

April 6, 2016

Contra Costa Transportation Authority
Attn: TEP Chairman Don Tatzin

RE: Draft Transportation Expenditure Plan (TEP)

Dear Chairman Tatzin,

We are concerned about lack of vision, goals or clarity in the development of a new ½ cent transportation sales tax in Contra Costa. This lack of focus and direction have made it difficult, if not impossible, for the Authority Board, the cities, the stakeholders, or the EPAC to achieve consensus on the creation of a Transportation Expenditure Plan (TEP).

We have been representing a diverse coalition that is a cross-section of the community that is supported by tens of thousands of residents of Contra Costa County. We have been participating faithfully in CCTA's process to develop the Countywide Transportation Plan (CTP) and a new TEP, taking advantage of every opportunity for public participation, and spending hundreds of collective hours to provide thoughtful responses and input to CCTA, RTPCs, and the public. We very much are in favor of creating a measure that can and will be approved by the county's voters this November.

However, we believe that this measure must go well beyond "business as usual." A new TEP must make a significant contribution to reduce VMT and GHGs, creating vibrant, livable communities, and help to protect our community's farms, rangelands, watersheds and open spaces. The State of California's transportation and land use policy framework, as well as the Bay Area's Regional Transportation Plan / Sustainable Communities Strategy provide clear direction on how to achieve these goals. The current CCTA TEP v2.2 is going down the wrong path for Contra Costa County, the Bay Area region, and the State of California.

We provide the following TEP allocations and rationale for our policy and funding recommendations. This is reflective of funding the priorities in our **Community Vision and Transformative Policy** document.

FUNDING ALLOCATION

We are recommending a series of changes to the funding allocations presented in the draft TEP.

SUB-EPAC PROPOSED FUNDING ALLOCATION		
Funding category	\$ millions	%
Local Streets Maintenance and Improvements (5% dedicated to infill incentives)	\$ 538.00	23.0%
Major Streets and Complete Streets Project Grants	\$ 200.00	8.6%
BART Capacity and Access Improvements	\$ 400.00	17.1%
East County High Performance Corridor (Express Bus from Antioch E-BART/Brentwood to Tri-Valley Transit stations; Goods movement by rail; safety improvements)	\$ 100.00	4.3%
West County High Performance Corridor (Transit improvements along I-80; interchange improvements)	\$ 110.00	4.7%
South County High Performance Corridor (680 Express Bus from West Dublin/Pleasanton BART to Martinez)	\$ 150.00	6.4%

Central County High Performance Corridor (including 680 Express Bus from West Dublin/Pleasanton BART to Martinez (approx. \$75 million); I-680/SR 4 interchange improvements)	\$ 150.00	6.4%
Advance Mitigation Program (6% of entire measure)	To be calculated	
Bus and Other Non-Rail Transit Enhancements	\$ 300.00	12.8%
Transportation for Seniors and People with Disabilities	\$ 117.00	5.0%
Safe Transportation for Children	\$ 46.00	2.0%
Pedestrian, Bicycle and Trail Facilities	\$ 117.00	5.0%
Community Development Investment Grant Program	\$ 69.00	2.9%
Innovative Transportation Technology / Connected Communities Grant Program	\$ 14.03	0.6%
Transportation Planning, Facilities & Services	\$ 29.70	1.3%
Administration	\$ 23.40	1.0%

Add Infill Incentives to Local Streets and Roads

If Contra Costa County hopes to achieve the widely publicized benefits of building new homes near existing transportation infrastructure – including convenient commutes, cost-effective transit, and environmental benefits – it must take seriously its commitment to infill development.

To demonstrate this commitment, the TEP will allocate 5 percent of the measure to address transportation impacts in communities that are undertaking new infill development. CCTA will allocate these funds on a rolling three-year average of the number of housing units permitted within each jurisdiction. Each unit of infill housing will be rewarded with corresponding increments of local streets and road maintenance funds. In addition, units that fall into the following categories will be given additional weight:

- Affordable units to very-low to low income families (2x base allocation)
- Located within ½-mile of quality transit (2x base allocation)
- Multi-family units with parking ratios of 1:1 or less (1.5x base allocation)

Allocations will be made annually and qualified jurisdictions may spend the proceeds on any eligible transportation project or program.

Revise Community Development Incentive Grant Program

Some jurisdictions may find it difficult to develop infill housing based on certain market conditions, while other jurisdictions may need exemplary projects — such as enhanced transportation infrastructure to reduce traffic concerns — to achieve community support for new infill development. Likewise, some jurisdictions may want to attract quality jobs that help to address a jobs-housing imbalance and reduce congestion throughout the county. Therefore, we recommend that the CDI Grant Program fund infrastructure that supports specific infill development projects near existing transit and transportation networks. Priority shall be given to projects that provide affordable homes for low- and/or very low-income people, leverage California Affordable Housing and Sustainable Communities Program resources, and/or improve the jobs-housing balance within sub-regions by increasing quality job density that can be accessible by transit.

Projects will compete countywide. CCTA will develop the grant criteria and scoring system with input from the sub-regions and public advisory committee.

High Performance Corridor Improvements

There is broad support for a measure that facilitates enhanced transit connectivity along important corridors in Contra Costa County. CCTA must now operate within the new era of transportation funding as shaped by CalTrans' new framework, including the California Transportation Plan 2040. This new state approach has correctly identified that highway expansions are counterproductive to solving our complex transportation issues, especially with severely constrained financial resources.

