

# Plan BayArea

To: MTC Planning Committee, ABAG Administrative Committee

Date: April 6, 2012

Fr: Executive Director, MTC

Re: Compelling Cases for Low-Performing Projects

Staff recommends that the MTC Planning Committee approve the compelling cases for nine projects and include these projects in the Plan Bay Area transportation investment strategy. Furthermore, staff seeks the committee's direction on whether or not to include one additional project in Plan Bay Area, which does not meet the criteria approved by the Commission on February 22, 2012.

## **Background**

Per MTC Resolution No. 4006, adopted April 2011, "committed" projects are those projects submitted for Plan Bay Area that have received environmental clearance and have full funding plans, or are 100% locally funded. All other projects are "uncommitted" and were subject to a Project Performance Assessment to determine the degree to which they:

- (1) advance the ten performance targets adopted by MTC and ABAG in January 2011 (MTC Resolution No. 3987); and
- (2) are cost-effective, based on best practices for benefit-cost analysis which quantify and monetize as many reasonably related benefits as possible.

On February 22, 2012, the Commission approved a set of criteria to identify low-performing projects based on the results of the Project Performance Assessment. Low-performing projects were defined as either having a low benefit-cost ratio (less than 1) or a low targets scores (less than -1). Of the approximately 180 major projects analyzed, 32 projects were deemed low-performers based on this definition. Projects identified as low-performing are required to make a compelling case for inclusion in Plan Bay Area.

The Commission also approved a set of criteria under which a compelling case can be made to be included in Plan Bay Area, as shown in **Attachment A**. A low-performing project may only be included in the Plan Bay Area transportation investment strategy if the project is financially feasible (i.e. having a full funding plan) **and** if it meets at least one of the compelling case criteria.

## **Projects Exempted or Not Pursued by Project Sponsors**

Of the 32 low-performing projects, the CMAs and project sponsors identified 22 projects (as shown in **Attachment B**) that could be re-scoped or funded locally, as well as projects that would be not pursued for inclusion in the Plan. Projects that were re-scoped to include only environmental studies or right-of-way acquisition, and projects that could be fully locally funded with sales tax or toll revenues (thus meeting the committed policy), are exempt from the

compelling case process. The remaining 10 projects are subject to consideration through the compelling case process.

A summary list of correspondence received in support of the projects is provided in **Attachment C**. Based on these letters from project sponsors, MTC staff reviewed each case against the approved criteria to determine whether or not each project had a strong case for inclusion in the Plan.

### **Staff Recommendations**

MTC staff recommends approval of 9 compelling cases, with the remaining project subject to further action by the Planning Committee. **Attachment D** provides details on the objectives of the projects, the specific cases made by project sponsors, and the reasoning behind the staff recommendations.

### **Next Steps**

For low-performing projects with approved compelling cases, MTC staff will incorporate these investments into the Plan Bay Area preferred scenario slated for approval in May. Inclusion in the Plan remains contingent on local and regional agreement on a full funding plan for each project.

However, for those low-performing projects with cases not approved by the MTC Planning Committee, the relevant CMA and project sponsor must work together to pursue an alternative strategy, such as:

1. **The project can be dropped and the CMA can re-allocate funds to other local or regional priorities.** Given that many worthy projects were not able to be funded within the funding constraint of Plan Bay Area, there are higher-performing projects that CMAs could choose to fund instead.
2. **The project sponsor may request to include an environmental study phase for the project.** As indicated for the five projects listed on the previous page, environmental studies are exempt from the compelling case process.
3. **The CMA or project sponsor may elect to fully fund the project with local sources (such as local sales tax revenues), subject to project sponsor Board approval.** This would meet the committed policy for Plan Bay Area. The relevant board would be required to approve this funding policy decision, as it would indicate that local funding would be the planned sole funding source for that project moving forward.

