COMMUNITY DEVELOPMENT INVESTMENTS PROGRAM:
Improving Transit Connections to Jobs and Schools

ALAMEDA COUNTY TRANSPORTATION COMMISSION
Measure BB’s
Community Development
Investments Program

Presented by Trinity Nguyen
Programs and Projects

Guideline Development Process

Purpose

Objectives

Programming Methodology

WHY?

WHAT?

WHO? WHEN? HOW?

5.3
**Purpose**

“Support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments.”

Community developments are strengthened when enhanced by transportation choices that provide expanded access to residential developments, jobs and schools.
Objectives

Make the existing transit system more efficient and effective and increase ridership at transit facilities by:

- Improving access to transit facilities for bicycle and pedestrian traffic by addressing connectivity, safety and/or circulation needs.
- Connecting high density residential developments, job centers or schools to transit and encourage multi-modal access.
- Providing shuttles that can more effectively meet transportation needs in areas that cannot be served efficiently or are not served by fixed route transit.
- Promoting land use patterns that provide a mix of uses and greater density around transit or activity hubs.

Programming Methodology

- **TEP Implementing Guidelines**
  - Recipients
  - Performance and Accountability Measures
- **CIP**
  - Funding revenue and timing
  - Policies
- **Programming Concepts**
  - Funding Framework
  - Minimum Program Eligibility
  - Award Limits and Stipulations
  - Selection
  - Agreement and Performance Requirements
Programming Concepts

- **Funding Framework**
  - Developed in conjunction with the Alameda CTC Comprehensive Investment Plan (CIP)
  - Each year - CIP updated for budgetary purposes
  - Every two years - CIP updated to enroll new projects/programs
  - Programming revenues estimated over a five-year horizon and allocated in two-year cycles
  - 4% of net revenues (about $326 million over 30 years)
  - A minimum of 70% of available program funds allotted to capital projects for infrastructure investments

**About $326 million over 30 years**

<table>
<thead>
<tr>
<th>Estimated Revenues (30 years)</th>
<th>70% Capital Projects</th>
<th>30% Programs and Plans</th>
<th>80% Capital Projects</th>
<th>20% Programs and Plans</th>
<th>90% Capital Projects</th>
<th>10% Programs and Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>$326.3 M</td>
<td>$228.4 M</td>
<td>$97.9 M</td>
<td>$261.0 M</td>
<td>$65.3 M</td>
<td>$293.7 M</td>
<td>$32.6 M</td>
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<tr>
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<tbody>
<tr>
<td>$27.3 M</td>
<td>$45.7 M</td>
<td>$58.6 M</td>
<td>$62.2 M</td>
<td>$66.0 M</td>
<td>$66.5 M</td>
<td>$326.3 M</td>
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</table>

Full One-Cent starting April 1, 2022
Programming Concepts

- **Minimum Program Eligibility**
  - Projects must be sponsored by a public agency in Alameda County (cities, county and transit agencies).
  - Projects must be included in the Alameda CTC’s Countywide Transportation Plan.
  - Shuttles must be available for use by all members of the public.

Programming Concepts

- **Award Limits**
  - Eligible Program Phases
  - Eligible Project Phases
  - Match Requirements
  - Award amounts

  - **Capital Projects:**
    - By phase
    - Shuttles:
      - 50% match
      - $500,000/year
      - $2.0 million over 5-years

  - **Plans/Studies:**
    - 50% match
    - $100,000 maximum

- **Plans/Studies:**
  - 1. Feasibility
  - 2. Implementation/Operations
  - 3. Evaluation
  - 4. Monitoring
  - 5. Planning/Scoping/Conceptual Engineering
  - 6. Preliminary Engineering/Environmental Studies
  - 7. PS&E/Final Design
  - 8. Right-of-Way Acquisition and Engineering
  - 9. Utility Relocation
  - 10. Construction Capital and Support
Programming Concepts

Project Sponsor Award Stipulations

- Sponsor must submit a resolution authorizing acceptance of the recommended funding award, within two months of award.
- Sponsor to enter into a Funding Agreement with Alameda CTC.
- Sponsor required to provide the expertise and staff resources to successfully deliver projects within the funding requirement constraints.
- Sponsor responsible for cost increases or additional funding needed to complete the project (including contingencies and matching funds). Alameda CTC will not be responsible for any cost overruns.
- Sponsor will adhere to the applicable Alameda CTC adopted CIP Policies.

