



## MEMORANDUM

**DATE:** June 3, 2013

**TO:** Alameda County Technical Advisory Committee

**FROM:** Stewart D. Ng, Deputy Director of Programming and Projects  
Matt Todd, Principal Transportation Engineer  
John Hemiup, Senior Transportation Engineer

**SUBJECT:** **Approval of Capital Improvement Program/Programs Investment Plan Methodology and Review Draft Screening and Prioritization Criteria**

### Recommendation

It is recommended the Commission approve the development methodology for the Capital Improvement Program (CIP) and the Programs Investment Plan (PIP) and review draft screening and prioritization criteria of CIP/PIP projects and programs.

### Summary

As the Congestion Management Agency for Alameda County, Alameda CTC is legislatively required by California Government Code 65088.0 to 65089.10 to develop and update a Congestion Management Program (CMP) every two years. The CMP describes policies to address congestion in the county, while also formulating strategies to improve the transportation system and reduce greenhouse gas emissions. The next CMP update, currently underway, is due at the end of 2013.

As required by state statute, the CMP is required to include a Capital Improvement Program (CIP) that outlines projects which help maintain and improve the performance of the multimodal transportation system. In order to meet these legislative requirements, Alameda CTC intends to incorporate a comprehensive CIP and a Programs Investment Program (PIP) in the CMP document as part of the 2013 CMP update.

Based on the policy framework proposed with the Strategic Planning and Programming Policy adopted by the Commission in March 2013, the CIP and PIP will be incorporated with an expanded Strategic Plan/CMP that meets state statutory requirements, and serves as a fully integrated strategic planning and programming document that can more effectively guide future planning and programming decisions.

Consistent with the requirements of the CMP, the CIP and PIP will each contain a multi-year planning horizon to guide the programming of Federal, State, and local funds that are under Alameda CTC's purview.

The CIP will include projects that contribute to alleviating traffic congestion and reducing carbon emissions consistent with legislative mandates and Alameda CTC adopted plans. Projects will be prioritized based on funding eligibility and prioritization criteria.

The PIP will include projects/programs that support capital improvements, transit operations, outreach and education, transportation maintenance activities, and reporting tasks that are not included in the CIP. Many of these activities are expected to be funded using Program Funds, such as Measure B and Vehicle Registration Fee (VRF) and will also contribute to reducing congestion and carbon emissions.

This staff report details the development approach for the CIP and PIP, including a discussion on the following:

- CIP/PIP Development Methodology
- Two-year Allocation Plan
- Project/Program Prioritization Criterion

The staff report discusses the prioritization criteria recommended for identifying projects and programs for inclusion in the CIP and PIP. The criteria are presented for review, and a final approval scheduled for July 2013.

## **Discussion**

### Purpose of the Capital Improvement Program and Programs Investment Plan

The purpose of the CIP and PIP is to strategically plan and program funding sources under Alameda CTC's purview for capital improvements, operations and maintenance projects and programs consistent with Alameda CTC adopted long-range plans such as the Countywide Transportation Plan (CWTP), Countywide Bicycle Plan, and Countywide Pedestrian Plan. Updated every two years, as part of the CMP, the proposed CIP/PIP will consist of a multi-year planning horizon that integrates and prioritizes transportation investments based on measurable performance measures. The project prioritization process to identify immediate capital improvement and program investment needs are described later in this staff report.

The PIP will also be structured to provide a link between the goals and policies contained in the CWTP and Alameda CTC programs. Specifically, it will guide programmatic and discretionary funding to the following types of programs:

- |                                |                                     |
|--------------------------------|-------------------------------------|
| • Transit Operations           | • Transportation Demand Management  |
| • Paratransit services         | • Transportation Systems Management |
| • Bicycle programs/projects    | • Safe Routes to Schools programs   |
| • Pedestrian programs/projects | • Local Roadways programs/projects  |
| • SMART Corridors operations   | • Funding for Planning, Programming |
| • Express Lanes operations     | Monitoring, data collection, and    |
|                                | performance reporting               |

Through the CIP/PIP project/program identification and prioritization process, Alameda CTC will identify priority transportation improvements that maintain or improve the performance of the multi-modal system for the movement of people and goods or mitigate transportation related

impacts on the environment such as air quality. Based on the CIP/PIP planning period, a two-year Allocation Plan will be developed to program discretionary funds to projects and programs identified as priorities and that are ready for construction/implementation.

### CIP/PIP Development Methodology

The methodology used to develop the CIP and PIP will include the following steps:

1. Establish a prioritization process for projects/programs
  - a. CIP/PIP prioritization criterion will be derived from the current CMP, CWTP, Regional Transportation Plan (RTP), Countywide Bicycle Plan, Countywide Pedestrian Plan, and previously approved selection criteria from Alameda CTC's current discretionary grant programs such as the FY 2012/13 Coordinated Funding Program, TFCA, and Measure B Paratransit Gap Cycle 5 Program.
  - b. Prioritization criterion may include project readiness, needs and benefit, proximity to Priority Development Areas (PDAs), maintenance/sustainability, cost effectiveness/leveraging funds, and geographic equity.
2. Create an inventory of projects and programs through an examination of
  - a. CWTP's Tier 1 and Tier 2 projects, and programmatic categories
  - b. Recent discretionary grant project/program applications
  - c. Countywide Bicycle Plan, Countywide Pedestrian Plan, and other approved planning documents.

