

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 |