


Capital Improvement Program and Programs Investment Plan Development Methodology and Draft Prioritization Criteria

A Presentation by
Alameda County Transportation Commission Staff
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Congestion Management Plan

Background

- Alameda CTC is legislatively required to develop and update a Congestion Management Program (CMP) every two years.
- The CMP describes strategies to address congestion, enhance the transportation system, and reduce greenhouse gas emissions.
- 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.
- The CMP update underway. Completion at the end of 2013.



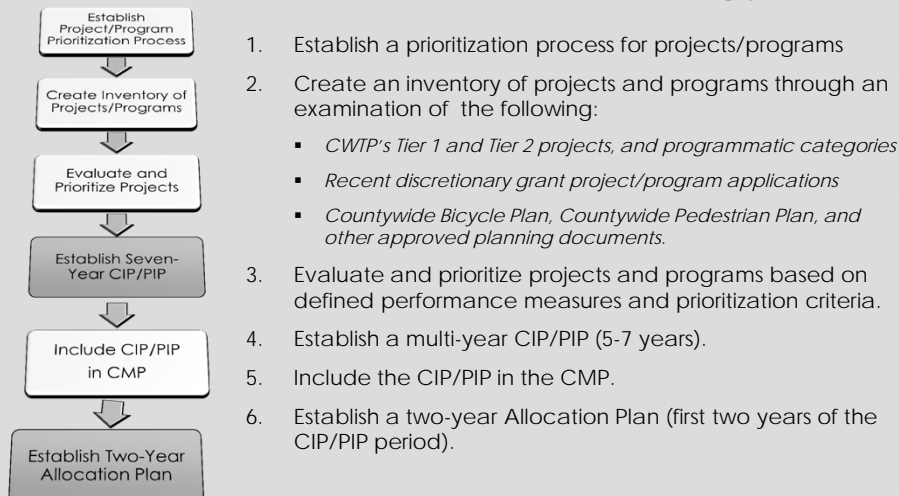
Capital Improvement Program & Programs Investment Plan

- For the 2013 CMP update, Alameda CTC will develop a comprehensive CIP and a Programs Investment Program (PIP).
- CIP/PIP will cover a multi-year strategic planning and programming horizon (5-7 years).
- Projects/Programs will be prioritized based on funding eligibility and prioritization criteria.
- CIP Components
 - *Includes projects that maintain and improve the performance of the multimodal transportation system.*
- PIP Components
 - *Include projects/programs that support capital improvements, transit operations, outreach and education, transportation maintenance activities, and tasks that are not included in the CIP.*



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CIP Development Methodology



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CIP/PIP Revenue Assumption

- Annually, Alameda CTC is responsible for approximately \$164 million in funding for capital projects and programs.
- Over the CIP/PIP time period, this translates into over \$1.1 billion in transportation investments.
- The Commission approved these Revenue Assumptions at the May 23, 2013 meeting



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Purpose of the CIP/PIP Project Prioritization Criteria

- Links broader transportation goals to the projects / programs selection process
- Builds on long-range countywide transportation planning efforts.
- Focus on implementation readiness in the near term.
- Further evaluation of projects to meet identified county needs.



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Purpose of the CIP/PIP Project Prioritization Criteria

- Two-step Screening and Prioritization Process
 1. *Screen and prioritize countywide projects/programs for the 5-7 year CIP/PIP.*
 2. *Evaluation tool to allocate discretionary funding available through an Allocation Plan (through FY 15/16).*

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



Foundation for Draft Prioritization Criteria

- For Alameda County, long-range transportation planning documents provide an analysis of transportation needs over the next 25-years.
 - *Countywide Transportation Plan (CWTP)*
 - *Regional Transportation Plan (RTP)*
 - *Congestion Management Plan (CMP)*
 - *Countywide Bicycle and Pedestrian Plans*
 - *Future Modal Plans – Good Movements, Multimodal Corridors, & Transit*



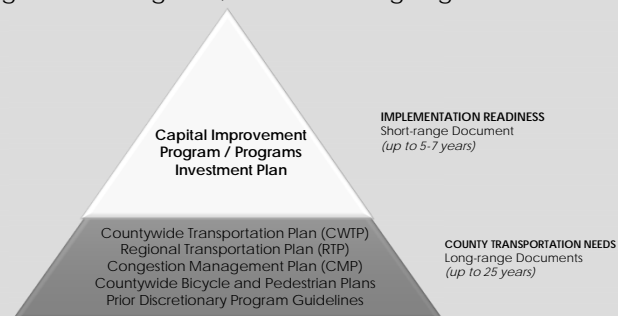
Foundation for Draft Prioritization Criteria *(continued)*

- Long-Range Performance Objectives include:
 - *Relieve congestion*
 - *Improve travel safety and access for all modes*
 - *Increase transit use, ridesharing, and operational efficiency*
 - *Improve Levels of Service throughout the county's transportation system*
 - *Improve air quality*
 - *Promote alternative transportation modes*
 - *Coordinate land use, housing, and transportation facilities*
- Using a system wide performance analysis, the CWTP, RTP, CMP, and Countywide Bicycle and Pedestrian Plans identify transportation investment prioritizes to meet these objectives over the next 25-years.
- Projects and Programs identified in the long-range plans are not a substitute for the detailed project level analyses required as projects go through development, and are evaluated as near term priorities.