Alameda CTC may request updated or additional project/program information from project sponsors to better evaluate the readiness of potential projects. If required, this would be anticipated to occur at the end of June 2013.

3. Evaluate and prioritize projects and programs based on defined performance measures.
4. Establish a multi-year CIP/PIP.
  - a. Projects/programs will be prioritized in the CIP/PIP for future funding allocations.
  - b. Projects /programs that are programmed for funding through the current "calls for projects" will be included in the CIP/PIP as committed projects.
  - c. Projects/programs not selected for funding in the current call for projects may be considered for inclusion in the CIP/PIP.
5. Include the CIP/PIP in the CMP.
6. Establish a two-year Allocation Plan based on the multi-year CIP/PIP (assume a 5-7 year time period). The two-year allocation plan will identify projects/programs from the multi-year CIP/PIP that would be approved for programming in the first two years of the CIP/PIP period (i.e. through FY 14/15). Additional evaluation will be considered to determine the projects/programs identified to receive programming in this period. Criteria that may be considered will include project readiness, needs and benefit, proximity to Priority Development Areas (PDAs), maintenance/sustainability, cost

effectiveness/leveraging funds, and geographic equity. The Allocation Plan revenue assumptions are discussed in more detail in the next section.

In future programming cycles, Alameda CTC will use the CIP/PIP and allocation plan to identify projects and programs for consideration. The CIP/PIP and Allocation Plan will be updated every two years as part of the CMP. In future CIP/PIP updates, Alameda CTC will reassess the prioritization of projects/programs for consistency with any updated policies, goals, and performance criterion.

### Two-Year Allocation Plan

Revenue assumptions for the CIP/PIP were approved by the Commission at the May 23, 2013 meeting. The two-year Allocation Plan will include the annual programmatic pass-through funds from Measure B and VRF to local jurisdictions.

The discretionary funding available for programming during this timeframe will total approximately \$107.8 M. The funding sources and available funding amounts are depicted in detail on Attachment A, Current/Future Programming Cycles, and summarized in the table below.

<b>Two-year Allocation Plan</b> FY 13/14 to FY 15/16	
<b>Discretionary Funding Sources</b> <i>(Funds with Programming Actions during FY 13/14 to FY 15/16)</i>	<b>Amount</b> <i>(in millions)</i>
STP/CMAQ	\$ 45.2
STIP	\$ 30.0
TFCA	\$ 5.1
Lifeline Transportation Program	\$ 9.6
Measure B	\$ 8.1
VRF	\$ 9.8
<b>Total</b>	<b>\$ 107.8</b>

Based on the prioritization of projects in the CIP/PIP, projects/programs will be recommended for inclusion in the two-year Allocation Plan.

### **Draft Project Prioritization Criterion**

#### Existing Criteria and Project Needs Identification

It is proposed to use a combination of existing project prioritization criteria contained in the CMP, CWTP, RTP, Countywide Bicycle and Pedestrian Plans, prior discretionary grant program guidelines, and other planning documents to determine project/program need and readiness for the CIP/PIP.

These planning documents contain an extensive evaluation process to determine the projects and priorities for the region on a long-range planning horizon of up to 25 years. Projects are prioritized based on criteria such as project readiness, multi-modal support, accessibility to low income housing, potential to close infrastructure gaps, connectivity to transit facilities, proximity to congested corridors and safety enhancements. These criteria are designed to achieve broad

performance objectives that improve the efficiency and accessibility to the county's transportation system. Although the performance elements contained in these plans are valuable at determining the county's transportation needs over an extended planning window of up to 25 years, in order to prioritize individual projects within the CIP/PIP window, Alameda CTC proposes to also screen and evaluate projects based on project readiness.

A summary of the long-range plans and their performance elements are included below and in Attachment B.

#### *Countywide Transportation Plan (CWTP)*

The CWTP is a long-range policy document that guides future transportation investments, programs, policies and advocacy in Alameda County through 2040. Acknowledging that changing conditions in the county may place new demands on the transportation system over time, the plan is updated every four years. The CWTP was last updated and approved in June 2012.

The CWTP defines a set of transportation investments based on the level of revenue projected to become available in Alameda County. The CWTP includes specific capital improvements such as road widening projects, and programs such as outreach and education efforts. Projects/programs included in the CWTP are recommended for inclusion in the RTP and ultimately allowing them to be eligible to receive state or federal funding.

