

Draft Memorandum

TO: Beth Walukas, Tess Lengyel, Alameda County Transportation Commission

FROM: Ryan Greene-Roesel, Steve Decker, Cambridge Systematics, Inc.

DATE: March 7, 2011

RE: Alameda County Transportation Plan – Preliminary / Initial Draft Project Screening Criteria and Steps to Complete the CWTP

This draft memorandum presents an overview of the steps necessary to complete the Alameda Countywide Transportation Plan (CWTP), focusing specifically on the initial draft criteria to be used in screening projects for the plan. Project screening is one of several steps in developing the CWTP. Table 1 summarizes the steps.

Table 1. Schedule of RTP and CWTP Project and Program Screening Process

Steps	Timeline
Step 1. Finalize project screening framework	March 25, 2011
Step 2 Receive Alameda County sponsored project and program ideas*	April 12, 2011
Step 3 Separate projects from programs	April 15, 2011
Step 4 Allocate projects into regional and county funding groups	April 15, 2011
Step 5 Screen regional projects and place into Tiers for Alameda CTC review	April 21, 2011
Step 6 Review and refine projects by tier	April 28, 2011
Step 7 Identify and review initial funding for regional programs	April 28, 2011
Step 8 Review, finalize, and submit RTP projects and programs to MTC	April 29, 2011
Step 9 Screen county projects and place into tiers for Alameda CTC review	May 13, 2011
Step 10 Identify and review funding for county programs	May 13, 2011
Step 11 Finalize project scenario themes for CWTP modeling and evaluation	May 13, 2011
Step 12 Model and evaluate CWTP scenarios with initial vision land use scenario or similar to represent SCS land use patterns**.	June 30, 2011
Step 13 Present scenario analysis and identify preferred transportation scenario	July 31, 2011
Step 14 Test preferred transportation scenario with ABAG SCS land use scenario or alternative land use to inform the SCS Preferred Scenario	August, 2011
Step 15 Submit first draft CWTP	Sept 2011

Notes: *Project sponsors are requested to submit project and program ideas before the April 12, 2011 due date if possible so the evaluation process can be as long as possible.

**This land use scenario is meant to provide a preliminary indication of SCS-type development in Alameda County. It will be replaced by the Preferred SCS alternative when available. Input will be collected on the Detailed and Preferred SCS alternatives through a separate effort occurring in the April – December time periods.

Each step is described in more detail below.

Step 1 – Finalize project screening framework

The qualitative project and program screening framework will be finalized in March. This framework will be used to screen all Alameda County sponsored project and program submittals for both the RTP and CWTP processes.

Step 2 – Receive Alameda County sponsored projects and program ideas

In response to the call for projects, submissions of projects and programs by local sponsors will be submitted to the Alameda CTC on or before April 12, 2011.

Step 3 – Separate projects from programs

Projects and programs will be separated into two groups for screening to take advantage of the 30 programmatic categories already funded by MTC. An individual project concept may be funded under one or more than one of these programs. For example, a project idea involving a new, expanded, or rehabilitated bicycle facility, could be funded under three regional programmatic categories: Bicycle/Pedestrian Expansion, Bicycle/Pedestrian Enhancements, and Bicycle/Pedestrian Facilities Rehabilitation. Therefore, capital project funding may not be required to address this need. Several of the 30 regional programmatic categories could be applied to fund transportation projects, and therefore, we recommend that the initial screening step be determining whether the submittal really represents a project or an element of a regional or local transportation program. It is not anticipated that the CWTP will include all 30 regional programs. This memorandum focuses on the process for screening capital projects.

Step 4 – Allocate projects into regional and county funding groups

Using elements of the project screening framework, projects will be divided into two groups:

- **Group 1 – Regional** – projects meet two of the basic criteria for competitiveness in the Regional Transportation Plan Process (regionally significant and derived from an adopted plan). These will be screened and placed into three tiers (Tier 1.1, Tier 1.2, and Tier 1.3) for submission to MTC for potential funding from federal, state, and regional sources. The total amount of all three tiers will equal \$11.76 billion as per MTC guidelines.

