


## 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 \$164 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			FY 17/18	FY 18/19	FY 19/20	TOTAL
				FY 16/17						
<b>FEDERAL</b>										
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	\$ 15,075,000	\$ 15,075,000	\$ 105,525,000
<b>STATE</b>										
STIP	\$ 3,838,600	\$ 3,838,600	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 82,177,200
<b>LOCAL/REGIONAL</b>										
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	\$ 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	\$ 3,200,000	\$ 3,200,000	\$ 22,400,000
<b>2000 Measure B Revenue</b>	<b>\$ 114,600,000</b>	<b>\$ 116,892,000</b>	<b>\$ 119,229,840</b>	<b>\$ 121,614,437</b>	<b>\$ 124,046,726</b>	<b>\$ 126,527,660</b>	<b>\$ 129,058,213</b>	<b>\$ 131,569,700</b>	<b>\$ 134,081,187</b>	<b>\$ 851,968,876</b>
MB Programs (28.9%)	68,645,400	70,618,308	72,418,674	74,247,048	76,103,989	77,990,668	79,902,870	81,840,600	83,803,400	\$ 516,328,357
MB Capital Projects (80.2%)	45,954,600	46,273,692	47,811,166	48,767,389	49,742,737	50,737,992	51,752,344	52,787,100	53,838,000	\$ 341,639,519
<b>Vehicle Registration Fee Revenue</b>	<b>\$ 10,925,000</b>	<b>\$ 10,925,000</b>	<b>\$ 10,925,000</b>	<b>\$ 10,925,000</b>	<b>\$ 10,925,000</b>	<b>\$ 10,925,000</b>	<b>\$ 10,925,000</b>	<b>\$ 10,925,000</b>	<b>\$ 10,925,000</b>	<b>\$ 76,475,000</b>
VR 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	6,555,000	6,555,000	\$ 45,885,000
VR Discretionary (40%)	4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	4,370,000	\$ 30,590,000
<b>Subtotal Local/Regional</b>	<b>\$ 130,435,000</b>	<b>\$ 132,727,000</b>	<b>\$ 135,064,840</b>	<b>\$ 137,449,437</b>	<b>\$ 139,881,726</b>	<b>\$ 142,362,660</b>	<b>\$ 144,893,213</b>	<b>\$ 147,424,700</b>	<b>\$ 150,000,000</b>	<b>\$ 962,813,876</b>
<b>TOTAL</b>	<b>\$ 149,348,600</b>	<b>\$ 151,640,600</b>	<b>\$ 164,889,840</b>	<b>\$ 167,274,437</b>	<b>\$ 169,956,726</b>	<b>\$ 172,437,660</b>	<b>\$ 174,968,213</b>	<b>\$ 177,489,700</b>	<b>\$ 180,081,000</b>	<b>\$ 1,150,516,076</b>