The CWTP includes projects and programs in these categories:

1. **Committed Projects:** These are fully funded projects that are considered part of the baseline future transportation network. These projects are either under construction or moving toward construction. All of these projects are included in the RTP as committed projects based on MTC adopted committed project and funding policy (MTC Res 4006).
2. **Tier 1:** These projects are identified to receive full requested funding over the next 25 years in the CWTP.
3. **Tier 2:** These are projects are identified to receive partial funding over the next 25 years in the CWTP. The CWTP is committing partial funding to these projects to further project development and/or to fund certain phases that are ready for construction.
4. **Program Categories:** The CWTP identified fourteen (14) program categories with projects financed through formula based allocations to jurisdictions or through competitive grant processes. These categories include:

<b>CWTP Project Categories</b>	
1. Bicycle and Pedestrian	8. Transportation & Land Use (TOD/PDA Program)
2. Transit Enhancements – <i>Expansion &amp; Safety</i>	9. Planning/Studies
3. Transit & Paratransit – <i>Ops &amp; Maintenance</i>	10. TDM, Outreach, Parking Management
4. Local Road Improvements	11. Goods Movement
5. Local Streets & Roads – <i>Ops &amp; Maintenance</i>	12. PDA Support (Non-Transportation)
6. Highway/Freeway	13. Environmental Mitigation
7. Bridge Improvements	14. Transportation Technology and Revenue Enhancement

5. **Vision:** These are projects that are not identified to receive discretionary funds in the current CWTP. These projects may be eligible for funding if new fund sources are identified in future updates of the CWTP.

It is important to note that project “tiers” do not reflect priority – all CWTP projects and programs (*except the vision category*) address transportation needs eligible to receive funding.

#### *Congestion Management Program (CMP)*

The CMP performance element is closely connected to the CWTP’s goals and performance measures in that they both strive to reduce congestion and improve air quality. Specifically, the CMP contains performance measures including an evaluation of how highways and roads function, coordination of transit services, accessibility of transit facilities near housing, and percent of bicycle and pedestrian network completed.

#### *Regional Transportation Plan*

On April 22, 2009, the Metropolitan Transportation Commission (MTC) adopted the *Transportation 2035 Plan for the San Francisco Bay Area*, which is the RTP that specifies how approximately \$218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county Bay Area during the next 25 years. The RTP is an integrated long-range transportation and land-use/housing plan for the San Francisco Bay Area. This RTP is currently being updated as *Plan Bay Area* to address green house gas reduction strategies required from California’s 2008 Senate Bill 375 (*Steinberg*). MTC released a draft of the updated RTP in March 2013, and anticipates adopting a final plan in Summer 2013. The updated plan assumes a revenue forecast of \$289 billion.

#### *Countywide Bicycle and Pedestrian Plans*

In October 2012, Alameda CTC approved the Countywide Bicycle and Pedestrian Plans which identified a priority network of projects based on the goals and criteria included in the Countywide Bike Plan and the Countywide Pedestrian Plan. The plans also included a vision network defined as projects that would close network gaps, improve safety, encourage bicycle and pedestrian travel, and connect routes to transit facilities.

#### Building on Existing Criteria

These long-range planning documents contain performance criteria and objectives that guide policies and potential transportation investment scenarios to improve the county’s transportation system over a 25-year period. This performance-based approach relies on travel forecasting and modeling on a collective scale (grouping of projects/programs together) to achieve measureable outcomes of potential investments over a long-range planning horizon. For the CWTP, the system level performance analysis was conducted for the purposes of developing a constrained CWTP, and is not a substitute for the detailed project level analysis which is required as each project goes through its development phase. The level and type of analysis required will be determined by the size of the project and the type of funding it receives. Thus, for a near-term planning document like the CIP/PIP, using these performance criteria and objectives can only provide a forecast of the county’s transportation needs over a 25-year period. The CIP/PIP will examine these needs further for project readiness.

To link the long-range performance measures and county’s transportation needs to the CIP/PIP, Alameda CTC proposes the consideration of multiple factors to prioritize projects including

project readiness, transportation need, Priority Development Area (PDA) proximity, sustainability of project, and funding commitments. These criteria are derived from the performance elements of the CMP, CWTP, RTP, and Countywide Bicycle and Pedestrian Plans performance measures (*refer to Attachment B*).

The proposed CIP/PIP prioritization criterion is listed below.