  
Steve Heminger

### **Attachments**

Attachment A: Compelling Case Criteria

Attachment B: Projects Exempted or Not Pursued in Advance of Compelling Case Process

Attachment C: List of Letters Received

Attachment D: Summary of Compelling Cases and Justification of Staff Recommendations

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**Attachment A: Compelling Case Criteria**

<b>CATEGORY 1: Benefits Not Captured by the Travel Model</b>	<b>CATEGORY 2: Federal Requirements</b>
a. Serves an interregional or recreational corridor b. Provides access to international airports c. Project benefits accrue from reductions in weaving, transit vehicle crowding or other travel behaviors not well represented in the travel model d. Enhances system performance based on complementary new funded investments	a. Cost-effective means of reducing CO <sub>2</sub> , PM, or ozone precursor emission (on cost per ton basis) b. Improves transportation mobility/reduces air toxics and PM emissions in communities of concern

**Attachment B: Projects Exempted or Dropped in Advance of Compelling Case Process**

<b>NOT SUBJECT TO COMPELLING CASE DUE TO REVISION BY PROJECT SPONSOR Re-Scoped to Include Only Environmental Phase* or Right-of-Way Acquisition</b>
ACE Service Expansion
Dumbarton Rail
SMART (Phase 3: Extension from Windsor to Cloverdale)
Capitol Corridor Service Frequency Improvements (Oakland to San Jose)
Petaluma Cross-Town Connector/Interchange
SR-239 Expressway Construction(Brentwood to Tracy)
Whipple Road Widening(Mission Boulevard to I-880)

<b>NOT SUBJECT TO COMPELLING CASE DUE TO REVISION BY PROJECT SPONSOR Shifted to Fully Funded with Local Sales Tax or Toll Revenues – Meets Committed Policy</b>
Pacheco Boulevard Widening (in Martinez)
Vasona Light Rail Extension (Phase 2)
New SR-152 Alignment**

<b>NOT PURSUED BY PROJECT SPONSORS</b>
EV Solar Installation [BAAQMD program]
Golden Gate Bus Service Frequency Improvements
Monterey Highway BRT
BART to Livermore (Phase 2)
DowntownEastValley (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 JoaquinCounty line)
SR-4 Bypass Completion (SR-160 to Walnut Avenue)
SR-12 Widening (SR-29 to SacramentoCounty line)
SR-4 Upgrade to Full Freeway (Phase 2: Cummings Skyway to I-80)

\* = An environmental phase is defined as work on environmental studies or preliminary design engineering.  
 \*\* = Committed status for this project is contingent on funding availability for environmental phase.

**Attachment C: List of Letters Received**

All letters received are available on MTC's website: [http://www.mtc.ca.gov/pdf/Compelling\\_Case\\_Letters.pdf](http://www.mtc.ca.gov/pdf/Compelling_Case_Letters.pdf)

