

# Comprehensive Investment Plan (CIP)

#### What is the CIP?

- Programming and allocation document for Alameda CTC Administered Funds
- Five-year programming horizon that includes twoyear allocation plan in the first two years and three outer years of programming
  - Annually updated to reflect current status of projects and programs, funding adjustments, and "off-cycle" programming
  - Major updates every two years to shift the fiveyear horizon outwards





July 2021

2020 Comprehensive Investment Plan Update

### **CIP Goals**

- Advance countywide vision and goals
  - > Alameda CTC's Countywide Transportation Plan, Multi-modal plans, voter-approved transportation expenditure plans)
- Strategically program Alameda CTC administered funds for <u>maximum</u> <u>returns</u> of Alameda County's investments
  - > Leverage external regional, State, and federal funds
- Improve project delivery and coordination between jurisdictions



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# **CIP Approval History**

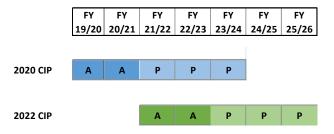
CIP Version	Approval Date	Five-Year Programming Horizon
2016 CIP	June 2015	FY 15/16 to 19/20
2016 CIP Update	July 2016	
2018 CIP	April 2017	FY 17/18 to 21/22
2018 CIP Update	July 2018	
2020 CIP	June 2019	FY 19/20 to 23/24
2020 CIP Update	May 2020	
2022 CIP	July 2021*	FY 21/22 to 25/26
2022 CIP Update	Spring 2022	

\* Recommended for Approval



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# **CIP Programming Horizon**



#### 2022 CIP

- ➤ New Programming from FY 21/22 to 25/26
- Convert Previous Programming to Allocations
- New Programming/Allocation Recommendations



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# 2022 CIP Recommendations Refer to Attachment B: 2022 CIP Previously Approved Programming (Table 1)

#### 1. Incorporate Previously Approved Programming - \$54.7M

Programming occurring after the last CIP approval in May 2020

- Measure B Bike/Pedestrian COVID-19 Rapid Response Grant Program
- FY 2020-21 TFCA Program
- 2021 Mid-cycle State Transportation Improvement Program (STIP)
- Measure BB Allocations to Secure Competitive Funds and Advance **Project Delivery** 
  - Hydrogen Fuel Drayage Trucks and Fueling Pilot Program
  - I-80 Gilman Interchange
  - I-80 Ashby Interchange
  - Oakland-Alameda Access Project



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### 2022 CIP Recommendations

Refer to Attachment B: 2022 CIP New Programming Recommendations for the 2022 CIP (Tables 2A, 2B, 2C)

#### 2. New Programming and Allocations - \$53.2M

- A. Safe Routes to School Mini-Grants (\$1.5M)
- B. New 2022 CIP Discretionary Programming and Allocations (\$34.7M)
  - o December 2020 Alameda CTC Released a Call for Projects
  - o \$26M in combined MB/VRF/TFCA for Bike/Pedestrian and Transit-Related Improvements
  - o Alameda CTC received 35 applications requesting \$38M
  - o February 2021 MTC's released the Safe and Seamless Quick Strike Program
  - \* <u>Discretionary Programming Recommendation</u>

#### \$34.7M awarded against \$38M requested

- o \$22.8M in MB, VRF, TFCA Funds
- o \$11.9M MTC Quick-strike program



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### 2022 CIP Recommendations

Refer to Attachment B: 2022 CIP New Programming Recommendations for the 2022 CIP (Table 2D)

- 2. New Programming and Allocations (cont.)
  - c. New Programming Recommendations \$17.0M

#### 2014 Transportation Expenditure Plan Named Capital Project Allocations

- o Alameda CTC's I-80/Ashby Interchange Improvement Project (\$3M)
- o BART's 19th Street Oakland BART Modernization Project (\$7.7M)
- o BART's Vehicle Overhaul and Heavy Repairs Shop (\$5M)

#### <u>Discretionary Programming Recommendation</u>

- o MTC/West Oakland Environmental Indicators Project (WOEIP) Adapt Oakland: Urban Greening in West Oakland project (\$600,000 MBB) as a match to MTC's Priority Conservation Area Grant
- Alameda CTC: Safe Routes to School operations (\$200,000 MB) as a match to the MTC Quick-Strike program award



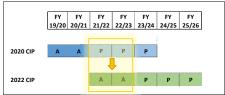
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### 2022 CIP Recommendations

3. Programming to Allocation Conversions - \$35.4M

Refer to Attachment B: 2022 CIP Previously Programmed Converted to Allocations (Table 3)

- \$35.4M converted from previously programmed to new allocations
  - Seniors and People with Disabilities programs, transit ops, and next phases of capital improvements



#### 4. General Technical Adjustments

 Includes reprogramming funds to future year, deallocation of funds from cancelled projects, or revised project sponsor's project delivery strategies Refer to Attachment B: 2022 CIP Other Technical Programming Adjustments (Table 4)



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## 2022 CIP Highlights

#### 2022 CIP includes

- > \$1.3B programmed since the start of the CIP in 2015
- > \$141.6M in total programming for FYs 2021-22 through 2025-26
  - \$107.7M in allocations during the first two years of the CIP
  - \$33.9M programmed in the future



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### **Next Steps**

- Alameda CTC will enter into project funding agreements
- Alameda CTC will continue to inform jurisdictions of future funding opportunities
- Project Sponsors are encouraged to apply for future competitive opportunities
  - MTC federal One Bay Area Grant Cycle 3 Program expected in FY 2021-22



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### 2022 CIP Recommendations

- 1. Approve the 2022 Comprehensive Investment Plan (2022 CIP)
  - a) \$54.7M in <u>previously approved programming</u> actions occurring after the current 2020 CIP Update was approved (May 28, 2020)
  - b) \$53.2M in <u>new</u> programming and allocation recommendations consisting of Measure B, Measure BB, Vehicle Registration Fee (VRF), Transportation Fund for Clean Air (TFCA), and MTC's Safe and Seamless Quick-Strike Program funds
  - c) \$35.4M in allocations of previously programmed funds
  - d) General technical CIP adjustments
- Authorize Executive Director to execute agreements related to CIP allocation recommendations



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