CIP/PIP Prioritization Criteria		
Index	Criteria	Description
1	Project Readiness	<ul style="list-style-type: none"> <li>- Funding plan, budget, and schedule</li> <li>- Implementation issues</li> <li>- Agency governing body approvals</li> <li>- Coordination with partners</li> </ul>
2	Needs and Benefits	<ul style="list-style-type: none"> <li>- Priority within existing planning documents such as the CWTP, and Countywide Bicycle and Pedestrian Plans</li> <li>- Cost per Unit, evaluated among its peer category projects and deliverable units</li> <li>- Safety benefits</li> </ul>
3	Priority Development Area (PDA)	<ul style="list-style-type: none"> <li>- Project within or proximate to a PDA</li> </ul>
4	Sustainability (Ownership / Lifecycle / Maintenance)	<ul style="list-style-type: none"> <li>- Defined funding and responsible agency for maintaining the project/program</li> </ul>
5	Matching Funds/Leveraging	<ul style="list-style-type: none"> <li>- Commitment from other fund sources</li> </ul>

**Note:** Through this process, Alameda CTC will also take into account geographic equity.

With the anticipation of comparing multiple projects/program types, Alameda CTC proposes to prioritize projects relative to each other in defined project categories. The project categories originate from established categories in the CWTP, and were condensed to eleven (11) categories for the CIP/PIP. A summary of CIP/PIP project categories and funding eligibilities is provided in Attachment C. This approach will provide a balanced prioritization process as Alameda CTC compares similar projects types to one another.

As the first step, the prioritization criterion will screen projects from the long-range planning documents for inclusion in the CIP/PIP timeframe. Projects/programs will be evaluated for project readiness, needs, proximity to a PDA, sustainability, and commitment of outside funding sources. Thereafter, projects/programs included in the CIP/PIP will be further analyzed for discretionary funding distribution as part of the two-year Allocation Plan. The two-year Allocation Plan includes approximately \$107.8 million in funds from programs such as Measure B, Vehicle Registration Fee, Lifeline, and STP/CMAQ. For the allocation plan, the prioritization criterion will be used to evaluate and recommend funding projects/programs that demonstrate a more immediate project delivery readiness.

As a link to the CWTP's long-range planning efforts, the CIP/PIP's funding distribution by project category will attempt to emulate the long-range investments scenarios contained in the CWTP. The CWTP contains a breakdown of discretionary funding allocations by category. It notes how the county's projected 25 years of discretionary funding (\$9.56 billion) can be distributed to meet the County's transportation needs. Per the CWTP, the majority of funding is distributed to transit (48%), local streets and roads (24%), highway (9%), and bicycle and pedestrian (9%) improvement categories. The CIP/PIP's Allocation Plan intends to approach the

distribution of its \$107.8 million in available funding in a similar manner to be consistent with the CTWP's investment vision. A comparison of the CWTP's and potential CIP/PIP's funding allocations by project category is outlined in Attachment D.

The CIP/PIP will examine and prioritize CWTP projects from Tier 1, Tier 2, and Program Categories, and include unfunded projects from prior grant programs. Projects/programs selected will be determined as "project ready" for implementation within the CIP/PIP's timeframe. A summary of the proposed CIP/PIP prioritization criteria is included as Attachment E.

#### **Next steps**

Provide project prioritization criteria for approval to the July 2013 Commission meeting.

#### **Fiscal Impact**

There is no fiscal impact at this time.

#### **Attachments**

Attachment A:	Current/Future Programming Cycles
Attachment B:	Summary of Performance Elements from CWTP, CMP, RTP, and Countywide Bike and Pedestrian Plans
Attachment C:	Summary of Project Categories and Funding Eligibilities
Attachment D:	CWTP and CIP/PIP Funding Allocations by Project Category
Attachment E:	Summary of Proposed CIP/PIP Prioritization Criteria



**Attachment A**  
**Capital Improvement Program**  
**Current/Future Programming Cycles**

**Attachment A**

**Summary:**

This table depicts current and future programming cycles of various funding sources, and notes the anticipated year of programming decisions by the Alameda CTC's Commission. Also provided, is a general implementation schedule of planning documents associated with the CIP development.





- The DARK GRAY BOXES represents the cycle duration of available revenues in FY 12/13 Coordinated Call for Projects, Paratransit Gap, TFCA, etc.
- The PATTERN BOXES represents future funding cycles and the anticipated programming actions associated with these call for projects.
- The RECTANGLE from FY 13/14 to FY 15/16 represents the time period of the allocation plan.

FUNDING SOURCES	FY 12/13	Fiscal Year							
	Program Amount	FY 12/13	FY 13 /14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
FEDERAL									
STP/CMAQ (inc TE Program) <sup>1</sup>	\$ 60,300,000								
STATE									
STIP	\$ 30,000,000								
LOCAL/REGIONAL									
TFCA									
City/County Share (70%)	\$ 1,197,000								
Transit Discretionary (30%)	\$ 513,000								

**Notes:**

<sup>1</sup> Included in the FY 12/13 Coordinated Call for Projects

**LEGEND**

	Approval (Alameda CTC)
	Programming Decision (Alameda CTC)
	Current Programming Cycle
	Future Programming Cycles

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**ATTACHMENT B**  
**SUMMARY OF PERFORMANCE ELEMENTS FROM**  
**COUNTYWIDE TRANSPORTATION PLAN, CONGESTION MANAGEMENT PLAN, REGIONAL**  
**TRANSPORTATION PLAN, AND COUNTYWIDE BIKE AND PEDESTRIAN PLANS**

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## 1. Countywide Transportation Plan (CWTP) Performance Elements

The CWTP includes projects that support modal shifts to non-motorized travel, improve access to activity centers, and travel services, especially for low-income households, reduce congestion, and reduce greenhouse gas emissions. Projects are analyzed based on the following.