**Staff Recommendation: Approve Compelling Cases**

<b>1. LIFELINE TRANSPORTATION PROGRAM</b>		<b>\$809 million</b>
a. Compelling Case Letter	Doug Kimsey, MTC	
<b>2. CAPITOL EXPRESSWAY LIGHT RAIL EXTENSION (PHASE 2: TO EASTRIDGE TRANSIT CENTER)</b>		<b>\$294 million</b>
a. Compelling Case Letter	Michael T. Burns, VTA	
<b>3. SR-84/I-680 INTERCHANGE IMPROVEMENTS + SR-84 WIDENING</b>		<b>\$277 million</b>
a. Compelling Case Letter	Nelson Fialho, City of Pleasanton Arthur L. Dao, ACTC	
b. Letter of Support	Joni Pattillo, City of Dublin	
c. Letter of Support	John Marchand, City of Livermore	
<b>4. UNION CITY COMMUTER RAIL STATION + DUMBARTON RAIL SEGMENT G IMPROVEMENTS</b>		<b>\$231 million</b>
a. Compelling Case Letter	Larry Cheeves, City of Union City Arthur Dao, ACTC	
b. Letter of Support	Jim Mercurio, San Francisco 49ers	
c. Letter of Support	Brian Schmidt, San Joaquin Regional Rail Commission	
d. Letter of Support	David Kutrosky, Capitol Corridor JPA	
<b>5. SMART (PHASE 2: EXTENSIONS TO LARKSPUR &amp; WINDSOR + PATHWAY)</b>		<b>\$100 million</b>
a. Compelling Case Letter	Farhad Mansourian, SMART	
b. Letter of Support	Dianne Steinhauser, TAM	
c. Letter of Support	Gary Helfrich, Sonoma County Bicycle Coalition	
<b>6. SONOMA COUNTYWIDE BUS SERVICE FREQUENCY IMPROVEMENTS</b>		<b>\$81 million</b>
a. Compelling Case Letter	Suzanne Smith, SCTA	
<b>7. MARIN COUNTYWIDE BUS SERVICE FREQUENCY IMPROVEMENTS</b>		<b>\$75 million</b>
a. Compelling Case Letter	David Rzepinski, Marin Transit	
<b>8. HISTORIC STREETCAR EXPANSION PROGRAM</b>		<b>\$69 million</b>
a. Compelling Case Letter	José Luis Moscovich, SFCTA Edward D. Reiskin, SFMTA	
<b>9. FARMERS LANE EXTENSION</b>		<b>\$56 million</b>
a. Compelling Case Letter	Kathy Millison, City of Santa Rosa	

**Staff Recommendation: Do Not Approve Compelling Cases**

<b>10. US-101 WIDENING (MONTEREY STREET TO SR-129)</b>		<b>\$254 million</b>
a. Compelling Case Letter	Michael T. Burns, VTA	

**Not Subject to Compelling Case Process: Project Re-scoped to Include Only Environmental Studies or Right-of-Way Acquisition**

<b>11. DUMBARTON RAIL</b>		
a. Clarifying Letter	Aidan Hughes, SMCTA Richard Napier, C/CAG Arthur Dao, ACTC	
<b>12. SMART (PHASE 3: EXTENSION FROM WINDSOR TO CLOVERDALE)</b>		
a. Clarifying Letter	FarhadMansourian, SMART	
b. Letter of Support	Congresswoman Lynn Woolsey	
c. Letter of Support	State Senator Noreen Evans	
d. Letter of Support	State Assemblyman Wesley Chesbro	
e. Letter of Support	John McCowen, Mendocino Board of Supervisors	
f. Letter of Support	Phillip J. Dow, Mendocino COG	
g. Letter of Support	Bruce Richard, Mendocino Transit Authority	
h. Letter of Support	Mitch Stogner, North Coast Railroad Authority	
i. Letter of Support	Jeff Hobson, TransForm	
<b>13. PETALUMA CROSS-TOWN CONNECTOR/INTERCHANGE</b>		
a. Clarifying Letter	Dan St. John, City of Petaluma	
<b>14. SR-239 EXPRESSWAY CONSTRUCTION (BRENTWOOD TO TRACY)</b>		
a. Clarifying Letter	Randell H. Iwasaki, CCTA	

**Not Subject to Compelling Case Process: Funding Adjusted to be Fully Funded with Local Sales Taxes or Toll Revenues – Meets Committed Policy**

<b>15. PACHECO BOULEVARD WIDENING</b>		
a. Clarifying Letter	Randell H. Iwasaki, CCTA	
<b>16. VASONA LIGHT RAIL EXTENSION (PHASE 2)</b>		
a. Clarifying Letter	Michael T. Burns, VTA	
<b>17. NEW SR-152 ALIGNMENT</b>		
a. Compelling Case Letter	Michael T. Burns, VTA	