Contra Costa now has a great opportunity to shape our entire transportation system to meet this challenge head on. By adding transit ridership to our existing highway system, we can make it function better, reduce congestion, and broadly serve commuters/residents/workers in the county.

Much of the current corridor studies have pointed to the express bus model as best serving residents in each part of the county. This will help to alleviate traffic and feed the BART transit system so that ridership can increase on a variety of modes other than single-occupant vehicles. As an example, our TEP recommendation for the 680 corridor is to have express bus service from Martinez Amtrak to the West Dublin/Pleasanton BART station. This provides for enhanced bus service throughout the entire Central/South County Corridor, closes gaps in service, and makes BART stations more accessible to transit riders throughout the county.

This is a more complete package that gives commuters and transit-dependent riders competitive options. This high performance corridor approach creates transit options that are more viable and dependable.

Make the Performance Criteria Count

Voters want assurances that limited transportation funds will be spent on projects that address their highest priorities. For some communities, that may be enhanced transit or safer bike and pedestrian lanes. In other cities, the most critical need may be access to jobs or safer streets and roads. The local needs must also account for mandates to reduce greenhouse gas emissions and state directives to invest within the existing transportation system. Voters deserve to have both.

The draft TEP already incorporates 10 broad performance criteria that will be used to evaluate the expenditure plan's investments: (1) reduce per capita CO2 by 15 percent; (2) house 100 percent of the region's population; (3) reduce exposure to particulate emissions; (4) reduce injuries and fatalities from collisions; (5) increase walking and biking; (6) maintain the Urban Limit Line; (7) reduce percentage of housing and transportation costs for low income households; (8) increase gross regional product; (9) reduce vehicle miles traveled; and (10) maintain the system in a state of good repair.

However, the TEP also describes the performance review (page 29 of 30, Item No. 14) as informational and states that the findings cannot be used to restrict the ability of a jurisdiction to allocate funding to a project. We propose the following compromise: CCTA, with input from sub-regions and the public advisory committee, will develop a scoring system based on the 10 performance criteria. All RAMP-eligible projects and those within the Major Streets and Complete Streets category will be subject to a competitive performance review process.

Sub-regions would still be free to allocate funds as they see fit but CCTA will adjust the eligible dollar amounts based on the project's performance score. High-scoring projects will receive full allocations. Low scoring projects will be required to provide 50 percent to 100 percent local funding, depending on the score.

Applicants with low-scoring projects will be encouraged to modify their plans in such a way to increase the scores to achieve better projects and reduce the potential for sprawl-inducing projects. CCTA will develop the grant criteria and scoring system with input from the sub-regions and public advisory committee.

Revise Major Streets and Complete Streets Project Grants

The current draft TEP contemplates awarding funds from this category based on existing project requests and unequal sub-regional project submissions. We recommend CCTA allocate the funds in the four regions based on CCTA's geographic and population distribution formula; establish a competitive grant cycle and award the funds based on the performance criteria described above. We also support the language in the Major Streets Complete Streets Program version 2.2 released to the CCTA Board on March 16, 2016, with the pilot program requiring protected bike lanes.

Increase Pedestrian, Bicycle & Trail Facilities

Many communities throughout California are dedicating between 5 to 10 percent of their transportation sales tax measure proceeds to pedestrian, bicycle and trail facilities. We believe Contra Costa County should do the same. Local streets and roads funds are inadequate to build modern bikeways or add sidewalks where needed, especially with dwindling state gas tax revenues. Additional dedicated funding is needed to complete and maintain a trail network and improve walking and bicycling throughout the county.

Increase Senior/Disabilities Funding

We support increased funding for transportation for seniors and those with disabilities. This will ensure that Contra Costa County can provide accessible transportation options for people of all abilities and ages, especially as demographic changes occur and more residents of the county choose to age in place. We also strongly support the full funding and implementation of a mobility management system that will ensure that these services are delivered in the best way possible across the entire county and to connections throughout the region.

Increase BART and Bus Transit Funding

We support \$400 million for BART that will ensure access improvements at stations throughout the county, which polls well with voters. This includes the \$300 million that is being negotiated between CCTA and BART.

We also support \$300 million for capital and operating costs for bus and non-rail transit that relieves congestion, provides commute alternatives, serves transit-dependent residents, reduces pollutant emissions, supports infill housing and employment, demonstrates innovative approaches, and/or improves service effectiveness and efficiency.

In order to ensure the most beneficial use of these funds, CCTA should prepare a Countywide Transit Strategic Plan that identifies goals, strategies and metrics, and should allocate transit funds to the projects, services and providers in accordance with the plan. High priority should be given to achieving 15-minute headways in high-ridership travel corridors. Because the transit needs of county residents, as well as transportation technology

and means of servicing transit needs, will evolve over time, CCTA should update its strategic plan and re-evaluate its allocations on a regular cycle.

Strengthen the Urban Limit Line & Growth Management Program

Contra Costa County's Urban Limit Line (ULL) and Growth Management Program (GMP) are popular with voters and must be enhanced as part of the new measure.

We recommend that CCTA remove the 30-acre exemption policy for all jurisdictions in Contra Costa. The policy has not proven useful and removing it will provide clarity for all stakeholders and provide direction for focusing development within the ULL.

