

Overview

The targets assessment considers the extent to which projects and programs support the ten Plan Bay Area targets adopted by the Commission and ABAG. These criteria were developed with input from MTC'S Partnership Technical Advisory Committee (PTAC), the Regional Advisory Working Group, and the Ad Hoc Project Performance Assessment Technical Committee.

MTC staff measured support for each of the ten adopted targets on a five-point scale:

- strong support (1)
- moderate support (0.5)
- minimal impact (0)
- moderate adverse impact (-0.5)
- strong adverse impact (-1)

The targets assessment is summarized by combining the scores for all the targets into a "targets net score" while also noting subtotals for targets supported and targets where the impact is adverse. Each of the ten targets counts equally toward the total since the Commission has not assigned relative weights. Target number 3, which related to particulate matter emissions, is comprised of three sub-elements but counts as a single target in this assessment. Likewise, Target number 9, which calls for improving/increasing non-auto travel and decreasing VMT, has two sub-elements and counts as a single target in this analysis.

Staff had originally intended to use quantitative output from the travel demand model where available from the benefit cost assessment. However, it was challenging to integrate the quantitative model results, which are available for only some projects and targets, with qualitative assessment criteria. In the end, we chose to apply the qualitative criteria in to all projects.

MTC conducted the targets assessment for all uncommitted projects. We looked at about 180 larger projects (costs greater than \$50 million) on an individual basis; this total includes the 100 projects subject to benefit cost assessment plus 80 additional large projects that could not be represented in the regional travel demand model. For projects assessed on an individual basis, we were able to consider particulars such as geography, which is important for targets such as Housing, Open Space/Agricultural Preservation, and Economic Vitality.

Smaller Project Assessment

We grouped the remaining 700 smaller projects into 9 types based on mode and project purpose/function (e.g., expansion, operations, safety). These groupings capture many important distinctions relative to the targets but do not allow us to consider geography. A complete list of the 700 small projects sorted by type can be provided upon request.

Example projects were selected for each project category and were scored with numeric values to assess the impact on Plan Bay Area targets. These representative projects served as the benchmark for each project category.

Priority Development Areas

While not explicitly addressed in the targets, the relationship of projects to Priority Development Areas is clearly of interest. To inform the trade-off discussion, MTC staff have identified whether projects are located in PDAs. Projects that are located in PDAs and have strong support for the targets can generally be considered supportive of PDAs.

Application of Criteria to Targets

The following section details the specific guidelines for assessing projects and provides examples for each target. Unless otherwise noted below, projects likely to impact more people or trips were judged to have a stronger impact – positive or negative. Projects impacting fewer people or trips were judged to have a moderate impact.

1. Climate Protection (CO2 Reduction)

Criteria

Reduce per-capita CO2 emissions from cars and light-duty trucks by 15%

Projects support the target if they result in a VMT reduction; provide an alternative to driving alone; or advance clean fuel vehicles. Projects are likely to increase VMT are assumed to have an adverse impact on the target.

Guidelines for Applying Criteria

Transit, bicycle and pedestrian projects are expected to reduce VMT and were rated as supportive of the target. Larger projects, those likely to serve more trips or serve longer trips, were rated as strongly supportive. Smaller projects, those likely to serve fewer trips or shorter trips, were rated as moderately supportive.

Projects that increase roadway capacity are expected to increase VMT and were generally rated as having strong adverse impacts on the target. Operational roadway projects, such as highway interchange projects, are not expected to increase VMT significantly and were generally rated as having minimal impact. Roadway projects that include transit, bicycle and pedestrian elements were uprated to minimal or moderate support to recognize the impacts of these multi-modal elements.

2. Adequate Housing

Criteria

House 100% of the region's projected 25-year growth by income level without displacing current low-income resident

The assessment of a project's impact on housing was dependent upon two criteria: potential for housing growth and past track record on affordable housing of the jurisdictions in which the project is located. The strongest support were for projects in jurisdictions that had: (1) above average track record for permitting low and very low income housing relative to their Regional Housing Needs Assessment (RHNA) targets; and (2) potential for a high amount of housing growth in the future, as measured by units included the Focused Growth scenario.

Guidelines for Applying Criteria

Potential for Housing Growth

Based on the housing growth from the Focused Growth Scenario, a project would receive support based on the numbers below and as shown in Table 1, attached:

- Cities below 1,500 units of production were awarded **minimal (0)**
- 1,500 to 10,000 **support of target (0.5)**

Support for Affordable Housing

Based on feedback the Adequate Housing Target, the assessment was revised from the original approach to sufficiently consider how projects support production of low income units in Bay Area jurisdictions. With input from ABAG staff, the Adequate Housing target has been re-evaluated to consider jurisdictions' track records in meeting their Regional Housing Needs Allocation (RHNA) targets for the past production of Very Low and Low income housing units. These results are reflected in revised Targets Assessment scores.

With data compiled from ABAG's housing report in 2007 "A Place to Call Home – Housing in the San Francisco Bay Area," we calculated the number of permitted units as a share of each jurisdiction's RHNA target by income level for years 1999 through 2006. Overall, 23 cities were identified that performed better than the regional averages for both very low (above 44%) and low (above 75%) income housing and 53 that were below the regional averages.

Projects that were multi-county projects were given a score for both housing production and RHNA based on the individual cities and unincorporated areas. The overall county RHNA score was determined by the majority of projects in one category (Above average, neither above or below and below average). If 2/3 of the cities in a county had below average production, then the county would receive a -0.5. If there was not a clear majority of cities in one category, then the county would be scored minimal or 0 points.

RHNA Rating (See Table 2, attached)

- **Strong** rating if above the regional average for both very low and low income housing categories **(0.5)**
- **Minimal** rating if not above or below the regional average for both categories **(0)**
- **Adverse** rating if below the regional average for very low and low income housing categories **(-0.5)**

Some projects that were multi-county such as BART, Capital Corridor or ACE were scored based upon the cities served by the projects in the same manner as described above.

3. Healthy and Safe Communities (3a. PM2.5, 3b. PM10, and 3c. PM in CARE Communities)

Targets 3a, 3b and 3c are very closely related and counted as one rating for the purposes of calculating a target net score

Criteria

3a-Reduce premature deaths from exposure to PM2.5 by 10%

3b-Reduce premature deaths from exposure to PM10 by 30%

3c-Achieve greater reductions of PM in CARE communities

Projects support the target if they have potential to reduce particulate (PM) emissions from vehicles by reducing VMT or providing an alternative to driving alone. Projects likely to increase VMT are assumed to have an adverse impact on the target. For target 3c, projects are supportive they reduce VMT in a CARE community (as described below) and adverse if increase VMT in a CARE community.

Guidelines for Applying Criteria

Because the criteria for 3a and 3b are nearly identical to those for the CO2 reduction target and because the particulate targets are focused largely on tailpipe emissions which correlate with CO2 emissions, projects generally received the same rating for these targets as they did for CO2 reduction.