<b>Countywide Transportation Plan Performance Elements</b>	
1. Congestion	Percent of lane miles moderately or severely congested during AM/PM peak period
2. Alternative modes	Percent of trips made by non-automobile modes
3. Activity Center Accessibility	Percent of low-income households (<\$25,000/year) within 20-minute drive or 30-minute transit ride of activity center or 0.5 mile from grade school
4. Public Transit Accessibility	Percent of low-income households within 0.25 mile of a bus route or 0.5 mile of a transit stop
5. Public Transit Usage	Daily Public Transit Ridership
6. Transit Efficiency	Transit passengers carried per transit revenue hour of service offered (bus only)
7. Travel Time	Average travel time per trip in minutes for selected origin-destination pairs in the AM (PM) peak hour, drive alone and transit trips
8. Reliability	Average ratio of AM (PM) peak hour to off-peak hour travel times for selected origins-destination pairs, drive alone and transit trips
9. Maintenance	Unmet maintenance needs over 28 years assuming current pavement conditions. Percentage of remaining service life for transit vehicles in 2035
10. Safety	Annual projected injury and fatality crashes
11. Physical Activity	Total daily hours spent biking or walking
12. Clean Environment	Tons of daily greenhouse gas emissions, and Tons of daily particulate (PM 2.5) emissions.

## 2. Congestion Management Plan (CMP) Performance Elements

The CMP and the CWTP Performance Measures are closely related to improve the county's transportation system. These performance measures are designed to meet the RTP and CWTP vision/goals pertaining to improving traffic congestion and air quality.

<b>Congestion Management Plan Performance Elements</b>	
1. Duration of Traffic Congestion	As defined by Caltrans, this is the period of time during either the a.m. or p.m. peak when a segment of roadway is congested (average speed is less than 35 m.p.h. for 15 minutes or more). Data are collected by Caltrans, or most recently by MTC, from floating car runs conducted in April/May and September/October each year and reported annually. The Alameda CTC may be able to collect similar data on the remainder of the CMP-network by conducting floating car runs earlier or later, where necessary, to observe the beginning and ending of the congested period.
2. Trips by Alternative Modes	Measured in terms of percent of all trips made through alternative modes (bicycling, walking, or transit) using the countywide travel demand model.
3. Low Income Households near Activity Centers	Measured in terms of ratio of share of households by income group within a given travel time to activity centers. It is measured as share of households (by income group) within 30-minute bus/rail transit ride, a 20 minute auto ride, at least one major

	employment center, and within walking distance of schools.
4. Low Income Households near Transit	Measured in terms of ratio of share of households by income group near frequent bus/rail transit service. It is defined as being within one half mile of rail and one quarter mile of bus service operating at LOS B or better during peak hours.
5. Community Based Transportation Plans	Projects identified in Community Based Transportation Plans (CBTPs) and funded through the Lifeline Transportation Program are monitored annually. Monitoring shows the status and progress of these projects, which are meeting transportation needs in low income communities as identified in CBTPs. Progress of the implementation of these projects are included as a Performance Measure.
6. Transit Routing	This measure refers to both the pattern of the transit route network (e.g., radial, grid, etc.) and the service area covered (e.g., percent of total population served within one-quarter mile of a station/bus stop or percent of total county served, etc.). Measurement of routing performance may be applied at the corridor or screenline level to give users flexibility in locating service routes.
7. Frequency of Transit Service	This refers to the headway, or the time between transit vehicle arrivals (e.g., one bus arrival every 15 minutes). Service should be frequent enough to encourage ridership, but must also consider the amount of transit ridership the corridor (or transit line) is likely to generate. It also considers the capacity of the existing transit service in that corridor.
8. Transit Service Coordination	This measure refers to coordination of transit service provided by different operators (e.g., timed transfers at transit centers, joint fare cards, etc.). Performance should be aimed at minimizing inconvenience to both the infrequent and frequent user. Information provided by transit agencies should address the questions: Is there coordination and how convenient is it?
9. Transit Ridership	The average daily number of passengers boarding or de-boarding transit vehicles in Alameda County; and Transit ridership per revenue hour of service.
10. Average Highway Speeds	As currently measured by the Alameda CTC using the countywide travel demand model or floating car data, this is the average travel speed of vehicles over specified segments measured in each lane during peak periods. This measurement is made a sufficient number of times to produce statistically significant results.
11. Travel Time Measured in Four Parts by Mode	<ol style="list-style-type: none"> <li>1. Average per-trip travel time for automobile, truck, and bus/rail transit modes. This measure will also serve as a proxy for economic vitality;</li> <li>2. Ratio of peak to off-peak travel time for automobile, truck and transit modes;</li> <li>3. Average daily travel time for bicycle and pedestrian trips; and</li> <li>4. Average roadway travel time and transit time between origins and destinations pairs for up to 10 pairs using floating car data. These origins and destinations pairs will reflect major corridors in Alameda County.</li> </ol>
12. Transit Availability	Transit availability is measured by the frequency of transit service during the morning peak period within one-half mile of rail stations or bus and ferry stops and terminals. Population density at the same stations is also measured to track availability of transit to Alameda County residents. The transit frequency portion of this measure is monitored annually based on input from transit operators.
13. Transit Capital Needs and Shortfall	Transit capital needs and shortfall is measured every four years, coinciding with the update of RTP. This is tracked for High Priority (Score 16) transit projects for Alameda County transit operators.
14. Roadway Maintenance	As defined by MTC, this is based on the roadway Pavement Condition Index (PCI) used in MTC's Pavement Management System. The PCI is a measure of surface deterioration on roads.
15. Transit Vehicle Maintenance	Measured in terms of "Miles between Mechanical Road Calls," and defined as the removal of a bus from revenue service due to mechanical failure.
16. Roadway Collisions	The number of accidents per one million miles of vehicle travel; and Total injuries and fatalities from all pedestrian and bicyclists collisions on Alameda County roadways.
17. CO <sub>2</sub> Emissions	Measured in terms of per-capita CO <sub>2</sub> emissions from cars and light duty trucks.
18. Fine Particulate Emissions	Measured in terms of fine particulate emissions from cars and light duty trucks.

