

Agenda Item 3b

Attachment D

Summary of Draft Network and Fiscally
Unconstrained Projects

Draft Network: Integrating Performance Findings

There are a wide range of factors that were considered in making recommendations for the Draft Network; no singular analysis drove proposed recommendations on its own. **Key considerations are listed below:**

Project Performance	“Rising Tides”* B/C Ratio	Favor projects with higher B/C	No Data	<0.5	0.5 to 1	>1
	Direct Access for Equity Priority Communities	Favor projects that provide direct access to EPCs (2024)	No	Yes		
Needs, Gaps, Opportunities	Frequency Gaps	Favor projects that serve an identified frequency gap (2023)	No Gap	Gap		
	Speed Gaps	Favor projects that serve an identified speed gap (2023)	No Gap	Gap		
Other Considerations	Capital Funding Secured	Advance “shovel-ready” projects	O&M Only	<25%	25% to 50%	>50%
	Geographic Spread	Avoid concentration of investment in too few areas				
	Agency Priorities	Consider relative priorities as expressed in local plans, and previous agency feedback				
	Alignment with Principles	Favor placing project in bin with strongest alignment to organizing principles				

*Note: The “Rising Tides, Falling Futures” 2050 scenario most closely reflects post-pandemic future conditions.

Quick Summary: Local & Express Bus Network Priorities



Near-Term:
“Quick and
Impactful
Upgrades”

Project	Benefit-Cost	EPC Served?	Fills Gap?	Capital Funding?	Prior Plan Phasing
Muni 5-Minute Network/Rapid	>1	Yes	Yes	<25%	Near-Term
AC Transit Local Frequency	>1	Yes	Yes	O&M	Near-Term
AC Transit San Pablo BRT	0.5 to 1	Yes	Yes	<25%	Near-Term
Dumbarton Bridge Express Bus + Busway	>1	Yes	Yes	<25%	N/A
VTA Frequency (Phase 1)	>1	Yes	Yes	<25%	<u>Long-Term</u>
County Connection Frequency	No Data	Yes	No	O&M	<u>Long-Term</u>
NVTA Frequency & Expansion	No Data	Yes	Yes	O&M	<u>Long-Term</u>
Sonoma Frequency	>1	Yes	Yes	O&M	Near-Term
Soltrans Frequency	No Data	Yes	Yes	O&M	Near-Term

Quick Summary: Local & Express Bus Network Priorities (cont.)



Long-Term:
“Expansions
for Future
Generations”

Project	Benefit-Cost	EPC Served?	Fills Gap?	Capital Funding?	Prior Plan Phasing
Muni Southeast Waterfront	>1	Yes	Yes	<25%	<u>Near-Term</u>
Muni Geneva-Harney BRT	No Data	Yes	No	<25%	<u>Near-Term</u>
AC Transit Rapid Network	>1	Yes	Yes	<25%	<u>Near-Term</u>
AC Transit Alameda Point	>1	Yes	Yes	<25%	<u>Near-Term</u>
AC Transit E 14 th /Mission BRT	0.5 to 1	Yes	Yes	<25%	Near-Term
AC Transit 23 rd St BRT	>1	Yes	No	<25%	<u>Near-Term</u>
Golden Gate Bus Frequency	>1	Yes	Yes	O&M	<u>Near-Term</u>
I-680 Express Bus	>1	Yes	Yes	<25%	<u>Near-Term</u>
San Mateo Bridge Express Bus	>1	Yes	Yes	<25%	N/A
SamTrans Express Bus Expansion	>1	Yes	Yes	<25%	<u>Near-Term</u>
VTA Frequency (Phase 2)	>1	Yes	Yes	<25%	Long-Term
SR-85 Express Bus + Transit Lanes	No Data	No	No	>50%	N/A
El Camino BRT + Rapid	>1	Yes	Yes	<25%	Long-Term
Antioch-Brentwood BRT	>1	Yes	No	<25%	Long-Term

Quick Summary: Rail & Ferry Network Priorities



Near-Term:
“Quick and Impactful Upgrades”

Project	Benefit-Cost	EPC Served?	Fills Gap?	Capital Funding?	Prior Plan Phasing
BART Core Capacity	>1	Yes	Yes	>50%	Near-Term
Caltrain Frequency (Phase 1)	>1	Yes	Yes	O&M	Near-Term
WETA Frequency	>1	Yes	Yes	O&M	Near-Term
SMART (Windsor-Healdsburg)	<0.5	No	No	>50%	N/A
Caltrain Bayview Infill Station	No Data	Yes	No	<25%	N/A
Hercules Infill Rail Station	No Data	No	No	<25%	N/A



Long-Term:
“Expansions for Future Generations”

Project	Benefit-Cost	EPC Served?	Fills Gap?	Capital Funding?	Prior Plan Phasing
BART to Silicon Valley (Phase 2)	<0.5	Yes	Yes	>50%	<u>Near-Term</u>
Caltrain/HSR Portal	<0.5	No	No	>50%	<u>Near-Term</u>
Valley Link (IOS)	>1	No	No	25% to 50%	<u>Near-Term</u>
Muni Metro Modernization	0.5 to 1	Yes	Yes	25% to 50%	<u>Near-Term</u>
Irvington BART	>1	No	No	25% to 50%	<u>Near-Term</u>
Golden Gate Ferry Frequency	>1	Yes	Yes	O&M	<u>Near-Term</u>
Caltrain Frequency (Phase 2)	>1	Yes	Yes	<25%	Long-Term
ACE Frequency	>1	Yes	No	<25%	Long-Term

Quick Summary: Fiscally-Unconstrained Projects



Fiscally-Unconstrained Projects: “Concepts for Further Exploration”

Such projects can pursue further planning and project development in coming years, but they are not included in the fiscally-constrained Draft Network. A programmatic category will be identified to acknowledge this.

Project	Benefit-Cost	EPC Served?	Fills Gap?	Capital Funding?	Prior Plan Phasing
South Bay Connect	>1	Yes	No	<25%	<u>Near-Term</u>
WETA Berkeley Ferry	>1	No	No	<25%	<u>Near-Term</u>
WETA Redwood City Ferry	0.5 to 1	No	No	<25%	<u>Near-Term</u>
Contra Costa Ferry	No Data	Yes	No	<25%	<u>Near-Term</u>
ReX Green Line (Vallejo-SFO)	>1	Yes	Yes	<25%	<u>Near-Term</u>
ReX Blue Line (SF-SJ)	>1	Yes	Yes	<25%	<u>Near-Term</u>
ReX Red Line (Oakland-RWC)	>1	Yes	Yes	<25%	<u>Near-Term</u>
US-101 Modernization (Marin)	No Data	No	No	<25%	<u>Near-Term</u>
Link21	<0.5	Yes	Yes	<25%	<u>Long-Term</u>
Dumbarton GRT	<0.5	Yes	Yes	<25%	<u>Long-Term</u>
VTA Downtown Subway LRT	>1	Yes	No	<25%	<u>Long-Term</u>
VTA Stevens Creek LRT	>1	Yes	No	<25%	<u>Long-Term</u>
SJC Airport Connector	>1	Yes	No	<25%	<u>Long-Term</u>
Muni Central Subway Extension	>1	Yes	No	<25%	N/A
Geary/19th Subway	<0.5	Yes	No	<25%	N/A
SMART (Healdsburg-Cloverdale)	<0.5	No	No	<25%	Vision
SMART (Novato-Suisun City)	<0.5	Yes	Yes	<25%	Vision