The results for target 3c are reported separately in the Project Assessment Equity Considerations. Projects were mapped against the Bay Area Air Quality Management District (BAAQMD) six Community Air Risk Evaluation (CARE) Impacted Communities. These are areas that are highly impacted from outdoor Toxic Air Contaminants (TAC) due to their proximity to ports or freeways and a high density of sensitive populations (seniors, children and low income residents). Projects likely to increase transit, biking or walking and are located in a CARE community are considered to support the target. Conversely, projects that increase VMT and are located in a CARE community are considered to adversely affect this target. The degree of support or adverse impact is a function of the project scale and likely increase or decrease in VMT. Projects receive a minimal rating if they do not affect VMT substantially, even if they are located in a CARE community. Projects that are not located in a CARE community also receive a minimal rating.

4. Healthy and Safe Communities Collision reduction and Active Transportation

Collision Reduction Criteria

Reduce by 50% the number of injuries and fatalities from all collisions

There is a positive correlation between increased VMT and collisions for all modes of transportation. Projects that reduce VMT or explicitly provided a safety benefit by providing infrastructure that reduced vehicle to vehicle collisions and bicycle and pedestrian collisions are supportive of the target.

Guidelines for Applying Criteria

See discussion under CO2 target for guidelines used to assess whether a project was likely to increase VMT.

5. *Active Transportation Criteria*

Increase the average daily time walking and biking per person for transportation by 60%

Projects that provide infrastructure for bicycles and pedestrians such as on and off street bicycle facilities, bike parking and sidewalks are supportive of this target. Projects that are expected to increase auto trips have an adverse impact.

Guidelines for Applying Criteria

See discussion under CO2 target for guidelines used to assess whether a project was likely to increase VMT. Roadway projects received support for this target if they had significant bicycle and pedestrian facilities as part of the project. Examples would include interchange projects that included bicycle and pedestrian overcrossings, improved on and off ramp crossings that reduced conflicts and on and off street bicycle facilities.

6. Open Space and Agricultural Preservation

Criteria

Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)

Projects that do not consume open space or agricultural lands support the target. Projects that improve access to agricultural lands support the target because they maintain economic viability of those lands; this is consistent with requirements in SB 375. Projects that directly consume open space or agricultural land have an adverse impact.

Guidelines for Applying Criteria

Support for the target was also given for improved access to agricultural lands. If a project would require new right-of-way in previously undeveloped open space or agricultural land, then it would be rated as having an adverse impact for the target. This target did not consider the development pressure from conversion of agricultural land to housing. Only the direct effects of the projects were considered, such as the amount of open space or agricultural land being consumed by the project.

7. Equitable Access (Low Income Household Transportation Cost)-

Criteria

Decrease by 10% the share of low-income and lower middle income residents' household income consumed by transportation and housing

Projects were supportive of the target if they included transit enhancements that provided a lower cost transportation alternative to driving. The degree of support would vary by the operator's current low-income ridership.

Guidelines for Applying Criteria

Transit projects were determined to provide a lower cost alternative to auto ownership and were supportive of this target. Transit projects were assessed based on the percentage of the total region's low income riders and the total number of low income riders served by the operator. The percentages of low income riders were based on the Transit Demographics Survey and the 2011 Statistical Summary of Bay Area Transit Operators. The points breakdown is shown below and in Table 3, attached:

- **Strong** – Low income riders constitute over 40% of total ridership or operator serves over 10% of the region's total low income transit riders
- **Moderate** – Operator serves over 0.5% of the region's total low income transit riders
- **Minimal** – Operator serves less than 0.5% of the region's total low income transit riders

By awarding strong support to operators that have a high share (over 40%) of low income riders, this acknowledges that many small operators provide service to low income groups but carry a smaller share of the region's total low income ridership. It also rewards the larger operators that carry a high number of the region's low income population.

No adverse rating was given for highway projects that did not provide low-cost options since these projects did not take away choices for low and middle income residents.

8. Economic Vitality

Criteria

Increase gross regional product (GRP) by 90%

Currently congested corridors are detrimental to economic vitality; economic studies show projects that provide congestion relief and improve access to employment centers have the strongest long-term impact on productivity, and thus are rated as supportive of the target. Improved access to ports or truck corridors is also supportive of the target.

Guidelines for Applying Criteria

Highway projects that were expected to provide relief by either providing expansion or operational improvements received strong or moderate support depending upon the level of current congestion. Transit projects that would be expected to remove vehicles from the congested corridor were supportive of the target.

Transportation System Effectiveness

9. Non-Auto Travel Time/VMT Reduction

Criteria

9a - Decrease average per-trip travel time by 10% for non-auto modes

9b - Decrease auto vehicle miles traveled per capita by 10%

Criteria for this target are similar to those for the CO₂ and PM target. Projects that improve transit or provided bicycle and pedestrian infrastructure are determined to be supportive. Projects that increase the use of single occupancy vehicles are determined to have an adverse impact.

Guidelines for Applying Criteria

See discussion under CO₂ target for guidelines used to assess whether a project was likely to increase VMT. Transit projects received support for this target if they provided frequency or operational improvements that would make transit service faster. Projects that included bicycle and pedestrian projects that would provide an alternative the auto were also supportive.

10. Maintenance

Criteria

Maintain the system in a state of good repair

- *Increase local roadway pavement condition index (PCI) to 75 or better*
- *Decrease distressed lane-miles on the state highways to less than 10% of the system*
- *Reduce average transit asset age to 50% of useful life*

Projects that specifically improve the roadway condition or replace transit assets are supportive of this target.

Guidelines for Applying Criteria

Most projects received a minimal rating for this target. Only projects that were specific maintenance projects such as road rehabilitation or transit maintenance facilities were supportive of the target. The increased burden of additional maintenance from expanded transit service or additional lane miles of roadways resulting from highway expansion was not considered.

Table 1: Potential for Housing Growth**Focused Growth**

County	Jurisdiction	Jurisdiction Growth 2010-2040	Rating for Growth Component of Housing Target
Alameda	Alameda	5,812	Support
Alameda	Alameda County Unincorporated	11,540	Support
Alameda	Albany	955	Minimal
Alameda	Berkeley	8,370	Support
Alameda	Dublin	13,811	Support
Alameda	Emeryville	5,235	Support
Alameda	Fremont	17,381	Support
Alameda	Hayward	15,477	Support
Alameda	Livermore	11,213	Support
Alameda	Newark	5,802	Support
Alameda	Oakland	57,721	Support
Alameda	Piedmont	627	Minimal
Alameda	Pleasanton	7,381	Support
Alameda	San Leandro	7,119	Support
Alameda	Union City	4,549	Support
Contra Costa	Antioch	6,891	Support
Contra Costa	Brentwood	8,157	Support
Contra Costa	Clayton	532	Minimal
Contra Costa	Concord	17,280	Support
Contra Costa	Contra Costa County Unincorporated	9,923	Support
Contra Costa	Danville	2,879	Support
Contra Costa	El Cerrito	1,843	Support
Contra Costa	Hercules	4,653	Support
Contra Costa	Lafayette	1,645	Support
Contra Costa	Martinez	2,549	Support
Contra Costa	Moraga	1,103	Minimal
Contra Costa	Oakley	3,868	Support
Contra Costa	Orinda	976	Minimal
Contra Costa	Pinole	2,633	Support
Contra Costa	Pittsburg	10,197	Support
Contra Costa	Pleasant Hill	5,771	Support
Contra Costa	Richmond	12,253	Support
Contra Costa	San Pablo	2,347	Support
Contra Costa	San Ramon	8,094	Support
Contra Costa	Walnut Creek	7,334	Support
Marin	Belvedere	60	Minimal
Marin	Corte Madera	561	Minimal
Marin	Fairfax	237	Minimal
Marin	Larkspur	528	Minimal
Marin	Marin County Unincorporated	3,917	Support
Marin	Mill Valley	504	Minimal
Marin	Novato	1,599	Support