Selection

- Priority will go to Projects and Programs that meet the Minimum Program Eligibility requirements and are recommended by Alameda CTC for non-Alameda CTC administered funds.

<table>
<thead>
<tr>
<th>Selection Criteria</th>
<th>Capital Projects</th>
<th>Shuttles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benefits</td>
<td>1) Benefits (50%)</td>
<td>1) Benefits (40%)</td>
</tr>
<tr>
<td>Sustainability</td>
<td>2) Sustainability (10%)</td>
<td>2) Readiness (20%)</td>
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<tr>
<td>Matching Funds</td>
<td>3) Matching Funds (25%)</td>
<td>3) Sustainability/Effectiveness (20%)</td>
</tr>
<tr>
<td>System Efficiencies</td>
<td>4) System Efficiencies (15%)</td>
<td>4) Matching Funds (10%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5) System Efficiencies (10%)</td>
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</table>
**Programming Concepts**

### Objective

<table>
<thead>
<tr>
<th>Objective</th>
<th>Benefits Criteria*</th>
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</table>
| Improving access to transit facilities for bicycle and pedestrian traffic by addressing connectivity, safety and/or circulation needs. | • Access Improvements  
• Safety & Security |
| Connecting high density residential developments, job centers or schools to transit and encourage multi-modal access. | • Connectivity/Gap Closures  
• Multimodal Benefits |
| Promoting land use patterns that provide a mix of uses and greater density around transit or activity hubs. | • Economic Growth |

*For detailed criteria see Appendix A.

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**Table A: Example Eligible Project/Program Types**

| Capital Projects | | |
|------------------|------------------|
| **Transit** | Station improvements including plazas, station access, pocket parks, parking lots and structures |
| **Local Streets and Roads** | Streetscape projects associated with high density housing near transit facilities  
Sample elements: bulb outs, cross walk enhancements, new striping for bicycle lanes and road diets, way finding signage and bus shelters |
| **Bicycle/Pedestrian** | Class 1 bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, capital improvements, bicycle parking |

**Programs**

<table>
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<tr>
<th><strong>Transit Operations</strong></th>
<th>Shuttles</th>
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</thead>
</table>

**Plans and Studies**

| Plans and Studies | Master plans, feasibility studies |

*For detailed project/program eligibility elements, see Appendix B.*
Programming Concepts

Agreement and Performance Requirements

- Project Delivery or Program Implementation Plan which includes detailed project description, costs and funding by phase, and an implementation schedule with associated deliverables.
- Monitoring, reporting and audit requirements.
- Adherence to applicable regulations, including the American Disabilities Act.
- Agreement to maintain the facility.
- Agreement to acknowledge Measure BB funding on project signage.
- Performance requirements as applicable.
  Sample categories include: Ridership, Operational performance, and Operations cost.

Next Steps

<table>
<thead>
<tr>
<th>Program Activities</th>
<th>Timing</th>
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<tbody>
<tr>
<td>Circulate Draft Guidelines</td>
<td>September 2015</td>
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<tr>
<td>Draft Guidelines Comment Period</td>
<td>Comments/Questions due: October 22, 2015</td>
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<tr>
<td>Refinements (if necessary)</td>
<td>November 2015</td>
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<tr>
<td>Present Refined Guidelines (if necessary)</td>
<td>January 2016</td>
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<tr>
<td>Approval of Guidelines</td>
<td>Spring 2016</td>
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Discussion: MBB’s Program Guidelines
Community Development Investments Program