Protecting Contra Costa County's farms and rangelands is a high priority for county voters and for consumers around the region. To build on previous efforts in Contra Costa County, namely the City of Brentwood, all jurisdictions with agricultural land within their planning area, including rangelands, must adopt a model **Agricultural Protection Ordinance**, with the intent to permanently preserve farms and rangelands and mitigate for impacts and the loss of those lands. Applicable jurisdictions will be required to adopt Agricultural Protection Ordinances to receive Return to Source funding as part of an amended Growth Management Checklist. In addition, any loss of farmland outside of the current boundaries of the ULL should be required to be mitigated through permanent protection of farmland in Contra Costa at a rate of three acres preserved for every acre lost.

We also recommend that smart planning policies be considered in the checklist for public information as affirmed by the CCTA board. This will help to provide consistency between jurisdictions and reduce land use conflicts. These policies include: a) Hillside development ordinance b) Ridgeline protection ordinance c) Open space system with major ridgelines defined d) Protection of wildlife corridors e) Plan to conserve buffers around open space and agriculture f) Prohibitions on culverting blue-line creeks for anything more than road crossings in the shortest length possible g) No development of major subdivisions, urban development, or urban services allowed in non-urban Priority Conservation Areas.

Support RAMP

The Advanced Mitigation Program is a win-win solution for Contra Costa County. It saves time for project delivery. It is cost-effective. And it also ensures the proactive and strategic conservation of species, habitats (including watershed protection), as well as farms and rangelands, impacted by publicly subsidized transportation projects. We support CCTA staff implementing the TNC/MTC RAMP pilot program in Contra Costa County with the additional inclusion of agricultural mitigations, recognizing that transportation and development projects may significantly impact these lands and they are otherwise unprotected by state and federal policy.

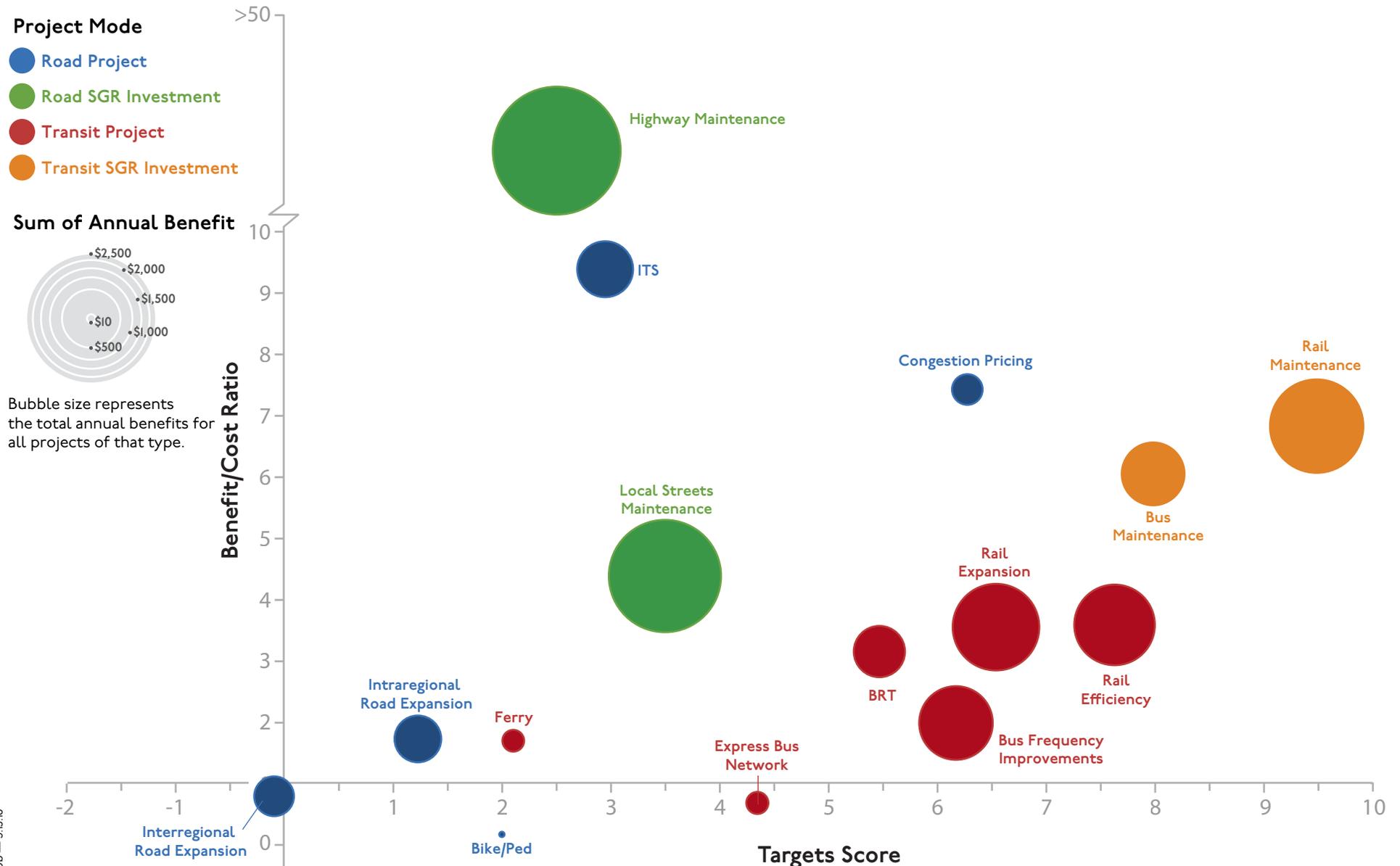
Sincerely yours,

Ron Brown, Save Mount Diablo, Retired Executive Director

Joel Devalcourt, Greenbelt Alliance, East Bay Regional Representative

Dave Campbell, Bike East Bay, Advocacy Director

Project Performance Assessment: Overall Draft Results by Project Type



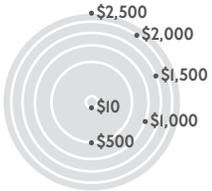
Project assessment of all express lane investments is not yet complete and therefore is not reflected on this chart; these projects will be added when evaluation is complete in April 2016. State of good repair (SGR) investment bubbles on this chart reflect the evaluation of preserve conditions vs. no funding.