**Attachment D: Summary of Compelling Cases and Justification of Staff Recommendations**

<b>1. LIFELINE TRANSPORTATION PROGRAM</b> <span style="float: right;"><b>\$809 million</b> in JARC/STA funds</span>	
<b>Staff Recommendation: Include in PlanBay Area</b>	
<i><b>Project Purpose:</b> funds programs and services that address transportation gaps specific to low-income communities across the Bay Area.</i>	
<b>STRONG COMPELLING CASES</b>	<b>COMPELLING CASE ARGUMENTS NOT APPROVED</b>
<u><b>2B – SERVES COMMUNITIES OF CONCERN</b></u> All Lifeline funding is directed towards improving mobility in Communities of Concern. This includes enhancements to fixed-route transit operations in low-income communities, as well as community-supported improvements for flexible transit service, bicycle facilities, and pedestrian amenities.	none
<b>2. CAPITOL EXPRESSWAY LIGHT RAIL EXTENSION (PHASE 2: TO EASTRIDGE TRANSIT CENTER)</b> <span style="float: right;"><b>\$294 million</b> full funding plan</span>	
<b>Staff Recommendation: Include in PlanBay Area</b>	
<i><b>Project Purpose:</b> extends VTA light rail in East San Jose from Alum Rock to Eastridge Transit Center.</i>	
<b>STRONG COMPELLING CASES</b>	<b>COMPELLING CASE ARGUMENTS NOT APPROVED</b>
<u><b>2B – SERVES COMMUNITIES OF CONCERN</b></u> Two-thirds of potential ridership would come from nearby communities of concern in East San Jose. The light rail extension would allow these communities to access the future BART extension, as well as provide improved mobility along the Capitol Expressway corridor.	none
Other considerations noted by project sponsor: partially funded with Measure A sales tax; Resolution 3434 project.	
<b>3. SR-84/I-680 INTERCHANGE IMPROVEMENTS + SR-84 WIDENING</b> <span style="float: right;"><b>\$277 million</b> full funding plan</span>	
<b>Staff Recommendation: Include in PlanBay Area</b>	
<i><b>Project Purpose:</b> builds auxiliary lanes on I-680 near the SR-84 interchange and widens SR-84 from the I-680 interchange to Livermore.</i>	
<b>STRONG COMPELLING CASES</b>	<b>COMPELLING CASE ARGUMENTS NOT APPROVED</b>
<u><b>2A – COST-EFFECTIVE AIR QUALITY IMPROVEMENT</b></u> Based on the results of the MTC Project Performance Assessment, this project falls in the top quartile of cost-effectiveness for carbon dioxide emissions reduction. The roadway capacity increase associated with the project improves traffic flow on the I-680 and SR-84 corridors, therefore reducing emissions associated with congestion.	<u><b>1D – COMPLEMENTARY NEW FUNDED INVESTMENTS</b></u> As the project has a medium benefit-cost ratio, it does not need to justify its cost-effectiveness; rather, it needs to explain its adverse impacts on key performance targets. Furthermore, all of the transportation improvements cited by the project sponsor were already captured in the project assessment and therefore do not support a compelling case.
Other considerations noted by project sponsor: partially funded with Measure B sales tax and proposed 2012 TEP sales tax.	