County	Jurisdiction	Jurisdiction Growth 2010-2040	Rating for Growth Component of Housing Target
Marin	Ross	69	Minimal
Marin	San Anselmo	410	Minimal
Marin	San Rafael	2,792	Support
Marin	Sausalito	279	Minimal
Marin	Tiburon	303	Minimal
Napa	American Canyon	1,745	Support
Napa	Calistoga	121	Minimal
Napa	Napa	3,162	Support
Napa	Napa County Unincorporated	993	Minimal
Napa	St. Helena	116	Minimal
Napa	Yountville	151	Minimal
San Francisco	San Francisco	90,467	Support
San Mateo	Atherton	399	Minimal
San Mateo	Belmont	1,387	Minimal
San Mateo	Brisbane	1,582	Support
San Mateo	Burlingame	3,928	Support
San Mateo	Colma	521	Minimal
San Mateo	Daly City	7,469	Support
San Mateo	East Palo Alto	3,050	Support
San Mateo	Foster City	1,667	Support
San Mateo	Half Moon Bay	702	Minimal
San Mateo	Hillsborough	820	Minimal
San Mateo	Menlo Park	3,048	Support
San Mateo	Millbrae	2,178	Support
San Mateo	Pacifica	1,106	Minimal
San Mateo	Portola Valley	243	Minimal
San Mateo	Redwood City	9,070	Support
San Mateo	San Bruno	4,669	Support
San Mateo	San Carlos	2,402	Support
San Mateo	San Mateo	11,805	Support
San Mateo	San Mateo County Unincorporated	5,911	Support
San Mateo	South San Francisco	6,304	Support
San Mateo	Woodside	307	Minimal
Santa Clara	Campbell	2,944	Support
Santa Clara	Cupertino	3,960	Support
Santa Clara	Gilroy	6,441	Support
Santa Clara	Los Altos	2,157	Support
Santa Clara	Los Altos Hills	728	Minimal
Santa Clara	Los Gatos	2,333	Support
Santa Clara	Milpitas	12,807	Support
Santa Clara	Monte Sereno	304	Minimal
Santa Clara	Morgan Hill	4,153	Support
Santa Clara	Mountain View	12,458	Support
Santa Clara	Palo Alto	12,250	Support

County	Jurisdiction	Jurisdiction Growth 2010-2040	Rating for Growth Component of Housing Target
Santa Clara	San Jose	130,887	Support
Santa Clara	Santa Clara	21,129	Support
Santa Clara	Santa Clara County Unincorporated	10,484	Support
Santa Clara	Saratoga	2,249	Support
Santa Clara	Sunnyvale	16,781	Support
Solano	Benicia	1,192	Minimal
Solano	Dixon	1,681	Support
Solano	Fairfield	12,519	Support
Solano	Rio Vista	1,904	Support
Solano	Solano County Unincorporated	1,176	Minimal
Solano	Suisun City	1,435	Minimal
Solano	Vacaville	5,316	Support
Solano	Vallejo	5,641	Support
Sonoma	Cloverdale	1,045	Minimal
Sonoma	Cotati	471	Minimal
Sonoma	Healdsburg	977	Minimal
Sonoma	Petaluma	2,801	Support
Sonoma	Rohnert Park	3,211	Support
Sonoma	Santa Rosa	18,154	Support
Sonoma	Sebastopol	525	Minimal
Sonoma	Sonoma	519	Minimal
Sonoma	Sonoma County Unincorporated	8,327	Support
Sonoma	Windsor	1,355	Minimal

**Table 2: Support for Affordable Housing
Bay Area Affordable Housing, 1999 to 2006**

City	County	Very Low			Low			Rating
		RHNA Allocation	Permits Issued	Allocation Permitted	RHNA Allocation	Permits Issued	Allocation Permitted	
ACE	Alameda							Minimal
Alameda	Alameda	443	300	68%	265	36	14%	Minimal
Alameda Countywide	Alameda							Minimal
Albany	Alameda	64	5	8%	33	10	30%	Adverse
BART to Livermore	Alameda							Adverse
Berkeley	Alameda	354	239	68%	150	257	171%	Support
Dublin	Alameda	796	263	33%	531	243	46%	Adverse
Emeryville	Alameda	178	124	70%	95	63	66%	Minimal
Fremont	Alameda	1,079	361	33%	636	142	22%	Adverse
Hayward	Alameda	625	40	6%	344	17	5%	Adverse
Livermore	Alameda	875	202	23%	482	259	54%	Adverse
Newark	Alameda	205	0	0%	111	0	0%	Adverse
Oakland	Alameda	2,238	610	27%	969	690	71%	Adverse
Piedmont	Alameda	6	0	0%	4	0	0%	Adverse
Pleasanton	Alameda	729	120	16%	455	410	90%	Minimal
San Leandro	Alameda	195	108	55%	107	0	0%	Minimal
Unincorporated	Alameda	1,785	50	3%	767	253	33%	Adverse
Union City	Alameda	338	177	52%	189	55	29%	Minimal
Martinez Subdivision	Alameda/Contra Costa							Minimal
BART	Bay Area							Minimal
Capital Corridor	Bay Area							Minimal
WETA	Bay Area							Minimal
Antioch	Contra Costa	921	435	47%	509	403	79%	Support
Brentwood	Contra Costa	906	376	42%	476	238	50%	Adverse
Clayton	Contra Costa	55	67	122%	33	17	52%	Minimal
Concord	Contra Costa	453	171	38%	273	115	42%	Adverse
Contra Costa County Unicorp	Contra Costa	1,101	372	34%	642	177	28%	Adverse
Contra Costa Countywide	Contra Costa							Minimal
Danville	Contra Costa	140	85	61%	88	56	64%	Minimal
El Cerrito	Contra Costa	37	0	0%	23	5	22%	Adverse
Hercules	Contra Costa	101	96	95%	62	68	110%	Support
Lafayette	Contra Costa	30	15	50%	17	2	12%	Minimal
Martinez	Contra Costa	248	0	0%	139	0	0%	Adverse
Moraga	Contra Costa	32	21	66%	17	0	0%	Minimal
Oakley	Contra Costa	209	168	80%	125	293	234%	Support
Orinda	Contra Costa	31	0	0%	18	0	0%	Adverse
Pinole	Contra Costa	48	34	71%	35	6	17%	Minimal
Pittsburg	Contra Costa	534	247	46%	296	381	129%	Support
Pleasant Hill	Contra Costa	129	95	74%	79	69	87%	Support
Richmond	Contra Costa	471	200	42%	273	1,093	400%	Minimal
San Pablo	Contra Costa	147	214	146%	69	70	101%	Support
San Ramon	Contra Costa	599	157	26%	372	407	109%	Minimal
Walnut Creek	Contra Costa	289	99	34%	195	80	41%	Adverse
Belvedere	Marin	1	0	0%	1	0	0%	Adverse
Corte Madera	Marin	29	0	0%	17	0	0%	Adverse
Fairfax	Marin	12	0	0%	7	0	0%	Adverse
Larkspur	Marin	56	7	13%	29	6	21%	Adverse
Marin Countywide	Marin							Adverse
Mill Valley	Marin	40	69	173%	21	28	133%	Support
Novato	Marin	476	297	62%	242	527	218%	Support
Ross	Marin	3	0	0%	2	0	0%	Adverse
San Anselmo	Marin	32	0	0%	13	0	0%	Adverse
San Rafael	Marin	445	25	6%	207	87	42%	Adverse
Sausalito	Marin	36	22	61%	17	0	0%	Minimal
Tiburon	Marin	26	4	15%	14	3	21%	Adverse
Unincorporated	Marin	85	104	122%	48	100	208%	Support
American Canyon	Napa	230	114	50%	181	60	33%	Minimal
Calistoga	Napa	44	3	7%	31	15	48%	Adverse
Napa	Napa	703	177	25%	500	351	70%	Adverse
Napa Countywide	Napa							Adverse
St. Helena	Napa	31	10	32%	20	10	50%	Adverse
Unincorporated	Napa	405	30	7%	272	45	17%	Adverse
Yountville	Napa	21	0	0%	15	2	13%	Adverse
San Francisco	San Francisco	5,244	4,203	80%	2,126	1,101	52%	Minimal
Atherton	San Mateo	22	0	0%	10	0	0%	Adverse