### 3. MTC's Regional Transportation Plan (RTP) Performance Elements

The Metropolitan Transportation Commission's (MTC) Regional Transportation Plan contains region-wide performance objectives evaluated on a 25-year scale.

Key performance objectives include:

- Reduce per capital delay
- Improve maintenance for transit and local roadways
- Reduce fine particulate emissions
- Reduce carbon dioxide emissions
- Reduce vehicle miles traveled

Regional Transportation Plan (RTP) Performance Elements	
1. Reduce Congestion	Defined in recurrent congestion, road capacity, or non-recurrent congestion (accidents, events, and construction).
2. Alternative Transportation	<i>Ties into CO<sub>2</sub> Emissions Reduction</i>
3. Livable Communities	Evaluate percentage decrease in share of earnings spent on housing and transportation costs by low and moderately-low income households.
4. Improve Affordability of Transportation and Housing for Low Income Household	Evaluate percentage decrease in combine share of low-income and low-income residents' earning consumed by transportation and housing
5. Vehicle Miles Travel	Reduction in vehicle miles traveled (VMT) and cost per VMT reduced
6. Transit Sustainability	<ul style="list-style-type: none"><li>- Evaluate service cost and demand</li></ul>
7. Improve Maintenance	<ul style="list-style-type: none"><li>- Maintain local road pavement condition index of 75 or greater for local streets and roads</li><li>- State highway distressed pavement condition lane-miles not to exceed 10 percent of total system</li><li>- Achieve an average age for all transit asset types that is no more than 50 percent of their useful life; and increase the average number of miles between service calls for transit service in the region to 8,000 miles.</li></ul>
8. Access and Safety	<ul style="list-style-type: none"><li>- Provides a transit alternative to driving on a future priced facility</li><li>- Provides an alternative to driving alone</li><li>- Improves access for youth, elderly and disabled persons</li><li>- Improves safety for pedestrians and cyclists</li></ul>
9. CO <sub>2</sub> Emissions Reduction	Measured in quantitative scale of 2035 RTP.
10. Fine particulate	Measured in terms of modeling of vehicle volume and particulate emissions.

#### 4. Countywide Pedestrian Plan Performance Elements

The Countywide Pedestrian Plan establishes eight performance measures to be used to monitor progress towards attaining the plans goals.

Countywide Pedestrian Plan Performance Elements	
1. Network Impact	Number of completed countywide pedestrian projects
2. Trips	Percentage of all trips and commute trips made by walking
3. Safety	Number of pedestrian injuries and fatalities
4. Usage/Ridership	Number of pedestrian counted in countywide pedestrian counts
5. Consistency with Plans	Number of local jurisdictions with up-to-date pedestrian master plans
6. Funding Commitment	Dedicated countywide funds for pedestrian projects or programs
7. Proximity to Schools	Number of schools with Safe Routes to School Programs
8. Community Support	Number of community members participating in countywide promotional and/or educational programs

#### 5. Countywide Bicycle Plan Performance Elements

The Countywide Bicycle Plan establishes eight performance measures to be used to monitor progress towards attaining the plans goals.

