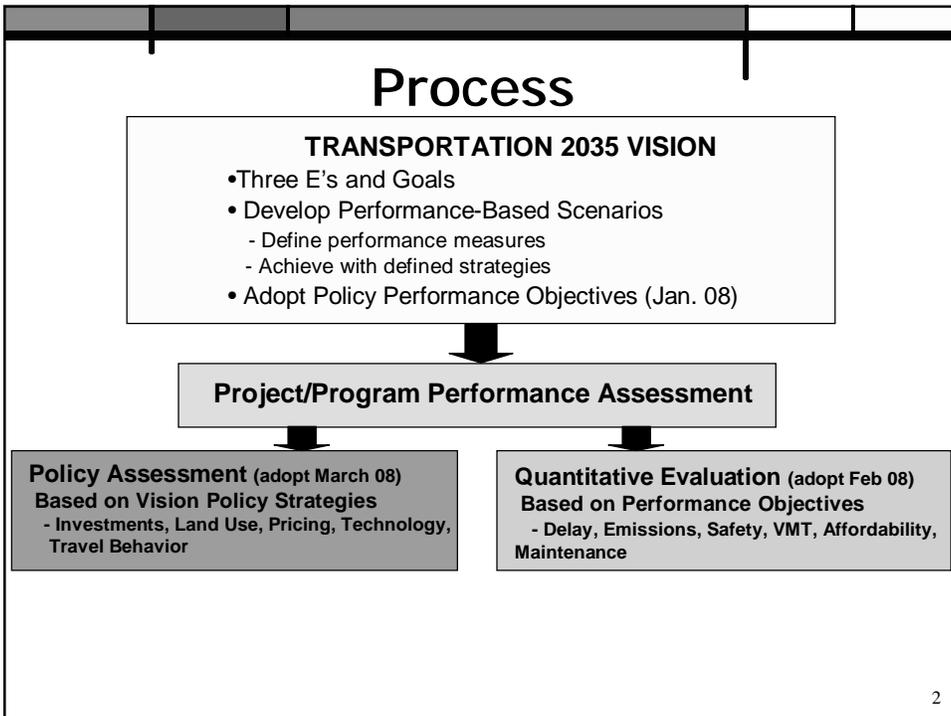


Project Assessment
Cost per
Low-Income Household Served
- Draft Results -

May 29, 2008



Quantitative Evaluation

- **Compare costs and benefits relative to Performance Objectives**
 - Reduce delay, emissions, collisions, VMT
 - Improve affordability and system maintenance
- **Identify outliers**
- **Focus on key investment decisions**
 - 75 higher-cost projects/programs evaluated (beyond committed)
 - Transit & roadway expansion and efficiency – regional travel model
 - Regional programs – alternative methods

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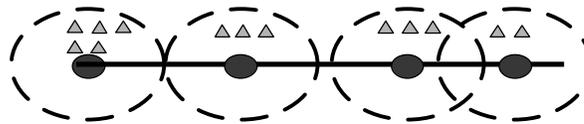
Performance Measures

- **Benefit-cost measure (monetized)**
 - Delay/travel time
 - Particulate and CO₂ emissions
 - Collisions
 - Direct user costs (vehicle operating or ownership)
- **Additional metrics**
 - Cost per VMT reduced
 - Trial Measure: Cost per low-income household served (transit only)
- **Annualized benefits & costs in year 2035**

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Cost per low-income household served

- Use survey data to estimate transit-using low-income households (based on geography)
- Apply to ABAG year 2035 population forecasts
- Draw ½ mile buffers around transit stops
- Estimate transit using low-income households
- Compare to cost



● Transit stop

△ Number of transit-using low-income households

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Draft Findings: Cost Per Low-Income Household Served*

Cost per low-income household served < \$1,000

Transit Efficiency

- AC Transit priority measures
- SF MTA transit priority measures

- Van Ness BRT
- Geary BRT

Transit Expansion: I-80 express bus

Cost per low-income household served \$1,000 to \$5,000

Transit Efficiency

- Marin County transit priority measures
- Geneva Harney BRT

Transit Expansion: SF historic streetcar

Cost per low-income household served \$5,000 to \$40,000

Transit Expansion

- Marin County transit
- I-680 express bus

- I-580 express bus
- Capital Corridor expansion

Higher than \$40,000: BART to Livermore (no low-income households within walking distance of proposed alignment)

* Transit-riding low-income households within ½ mile of stops

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Cost Per Low-Income Household Served

- **Background**
 - Trial measure for Equity
 - Transit projects only
 - Estimate low-income households in walking distance in 2035
 - Adjust for transit using households based on survey data
- **Observations**
 - Reasonable measure for frequent bus service
 - Overly simple to look at walking distance only
 - Drop-off and transit feeder service for rail (longer trips and less frequent service)
 - Seek refinements or alternative measures for future analyses

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