Bay Area Affordable Housing, 1999 to 2006

City	County	Very Low			Low			Rating
		RHNA Allocation	Permits Issued	Allocation Permitted	RHNA Allocation	Permits Issued	Allocation Permitted	
Belmont	San Mateo	57	24	42%	30	20	67%	Adverse
Brisbane	San Mateo	107	7	7%	43	1	2%	Adverse
Burlingame	San Mateo	110	0	0%	56	0	0%	Adverse
Colma	San Mateo	17	0	0%	8	73	913%	Minimal
Daly City	San Mateo	282	11	4%	139	22	16%	Adverse
East Palo Alto	San Mateo	358	57	16%	148	155	105%	Minimal
Foster City	San Mateo	96	88	92%	53	0	0%	Minimal
Half Moon Bay	San Mateo	86	0	0%	42	106	252%	Minimal
Hillsborough	San Mateo	11	0	0%	5	15	300%	Minimal
Menlo Park	San Mateo	184	0	0%	90	0	0%	Adverse
Millbrae	San Mateo	67	0	0%	32	0	0%	Adverse
Pacifica	San Mateo	120	0	0%	60	10	17%	Adverse
Portola Valley	San Mateo	13	12	92%	5	3	60%	Minimal
Redwood City	San Mateo	534	36	7%	256	70	27%	Adverse
San Bruno	San Mateo	72	138	192%	39	187	479%	Support
San Carlos	San Mateo	65	0	0%	32	0	0%	Adverse
San Mateo	San Mateo	479	125	26%	239	85	36%	Adverse
San Mateo Countywide	San Mateo							Minimal
So. San Francisco	San Mateo	277	121	44%	131	71	54%	Minimal
Unincorporated	San Mateo	252	31	12%	146	0	0%	Adverse
Woodside	San Mateo	5	0	0%	3	0	0%	Adverse
Campbell	Santa Clara	165	2	1%	77	14	18%	Adverse
Cupertino	Santa Clara	412	36	9%	198	12	6%	Adverse
Gilroy	Santa Clara	906	189	21%	334	327	98%	Minimal
Los Altos	Santa Clara	38	24	63%	20	16	80%	Support
Los Altos Hills	Santa Clara	10	26	260%	5	6	120%	Support
Los Gatos	Santa Clara	72	13	18%	35	73	209%	Minimal
Milpitas	Santa Clara	698	524	75%	351	177	50%	Minimal
Monte Sereno	Santa Clara	10	12	120%	5	7	140%	Support
Morgan Hill	Santa Clara	455	258	57%	228	298	131%	Support
Mountain View	Santa Clara	698	118	17%	331	5	2%	Adverse
Palo Alto	Santa Clara	265	214	81%	116	130	112%	Support
San Jose	Santa Clara	5,337	4,415	83%	2,364	3,886	164%	Support
Santa Clara	Santa Clara	1,294	279	22%	590	479	81%	Minimal
Santa Clara Countywide	Santa Clara							Minimal
Saratoga	Santa Clara	75	60	80%	36	1	3%	Minimal
Sunnyvale	Santa Clara	736	55	7%	361	57	16%	Adverse
Unincorporated	Santa Clara	325	325	100%	158	158	100%	Support
Benicia	Solano	70	54	77%	49	128	261%	Support
Dixon	Solano	268	0	0%	237	0	0%	Adverse
Fairfield	Solano	761	57	7%	573	192	34%	Adverse
Rio Vista	Solano	357	12	3%	190	27	14%	Adverse
Solano County Unincorporated	Solano	500	0	0%	363	71	20%	Adverse
Solano Countywide	Solano							Minimal
Suisun City	Solano	191	16	8%	123	64	52%	Adverse
Vacaville	Solano	860	87	10%	629	691	110%	Minimal
Vallejo	Solano	690	84	12%	474	1,065	225%	Minimal
Cloverdale	Sonoma	95	104	109%	51	59	116%	Support
Cotati	Sonoma	113	74	65%	63	40	63%	Minimal
Healdsburg	Sonoma	112	76	68%	78	112	144%	Support
Petaluma	Sonoma	206	250	121%	124	201	162%	Support
Rohnert Park	Sonoma	401	293	73%	270	467	173%	Support
Santa Rosa	Sonoma	1,539	591	38%	970	1,338	138%	Minimal
Sebastopol	Sonoma	58	0	0%	35	5	14%	Adverse
Sonoma	Sonoma	146	111	76%	90	68	76%	Minimal
Sonoma Countywide	Sonoma							Minimal
Unincorporated	Sonoma	1,311	650	50%	1,116	339	30%	Minimal
Windsor	Sonoma	430	161	37%	232	171	74%	Adverse