Project Performance Assessment: Draft Results for Road Projects

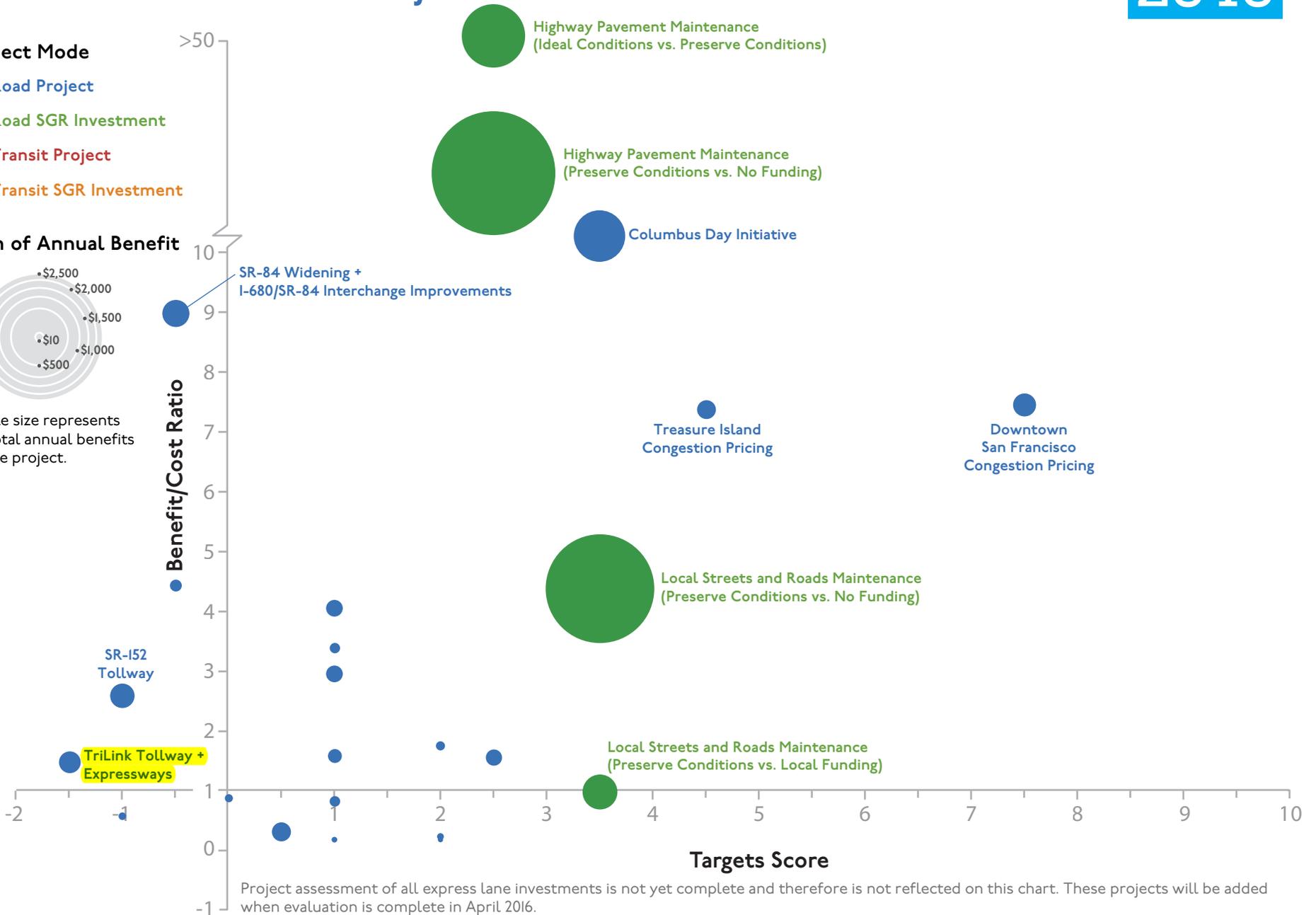
Project Mode

- Road Project
- Road SGR Investment
- Transit Project
- Transit SGR Investment

Sum of Annual Benefit



Bubble size represents the total annual benefits for the project.



