


Capital Improvement Program and Programs Investment Plan Review of Revenue Assumptions And Development Methodology

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 traffic 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 (*under development*).
- 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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Revenue Sources

- Alameda CTC distributes or programs revenue from multiple funding sources including:
 - *2000 Measure B*
 - *Vehicle Registration Fee (VRF)*
 - *Surface Transportation Program (STP) / Congestion Management Air Quality (CMAQ)*
 - *State Transportation Improvement Program (STIP)*
 - *Transportation Fund for Clean Air (TFCA)*
 - *Lifeline Transportation Program*



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Revenue Assumptions

- Alameda CTC is responsible for approximately \$160 million in funding annually for capital projects and programs.
- Collectively, these annual revenues will result in over \$1.1 billion in transportation investments over a seven-year period.



Annual Programming Revenue

FUNDING SOURCES	FY 13/14	FY 14/15	FY 15/16	Fiscal Year				TOTAL
				FY 16/17	FY 17/18	FY 18/19	FY 19/20	
FEDERAL								
STP/CMAQ (inc. TE Program)	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 105,525,000
STATE								
STIP	\$ 3,838,600	\$ 3,838,600	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 82,177,200
LOCAL/REGIONAL								
Transportation Fund for Clean Air	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 11,970,000
Lifeline Transportation Program	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 22,400,000
2000 Measure B Revenue	\$ 111,047,400	\$ 113,248,730	\$ 115,533,990	\$ 117,845,090	\$ 120,202,030	\$ 122,605,765	\$ 125,058,205	\$ 825,561,210
MR Programs (60%)	66,628,440	67,961,238	69,320,394	70,707,054	72,121,218	73,563,459	75,034,923	495,336,726
MR Capital Projects (40%)	44,418,960	45,307,492	46,213,596	47,138,036	48,080,812	49,042,306	50,023,282	330,224,484
Vehicle Registration Fee Revenue	\$ 10,925,000	\$ 10,925,000	\$ 10,925,000	\$ 10,925,000	\$ 10,925,000	\$ 10,925,000	\$ 10,925,000	\$ 76,475,000
WR Local Rd Pass through (60%)	6,555,000	6,555,000	6,555,000	6,555,000	6,555,000	6,555,000	6,555,000	46,885,000
WR Encouratory (40%)	4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	30,590,000
Subtotal Local/Regional	\$ 126,882,400	\$ 129,103,730	\$ 131,368,990	\$ 133,600,090	\$ 136,037,030	\$ 138,440,765	\$ 140,893,205	\$ 936,406,210
TOTAL	\$ 145,796,000	\$ 148,017,330	\$ 161,193,990	\$ 163,505,090	\$ 166,112,030	\$ 168,515,765	\$ 170,968,205	\$ 1,124,108,410

Approximately \$160 million in funding annually for capital projects and programs (average over the next seven years).



Pass-through & Discretionary Funds

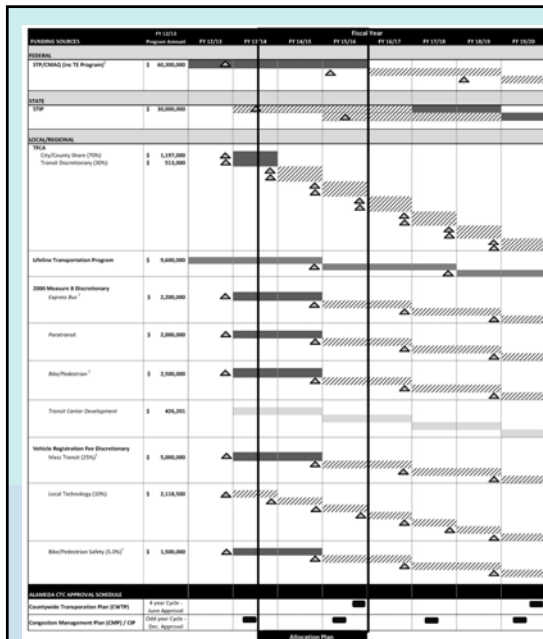
TABLE 1 Pass-through Funding Revenue

FUNDING SOURCES	Fiscal Year							TOTAL
	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
LOCAL/REGIONAL								
2000 Measure B								
MB Programs (80%)								
Local Streets and Roads (22.34%)	\$ 24,807,989	\$ 25,304,234	\$ 25,810,293	\$ 26,326,993	\$ 26,853,134	\$ 27,390,128	\$ 27,938,003	\$ 184,490,374
Maintenance Services (23.23%)	\$ 23,546,258	\$ 24,038,425	\$ 24,534,313	\$ 25,036,728	\$ 25,546,873	\$ 26,064,944	\$ 26,592,261	\$ 175,184,589
Pavement (34.63%)	\$ 10,154,475	\$ 10,216,839	\$ 10,421,168	\$ 10,629,427	\$ 10,842,233	\$ 11,059,040	\$ 11,280,250	\$ 74,465,421
Bus/Pedestrian Safety (1.76%)								
Bus/Pedestrian (2.79%)	\$ 4,544,278	\$ 4,247,577	\$ 4,312,525	\$ 4,410,191	\$ 4,507,576	\$ 4,607,714	\$ 4,689,683	\$ 30,958,145
Vehicle Registration Fee								
VRF Local (60%)	\$ 6,115,815	\$ 6,115,815	\$ 6,115,815	\$ 6,115,815	\$ 6,115,815	\$ 6,115,815	\$ 6,115,815	\$ 42,810,705
TOTAL	\$ 68,668,815	\$ 69,920,091	\$ 71,196,112	\$ 72,487,054	\$ 73,825,618	\$ 75,179,642	\$ 76,561,102	\$ 507,649,335