- **Group 2 - County** - includes all projects that do not meet the basic criteria for competitiveness in the RTP process. These will be screened and placed into three tiers (Tier 2.1, Tier 2.2, and Tier 2.3) for potential funding from local sources.

Projects will be placed into Group 1 if they meet two of the four basic criteria for competition in the RTP process:

- **Regional significance:** A project enhances the transportation routes of regional significance, as designated by Alameda County's Congestion Management Program. MTC defines this as serving regional transportation needs such as access to and from the area outside of the region, major activity centers in the region, or major planned developments in the region. The project screening framework envisioned in Step 1 above will also incorporate Alameda County's definition of enhancing routes of regional significance, including:
 - Any roadway project (including on-road transit, bicycle, pedestrian, freight, etc.) on the designated Congestion Management Program roadway system as of April 12, 2011. This includes all state highways and principal arterials meeting all the following criteria: 30,000 vehicles per day (average daily traffic) for at least one mile; roadway with four or more lanes; major cross-town connector, traversing from one side of town to the opposite side; and connects at both ends to another CMP route, unless the route terminates at a major activity center.
 - Any roadway project (including on-road transit, bicycle, pedestrian, freight, etc.) not on the CMP system but providing connectivity to or within a major activity center in Alameda County.
 - Any transit project on the regional rail system.
- **Plan status:** project derives from an adopted plan.

The remaining two criteria (conformance with RTP goals, supportive of focused growth) are more subjective and will be used to place projects in Tiers for submission to MTC.

Step 5 - Screen regional projects and place into tiers for Alameda CTC review

Projects in Group 1 (Regional) will be screened and placed into the three Tiers according to the screening criteria listed in Table 2 below. These criteria will be evaluated primarily through a mapping analysis to determine whether a project meets CWTP goals.

- Tier 1.1 - Highest performing regional projects
- Tier 1.2 - Medium performing regional projects
- Tier 1.3 - Lower performing regional projects.

All three Tiers will be submitted to the Alameda CTC for review by April 21, 2011.

Table 2 Preliminary Draft Project Screening Criteria

CWTP Goal	Related Regional Goal	Evaluation Criteria
(1) Multi-modal		<ul style="list-style-type: none"> N/A : The multi-modal goal will not be assessed directly in the project screening process. It will be considered in allocating funding among different transportation programs and through the project scenario analysis.
(2) Accessible, Affordable, Equitable	Equitable access	<ul style="list-style-type: none"> Accessibility: Does the project support access to a school, major employment center, transit hub, intermodal facility, airport, hospital? <i>{Supporting analysis – map projects within one-quarter mile of schools, major employment centers, transit hubs, intermodal facilities, airports, and hospitals}</i> Affordability / income equity: Does this project increase mobility and accessibility for residents of low-income neighborhoods or the disabled / elderly? <i>{Supporting analysis – map projects that intersect areas with high concentrations of low-income and/or elderly populations}</i> Geographic equity – N/A - Geographic equity will not be assessed directly in the project screening. It will be considered in the final selection of projects and programs for the CWTP.
(3) Integrated with land use patterns	Climate protection, open space preservation	<ul style="list-style-type: none"> Is the project located in a future or planned priority development area? <i>{Supporting analysis – map project locations against locations of priority development areas}</i>
(4) Connected		<ul style="list-style-type: none"> Does the project lead towards completion of a significant link in the bicycle, pedestrian, transit, freight, or high-occupancy vehicle networks?
(5) Transportation System Efficiency / Reliability (and Economic Health)	Transportation System Efficiency, Economic Vitality	<ul style="list-style-type: none"> Is the project intended to address travel conditions on a congested corridor or intersection? <i>{Supporting analysis – top congested intersections and corridors}</i> Is the project intended to improve travel speeds or reliability in a corridor with a high concentration of trucks / goods movement related activities?* <i>{Supporting analysis – map of corridors with high truck volumes; map of industrial activity centers}</i>
(6) Cost-effective		<ul style="list-style-type: none"> Determined through calculation of a proxy score for cost-effectiveness – number of criteria met / project cost.
(7) Well-maintained	Transportation System Efficiency	<ul style="list-style-type: none"> N/A – this objective will be met through program investments balancing maintenance needs with other objectives.
(8) Safe	Healthy and Safe Communities	<ul style="list-style-type: none"> Is the project intended to address a safety hotspot (area with high numbers of collisions / high collision rate). <i>{Supporting analysis: map of safety hotspots / high accident corridors}</i>