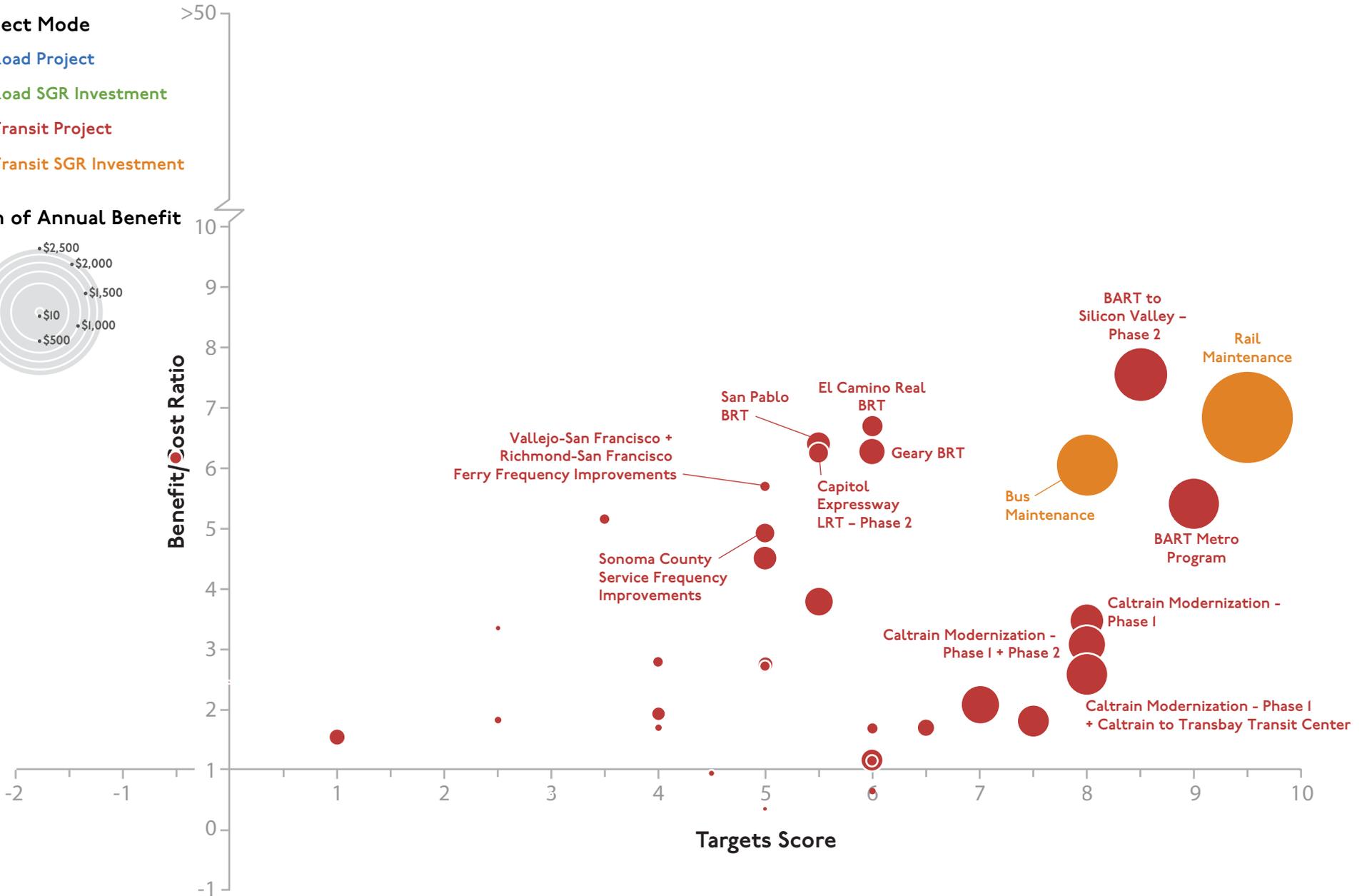
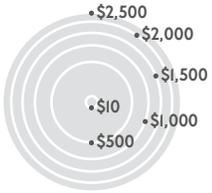
Project assessment of all express lane investments is not yet complete and therefore is not reflected on this chart. These projects will be added when evaluation is complete in April 2016.

