



**Alameda CTC
2018 Comprehensive Investment Plan
(CIP)**

Presented to Programs and Projects Committee *April 10, 2017*

Comprehensive Investment Plan (CIP)

Purpose and Goal

- CIP is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a singular programming cycle.
- CIP's purpose is to strategically program available funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans.

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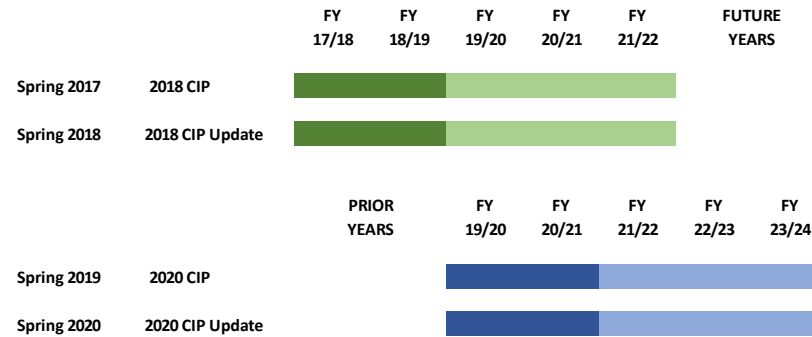
Purpose and Goal

- Includes a Five-Year programming horizon and Two-Year Allocation Plan
- CIP updated every two years to add two new years to the five-year horizon
- CIP updated annually to reflect current status of programs, projects and funding and any off-cycle programming
- Annual updates satisfy Expenditure Plan requirements for Strategic Plan updates



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Timeline



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- Includes a five-year programming horizon from fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years
- Includes federal, state, regional and local transportation funding programs
 - Measure B
 - Measure BB
 - Vehicle Registration Fee (VRF)
 - Federal One Bay Area Grant Program (OBAG)
 - Transportation Fund for Clean Air (TFCA)



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Evaluation Process

- Initiated Call for Project Nominations in September 2016
- Received approximately 230 applications with funding requests totaling approximately \$2.8 billion
- Approximately \$161 million in available discretionary funds



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Evaluation Process

- Sorted Project Applications into 10 Categories
 - Named Measure B/ Measure BB
 - Transit Capital
 - Transit Operations
 - Highway Capital
 - Freight
 - Bike/Ped
 - Complete Streets
 - Arterial Operations
 - Program Operations
 - Master Plans



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Evaluation Process

- Evaluated candidate CIP projects and programs based on the Commission-approved CIP programming guidelines and project selection criteria
 - Implementation readiness
 - Benefits to the transportation system
 - Synergies with countywide priorities
 - Fund leveraging



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Evaluation Process

- Also considered
 - Local Priorities
 - Modal categories
 - Stages/ Phases of development

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2018 CIP Projects and Program Recommendation Includes

- Total Programming recommendation of \$405 million over the 5-year CIP window (FY 2017-18 to FY 2021-22)
 - This includes \$261 million of Allocations in fiscal years 2017-18 and 2018-19
- Investments to a diverse set of projects in various phases of development, transportation modes, and in all planning areas of Alameda County that address local and countywide transportation infrastructure gaps and needs

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2018 CIP Projects and Program Recommendation

- Establishes a blended portfolio of projects embarking into the construction phase starting as soon as the next fiscal year, and projects that will complete scoping and design phases to ready their projects for future funding and leveraging opportunities
- Countywide investments to all modes including bicycle/pedestrian, transit, paratransit, local streets and roads, freight/rail, and highway facilities to support the efficient movement of goods and people across Alameda County's transportation network



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2018 CIP Projects and Program Recommendation

- Addresses priority needs of all jurisdictions over the 2-year allocation period
- Priority programming and allocation recommendations to further the implementation of the Alameda CTC's Measure BB Capital Project Delivery Plan, which includes countywide-significant projects implemented directly by the Alameda CTC



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Summary by PHASE

Phase	Total (\$ Million)	Total (%)
Planning / Scoping	12	3
PE/ENV	45	11
Design (PS&E)	61	15
ROW	25	6
CON	238	59
O&M	24	6
TOTAL	\$405 M	100%



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Summary by MODE

Mode	Total (\$ Million)	Total (%)
Bike/Ped	58	14
Freight	11.5	3
Highway	104	26
Local Streets & Roads	170	42
Transit	59	15
Paratransit	2.5	1
TOTAL	\$405 M	100%



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Next Steps (Upon Approval of the 2018 CIP)

- Alameda CTC will enter into project-specific funding agreements directly with project sponsors for Alameda CTC-administered funding (such as Measure B, Measure BB, VRF, and TFCA).
- Projects recommended for federal OBAG 2 funds will be required to comply with the Metropolitan Transportation Commission's (MTC's) OBAG 2 program requirements (MTC Resolution 4202) and deadlines in order to receive the recommended OBAG 2 funds



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Timely Use of Funds Policy

- All programming and allocations are subject to the 2018 CIP's timely use of funds policies.
- Alameda CTC's recommended 2018 CIP programming and allocations are based on sponsor's project information provided at the time of the request for funding
- Projects receiving allocations from Alameda CTC are subject to the project costs, scope, budgets, and schedules that are proposed in the funding request and subsequently encumbered through a project funding agreement



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Timely Use of Funds Policy (Continued)

- Projects must start within six months of the respective allocation fiscal years indicated in the CIP's two-year allocation plan
- Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds
- If fund awards are withdrawn, projects and allocations may be removed from or deferred and/or reprogrammed in a future programming action
- Rescinded funds will be returned to the program to be distributed in a future CIP cycle



Questions/Answers



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