

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





2022 Comprehensive Investment Plan

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

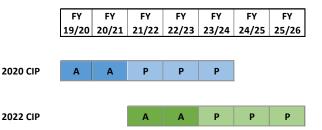
CIP Version	Approval Date	Five-Year Programming Horizon
2016 CIP	June 2015	FY 15/16 to 19/20
2016 CIP Update	July 2016	
2018 CIP	April 2017	FY 17/18 to 21/22
2018 CIP Update	July 2018	
2020 CIP	June 2019	FY 19/20 to 23/24
2020 CIP Update	May 2020	
2022 CIP	July 2021*	FY 21/22 to 25/26
2022 CIP Update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



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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)

Discretionary Programming Recommendation

- 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



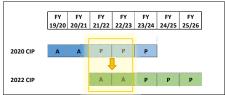
2022 Comprehensive Investment Plan

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

- > \$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
- > \$1.3B programmed since the start of the CIP in 2015



2022 Comprehensive Investment Plan

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 early 2022



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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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