Project Performance Assessment: Draft Results for Transit Projects

Project Mode

- Road Project
- Road SGR Investment
- Transit Project
- Transit SGR Investment

Sum of Annual Benefit



ROW	ID	PROJECT NAME	LOCATION (COUNTY)	PROJECT TYPE	ANNUAL BENEFIT	ANNUAL COST	B/C RATIO	TARGETS SCORE
1	1503	Highway Pavement Maintenance (Ideal Conditions vs. Preserve Conditions)	Multi-County	Highway Maintenance	\$638	(\$1)	>50	2.5
2	1502	Highway Pavement Maintenance (Preserve Conditions vs. No Funding)	Multi-County	Highway Maintenance	\$2,433	\$144	17	2.5
3	1301	Columbus Day Initiative	Multi-County	ITS	\$421	\$38	11	3.5
4	209	SR-84 Widening + I-680/SR-84 Interchange Improvements (Livermore to I-680)	Alameda	Intraregional Road Expansion	\$116	\$13	9	-0.5
5	501	BART to Silicon Valley – Phase 2 (Berryessa to Santa Clara)	Santa Clara	Rail Expansion	\$472	\$62	8	8.5
6	306	Downtown San Francisco Congestion Pricing (Toll + Transit Improvements)	Multi-County	Congestion Pricing	\$84	\$11	7	7.5
7	302	Treasure Island Congestion Pricing (Toll + Transit Improvements)	San Francisco	Congestion Pricing	\$56	\$8	7	4.5
8	1651	Public Transit Maintenance - Rail Operators (Preserve Conditions vs. No Funding)	Multi-County	Rail Maintenance	\$1,351	\$198	7	9.5
9	506	El Camino Real BRT (Palo Alto to San Jose)	Santa Clara	BRT	\$85	\$13	7	6.0
10	207	San Pablo BRT (San Pablo to Oakland)	Multi-County	BRT	\$106	\$16	6	5.5
11	301	Geary BRT	San Francisco	BRT	\$124	\$20	6	6.0
12	505	Capitol Expressway LRT – Phase 2 (Alum Rock to Eastridge)	Santa Clara	Rail Expansion	\$77	\$12	6	5.5
13	518	ACE Alviso Double-Tracking	Santa Clara	Rail Efficiency	\$36	\$6	6	-0.5
14	1650	Public Transit Maintenance - Bus Operators (Preserve Conditions vs. No Funding)	Multi-County	Bus Maintenance	\$623	\$103	6	8.0
15	1203	Vallejo-San Francisco + Richmond-San Francisco Ferry Frequency Improvements	Multi-County	Ferry	\$29	\$5	6	5.0
16	1001	BART Metro Program (Service Frequency Increase + Bay Fair Operational Improvements + SFO Airport Express Train)	Multi-County	Rail Efficiency	\$430	\$80	5	9.0
17	203	Irvington BART Infill Station	Alameda	Rail Efficiency	\$30	\$6	5	3.5
18	903	Sonoma County Service Frequency Improvements	Sonoma	Bus Frequency Improvements	\$75	\$15	5	5.0
19	523	VTA Service Frequency Improvements (15-Minute Frequencies)	Santa Clara	Bus Frequency Improvements	\$103	\$23	4	5.0
20	211	SR-262 Widening (I-680 to I-880)	Alameda	Intraregional Road Expansion	\$22	\$5	4	-0.5
21	1403	Local Streets and Roads Maintenance (Preserve Conditions vs. No Funding)	Multi-County	Local Streets Maintenance	\$1,875	\$428	4	3.5
22	210	I-580 ITS Improvements	Alameda	ITS	\$44	\$11	4	1.0
23	504	Stevens Creek LRT	Santa Clara	Rail Expansion	\$144	\$38	4	5.5
24	1101	Caltrain Modernization - Phase 1 (Electrification + Service Frequency Increase)	Multi-County	Rail Efficiency	\$195	\$56	3	8.0
25	605	Jepson Parkway (Fairfield to Vacaville)	Solano	Intraregional Road Expansion	\$17	\$5	3	1.0
26	1202	Oakland-Alameda-San Francisco Ferry Frequency Improvements	Multi-County	Ferry	\$16	\$5	3	2.5

ROW	ID	PROJECT NAME	LOCATION (COUNTY)	PROJECT TYPE	ANNUAL BENEFIT	ANNUAL COST	B/C RATIO	TARGETS SCORE
27	1102	Caltrain Modernization - Phase 1 + Phase 2 (Electrification + Service Frequency Increase + Capacity Expansion)	Multi-County	Rail Efficiency	\$236	\$77	3	8.0
28	411	SR-4 Auxiliary Lanes - Phases 1 + 2 (Concord to Pittsburg)	Contra Costa	Intraregional Road Expansion	\$44	\$15	3	1.0
29	507	Vasona LRT – Phase 2 (Winchester to Vasona Junction)	Santa Clara	Rail Expansion	\$30	\$11	3	4.0
30	515	Tasman West LRT Realignment (Fair Oaks to Mountain View)	Santa Clara	Rail Expansion	\$48	\$18	3	5.0
31	517	Stevens Creek BRT	Santa Clara	BRT	\$29	\$11	3	5.0
32	503	SR-152 Tollway (Gilroy to Los Banos)	Santa Clara	Interregional Road Expansion	\$95	\$37	3	-1.0
33	307	Caltrain Modernization - Phase 1 (Electrification + Service Frequency Increase) + Caltrain to Transbay Transit Center	Multi-County	Rail Expansion	\$290	\$113	3	8.0
34	1206	Alameda Point-San Francisco Ferry	Multi-County	Ferry	\$12	\$5	2	0.0
35	1204	Berkeley-San Francisco Ferry	Multi-County	Ferry	\$10	\$4	2	3.0
36	206	AC Transit Service Frequency Improvements	Multi-County	Bus Frequency Improvements	\$248	\$120	2	7.0
37	513	North Bayshore LRT (NASA/Bayshore to Google)	Santa Clara	Rail Expansion	\$42	\$22	2	4.0
38	604	Solano County Express Bus Network	Multi-County	Express Bus Network	\$21	\$12	2	2.5
39	522	VTA Service Frequency Improvements (10-Minute Frequencies)	Santa Clara	Bus Frequency Improvements	\$177	\$99	2	7.5
40	407	SR-4 Auxiliary Lanes - Phase 1 (Concord to Pittsburg)	Contra Costa	Intraregional Road Expansion	\$13	\$8	2	2.0
41	402	eBART – Phase 2 (Antioch to Brentwood)	Contra Costa	Rail Expansion	\$21	\$12	2	4.0
42	311	Muni Forward Program	San Francisco	Bus Frequency Improvements	\$60	\$36	2	6.5
43	331	Better Market Street	San Francisco	BRT	\$32	\$19	2	6.0
44	901	US-101 Marin-Sonoma Narrows HOV Lanes – Phase 2	Multi-County	Intraregional Road Expansion	\$31	\$19	2	1.0
45	409	I-680/SR-4 Interchange Improvements + HOV Direct Connector	Contra Costa	Intraregional Road Expansion	\$42	\$27	2	2.5
46	103	El Camino Real Rapid Bus (Daly City to Palo Alto)	San Mateo	Bus Frequency Improvements	\$54	\$36	2	1.0
47	401	TriLink Tollway + Expressways (Brentwood to Tracy/Altamont Pass)	Multi-County	Interregional Road Expansion	\$75	\$51	1	-1.5
48	801	Golden Gate Transit Frequency Improvements	Multi-County	Express Bus Network	\$11	\$8	1	4.5
49	313	Muni Service Frequency Improvements	San Francisco	Bus Frequency Improvements	\$89	\$79	1	6.0
50	312	19th Avenue Subway (West Portal to Parkmerced)	San Francisco	Rail Efficiency	\$30	\$27	1	6.0
51	1413	Local Streets and Roads Maintenance (Preserve Conditions vs. Local Funding)	Multi-County	Local Streets Maintenance	\$194	\$198	1	3.5
52	516	VTA Express Bus Frequency Improvements	Santa Clara	Express Bus Network	\$18	\$19	0.9	4.5

