


Capital Improvement Program and Programs Investment Program


Development Methodology and
Draft Prioritization Criteria

A Presentation by
Alameda County Transportation Commission Staff
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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.



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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.



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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.



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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.*



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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.



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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



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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:

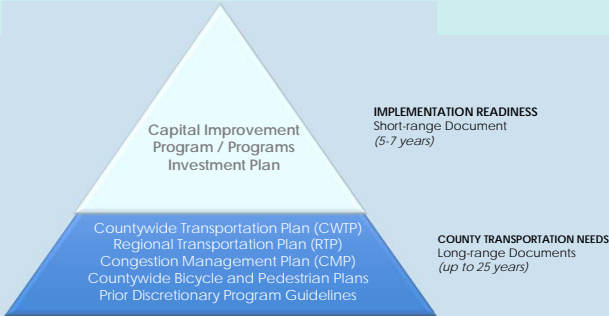
- *Relieve congestion*
 - *Improve travel safety and access for all modes*
 - *Increase transit use, ridesharing, and operational efficiency*
 - *Improve Levels of Service throughout the county's transportation system*
 - *Improve air quality*
 - *Promote alternative transportation modes*
 - *Coordinate 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.



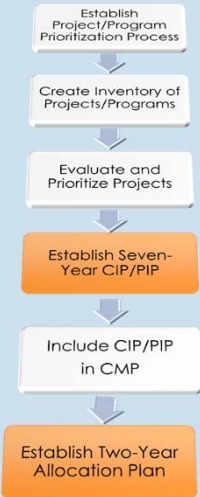
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Foundation to build the CIP/PIP from *(continued)*

- 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

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/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	\$ 114,600,000	\$ 116,892,000	\$ 119,229,840	\$ 121,614,437	\$ 124,046,726	\$ 126,527,660	\$ 129,058,213	\$ 851,968,876
MB Programs (58.9%)	68,645,400	70,018,308	71,418,674	72,847,048	74,303,989	75,790,068	77,305,870	\$ 510,329,337
MB Capital Projects (40.1%)	45,954,600	46,873,692	47,811,166	48,767,389	49,742,737	50,737,592	51,752,344	\$ 341,639,519
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
VF Local Rd Pass-through (90%)	6,555,000	6,555,000	6,555,000	6,555,000	6,555,000	6,555,000	6,555,000	\$ 45,885,000
VF Discretionary (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	\$ 130,435,000	\$ 132,727,000	\$ 135,064,840	\$ 137,449,437	\$ 139,881,726	\$ 142,362,660	\$ 144,893,213	\$ 962,813,876
TOTAL	\$ 149,348,600	\$ 151,640,600	\$ 164,889,840	\$ 167,274,437	\$ 169,956,726	\$ 172,437,660	\$ 174,968,213	\$ 1,150,516,076

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



Project Categories and Fund Source Eligibilities

#	Category	Description	Federal		State			Local						
			STP	CMAQ	STP	ITCA	Lieline	State	MB	MB	VF	VF	VF	
Project Categories derived from the CWTP.			STP	CMAQ	STP	ITCA	Lieline	State	MB	MB	VF	VF	VF	
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 <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
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	- 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 CWTP, and Countywide Bicycle and Pedestrian Plans - Cost per Unit, evaluated among its peer category projects and deliverable units - Safety benefits
3	Sustainability <i>(Ownership / Lifecycle / Maintenance)</i>	- 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) ²	- Project within or proximate to a PDA <i>(Potentially applicable to certain Federal funding sources)</i>

Geographic Equity ¹

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



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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)*



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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