<b>4. UNIONCITY COMMUTER RAIL STATION + DUMBARTON RAIL SEGMENT G IMPROVEMENTS</b> <b>Staff Recommendation: Include in PlanBay Area</b>		<b>\$231 million</b> full funding plan
<i><b>Project Purpose:</b> constructs an infill commuter rail station in Union City to serve Capitol Corridor and future Dumbarton Rail, in addition to the first section of track for the Dumbarton Rail project.</i>		
<b>STRONG COMPELLING CASES</b>	<b>COMPELLING CASE ARGUMENTS NOT APPROVED</b>	
<p><b><u>2B – SERVES COMMUNITIES OF CONCERN</u></b>          As part of the Union City Station project, access improvements will allow residents of the nearby Decoto Community of Concern to better access BART and commuter rail services by walking and biking to the intermodal station.</p>	<p><b><u>1A – INTERREGIONAL AND RECREATIONAL TRIPS</u></b>          The MTC Project Assessment indicated that the ridership potential for a commuter rail station in Union City is low, given the existing and future BART service in the EastBay. Interregional ridership to Sacramento and Davis could double the benefits of the station– but since the benefit-cost ratio is 0.0, this would lead to a benefit-cost ratio of 0.1 at best.</p> <p>Several intermodal stations between BART and Capitol Corridor have already been constructed – Richmond (in 1973) and, more recently, Oakland Coliseum (in 2005). The Coliseum station, the closest existing transfer point, has an average daily ridership of 57 passengers, of which only a subset are transferring between BART and Capitol Corridor. Given the infrequency of commuter rail service in southern AlamedaCounty, there is not a strong demand for intermodal transfers between BART, Capitol Corridor, and ACE.</p> <p>With regards to recreational travel to the new 49ers stadium, the Coliseum Intermodal Station already serves the identified purpose of allowing transfers from BART (serving fans in San Francisco, Walnut Creek, etc. where there is no Capitol Corridor service) to commuter rail trains bound for Great America station. A number of other transit alternatives, including Caltrain and VTA, will allow for transit access to the future stadium.</p> <p><b><u>1D – COMPLEMENTARY NEW FUNDED INVESTMENTS</u></b>          Frequency improvements to ACE have been dropped for Plan Bay Area; therefore they do not meet the “new funded investment” criterion. Similarly, Capitol Corridor frequency improvements and Dumbarton Rail are proposed for inclusion in Plan Bay Area for environmental analysis only. Housing investments in the station area are already captured in the benefit-cost analysis, reflected as part of the year 2035 Current Regional Plans land use scenario.</p>	
Other considerations:Resolution 3434 projects; Regional Measure 2 project; partially funded by proposed 2012 TEP sales tax.		

<b>5. SMART (PHASE 2: EXTENSIONS TO LARKSPUR &amp; WINDSOR + PATHWAY)</b> <b>Staff Recommendation: Include in Plan Bay Area</b>		<b>\$100 million</b> full funding plan (relies on both local and regional commitments)
<i><b>Project Purpose:</b> constructs one-station extensions both north and south of the SMART Initial Operating Segment (connecting San Rafael to Larkspur and North Santa Rosa to Windsor), as well as advancing construction for the pathway for the entire rail right-of-way in both Marin and Sonoma counties.</i>		
<b>STRONG COMPELLING CASES</b>	<b>COMPELLING CASE ARGUMENTS NOT APPROVED</b>	
<b><u>REDUCED COST ESTIMATES AND RE-SCOPED PROJECT LEAD TO BENEFIT-COST RATIO GREATER THAN 1</u></b> By combining newly revised cost estimates provided by SMART staff with a station-by-station benefit-cost review, the SMART (Phase 2) project was re-scoped in order to achieve a benefit-cost ratio greater than 1. As such, it would exceed the benefit-cost ratio threshold for low performance. Therefore, MTC recommends including this project in Plan Bay Area based on this compelling case of greater cost-effectiveness.	none	