ROW	ID	PROJECT NAME	LOCATION (COUNTY)	PROJECT TYPE	ANNUAL BENEFIT	ANNUAL COST	B/C RATIO	TARGETS SCORE
53	202	East-West Connector (Fremont to Union City)	Alameda	Intraregional Road Expansion	\$10	\$12	0.9	0.0
54	406	I-680/SR-4 Interchange Improvements	Contra Costa	Intraregional Road Expansion	\$18	\$22	0.8	1.0
55	304	Southeast Waterfront Transportation Improvements (Hunters Point Transit Center + New Express Bus Services)	San Francisco	Express Bus Network	\$16	\$27	0.6	6.0
56	410	Antioch-Martinez-Hercules-San Francisco Ferry	Multi-County	Ferry	\$9	\$16	0.6	1.5
57	403	I-680 Express Bus Frequency Improvements	Multi-County	Express Bus Network	\$12	\$21	0.6	3.0
58	404	SR-4 Widening (Antioch to Discovery Bay)	Contra Costa	Interregional Road Expansion	\$9	\$17	0.5	-1.0
59	510	Downtown San Jose Subway (Japantown to Convention Center)	Santa Clara	Rail Efficiency	\$10	\$18	0.5	5.5
60	308	San Francisco Express Bus Network	Multi-County	Express Bus Network	\$5	\$14	0.3	4.0
61	104	Geneva-Harney BRT + Corridor Improvements	Multi-County	BRT	\$15	\$46	0.3	5.0
62	508	SR-17 Tollway + Santa Cruz LRT (Los Gatos to Santa Cruz)	Santa Clara	Interregional Road Expansion	\$57	\$200	0.3	0.5
63	519	Lawrence Freeway	Santa Clara	Intraregional Road Expansion	\$7	\$34	0.2	2.0
64	204	Broadway Streetcar	Alameda	Rail Expansion	\$2	\$14	0.2	2.5
65	601	I-80/I-680/SR-12 Interchange Improvements	Solano	Intraregional Road Expansion	\$5	\$32	0.2	1.0
66	1304	Bay Bridge West Span Bike Path	San Francisco	Bike/Ped	\$4	\$30	0.1	2.0
67	905	SMART – Phase 3 (Santa Rosa Airport to Cloverdale)	Sonoma	Rail Expansion	\$0	\$12	0	4.0
68	1201	San Francisco-Redwood City + Oakland-Redwood City Ferry	Multi-County	Ferry	\$0	\$8	0	2.0
69	205_15	Express Bus Bay Bridge Contraflow Lane	Multi-County	Express Bus Network	\$0	\$10	0	5.0
70	1407	Local Streets and Roads Maintenance (Ideal Conditions vs. Preserve Conditions)	Multi-County	Local Streets Maintenance	TBD	TBD	TBD	3.5
71	102	US-101 HOV Lanes (San Francisco + San Mateo Counties)	Multi-County	Express Lanes	TBD	TBD	TBD	0.5
72	201	ACTC Express Lane Network	Alameda	Express Lanes	TBD	TBD	TBD	1.5
73	101	US-101 Express Lanes (San Francisco + San Mateo Counties)	Multi-County	Express Lanes	TBD	TBD	TBD	0.0
74	502	VTA Express Lane Network	Santa Clara	Express Lanes	TBD	TBD	TBD	3.0
75	1302	MTC Express Lane Network	Multi-County	Express Lanes	TBD	TBD	TBD	2.5
76	1305	Managed Lanes Implementation Plan	Multi-County	Express Lanes	TBD	TBD	TBD	6.0

all benefits and costs are in millions of 2017 dollars

Attachment C: Identifying Projects Subject to Evaluation

Projects Subject to Evaluation

Committed projects and programs, as defined by MTC Resolution No. 4182 in April 2015, are not subject to project performance assessment. Of the uncommitted projects submitted in the Call for Projects by the September 2015 deadline, MTC staff evaluated projects that met the following criteria:

1. The project impacts can be evaluated with the regional travel demand model.
2. The total project costs are at least \$100 million (as measured in 2017 dollars).

Examples of projects that were evaluated:

- New/enhanced transit service, including travel time savings of rapid bus or bus rapid transit (BRT) infrastructure
- Freeway-to-freeway interchanges
- Freeway widenings, including HOV lanes & auxiliary lanes
- Capacity-increasing improvements to state highways and major arterials
- State of good repair investments for state highways and local streets & roads
- State of good repair investments for public transit systems

Examples of projects that were not evaluated even if met the cost threshold:

- Intersection improvements or other non-capacity-increasing improvements
- Freeway-to-freeway interchanges that do not include mainline widening
- Local interchanges
- Transit center improvements and parking expansion
- Transit projects that increase capacity within trains and on platforms but that do not result in increased frequency or travel time improvements
- Grade separations

Unlike Plan Bay Area 2013, staff **did not** evaluate uncommitted regional programs for Plan Bay Area 2040. These programs will be considered during the investment strategy separately from the performance assessment. Staff also **did not** evaluate any project with total costs less than \$100 million. These projects will be prioritized by Congestion Management Agencies, subject to fiscal constraint.