Step 6 – Review of regional projects by tier

The Alameda CTC will review the screened regional projects by tier and work with their committees (Technical and Community Advisory Committee Groups) to refine this list for submittal to the Steering Committee.

Step 7 – Allocate initial funding for regional programs

The Alameda CTC, through a separate evaluation process for programs, will define the funding levels for regional programs for incorporation into the initial RTP call for projects submittal to MTC. Initial funding requests to MTC will likely be estimated based on historical funding levels adjusted to emphasize SCS / CWTP goals and objectives, and will be subsequently refined in light of the CWTP scenario analysis scheduled for May and June, 2011 (see Steps 11 and 12). This process will be consistent with MTC's programmatic evaluation. As with the project listing defined in Step 6, the Alameda CTC will work with their committees to refine this list for submittal to the Steering Committee.

Step 8 – Review, finalize, and submit RTP projects and programs

The Alameda CTC will submit a final draft RTP project and program list to the Steering Committee on April 28, 2011. Based upon review and comment from the Steering Committee, the Alameda CTC will refine this list and submit their RTP project and program list to MTC.

Step 9 – Screen county projects and place into tiers

Projects in Group 2 (County) will be screened and placed into tiers according to the screening criteria listed in Table 2 below.

- Tier 2.1 – Highest performing non-regional projects.
- Tier 2.2 – Medium performing non-regional projects.
- Tier 2.3 – Lower performing non-regional projects.

As with regional projects, these tiers will be reviewed and refined by the Steering Committee.

Step 10 – Allocate initial funding for county programs

As presented in Step 7 above, Alameda CTC will identify funding for programmatic categories. The Alameda CTC will use a similar process to define funding levels for alternative programmatic categories applicable to Alameda County. Some county level categories may be new based on the CWTP public outreach process. The Alameda CTC will finalize this initial set of county programs based on review and comment by the Steering Committee.

Step 11 – Finalize transportation scenario themes for CWTP modeling and evaluation

After the project screening process is complete, projects and programs will be combined into themed packages for further evaluation. It is envisioned that these packages will consist primarily of the highest performing regional and county projects (Tier 1.1 and 2.1) but projects from other tiers will be considered as well.

The Alameda CTC will work with their committees to finalize the definition of themes and packages of projects and programs to be tested. These packages / scenarios will be tested with a refined version of ABAG's Initial Investment (Land Use) Scenario (Initial Vision Scenario+). The Alameda CTC will refine ABAG's IVS to better address CWTP land use issues, which will be referred to as the IVS+ land use scenario.

Step 12 – Model and evaluate CWTP transportation scenarios

The performance of the three transportation scenarios will be evaluated with the IVS+ land use scenario.

Step 13 – Present scenario results and identify preferred scenario

CWTP stakeholders and committees will review the transportation scenario analysis and, based on their input, a preferred scenario will be developed.

Step 14 – Test preferred scenario against SCS land use

The Preferred transportation scenario will be tested against ABAG's proposed future SCS land use scenario ready by July 2011. This evaluation will be the basis for the draft CWTP to be prepared and submitted to the Alameda CTC in September 2011.

Step 15 – Submit Draft CWTP

The preferred transportation scenario combined with ABAG's SCS land use scenario will form the basis of the draft CWTP. The draft CWTP will include both projects and programs and expected funding levels for each.