Table 3: Equitable Access
Transit Operators Low Income Riders FY 2005-2006

Operators	Share of Low Income Riders	Total Ridership (000)	Operator's Total Low Income Riders	% of Region's Low Income Riders	Target Rating Share of LI Riders	Target Rating % of Regional Total LI Riders	Overall Rating	Notes
SC Transit	74.1%	1,360	1,008	0.7%	STRONG	MODERATE	STRONG	Operator's Low Income % served over 40%
VINE	66.7%	754	503	0.4%	STRONG	MINIMAL	STRONG	Operator's Low Income % served over 40%
SR CityBus	65.1%	2,678	1,743	1.2%	STRONG	MODERATE	STRONG	Operator's Low Income % served over 40%
VTA Total	52.7%	40,935	21,562	15.3%	STRONG	STRONG	STRONG	Operator's Low Income % served over 40%
Benicia Breeze	49.3%	138	68	0.0%	STRONG	MINIMAL	STRONG	Operator's Low Income % served over 40%
Vacaville	46.0%	212	97	0.1%	STRONG	MINIMAL	STRONG	Operator's Low Income % served over 40%
SamTrans	41.7%	14,507	6,045	4.3%	STRONG	MODERATE	STRONG	Operator's Low Income % served over 40%
AC Total	40.2%	67,416	27,086	19.2%	MODERATE	STRONG	STRONG	Operator's Low Income % served over 40%
Wheels	40.2%	2,104	845	0.6%	STRONG	MODERATE	STRONG	Operator's Low Income % served over 40%
Muni Total	27.2%	216,764	58,985	41.9%	MINIMAL	STRONG	STRONG	Regional Low Income people served above 10%
BART	14.5%	104,230	15,099	10.7%	MINIMAL	STRONG	STRONG	Regional Low Income people served above 10%
Tri Delta	36.1%	2,544	919	0.7%	MODERATE	MODERATE	MODERATE	Regional Low Income people served above 0.5%
CCCTA	34.8%	4,280	1,487	1.1%	MODERATE	MODERATE	MODERATE	Regional Low Income people served above 0.5%
GGT Total	23.8%	9,403	2,238	1.6%	MINIMAL	MODERATE	MODERATE	Regional Low Income people served above 0.5%
Caltrain	16.6%	10,149	1,684	1.2%	MINIMAL	MODERATE	MODERATE	Regional Low Income people served above 0.5%
FST	33.3%	797	265	0.2%	MODERATE	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
WestCat	31.9%	1,260	402	0.3%	MODERATE	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
Vallejo Total	22.0%	3,044	669	0.5%	MINIMAL	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
Union City	20.2%	418	84	0.1%	MINIMAL	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
ACE	7.5%	637	48	0.0%	MINIMAL	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
Alameda Ferry	4.3%	394	17	0.0%	MINIMAL	MINIMAL	MINIMAL	Regional Low Income people served less than 0.5%
Totals		484,024	140,855	100%				

*Low income riders defined as income less than \$25,000/year

*From Transit Demographics Survey 2006

*Stastical Summary of Bay Area Operators FY 05-06 Total passengers

Changes to Specific Projects

Alameda County

Dumbarton Corridor Express Bus 240018/Dumbarton Rail 240216	
Target	Description of Change
CO2 and PM Moderate to Strong	Consistent with other transit projects with similar magnitudes

Dumbarton Rail 240216	
Target	Description of Change
Active Transportation/Economic Vitality Moderate to Strong	Consistent with Phase I

BART to Livermore (Phases 1 & 2: Rail Extension) 24667	
Target	Description of Change
Economic Vitality Moderate to Strong	Consistent with Phase I

BART Service Frequency Improvements 00BART/BART Metro Program 240182	
Target	Description of Change
Economic Vitality Moderate to Strong	Increased access to jobs and relieves high congested areas

Fremont/Union City East-West Connector 94506	
Target	Description of Change
Active Transportation Moderate Adverse to Moderate	Includes Class I bike path and Class II lanes with connections to existing facilities
Open Space Moderate Adverse to Minimal	The project goes through existing right of way
Non-Auto Travel Time Moderate Adverse to Minimal	The bicycle facilities will improve cycling conditions

Contra Costa County

Hercules Intermodal Station (Phases 2,3 and 4) 230321	
Target	Description of Change
Active Transportation – Moderate to Strong	Project is consistent with other transit stations

SR -4 Widening (Marsh Creek Road to San Joaquin County Line) 22981	
Target	Description of Change
Open Space and Agricultural Preservation – Strongly Adverse to Minimal	Project would be within existing right of way

Pacheco Boulevard Widening (Blum Road to Arthur Road) 98133	
Target	Description of Change
Active Transportation - Minimal to Moderate	Project would add bicycle infrastructure
Open Space and Agricultural Preservation – Strongly Adverse to Minimal	Project does not consume open space or ag resources

Solano County

I-80/I-680/SR-12 Widening and Interchange Improvements 230326, 230327	
Target	Description of Change
CO2 Moderate Adverse to Minimal	This project was evaluated as an interchange operations project
PM Moderate Adverse to Minimal	Similar to CO2
Active Transportation Moderate Adverse to Moderate	Bicycle and pedestrian overcrossings are included in the project as a gap closure
Non-Auto Travel Time/VMT – Moderate Adverse to Moderate	New bike/ped infrastructure and improvements that will benefit express bus service are included

Jepson Parkway Construction (SR-12 to I-80) 94151	
Target	Description of Change
CO2 Moderate Adverse to Minimal	This project was evaluated as an interchange operations project
PM Moderate Adverse to Minimal	Similar to CO2
Collisions- Minimal to Moderate	Improvements to reduce conflicts results in less crashes
Active Transportation Moderate Adverse to Moderate	Class I path is part of the project
Non-Auto Travel Time/VMT – Moderate Adverse to Moderate	The complete streets improvements will encourage non-auto modes

Redwood Parkway - 230313	
Target	Description of Change
Active Transportation – Moderate Adverse to Minimal	This project was evaluated as an interchange and operations project and would not make conditions worse for active transportation modes

SR-12 Widening (SR-29 to Sacramento County Line) - 230477	
Target	Description of Change
Active Transportation – Moderate Adverse to Minimal	This project was evaluated as an interchange and operations project and would not make conditions worse for active transportation modes
Collisions- Strong Adverse to Strong	Improvements to reduce conflicts results in less crashes

SR-113 Relocation out of Dixon - 230561	
Target	Description of Change
CO2 Moderate Adverse to Minimal	This project results in upgrading an existing roadway and would not increase auto trips
PM Moderate Adverse to Minimal	Similar to CO2
Collisions- Moderate Adverse to Minimal	Not a significant increase in VMT
Active Transportation – Moderate Adverse to Minimal	Not a significant increase in VMT
Open Space/Agricultural Development	Does not consume open space/ag development since improvements on an existing roadway
Non-Auto Travel Time/VMT – Moderate Adverse to Moderate	This project results in upgrading an existing roadway and would not increase auto trips