<b>6. SONOMA COUNTYWIDE BUS SERVICE FREQUENCY IMPROVEMENTS</b> <b>Staff Recommendation: Include in PlanBay Area</b>		<b>\$81 million</b> full funding plan
<i><b>Project Purpose:</b> increases bus service frequencies across SonomaCounty.</i>		
<b>STRONG COMPELLING CASES</b>	<b>COMPELLING CASE ARGUMENTS NOT APPROVED</b>	
<p><b><u>2B – SERVES COMMUNITIES OF CONCERN</u></b>          SonomaCounty’s transit frequency improvement project would improve headways in many Santa Rosa neighborhoods designated as Communities of Concern, including Roseland, SouthPark, and the Springs. When compared to the rest of the Bay Area, transit services in SonomaCounty have the greatest proportion of riders who are low-income, indicating a need for lifeline transit services to these communities.</p>	<p><b><u>1A – INTERREGIONAL AND RECREATIONAL TRIPS</u></b>          The project sponsor did not provide any evidence of significant interregional or recreational ridership on SonomaCounty transit services. Given that there is extremely limited bus service (just one Mendocino Transit bus per day, and two Amtrak intercity buses) between Sonoma and Mendocino counties, it is unlikely that significant benefits would accrue from interregional transit riders relying on local SonomaCounty bus services.</p> <p><b><u>1B – AIRPORT ACCESS</u></b>          SonomaCounty transit agencies do not serve any major international airports in the Bay Area.</p> <p><b><u>1D – COMPLEMENTARY NEW FUNDED INVESTMENTS</u></b>          The SMART Initial Operating Segment is already reflected in the benefit-cost assessment for the project – this project exhibits poor performance on benefit-cost even when this rail service improvement is included. While the proposed extension to Cloverdale may stimulate transit demand in northern SonomaCounty, it may in fact draw riders away from slower-speed SCTA buses. The project sponsor did not provide any quantitative evidence that the bus frequency improvements would lead to greater ridership when implemented in concert with a SMART extension to Cloverdale.</p> <p><b><u>2A – COST-EFFECTIVE AIR QUALITY IMPROVEMENT</u></b>          While this service frequency improvement project does improve air quality, the MTC Project Assessment results indicate that it is not cost-effective. In fact, the vast majority of projects analyzed were more cost-effective at improving air quality than investments in SonomaCounty bus service.</p>	
Other considerations noted by project sponsor: partially funded with Measure M sales tax.		

<b>7. MARIN COUNTYWIDE BUS SERVICE FREQUENCY IMPROVEMENTS</b> <b>Staff Recommendation: Include in PlanBay Area</b>		<b>\$75 million</b> full funding plan
<i><b>Project Purpose:</b> increases bus service frequencies on higher-demand routes in MarinCounty.</i>		
<b>STRONG COMPELLING CASES</b>	<b>COMPELLING CASE ARGUMENTS NOT APPROVED</b>	
<p><b><u>2B – SERVES COMMUNITIES OF CONCERN</u></b>          MarinCounty’s transit frequency improvement project would improve peak period headways from 30 minutes to 15 minutes on Marin Transit Route 36. This route serves the Canal neighborhood of San Rafael, which MTC recognizes as a Community of Concern. Furthermore, Marin Transit ridership reflects a disproportionately low-income and minority segment of the population: over 60% of riders earn less than \$25,000 per year, and over half are Hispanic.</p>	none	
Other considerations noted by project sponsor: project scope has been scaled back to boost the project’s cost-effectiveness.		

<b>8. HISTORIC STREETCAR EXPANSION PROGRAM</b> <b>Staff Recommendation: Include in PlanBay Area</b>		<b>\$69 million</b> full funding plan
<i><b>Project Purpose:</b> expands streetcar service with the new Muni E-line, connecting FortMason to Caltrain along the Embarcadero.</i>		
<b>STRONG COMPELLING CASES</b>	<b>COMPELLING CASE ARGUMENTS NOT APPROVED</b>	
<p><b><u>1A – RECREATIONAL TRIPS</u></b>          Recreational and tourist trips comprise approximately one-quarter of the existing historic streetcar ridership, trips that are not fully captured in the regional travel model. Given the project’s 0.9 near-borderline benefit-cost ratio, incorporating the benefits from recreational and tourist trips would likely lead to a benefit-cost ratio greater than one.</p> <p><b><u>1C – TRANSIT VEHICLE CROWDING</u></b>          Muni ridership counts indicate that the existing historic streetcar service experiences over-crowding during summer (i.e. peak tourist season) midday and PM peak periods. Additional service provided by the E-line would reduce this existing crowding issue onboard existing streetcars.</p>	none	
Other considerations noted by project sponsor: partially funded by Prop. K sales tax.		

