Purpose and Goals

- The CIP is a near-term programming document through which fund sources administered by Alameda CTC are programmed and allocated through coordinated programming cycles.
  - Includes a Five-Year programming horizon and Two-Year Allocation Plan
  - Updated every two years to add two new years to the five-year horizon
  - Updated annually to reflect current status of programs, projects and funding and any off-cycle programming
Comprehensive Investment Plan (CIP)

Purpose and Goals, cont’d

- The CIP intends 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.
- Annual updates satisfy Expenditure Plan requirements for Strategic Plan updates.

CIP Programming Cycles

<table>
<thead>
<tr>
<th>FY 17/18</th>
<th>FY 18/19</th>
<th>FY 19/20</th>
<th>FY 20/21</th>
<th>FY 21/22</th>
<th>FY 22/23</th>
<th>FY 23/24</th>
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2018 CIP

2020 CIP

2022 CIP

A - Allocation
P - Programming
2018 CIP Highlights

- 2018 CIP approved April 2017
  - 2018 CIP Update approved July 2018
- 5-Year programming period: FYs 17-18 through 21-22
  - $511 million programmed
  - $363 million of which was allocated (FYs 17-18 and 18-19)
    - Only allocated funding is available for encumbrance through a project funding agreement

2020 CIP Development Framework

Considerations

- Revenue forecast vs. Expenditures
- Project Delivery performance: Planned vs. Actual
- Other factors:
  - Direct Local Distribution Balances
  - SB1 Local Streets and Roads (LSR) Augmentation
  - External Grants – status and funding delivery issues
    - OBAG, HSIP, ATP etc.
Next Steps

- Alameda CTC to release a Request for Information
  - Sponsors to reconfirm scope, cost, schedule and project readiness
- Re-evaluate current allocations (FY17-18 and 18-19)
  - Recommend de-allocation, if necessary
- Review existing programming commitments in FYs19-20 and 20-21
  - Recommend funding allocations based on readiness
- For this cycle, no new programming in outer 3 years (FY21-22 to FY23-24).

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<tr>
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<th>FY 17/18</th>
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<th>FY 19/20</th>
<th>FY 20/21</th>
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<tr>
<td>2020 CIP</td>
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<tr>
<td>2022 CIP</td>
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</tbody>
</table>

A - Allocation
P - Programming
**2020 CIP Development Framework**

**2020 CIP Fund Sources**

- New programming and allocations limited to:
  - FY19-20 Transportation for Clean Air (TFCA)
  - State Transit Assistance (STA) Block Grant
  - Measure B, BB Paratransit Program
  - Named Capital Projects (case-by-case)

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**2020 CIP Development Schedule**

<table>
<thead>
<tr>
<th>Month</th>
<th>Milestone</th>
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<tbody>
<tr>
<td>February 2019</td>
<td>Approve 2020 CIP Development Framework</td>
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<tr>
<td>March 2019</td>
<td>Release Request for Information to determine project status/readiness</td>
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<tr>
<td></td>
<td>Release FY 2019-20 TFCA Call for Projects</td>
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<tr>
<td>April 2019</td>
<td>STA Block Grant Programming</td>
</tr>
<tr>
<td>Late-Spring 2019</td>
<td>2020 CIP Draft Program Recommendations</td>
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</tbody>
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Questions/ Answers