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY					ADOPTED TARGETS									
					Targets Supported	Targets Adversely Impacted	Targets Net Score	Targets Score 11-4-11	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Travel Time/VMT	Maintenance
1	240180	BART Bay Fair Connection	Alameda	Transit Efficiency	6.0	0.0	6.0	6.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	STRONG	MINIMAL
2	22062	Irvington BART Station	Alameda	Transit Efficiency	5.5	0.0	5.5	6.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	STRONG	MINIMAL
3	22455	AC Transit East Bay BRT	Alameda/3434	Transit Efficiency	5.5	0.0	5.5	6.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
4	22780	AC Transit Grand-MacArthur BRT	Alameda/3434	Transit Efficiency	5.5	0.0	5.5	6.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
5	22667	BART to Livermore (Phases 1 & 2: Rail Extension)	Alameda	Transit Expansion	5.0	0.0	5.0	5.0	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	STRONG	STRONG	MINIMAL
6	98207T, 98207R	Alameda-Oakland BRT & I-880 Broadway/Jackson Interchange Improvements	Alameda	Transit Efficiency	5.0	0.0	5.0	5.5	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MODERATE	MINIMAL
7	230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	Alameda/3434	Transit Efficiency	5.0	0.0	5.0	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
8	240113	BART Hayward Maintenance Complex	Alameda	Transit Efficiency	5.0	0.0	5.0	4.5	No	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	STRONG
9	240196	BART to Livermore (Phase 1: 1-Station Rail Extension with Bus Enhancements)	Alameda	Transit Expansion	5.0	0.0	5.0	5.5	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	STRONG	STRONG	MINIMAL
10	LBART	BART to Livermore (Phase 1: 1-Station Rail Extension with DMU)	Alameda	Transit Expansion	5.0	0.0	5.0	n/a	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	STRONG	STRONG	MINIMAL
11	580_BUS	I-580 Express Bus (Dublin to Livermore)	Alameda	Transit Efficiency	4.5	0.0	4.5	n/a	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL
12	22089	Martinez Subdivision & Rail Improvements	Alameda	Transit Efficiency	3.0	0.0	3.0	2.0	Yes	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	STRONG	STRONG	MINIMAL	MINIMAL
13	22765	I-580/I-680 Interchange HOV Direct Connectors	Alameda	Road Efficiency	2.0	0.0	2.0	2.0	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MODERATE	MINIMAL
14	240318	I-80 Ashby Interchange Improvements	Alameda	Road Efficiency	2.0	0.0	2.0	1.5	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
15	22769	I-880 23rd/29th Interchange Improvements	Alameda	Road Efficiency	1.5	0.0	1.5	2.0	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
16	22779	I-880/SR-262 Interchange Improvements (Phase 2: Warren Avenue Grade Separation)	Alameda	Road Efficiency	1.5	0.0	1.5	2.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
17	240052	I-880 Whipple Road Interchange Improvements	Alameda	Road Efficiency	1.5	0.0	1.5	2.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
18	240317	Port of Oakland Wharf Replacement & Berth Deepening (Berths 60-63)	Alameda	Other	1.5	0.0	1.5	1.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MODERATE
19	240657	I-580 Corridor Spot Intersection Improvements	Alameda	Road Efficiency	1.5	0.0	1.5	1.5	No	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
20	21100	I-580 Vasco Road Interchange Improvements & Auxiliary Lanes	Alameda	Road Efficiency	1.5	0.5	1.0	1.5	No	MINIMAL	MINIMAL	MODERATE AD	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
21	22082	Port of Oakland 7th Street Grade Separation & Roadway Improvements	Alameda	Road Efficiency	1.0	0.0	1.0	1.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
22	22760	Port of Oakland Outer Harbor Intermodal Terminals	Alameda	Other	1.0	0.0	1.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
23	230103	Decoto Neighborhood Grade Separation	Alameda	Road Efficiency	1.0	0.0	1.0	0.5	Yes	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
24	240024	Oakland Army Base Infrastructure Improvements	Alameda	Other	1.0	0.0	1.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
25	240279	Mandela Parkway & 3rd Street Corridor Street Reconstruction	Alameda	Road Efficiency	1.0	0.0	1.0	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
26	240562	SR-92 Clawiter/Whitesell Interchange Improvements	Alameda	Road Efficiency	1.0	0.0	1.0	1.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
27	94506	Fremont/Union City East-West Connector	Alameda	Arterial Expansion	2.0	1.5	0.5	-1.5	Yes	MODERATE AD	MODERATE	MODERATE AD	MODERATE AD	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL
28	230099	I-580/I-680 Interchange Improvements (Phase 1)	Alameda	Road Efficiency	1.0	1.0	0.0	0.0	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE AD	MINIMAL	MODERATE	MODERATE AD	MINIMAL
29	240062, 22776	SR-84/I-680 Interchange Improvements + SR-84 Widening (Jack London to I-680)	Alameda	Highway Expansion	0.5	3.0	-2.5	-2.0	No	MODERATE AD	MINIMAL	MODERATE AD	MODERATE AD	MODERATE AD	MODERATE AD	MINIMAL	MODERATE	MODERATE AD	MINIMAL
30	240053	Whipple Road Widening (Mission Boulevard to I-880)	Alameda	Highway Expansion	1.0	6.0	-5.0	-4.5	No	STRONG AD	MINIMAL	STRONG AD	STRONG AD	STRONG AD	STRONG AD	MINIMAL	STRONG	STRONG AD	MINIMAL
31	22343	I-680 Express Bus Service Frequency Improvements (Phase 2)	Contra Costa	Transit Efficiency	4.5	0.0	4.5	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL
32	230321	Hercules Intermodal Station (Phases 2, 3, and 4)	Contra Costa	Transit Efficiency	4.5	0.0	4.5	5.0	Yes	MODERATE	STRONG	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL
33	22360	I-80 San Pablo Dam Road Interchange Improvements	Contra Costa	Road Efficiency	2.5	0.0	2.5	2.0	No	MINIMAL	STRONG	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL
34	22353, 21223	I-680 HOV Gap Closure in Walnut Creek (N. Main to Livorna)	Contra Costa	Road Efficiency	1.5	0.0	1.5	2.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MODERATE	MINIMAL
35	22604	Vasco Road Safety & Operational Improvements (Brentwood to San Joaquin County line)	Contra Costa	Highway Expansion	1.0	0.0	1.0	0.5	No	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL
36	21205, 22350	I-680/SR-4 Interchange Improvements + SR-4 Widening (Morello Avenue to SR-242)	Contra Costa	Highway Expansion	1.0	0.5	0.5	1.0	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE AD	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL

LEGEND **IMPACT TO TARGETS**

STRONG MODERATE MINIMAL MODERATE ADVERSE STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY					ADOPTED TARGETS										
					Targets Supported	Targets Adversely Impacted	Targets Net Score	Targets Score 11-4-11	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Travel Time/VMT	Maintenance	
37	22605	SR-4 Bypass Completion (SR-160 to Walnut Avenue)	Contra Costa	Highway Expansion	2.0	4.5	-2.5	-3.5	No	STRONG AD	STRONG	STRONG AD	MODERATE AD	STRONG AD	MINIMAL	MINIMAL	STRONG	STRONG AD	MINIMAL	
38	22981	SR-4 Widening (Marsh Creek Road to San Joaquin County line)	Contra Costa	Highway Expansion	1.0	3.5	-2.5	-3.5	No	STRONG AD	MINIMAL	STRONG AD	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	STRONG	STRONG AD	MINIMAL	
39	98133	Pacheco Boulevard Widening (Blum Road to Arthur Road)	Contra Costa	Highway Expansion	1.0	4.0	-3.0	-4.5	No	STRONG AD	MINIMAL	STRONG AD	STRONG AD	MODERATE	MINIMAL	MINIMAL	MODERATE	STRONG AD	MINIMAL	
40	22400	SR-239 Expressway Construction (Brentwood to Tracy)	Contra Costa	Highway Expansion	1.0	4.5	-3.5	-3.5	No	STRONG AD	MINIMAL	STRONG AD	MODERATE	STRONG AD	MODERATE AD	MINIMAL	MODERATE	STRONG AD	MINIMAL	
41	94050	SR-4 Upgrade to Full Freeway (Phase 2: Cummings Skyway to I-80)	Contra Costa	Highway Expansion	1.0	5.5	-4.5	-4.0	Yes	STRONG AD	MINIMAL	MODERATE AD	STRONG AD	STRONG AD	STRONG AD	MINIMAL	STRONG	STRONG AD	MINIMAL	
42	230252	Marin Countywide Bus Service Frequency Improvements	Marin	Transit Efficiency	4.5	0.0	4.5	5.5	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	
43	21325	US-101 Twin Cities Corridor Improvements	Marin	Road Efficiency	3.0	0.0	3.0	4.5	No	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	
44	240644	Marin Countywide Senior Mobility Program	Marin	Safety	1.5	0.0	1.5	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	
45	240182	BART Metro Program	Multi-County	Transit Efficiency	8.5	0.0	8.5	8.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	MINIMAL
46	00BART	BART Service Frequency Improvements	Multi-County	Transit Efficiency	8.5	0.0	8.5	8.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	MINIMAL
47	230603	California High-Speed Train - Bay Area to Central Valley	Multi-County	Transit Expansion	7.5	0.0	7.5	n/a	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	STRONG	STRONG	STRONG	MINIMAL
48	240134, 21627	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County	Transit Efficiency	7.5	0.0	7.5	8.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	STRONG	STRONG	STRONG	MINIMAL
49	240521, 21627, 240134	Caltrain Vision (10-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County/ 3434	Transit Efficiency	7.5	0.0	7.5	8.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	STRONG	STRONG	STRONG	MINIMAL
50	240018	Dumbarton Corridor Express Bus	Multi-County	Transit Efficiency	6.5	0.0	6.5	6.0	Yes	STRONG	MODERATE	STRONG	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MODERATE	MINIMAL
51	22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Multi-County/ 3434	Transit Efficiency	6.0	0.0	6.0	7.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MINIMAL
52	240216	Dumbarton Rail	Multi-County/ 3434	Transit Expansion	6.0	0.0	6.0	4.0	Yes	STRONG	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MINIMAL	STRONG	MODERATE	MINIMAL	
53	240699	AC Transit Service Frequency Improvements (Restoration of 2009 Funding Levels)	Multi-County	Transit Efficiency	5.5	0.0	5.5	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MODERATE	MINIMAL	
54	00ACT1	AC Transit Frequent Transit Network	Multi-County	Transit Efficiency	5.5	0.0	5.5	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MODERATE	MINIMAL	
55	240676, 240675, 240677	SMART (Phase 2: Extensions to Cloverdale & Larkspur + IOS Cost Deferrals)	Multi-County/ 3434	Transit Expansion	5.0	0.0	5.0	6.0	Yes	STRONG	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL
56	n/a	BART Station Capacity Improvements	Multi-County	Transit Efficiency	5.0	0.0	5.0	n/a	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
57	n/a	BART Station Access Improvements	Multi-County	Transit Efficiency	5.0	0.0	5.0	n/a	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
58	22511, 22512, 22122, 230613, 22120, 230581	WETA Service Expansion (Treasure Island, Berkeley/Albany, Richmond, Hercules, and Redwood City)	Multi-County/ 3434	Transit Expansion	4.5	0.0	4.5	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL	MODERATE	MODERATE	MINIMAL	
59	230055	Golden Gate Ferry Service Frequency Improvements	Multi-County	Transit Efficiency	4.5	0.0	4.5	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	
60	230604	Bay Bridge Contraflow Lane	Multi-County	Pricing	4.5	0.0	4.5	4.0	Yes	STRONG	MODERATE	STRONG	MINIMAL	MINIMAL	MINIMAL	MODERATE	STRONG	MODERATE	MINIMAL	
61	22227, 240328, 240334	Geneva Avenue Corridor Improvements (Roadway Extension, BRT, and Southern Intermodal Terminal)	Multi-County	Transit Efficiency	4.5	0.0	4.5	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	MINIMAL	
62	230219, 230314	Golden Gate Bus Service Frequency Improvements	Multi-County	Transit Efficiency	4.5	0.0	4.5	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	
63	98139	ACE Expansion	Multi-County/ 3434	Transit Efficiency	4.0	0.0	4.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MINIMAL	
64	240036	Caltrain Communications-Based Overlay Signal System (CBOSS) and Positive Train Control System (PTC)	Multi-County	Transit Efficiency	2.5	0.0	2.5	2.5	Yes	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MODERATE	
65	240060, 240523	US-101 HOV Lanes (Whipple to Cesar Chavez)	Multi-County	Road Efficiency	2.5	0.0	2.5	2.5	Yes	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	
66	22003	Capitol Corridor Reliability Improvements (Phase 2)	Multi-County	Road Efficiency	1.5	0.0	1.5	1.0	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
67	22657	I-580 Westbound Truck Climbing Lane (Altamont Pass)	Multi-County	Road Efficiency	1.5	0.0	1.5	1.0	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
68	240140	Caltrain At-Grade Crossing Improvements	Multi-County	Transit Efficiency	1.5	0.0	1.5	1.0	Yes	MINIMAL	MODERATE	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
69	240571	I-80/I-880 Congestion Pricing and Clean Vehicle Incentive Program	Multi-County	Pricing	2.0	1.0	1.0	0.5	Yes	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MODERATE	MODERATE AD	MINIMAL	
70	98147, 240691	Marin-Sonoma Narrows (Phase 2)	Multi-County	Highway Expansion	2.5	2.0	0.5	0.5	Yes	MODERATE AD	MINIMAL	MODERATE AD	STRONG	MODERATE AD	MODERATE	MINIMAL	STRONG	MODERATE AD	MINIMAL	
71	HOTe	CTC Application + Alameda County Authorized Lanes Express Lanes Network	Multi-County	Express Lanes Network	2.0	2.5	-0.5	-0.5	Yes	MODERATE AD	MODERATE	MODERATE AD	MODERATE AD	MODERATE AD	MODERATE	MINIMAL	STRONG	MODERATE AD	MINIMAL	
72	240122	SR-29 Complete Streets Improvements	Napa	Road Efficiency	1.5	0.0	1.5	2.0	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	