TABLE 2 Discretionary Funding Revenue

FUNDING SOURCES	Fiscal Year							TOTAL
	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
Federal								
STP/CMAG (w/ TE Program)	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 105,525,000
STATE								
STP	\$ 8,838,400	\$ 8,838,400	\$ 8,838,400	\$ 8,838,400	\$ 8,838,400	\$ 8,838,400	\$ 8,838,400	\$ 61,729,200
LOCAL/REGIONAL								
Transportation Fund for Clean Air								
City/County Share (70%)	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 8,379,000
Transit Discretionary (30%)	\$ 511,000	\$ 511,000	\$ 511,000	\$ 511,000	\$ 511,000	\$ 511,000	\$ 511,000	\$ 3,577,000
Lifeline Transportation Program	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 21,600,000
2000 Measure B								
Express Bus (1.76%)	\$ 777,332	\$ 792,881	\$ 808,738	\$ 824,914	\$ 841,414	\$ 858,240	\$ 875,407	\$ 5,778,328
Pavement (1.43%)	\$ 1,587,978	\$ 1,619,743	\$ 1,652,138	\$ 1,685,185	\$ 1,718,889	\$ 1,753,262	\$ 1,788,312	\$ 11,805,525
Bus/Pedestrian (1.21%)	\$ 1,388,093	\$ 1,415,859	\$ 1,444,375	\$ 1,473,064	\$ 1,502,323	\$ 1,532,372	\$ 1,563,224	\$ 10,515,515
Transit Center Development (0.39%)	\$ 210,990	\$ 215,211	\$ 219,515	\$ 223,906	\$ 228,384	\$ 232,931	\$ 237,611	\$ 1,568,564
Vehicle Registration Fee								
Mass Transit (23%)	\$ 2,548,256	\$ 2,548,256	\$ 2,548,256	\$ 2,548,256	\$ 2,548,256	\$ 2,548,256	\$ 2,548,256	\$ 17,837,794
Local Technology (30%)	\$ 1,019,303	\$ 1,019,303	\$ 1,019,303	\$ 1,019,303	\$ 1,019,303	\$ 1,019,303	\$ 1,019,303	\$ 7,135,118
Bus/Pedestrian Safety (3%)	\$ 509,651	\$ 509,651	\$ 509,651	\$ 509,651	\$ 509,651	\$ 509,651	\$ 509,651	\$ 3,567,559
Subtotal Local/Regional	\$ 13,961,602	\$ 14,030,904	\$ 14,111,773	\$ 14,194,280	\$ 14,278,422	\$ 14,364,236	\$ 14,451,788	\$ 93,903,003
TOTAL	\$ 31,865,202	\$ 31,944,504	\$ 32,116,285	\$ 32,288,724	\$ 32,462,022	\$ 32,636,236	\$ 32,811,188	\$ 200,057,203

* Highlighted gray boxes are anticipated discretionary funds requiring Alameda CTC programming actions through FY 15/16.



Current and Future Programming Cycles

LEGEND

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



Two-year Allocation Plan

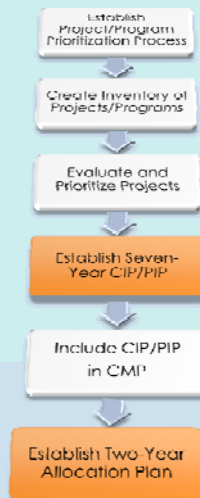
- The discretionary funding available for programming during the Allocation Plan timeframe (through FY 15/16) estimated to be approximately \$92.0 M.

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	\$ 7.9
VRF	\$ 9.2
Total	\$ 92.0



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CIP Development Methodology



- Establish a prioritization process for projects/programs
- Create an inventory of projects and programs through an examination of the following:
 - CWTP's Tier 1 and Tier 2 projects, and programmatic categories
 - Recent discretionary grant project/program applications
 - Countywide Bicycle Plan, Countywide Pedestrian Plan, and other approved planning documents.
- Evaluate and prioritize projects and programs based on defined performance measures.
- Establish a multi-year CIP/PIP (5-7 years).
- Include the CIP/PIP in the CMP.
- Establish a two-year Allocation Plan (first two years of the CIP/PIP period).



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Schedule / Next Steps

CIP/PIP and the Allocation Plan Schedule

Timeline	Milestones
May 2013	<ul style="list-style-type: none">▪ Approval of CIP/PIP revenue assumptions▪ Review CIP/PIP Project/Program Prioritization Methodology
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