Countywide Bicycle Plan Performance Elements	
1. Network Impact	Miles of local and countywide bicycle network built
2. Trips	Percentage of all trips and commute trips made by bicycling
3. Safety	Number of bicycle injuries and fatalities
4. Usage/Ridership	Number of bicyclists in countywide bicycle counts
5. Consistency with Plans	Number of local jurisdictions with up-to-date bicycle master plans
6. Funding Commitment	Dedicated countywide funds for bicycle projects and programs
7. Proximity to Schools	Number of schools with Safe Routes to School Programs
8. Community Support	Number of community members participating in countywide promotional and/or educational programs

**Attachment C**  
**Capital Improvement Program**  
**Program Categories and Funding Investments**

#	Category	Description
1	Bicycle and Pedestrian	Infrastructure, support facilities (including operations), and maintenance
2	Transit Enhancements - Expansion & Safety	Capital rehabilitation, capacity expansion, safety, stations, communications, environmental
3	Transit & Paratransit - Operations & Maintenance	Operations restoration, service expansion, maintenance, transit priority measures (TPM, fare incentives)
4	Local Road Improvements	Arterial performance, safety, grade separations, signals, complete streets, signage, freeway coordination, & bridge improvements
5	Local Streets & Roads - Rehabilitation & Maintenance	LSR rehabilitation for roadways with a PCI score of 49 or lower, "At Risk", "Poor", and "Failed" Conditions. LSR maintenance for pavements with a PCI score of 50 or higher qualify for Pavement Maintenance treatments.
6	Local Streets & Roads - Operations	Signal operations, ITS, bridge operations, etc.
7	Highway/Freeway	Interchange improvements, freeway operations and maintenance, ramp metering, sound walls, etc.
8	Transportation & Land Use (TOD/PDA Program)	Supports TOD and PDA through multimodal improvements and CEQA mitigations
9	Planning / Studies/PID	Planning studies, implementation, and project initiation documents
10	TDM, Outreach, Parking Management	Guaranteed Ride Home, Safe Routes to School (SR2S), Safe Routes to Transit (SR2T), travel training, variable parking pricing & mgt
11	Goods Movement	Improvements for goods movement by truck; coordination with rail (and air), such as truck parking and truck/port/freight operations





**ATTACHMENT D**  
**COUNTWIDE TRANSPORTATION PLAN AND**  
**CAPITAL IMPROVEMENT PROGRAM / PROGRAMS INVESTMENT PLAN**  
**FUNDING ALLOCATIONS BY PROJECT CATEGORY**

**CIP/PIP INVESTMENT SCENARIO**

**Distribution of \$806.32 million in CIP/PIP Investments by Project Category** *(excludes Measure B Capital Projects funds)*

The Countywide Transportation Plan (CWTP) contains a breakdown of funding allocations by category. This table attempts to emulate the CWTP's long-range planning efforts by distributing the projected CIP/PIP's revenues by similar percentages. These percentages are derived from the CWTP's distribution and Alameda CTC's projected funding sources and eligibility requirements.

Index	Project/Program Category	CWTP Allocation Percentage	CIP/PIP Allocation Percentage	CIP/PIP Investment Amount <i>(in millions)</i>
1	Bicycle and Pedestrian	9%	6%	\$48.38
2	Transit Enhancements - Expansion & Safety	48%	51%	\$410.57
3	Transit & Paratransit - Operations & Maintenance			
4	Local Road Improvements	24%	39%	\$311.20
5	Local Streets & Roads – Rehabilitation & Maintenance			
6	Local Streets & Roads - Operations			
7	Highway/Freeway	9%	2%	\$18.52
8	Transportation & Land Use (TOD/PDA Program)	3%	>1%	\$3.93
9	Planning / Studies	1%	>1%	\$3.10
10	TDM, Outreach, Parking Management	3%	>1%	\$7.45
11	Goods Movement	3%	>1%	\$3.17
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>\$806.32</b>

**Note:**

1. Percentages across the categories for the CWTP and CIP/PIP may vary due to available fund sources and their funding eligibility requirements.
2. Investment Amount assumes approximately \$1.1 billion in available revenue for the CIP/PIP window, excluding approximately \$341.64 million in Measure B Capital Project Investments.

## DISCRETIONARY ALLOCATION PLAN FUNDING SCENARIO

### Distribution of \$107.8 million in Discretionary Funding for the Allocation Plan by Project Category

The Countywide Transportation Plan (CWTP) contains a breakdown of funding allocations by category. This table attempts to emulate the CWTP's long-range planning efforts by distributing the projected CIP/PIP's discretionary revenues (through 2015/16) by similar percentages. These percentages are derived from the CWTP's distribution and Alameda CTC's projected funding sources and eligibility requirements.

Index	Project/Program Category	CWTP Allocation Percentage	CIP/PIP Allocation Percentage	CIP/PIP Investment Amount (in millions)
1	Bicycle and Pedestrian	9%	6%	\$6.6
2	Transit Enhancements - Expansion & Safety	48%	54%	\$57.7
3	Transit & Paratransit - Operations & Maintenance			
4	Local Road Improvements	24%	28%	\$29.7
5	Local Streets & Roads – Rehabilitation & Maintenance			
6	Local Streets & Roads - Operations			
7	Highway/Freeway (Safety Improvements)	9%	7%	\$7.4
8	Transportation & Land Use (TOD/PDA Program)	3%	1%	\$1.7
9	Planning / Studies	1%	1%	\$1.0
10	TDM, Outreach, Parking Management	3%	2%	\$2.4
11	Goods Movement	3%	1%	\$1.3
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>\$107.8</b>

**Note:**

1. Percentages across the categories for the CWTP and CIP/PIP may vary due to available fund sources and their funding eligibility requirements.
2. Investment Amount assumes approximately \$107.8 million in available revenue through FY 2015/16.

