

PI BayArea Plan

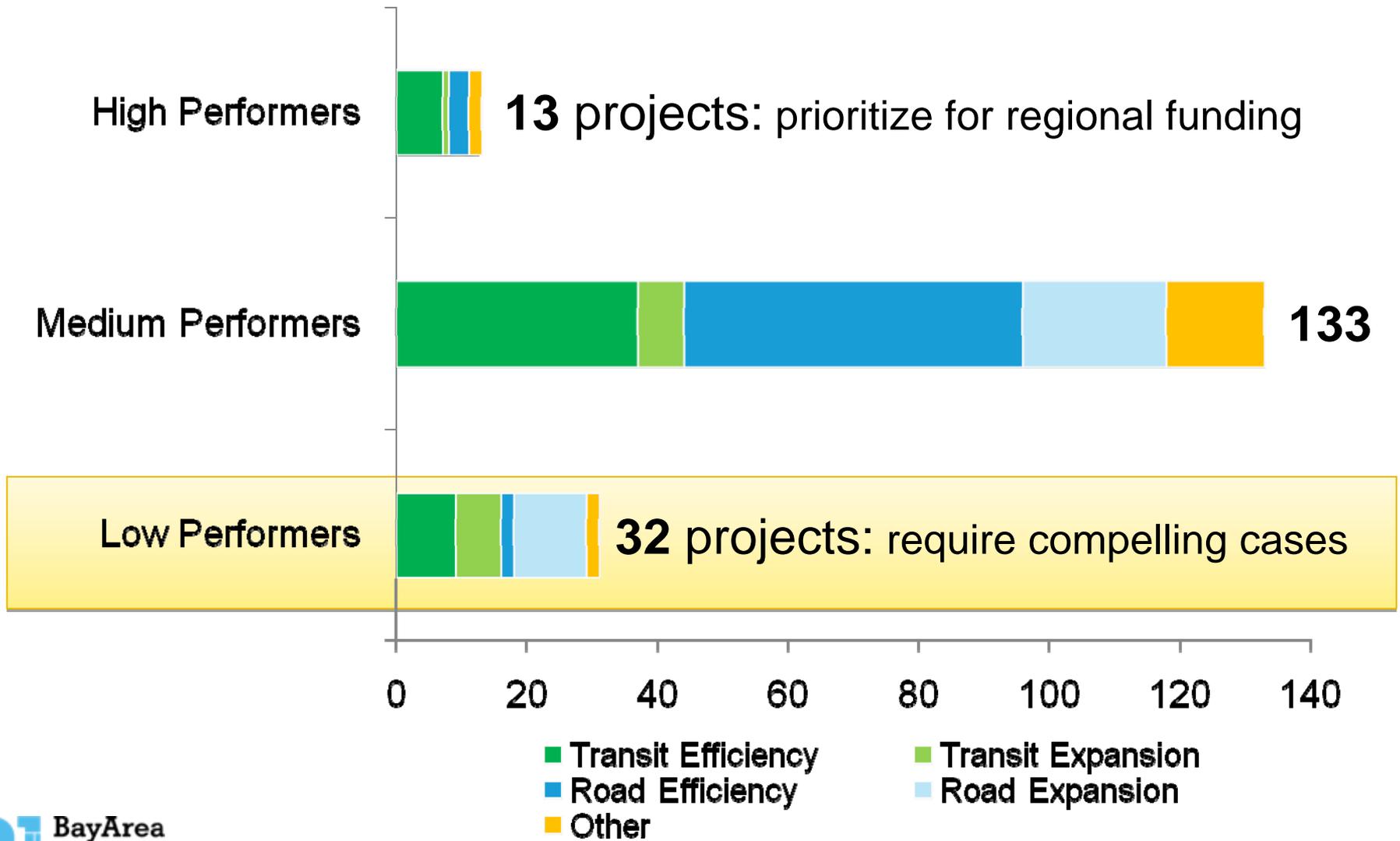
Compelling Cases for Low-Performing Projects

**MTC Planning Committee & ABAG Administrative Committee
April 13, 2012**

Connecting Project Performance to the Transportation Investment Strategy

- All uncommitted projects were evaluated in the Plan Bay Area Project Performance Assessment.
- Projects were evaluated on a level playing field, allowing for identification of outlier projects (high/low performers).
- The Commission approved the criteria for identifying high-performers and low-performers, as well as the criteria for a compelling case, in February.
- **Low-performing projects must make a compelling case and have a full funding plan to be included in Plan Bay Area.**