<b>9. FARMERS LANE EXTENSION</b> <b>Staff Recommendation: Include in PlanBay Area</b>		<b>\$56 million</b> full funding plan
<i>Project Purpose: builds a new arterial roadway in southeastern Santa Rosa.</i>		
<b>STRONG COMPELLING CASES</b>		<b>COMPELLING CASE ARGUMENTS NOT APPROVED</b>
<b>2B – SERVES COMMUNITIES OF CONCERN</b> The project is in close proximity to the SouthPark neighborhood, an MTC-designated Community of Concern. By constructing the Farmers Lane Extension, cut-through traffic would be reduced on the local streets of SouthPark, improving mobility, safety, and air quality in the neighborhood.		none
Other considerations noted by project sponsor: partially funded by Measure M sales tax.		

<b>10. US-101 WIDENING (MONTEREY STREET TO SR-129)</b> <b>Staff Recommendation: Do Not Include in PlanBay Area</b>		<b>\$254 million</b> full funding plan
<i>Project Purpose: improves safety by converting US-101 south of Gilroy from expressway to freeway and widens roadway to 6 lanes.</i>		
<b>CASES MADE BY PROJECT SPONSOR (NOT APPROVED)</b>		<b>STAFF RESPONSES</b>
<b>1A – INTERREGIONAL TRIPS</b> The vast majority of travelers relying on this link of US-101 are traveling between Santa Clara and San Benito counties. These benefits to interregional travel are not fully accounted for in the travel model.		Because the project was not assessed in the model-based benefit-cost assessment, this compelling case is invalid. This project needed to make a compelling case to address its poor performance on the targets assessment under Category 2. The targets score already captures the interregional benefits of this project, as the travel model is not employed to analyze the level of targets support.  Furthermore, since the project is unlikely to be a cost-effective air quality improvement and does not serve a community of concern, no valid compelling case is likely to exist for this highway widening project.
Other considerations noted by project sponsor: project serves a major freight and emergency evacuation corridor.		

