CIP/PIP Revenues

- 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.
Purpose

- Regional goals of improved air quality, improved travel safety and congestion relief are realized by delivering projects that can be brought into service in the near future.
- Link long-range transportation planning and investments to projects that can be implemented in the CIP/PIP planning period (5-7 years).
- Delivering projects that demonstrate progress in improving their transportation choices, safety, quality of air, and quality of life.

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 Program

- 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.

Benefits of the CIP/PIP

- Reduce effort: Reduce or eliminate calls for projects and completion of applications.
- Known funding plan: Predictable funding that provides Agencies certainty of when projects can be delivered.
- Leveraging funds: By being in the CIP/PIP, agencies can strengthen grant proposals for obtaining additional funds.
Foundation to build the CIP/PIP from

- 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
    - Goods Movement
    - Multimodal Corridors
    - Transit

Foundation to build the CIP/PIP from (continued)

- Using a system wide performance analysis, the CWTP, RTP, CMP, and Countywide Bicycle and Pedestrian Plans identify transportation investment priorities to meet these objectives over the next 25-years.

  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

- 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 to build the CIP/PIP from (continued)

- The CIP/PIP will examine projects/programs included in the long range 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 fund source eligibility.

CIP Development Methodology

1. Establish a prioritization process for projects/programs
2. 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.
3. Evaluate and prioritize projects and programs based on defined performance measures and prioritization criteria.
4. Establish a multi-year CIP/PIP (5-7 years).
5. Include the CIP/PIP in the CMP.
6. Establish a two-year Allocation Plan (first two years of the CIP/PIP period).
**Annual Programming Revenue**

**Fiscal Year**
- **Fiscal Year 2013:** $15,945,000
- **Fiscal Year 2014:** $15,960,000
- **Fiscal Year 2015:** $15,960,000
- **Fiscal Year 2016:** $15,960,000
- **Fiscal Year 2017:** $15,960,000
- **Fiscal Year 2018:** $15,960,000
- **Fiscal Year 2019:** $15,960,000
- **Fiscal Year 2020:** $15,960,000

**TDM/Program Revenue**
- **TDM/Program:** $15,960,000

**State**
- **State:** $15,960,000

**Local/Regional**
- **Local/Regional:** $15,960,000

<table>
<thead>
<tr>
<th>Project Categories and Fund Source Eligibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>#</strong></td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>1</td>
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<td>10</td>
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<tr>
<td>11</td>
</tr>
</tbody>
</table>

Approximately $164 million in funding annually for capital projects and programs (average over the next seven years).

**Project Categories derived from the CWTP.**
Funding Allocations by Project Category

<table>
<thead>
<tr>
<th>Index</th>
<th>Project/Program Category</th>
<th>CWTP Allocation Percentage</th>
<th>CIP/PIP Allocation Percentage</th>
<th>CIP/PIP Investment Amount (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bicycle and Pedestrian</td>
<td>9%</td>
<td>6%</td>
<td>$46.38</td>
</tr>
<tr>
<td>2</td>
<td>Transit Enhancements - Expansion &amp; Safety</td>
<td>51%</td>
<td>48%</td>
<td>$410.57</td>
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<tr>
<td>3</td>
<td>Transit &amp; Paratransit - Operations &amp; Maintenance</td>
<td>39%</td>
<td>24%</td>
<td>$311.20</td>
</tr>
<tr>
<td>4</td>
<td>Local Road Improvements</td>
<td>30%</td>
<td>39%</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Local Streets &amp; Roads - Rehabilitation &amp; Maintenance</td>
<td>30%</td>
<td>24%</td>
<td>$311.20</td>
</tr>
<tr>
<td>6</td>
<td>Local Streets &amp; Roads - Operations</td>
<td>2%</td>
<td>9%</td>
<td>$18.52</td>
</tr>
<tr>
<td>7</td>
<td>Highway/Freeway</td>
<td>2%</td>
<td>9%</td>
<td>$18.52</td>
</tr>
<tr>
<td>8</td>
<td>Transportation &amp; Land Use (TOD/PDA Program)</td>
<td>1%</td>
<td>3%</td>
<td>$3.93</td>
</tr>
<tr>
<td>9</td>
<td>Planning / Studies</td>
<td>1%</td>
<td>3%</td>
<td>$3.93</td>
</tr>
<tr>
<td>10</td>
<td>TODS Outreach, Parking Management</td>
<td>1%</td>
<td>3%</td>
<td>$3.93</td>
</tr>
<tr>
<td>11</td>
<td>Goods Movement</td>
<td>1%</td>
<td>3%</td>
<td>$3.93</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>$806.32</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Index</th>
<th>Criteria</th>
<th>Description</th>
</tr>
</thead>
</table>
| 1     | Project Readiness | - Funding plan, budget, and schedule  
- Implementation issues  
- Agency governing body approvals  
- Coordination with partners |
| 2     | Needs and Benefits | - 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     | Sustainability (Ownership / Lifecycle / Maintenance) | - Defined funding and responsible agency for maintaining the project/program |
| 4     | Matching Funds/Leveraging | - Commitment from other fund sources including local, state, and federal funding sources |
| 5     | Priority Development Area (PDA)  
(Potentially applicable to a PDA) | - Project within or proximate to a PDA (Potentially applicable to certain Federal funding sources) |

Notes:
1. Through this process, Alameda CTC will also take into account geographic equity across planning areas.
2. Alameda CTC assumes similar PDA requirements associated with Federal Funding Sources, and the CIP/PIP will consider PDA elements in its prioritization process for these funding sources.
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 (Potentially applicable to certain Federal funding sources)
Schedule / Next Steps

CIP/PIP and the Allocation Plan Schedule

Staff is proposing to submit a revised schedule in July that will allow for additional discussion.