Foundation for Draft Prioritization Criteria *(continued)*

- With transportation needs identified for the county, the CIP/PIP will examine projects/programs included in these plans for implementation readiness within the CIP/PIP planning period.
- The level and type of analyses will be determined by the project's designated categories, and its funding eligibilities.



Project Categories and Fund Source Eligibilities

#	Category	Description	Federal		State						Local						
			SFP	CMAG	SFP	TICLA	Ukiah	MB Express Bus	MB Paratransit	MB Incorporated	MB TCD	WVF Transit	WVF Tech	WVF Billed/Ref			
Project Categories derived from the CWTP:																	
1	Bicycle and Pedestrian	Infrastructure, support facilities (including operations), and maintenance	X	X		X	X				X	X					X
2	Transit Enhancements - Expansion & Safety	Capital rehabilitation, capacity expansion, safety, stations, communications, environmental	X	X	X	X	X	X				X	X				
3	Transit & Paratransit - Ops & Maintenance	Operations restoration, service expansion, maintenance, transit priority measures (TPM, fare incentives)	X			X	X	X	X				X				
4	Local Road Improvements	Arterial performance, safety, grade separations, signals, complete streets, signage, & freeway coordination	X	X	X	X	X				X	X					X
5	Local Streets & Roads - Rehabilitation & Maintenance	Street rehabilitation for streets with a PCI score of 49 or lower, "At Risk", "Poor", and "Failed" Conditions. Pavement Maintenance.	X														
6	Local Streets & Roads - Operations	Signal Operations, ITS, etc.	X	X		X										X	
7	Highway/Freeway - Safety Improvements	Interchange improvements, freeway operations and maintenance, ramp metering, sound walls, etc.	X	X	X												
8	Transportation & Land Use (TOD/PDA Program)	Supports TOD and PDA through multimodal improvements and CEQA mitigations	X	X			X				X						
9	Planning / Studies	Planning studies and implementation	X	X	X		X				X	X					X
10	TDM, Outreach, Parking Management	Guaranteed Ride Home, Safe Routes to School (SR2S), Safe Routes to Transit (SR2T), travel training, variable parking pricing & mgt	X	X		X	X		X	X	X						X
11	Goods Movement	Improvements for goods movement by truck: coordination with rail (and air), such as truck parking and truck/port/freight operations	X	X	X												



Funding Allocations by Project Category

Index	Project/Program Category	CWTP Allocation Percentage	CIP/PIP Allocation Percentage	CIP/PIP Investment Amount (in millions)
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			
5	Local Streets & Roads - Rehabilitation & Maintenance	24%	39%	\$311.20
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
Total		100%	100%	\$806.32

Investments may vary from CWTP's and CIP/PIP's allocations due to funding source eligibilities.

CIP/PIP investments by Project Category attempt to emulate the Countywide Transportation Plan's fund distribution for its 25-year planning period.

- *Ties in long-range planning efforts to the CIP/PIP planning period.*



Draft Prioritization Criteria

- These deliverability criteria may be used across all projects/programs.
- Seeking feedback from the Committee on Prioritization Criteria.

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

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



Draft Prioritization Criteria *(continued)*

- Initial screening may examine if a project is included in a local jurisdiction's Capital Improvement Program.
- Priority is given to projects that address significant regional improvements through documented measurable performance criteria such as safety, levels of service, connectivity, and transportation efficiency.
- Category Specific Criteria
 - Bicycle and Pedestrian
 - Included in the Countywide Bicycle/Pedestrian Plan's priority network
 - Local Streets and Roads
 - Pavement Management System and Pavement Condition Index needs
 - Transit and Paratransit
 - Connectivity and transit access improvements
 - Highway/Freeway
 - Gap Closure
 - Level of Service
 - Goods Movement
 - Gap Closure
 - Level of Service
 - Anticipated Goods Movement Plan Results



Potential Evaluation Criteria

- The CIP/PIP evaluation may include criteria (from established planning documents) such as:
 - *Regional Connectivity*
 - Distance to transit facilities
 - Areas with defined low Levels of Service or deficient segments
 - Within bicycle/pedestrian priority network
 - *Safety Performance*
 - *Transportation Efficiency*
 - Promote non-auto trips
 - Near schools and activity centers
 - Reduce vehicle miles traveled
 - Promoting alternative and multi-modal transportation
 - Priority Development Areas



Schedule / Next Steps

CIP/PIP and the Allocation Plan Schedule

Timeline	Milestones
June 2013	<ul style="list-style-type: none"> ▪ Approval of CIP/PIP Methodology and Draft CIP/PIP screening and evaluation criteria ▪ Initiate Request for Information from sponsors for additional or updated project/program information, if required
July 2013	<ul style="list-style-type: none"> ▪ Approval of Final CIP/PIP screening and evaluation criteria ▪ Consolidate updated project/program information ▪ Evaluate programs/projects using prioritization criteria
October 2013	<ul style="list-style-type: none"> ▪ Review Draft 2013 Strategic Plan/CMP that includes the draft CIP/PIP
Nov. / Dec. 2013	<ul style="list-style-type: none"> ▪ Approval of Final Strategic Plan/CMP and CIP/PIP
January - April 2014	<ul style="list-style-type: none"> ▪ Develop and adopt Alameda CTC's two-year Allocation plan