Per this evaluation criteria, all committed projects and projects that are currently under construction are exempt from the project performance evaluation for Plan Bay Area 2040. A list of major capacity increasing projects that we are not evaluating is included in **Table C-1** on the following page. A full accounting of which projects were assessed in Plan Bay Area and that are no longer subject to the evaluation will be provided as an online resource (see Attachment D).

Table C-1: Committed Capacity-Increasing Projects (*exempt from performance assessment*)

Committed Category	Project Name	Notes
Analyzed in PBA and committed in PBA40	SR-4 Bypass (Antioch to Brentwood)	Now has full funding - reclassified as committed.
	East Bay BRT (Oakland to San Leandro)	Now has EIR/EIS + full funding - reclassified as committed.
	Van Ness BRT	Now has EIR/EIS + full funding - reclassified as committed.
	Dumbarton Express Bus Frequency Improvements	Now has full funding - reclassified as committed.
	Richmond-San Francisco Ferry	Now has full funding - reclassified as committed.
	SMART – Phase 2 (San Rafael to Larkspur)	Now has full funding - reclassified as committed.
Committed in PBA & PBA40	SR-4 Widening (Pittsburg to Antioch)	
	Central Subway (Caltrain to Chinatown)	
	BART to Silicon Valley – Phase 1 (South Fremont/Warm Springs to Berryessa)	
	eBART – Phase 1 (Pittsburg/Bay Point to Antioch)	Project renaming reflects existence of Phase 2 proposal.
	Transbay Transit Center	Project will be complete in 2017.
	SR-4/SR-160 Direct Connector	Project will be complete in 2017.
Completed or construction underway	King Road Rapid Bus (Berryessa to Downtown San Jose)	Project was merged into BART to Silicon Valley (Phase 1).
	Presidio Parkway	Project will be complete in 2016.
	Oakland Airport Connector	Project was completed in 2014.
	BART to Warm Springs	Project will be complete in 2016.
	Caldecott Tunnel	Project was completed in 2013.
	SMART Initial Operating Segment	Project will be complete in 2016.
	Marin-Sonoma Narrows (Phase 1: Interchanges in Novato & Petaluma)	Project was completed in 2015.
	Santa Clara-Alum Rock BRT	Project will be complete in 2016.
	SR-12 Widening (Jameson Canyon)	Project was completed in 2014.
	SR-238 Hayward Operational Improvements	Project was completed in 2013.
	US-101 HOV Lanes (Santa Rosa Avenue to Pepper Road)	Project was completed in 2013.
	US-101 Auxiliary Lanes (SR-85 to Embarcadero Road)	Project was completed in 2014.
	I-880 HOV Lanes (SR-237 to US-101)	Project was completed in 2013.
I-80 ITS Improvements	Project will be complete in 2016.	
Tasman Double-Tracking (Mountain View to Alum Rock Direct LRT Service)	Project will be complete in 2016.	
I-580 Altamont Pass Truck Climbing Lane	Project will be complete in 2016.	

Attachment D: Detailed Project and State of Good Repair Performance Documentation Online

For more information on all aspects of the project performance assessment and the state of good repair performance assessment, please take advantage of our online resources on the following website:

<http://metropolitantransportationcommission.github.io/performance/>

Plan Bay Area 2040 Performance Dashboard

Data available includes:

- Complete list of project and state of good repair performance results (sortable by project location)
- Interactive bubble chart
- Breakdown of quantified project benefits
- Breakdown of targets score
- Confidence results by project
- Equity results by project

Plan Bay Area 2040 Project-Level Equity Map

This interactive tool allows sponsors, stakeholders, and members of the public to explore all of the major uncommitted transportation investments analyzed – and see which projects provide access to the draft Plan Bay Area 2040 Communities of Concern.

Reference Documentation

1. *Plan Bay Area 2040 Performance - Approach to Benefits and Costs* – describes methodology for estimating benefits using the travel model, provides valuations for benefits, and describes the calculations for project costs
2. *Plan Bay Area 2040 Performance - Targets Score Methodology* – provides a table of the targets criteria and explains the methodology
3. *Plan Bay Area 2040 Performance - Confidence Assessment Methodology* – highlights the overall framework of the benefit-cost confidence assessment discloses potential limitations in the benefit-cost assessment related to travel model accuracy, project purpose considerations, and project implementation timeline
4. *Plan Bay Area 2040 Performance - Highway and Local Streets State of Good Repair Methodology* – draft methodology document for road state of good repair discussed with the Local Streets and Roads Working Group in February 2016
5. *Plan Bay Area 2040 Performance - Public Transit State of Good Repair Methodology* – draft methodology document for road state of good repair discussed with the Transit Asset Management Steering Committee in February 2016
6. *Plan Bay Area 2040 Performance - Sensitivity Testing* – explores sensitivity of benefit-cost results (*not currently available; will be released by the end of April*)
7. *Comparison of Plan Bay Area and Plan Bay Area 2040 Project Performance Lists*