Project Performance – Identifying Outliers



Adopted Compelling Case Criteria

A compelling case may be made for a project if it supports one or more of the criteria listed below:

CATEGORY 1	CATEGORY 2
Benefits Not Captured by the Travel Model	Federal Requirements
<ul style="list-style-type: none">a) interregional or recreational corridorb) provides access to international airportsc) project benefits accrue from reductions in weaving, transit vehicle crowding, or other travel behaviors not well represented in the travel modeld) enhances system performance based on complementary new funded investments	<ul style="list-style-type: none">a) cost-effective means of reducing CO₂, PM, or ozone precursor emissionsb) improves transportation mobility/reduces air toxics and PM emissions in communities of concern

Not Subject to Compelling Case Process

8 Projects Re-scoped to Include Only Environmental Phase* or Right-of-Way Acquisition

Low-Performing Project	Phase Included in Plan Bay Area
ACE Service Expansion	Right-of-Way ONLY
Dumbarton Rail	Environmental ONLY
SMART (Phase 3: Extension from Windsor to Cloverdale)	Environmental ONLY
Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Environmental ONLY
Petaluma Cross-Town Connector/Interchange	Environmental ONLY
SR-239 Expressway Construction (Brentwood to Tracy)	Environmental ONLY
Whipple Road Widening (Mission Boulevard to I-880)	Environmental ONLY
US-101 Widening (Gilroy to San Benito County line)**	Environmental ONLY

* = defined as work on environmental studies and preliminary engineering

** = revision since mailout of joint Planning Committee packet

Not Subject to Compelling Case Process

3 Projects Shifted to be Fully Funded with Local Sales Taxes or Toll Revenue → Meets Committed Policy

Subject to Policy Board Approval

Low-Performing Project	Funding Plan
Pacheco Boulevard Widening (in Martinez)	100% LOCAL SALES TAX FUNDED
Vasona Light Rail Extension (Phase 2)	100% LOCAL SALES TAX FUNDED
New SR-152 Alignment	100% TOLL REVENUE FUNDED*

* = contingent on funding availability for environmental phase

12 Projects Not Pursued by Sponsors

Low-Performing Project

EV Solar Installation [BAAQMD program]

Golden Gate Bus Service Frequency Improvements

Monterey Highway BRT

BART to Livermore (Phase 2)

Downtown East Valley (Phase 2: LRT)

Sunnyvale-Cupertino BRT

Capitol Expressway Light Rail Extension (Phase 3: to Nieman)

SR-116 Widening & Rehabilitation (Elphick Road to Redwood Drive)

SR-4 Widening (Marsh Creek Road to San Joaquin County line)

SR-4 Bypass Completion (SR-160 to Walnut Avenue)

SR-12 Widening (Walters Road to Sacramento County line)

SR-4 Upgrade to Full Freeway (Phase 2: Cummings Skyway to I-80)

Staff Recommendation: Include in Plan Bay Area

Low-Performing Project	Project Cost*	Compelling Case?	Full Funding Plan?
Lifeline Transportation Program	\$809 million	Serves communities of concern (2B)	Yes
Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	\$294 million	Serves communities of concern (2B)	Yes
SR-84/I-680 Interchange Improvements + SR-84 Widening	\$277 million	Cost-effective CO ₂ reduction (2A)	Yes
Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	\$231 million	Serves communities of concern (2B)	Yes
SMART (Phase 2: Extensions to Larkspur & Windsor + Pathway)	\$100 million	Revised scope and reduced costs lead to B/C ratio > 1	Yes
Sonoma Countywide Bus Service Frequency Improvements	\$81 million	Serves communities of concern (2B)	Yes
Marin Countywide Bus Service Frequency Improvements	\$75 million	Serves communities of concern (2B)	Yes
Historic Streetcar Expansion Program (in San Francisco)	\$69 million	Recreational trips (1A) & transit vehicle crowding (1C)	Yes
Farmers Lane Extension (in Santa Rosa)	\$56 million	Serves communities of concern (2B)	Yes

TOTAL OF 9 PROJECTS

\$2.0 billion

* = in YOE dollars

Next Steps

- **For low-performing projects approved for inclusion in Plan Bay Area:**
 - MTC staff will incorporate these projects into the preferred scenario, assuming local/regional agreement for a full funding plan for each project.
- **For low-performing projects not approved for inclusion in Plan Bay Area:**
 - The relevant CMA can drop the project and determine how to re-allocate funds to other local or regional priorities.
 - The project sponsor may request to include an environmental study phase for the project.
 - The project sponsor/CMA can elect to fully fund the project with local sources, subject to Board approval.