,216	\$ 26,424,316
Affordable Student Transit Pass Program (0.19%)	\$ 241,189	\$ 246,012	\$ 250,933	\$ 255,951	\$ 261,070	\$ 1,255,155
Vehicle Registration Fee						
Mass Transit (25%)	\$ 2,850,000	\$ 2,850,000	\$ 2,850,000	\$ 2,850,000	\$ 2,850,000	\$ 14,250,000
Bike/Pedestrian Safety (5%)	\$ 570,000	\$ 570,000	\$ 570,000	\$ 570,000	\$ 570,000	\$ 2,850,000
Subtotal Local/Regional	\$ 27,084,894	\$ 27,462,992	\$ 27,848,652	\$ 28,242,025	\$ 28,643,266	\$ 139,281,830
TOTAL	\$ 56,909,894	\$ 57,287,992	\$ 57,923,652	\$ 58,317,025	\$ 58,718,266	\$ 289,156,830

Shaded (GREEN) boxes are anticipated discretionary funds requiring Alameda CTC programming actions that are within the timeframe of the two-year allocation plan.



Next Steps

Month	Task Item
Nov./Dec. 2014	1. Approve FINAL CIP guiding principles, development process, and programming fund estimate
	2. Approval DRAFT Project Selection Methodology
January 2015	3. Approve FINAL Project Selection Methodology
	4. Approve DRAFT Funding Levels by project types/categories
	5. Approve DRAFT Selection Criteria
February 2015	6. Approve FINAL Selection Criteria and FINAL Funding Levels
March 2015	7. Approve DRAFT Projects/Programs Inventory Recommendations
April 2015	8. Approve DRAFT CIP Document including prioritization recommendations and two-year allocation plan
May 2015	9. Approve FINAL CIP Document including prioritization recommendations and two-year allocation plan

* schedule subject to change



Recommendation

- Approve the Alameda CTC Comprehensive Investment Plan's Guiding Principles, Development Process and Programming Fund Estimate