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



# Pass-through & Discretionary Funds

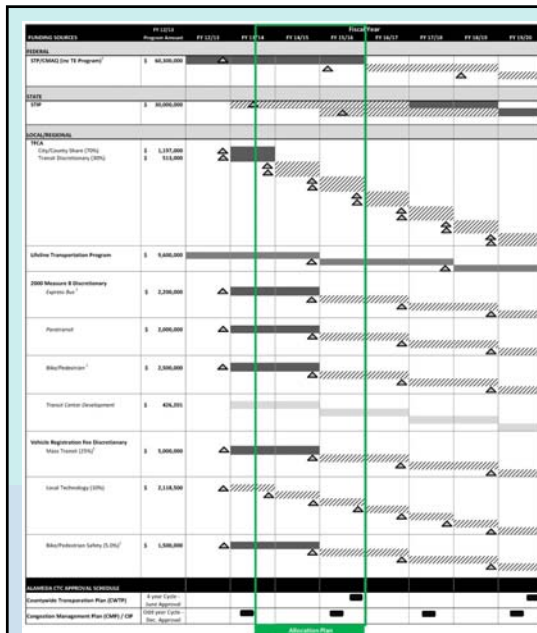
TABLE 1 Pass-through Funding Revenue

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	
<b>LOCAL/REGIONAL</b>								
<b>2000 Measure B</b>								
M8 Programs (19.7%)								
Local Streets and Roads (22.34%)	\$ 25,473,632	\$ 25,983,104	\$ 26,502,767	\$ 27,032,822	\$ 27,573,478	\$ 28,124,948	\$ 28,687,447	\$ 189,378,198
Mass Transit Services (21.22%)	\$ 24,196,529	\$ 24,680,460	\$ 25,174,069	\$ 25,677,551	\$ 26,191,102	\$ 26,714,924	\$ 27,249,222	\$ 179,883,856
Paratransit (0.62%)	\$ 10,285,235	\$ 10,490,940	\$ 10,700,750	\$ 10,914,774	\$ 11,133,070	\$ 11,355,731	\$ 11,582,846	\$ 76,463,355
Bike/Pedestrian Safety (1%)								
Bike/Pedestrian (2.75%)	\$ 4,276,013	\$ 4,361,533	\$ 4,448,763	\$ 4,537,739	\$ 4,628,493	\$ 4,721,043	\$ 4,815,485	\$ 31,789,089
Vehicle Registration Fee								
VMT Local Rd (80%)	\$ 6,555,000	\$ 6,555,000	\$ 6,555,000	\$ 6,555,000	\$ 6,555,000	\$ 6,555,000	\$ 6,555,000	\$ 49,885,000
<b>TOTAL</b>	<b>\$ 70,786,409</b>	<b>\$ 72,071,037</b>	<b>\$ 73,381,358</b>	<b>\$ 74,717,885</b>	<b>\$ 76,081,143</b>	<b>\$ 77,471,666</b>	<b>\$ 78,889,999</b>	<b>\$ 523,399,497</b>

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	
<b>Federal</b>								
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
<b>STATE</b>								
STP	\$ 3,818,600	\$ 3,818,600	\$ 3,818,600	\$ 3,818,600	\$ 3,818,600	\$ 3,818,600	\$ 3,818,600	\$ 27,729,200
<b>LOCAL/REGIONAL</b>								
<b>Transportation Fund for Clean Air</b>								
City/County Share (20%)	\$ 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 (20%)	\$ 513,000	\$ 513,000	\$ 513,000	\$ 513,000	\$ 513,000	\$ 513,000	\$ 513,000	\$ 3,591,000
<b>LifeLine Transportation Program</b>	<b>\$ 3,200,000</b>	<b>\$ 3,200,000</b>	<b>\$ 3,200,000</b>	<b>\$ 3,200,000</b>	<b>\$ 3,200,000</b>	<b>\$ 3,200,000</b>	<b>\$ 3,200,000</b>	<b>\$ 22,400,000</b>
<b>2000 Measure B</b>								
Express Bus (0.7%)	\$ 798,189	\$ 814,153	\$ 830,436	\$ 847,045	\$ 863,985	\$ 881,265	\$ 898,890	\$ 5,933,963
Paratransit (1.47%)	\$ 1,630,386	\$ 1,663,198	\$ 1,696,462	\$ 1,730,391	\$ 1,764,999	\$ 1,800,299	\$ 1,836,305	\$ 12,122,239
Bike/Pedestrian (1.23%)	\$ 1,425,338	\$ 1,453,884	\$ 1,482,921	\$ 1,512,580	\$ 1,542,821	\$ 1,573,688	\$ 1,605,162	\$ 10,596,363
Transit Center Development (0.18%)	\$ 216,651	\$ 220,984	\$ 225,404	\$ 229,912	\$ 234,510	\$ 239,201	\$ 243,985	\$ 1,610,647
Vehicle Registration Fee								
Mass Transit (25%)	\$ 2,731,250	\$ 2,731,250	\$ 2,731,250	\$ 2,731,250	\$ 2,731,250	\$ 2,731,250	\$ 2,731,250	\$ 19,118,750
Local Technology (20%)	\$ 1,092,500	\$ 1,092,500	\$ 1,092,500	\$ 1,092,500	\$ 1,092,500	\$ 1,092,500	\$ 1,092,500	\$ 7,647,500
Bike/Pedestrian Safety (5%)	\$ 546,250	\$ 546,250	\$ 546,250	\$ 546,250	\$ 546,250	\$ 546,250	\$ 546,250	\$ 3,823,750
<b>Subtotal Local/Regional</b>	<b>\$ 13,550,764</b>	<b>\$ 13,632,179</b>	<b>\$ 13,713,223</b>	<b>\$ 13,793,927</b>	<b>\$ 13,874,326</b>	<b>\$ 13,954,452</b>	<b>\$ 14,034,341</b>	<b>\$ 91,221,212</b>
<b>TOTAL</b>	<b>\$ 32,264,864</b>	<b>\$ 32,345,779</b>	<b>\$ 32,426,223</b>	<b>\$ 32,506,727</b>	<b>\$ 32,587,126</b>	<b>\$ 32,667,452</b>	<b>\$ 32,747,341</b>	<b>\$ 217,275,412</b>

\* Highlighted green 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 \$107.8 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	\$ 8.1
VRF	\$ 9.8
<b>Total</b>	<b>\$ 107.8</b>



## 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).



# Schedule / Next Steps

## CIP/PIP and the Allocation Plan Schedule

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