# **PI BayArea Plan**

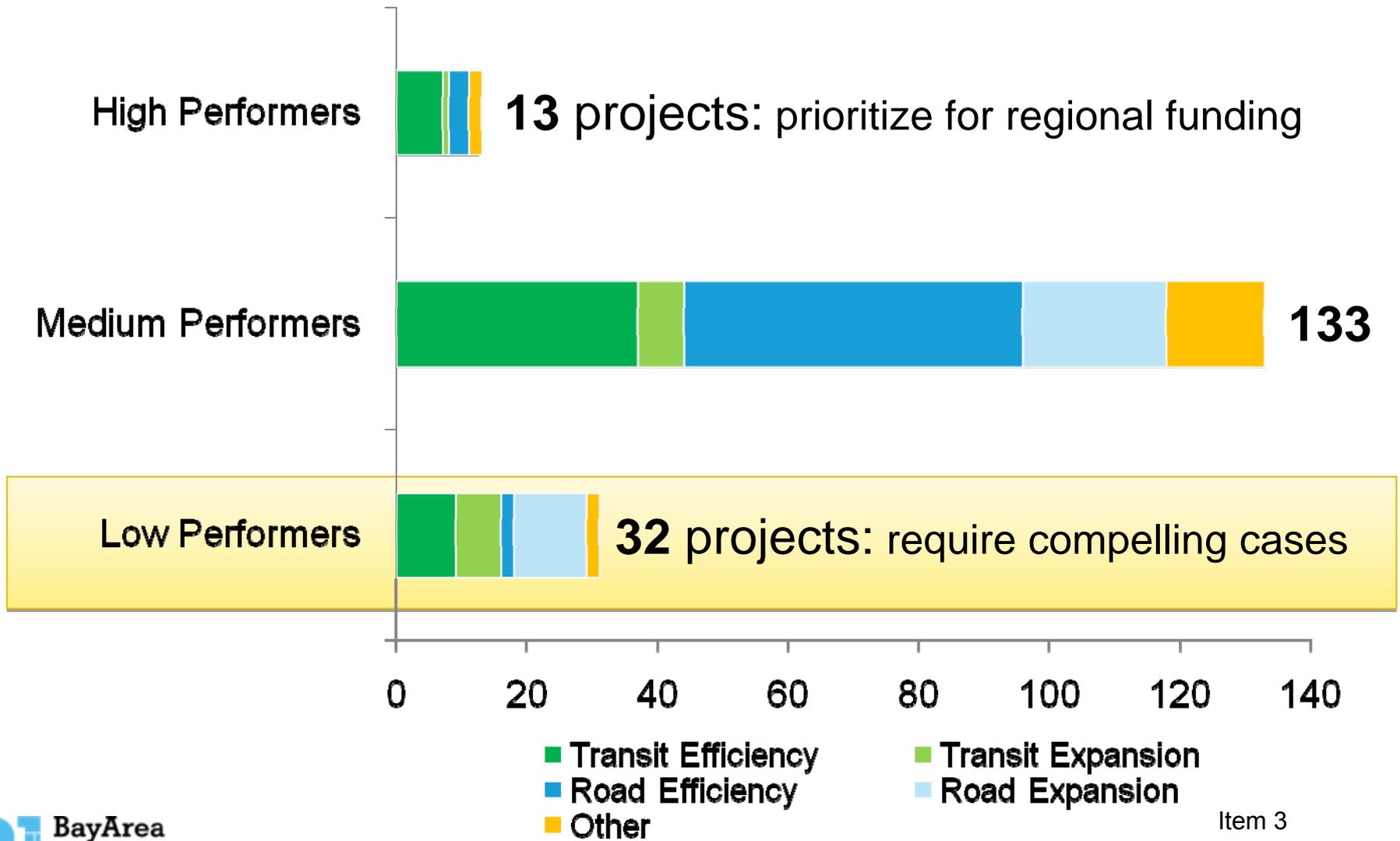
## **Compelling Cases for Low-Performing Projects**

**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:**

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

# Not Subject to Compelling Case Process

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

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

Item 3

\* = defined as work on environmental studies and preliminary engineering

# 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)	<b>100%</b> <b>LOCAL SALES TAX FUNDED</b>
Vasona Light Rail Extension (Phase 2)	<b>100%</b> <b>LOCAL SALES TAX FUNDED</b>
New SR-152 Alignment	<b>100%</b> <b>TOLL REVENUE FUNDED*</b>

# 12 Projects Not Pursued by Sponsors

## Low-Performing Project

EV Solar Installation [BAAQMD program]

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Golden Gate Bus Service Frequency Improvements

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Monterey Highway BRT

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BART to Livermore (Phase 2)

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Downtown East Valley (Phase 2: LRT)

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Sunnyvale-Cupertino BRT

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

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

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

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

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SR-12 Widening (SR-29 to Sacramento County line)

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

Item 3

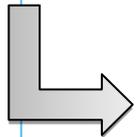
# Staff Recommendation: Include in Plan Bay Area

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 <sub>2</sub> 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
<b>TOTAL OF 9 PROJECTS</b>	<b>\$2.0 billion</b>		Item 3

# Staff Recommendation: Do Not Meet Compelling Case Criteria

Low-Performing Project	Project Cost*	Compelling Case?	Full Funding Plan?
US-101 Widening (Gilroy to San Benito County line)	\$254 million	No	Yes

\* = in YOE dollars



## Project Sponsor Letter Topics

## MTC Staff Response

### INTERREGIONAL ACCESS

- Project widens US-101 south of Gilroy from 4 to 6 lanes
- Must make a case under Category 2, as poor performance is due to targets score
- Targets score already captures interregional benefits



Item 3

# 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.