## Attachment E

### Capital Improvement Program / Programs Investment Plan

### Proposed Prioritization Criteria

#### PRIORITIZATION CRITERIA – Deliverability Criteria

With the anticipation of comparing multiple project/program types, Alameda CTC will prioritize projects relative to each other in defined categories based on their respective project/program scopes. This approach can also be used to evaluate project readiness for inclusion in both the CIP/PIP and the two-year Allocation Plan.

All projects/programs will be evaluated using the Deliverability Criteria noted in Table 1 below.

**Table 1: Deliverability Criteria**  
**CIP/PIP Prioritization Criteria**

Index	Criteria	Description
1	Project Readiness	<ul style="list-style-type: none"> <li>- Funding plan, budget, and schedule</li> <li>- Implementation issues</li> <li>- Agency governing body approvals</li> <li>- Coordination with partners</li> </ul>
2	Needs and Benefits	<ul style="list-style-type: none"> <li>- Priority within existing planning documents such as the CWTP, and Countywide Bicycle and Pedestrian Plans</li> <li>- Cost per Unit, evaluated among its peer category projects and deliverable units</li> <li>- Safety benefits</li> </ul>
3	Priority Development Area (PDA)	<ul style="list-style-type: none"> <li>- Project within or proximate to a PDA</li> </ul>
4	Sustainability (Ownership / Lifecycle / Maintenance)	<ul style="list-style-type: none"> <li>- Defined funding and responsible agency for maintaining the project/program</li> </ul>
5	Matching Funds/Leveraging	<ul style="list-style-type: none"> <li>- Commitment from other fund sources</li> </ul>

**Note:** Through this process, Alameda CTC will also take into account geographic equity.

#### ADDITIONAL CATEGORY SPECIFIC PRIORITIZATION CRITERIA

To provide a more comprehensive evaluation for projects/programs specific to countywide priorities pertaining to the bicycle and pedestrian, transit, highway/freeway, and goods movement categories, additional prioritization criteria will be considered as noted below.

#### Bicycle and Pedestrian Category

##### Capital Projects

- Priority is given to projects identified within the countywide priority network defined in the Alameda Countywide Bicycle and Pedestrian Plans (*approved by Alameda CTC on October 25, 2012*).

- Priority is given to projects that address significant bicycle and pedestrian improvements through documented measurable performance criteria such as safety, levels of service, connectivity, and transportation efficiency.
- Combined bicycle and pedestrian projects must be identified within the countywide priority network in at least one of these plans.

#### Programs

- Priority is given to programs identified within the countywide priority in the Alameda Countywide Bicycle and Pedestrian Plans (*approved by Alameda CTC on October 25, 2012*).
- Priority is given to projects that address significant bicycle and pedestrian improvements through documented measurable performance criteria such as safety, levels of service, connectivity, and transportation efficiency.

#### Local Bicycle and/or Pedestrian Master Plans

- All local master plans are considered to be a countywide priority since they will enhance the ability of the county to identify and implement the highest priority bicycle and/or pedestrian improvements. Additional priority will be given to plans that:
  - Have no other potential funding sources for creating a master plan
  - Will Address areas/topics that are important but have not historically been examined; and/or
  - Will strongly improve the ability of the County to improve bicycle and/or pedestrian access, safety, or convenience.
- Priority is directed to jurisdictions with no Bicycle and/or Pedestrian Plan, than to jurisdictions with aged Plans.

#### **Local Streets and Road – Improvements and Rehabilitation**

- Priority is given to projects that demonstrate a maintenance need using a Pavement Management System and Pavement Condition Index (PCI).
- Priority is given to projects that address significant local streets and roads improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.
- Number of lane miles and population formula will also be considered for discretionary road improvement funding.

#### **Transit Categories: Transit Enhancements and Transit & Paratransit – Operations and Maintenance**

- Priority is given to projects that address regionally significant transit issues and improve reliability and frequency will be given consideration for funding. Strategic capital investments that will create operating efficiency and effectiveness will be prioritized.
- Priority is given to projects that address significant transit improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.
- Projects must have countywide significance, must serve residents from more than one specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of transit connections that go beyond one planning area

**Highway/Freeway**

- Priority is given to projects that address regionally significant highway/freeway improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.

**Goods Movement**

- Additional criteria anticipated from the Countywide Goods Movement Plan.
- Priority is given to projects that address regionally significant goods movement improvements through documented measurable performance criteria such as safety, levels of service, connectivity/accessibility, and transportation efficiency.

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