LEGEND **IMPACT TO TARGETS**

STRONG MODERATE MINIMAL MODERATE ADVERSE STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY					ADOPTED TARGETS										
					Targets Supported	Targets Adversely Impacted	Targets Net Score	Targets Score 11-4-11	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Travel Time/VMT	Maintenance	
73	240617	SR-29 HOV Lanes & BRT (Napa Junction to Vallejo)	Napa	Road Efficiency	1.5	0.0	1.5	1.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	
74	94075	SR-12 Jameson Canyon Project (Phase 3: New SR-12/SR-29 Interchange)	Napa	Road Efficiency	1.5	1.0	0.5	0.5	No	MODERATE AD	MINIMAL	MODERATE AD	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	
75	22247	Regional Bikeway Network	Regional	Bike/Ped	7.0	0.0	7.0	7.0	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	
76	240410	Transportation for Livable Communities	Regional	TLC	7.0	0.0	7.0	7.5	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	
77	240690	Lifeline Program	Regional	Lifeline/New Freedom	5.5	0.0	5.5	6.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	STRONG	MODERATE	STRONG	MINIMAL	
78	NewFree	New Freedom	Regional	Lifeline/New Freedom	5.5	0.0	5.5	6.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	STRONG	MODERATE	STRONG	MINIMAL	
79	LS&R	Local Streets and Roads Capital Maintenance Needs	Regional	Maintenance	5.0	0.0	5.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG	
80	Transitshort	Transit Capital Maintenance Needs	Regional	Maintenance	5.0	0.0	5.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG	
81	230419	Freeway Performance Initiative	Regional	FPI	4.0	0.0	4.0	4.0	Yes	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL	
82	230550	Climate Initiatives	Regional	Climate	3.5	0.0	3.5	3.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	
83	240589	EV Solar Installation [BAAQMD program]	Regional	Climate	1.5	0.5	1.0	0.5	Yes	STRONG	MODERATE	MINIMAL	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
84	240577	Heavy-Duty Truck Replacement [BAAQMD program]	Regional	Climate	1.5	1.0	0.5	0.0	Yes	MINIMAL	MODERATE	STRONG	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MODERATE AD	MINIMAL	
85	240582	Truck & Motorcycle Retirement [BAAQMD program]	Regional	Climate	1.5	1.0	0.5	0.0	Yes	MINIMAL	MODERATE	STRONG	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MODERATE AD	MINIMAL	
86	240674	Transbay Transit Center - Phase 3 (Pedestrian Connector Tunnel to BART/Muni)	San Francisco	Transit Expansion	8.0	0.0	8.0	n/a	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	STRONG	STRONG	STRONG	MINIMAL	
87	230290	Transbay Transit Center - Phase 2B (Caltrain Downtown Extension)	San Francisco/3434	Transit Expansion	7.5	0.0	7.5	8.0	Yes	STRONG	MODERATE	STRONG	STRONG	STRONG	MODERATE	MODERATE	STRONG	STRONG	MINIMAL	
88	240171	SFMTA Transit Effectiveness Project	San Francisco	Transit Efficiency	7.5	0.0	7.5	7.5	Yes	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	STRONG	STRONG	
89	240526	SFCTA Transit Performance Initiative	San Francisco	Transit Efficiency	7.5	0.0	7.5	7.5	Yes	STRONG	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	STRONG	STRONG	
90	230161	Van Ness Avenue BRT	San Francisco/3434	Transit Efficiency	6.5	0.0	6.5	6.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	STRONG	STRONG	MINIMAL	
91	230164	Geary Boulevard BRT	San Francisco	Transit Efficiency	6.5	0.0	6.5	6.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	STRONG	STRONG	MINIMAL	
92	240155	Better Market Street	San Francisco	Transit Efficiency	6.0	0.0	6.0	5.5	Yes	MINIMAL	MODERATE	MODERATE	STRONG	STRONG	MINIMAL	STRONG	MODERATE	STRONG	MODERATE	
93	240522	Congestion Pricing Pilot	San Francisco	Pricing	6.0	0.0	6.0	6.5	Yes	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	MINIMAL	STRONG	STRONG	MODERATE	
94	00MUNI	Muni Service Frequency Improvements	San Francisco	Transit Efficiency	5.5	0.0	5.5	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MODERATE	MINIMAL	
95	22415	Historic Streetcar Expansion Program	San Francisco	Transit Efficiency	5.0	0.0	5.0	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MINIMAL	STRONG	MODERATE	MODERATE	MINIMAL	
96	240545	Parkmerced Light Rail Corridor	San Francisco	Transit Efficiency	5.0	0.0	5.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
97	240557	Oakdale Caltrain Station	San Francisco	Transit Efficiency	4.5	0.0	4.5	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	
98	240158	Eastern Neighborhoods (EN TRIPS) Circulation & Streetscape Improvements	San Francisco	Road Efficiency	4.0	0.0	4.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	
99	240694	Treasure Island Congestion Pricing	San Francisco	Pricing	4.0	0.0	4.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	
100	240147	Southeast Waterfront Transportation Improvements	San Francisco	Transit Efficiency	3.5	0.0	3.5	3.0	Yes	MINIMAL	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	STRONG	MODERATE	MODERATE	MINIMAL	
101	240163	Hunters Point & Candlestick Point Local Road Network	San Francisco	Road Efficiency	2.5	0.0	2.5	3.0	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	
102	240344	Sfspark	San Francisco	Parking	2.5	0.0	2.5	2.0	Yes	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	
103	240358	Mission Bay Local Road Network	San Francisco	Arterial Expansion	2.5	0.0	2.5	3.0	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	
104	240035	Caltrain Terminal Station Improvements (4th & King)	San Francisco	Transit Efficiency	1.5	0.0	1.5	1.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	
105	230555	I-80 Yerba Buena Island Interchange Improvements	San Francisco	Road Efficiency	2.0	1.0	1.0	1.0	No	MODERATE AD	MODERATE	MODERATE AD	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
106	240026	SamTrans El Camino BRT	San Mateo	Transit Efficiency	5.5	0.0	5.5	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
107	22274	ITS Improvements in San Mateo County	San Mateo	Road Efficiency	4.0	0.0	4.0	4.0	Yes	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL	
108	240590	El Camino Real Complete Streets Improvements	San Mateo	Road Efficiency	4.0	0.0	4.0	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	

LEGEND **IMPACT TO TARGETS**

STRONG MODERATE MINIMAL MODERATE ADVERSE STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY					ADOPTED TARGETS										
					Targets Supported	Targets Adversely Impacted	Targets Net Score	Targets Score 11-4-11	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Travel Time/VMT	Maintenance	
109	22268	San Mateo Countywide Shuttle Service Frequency Improvements	San Mateo	Transit Efficiency	2.5	0.0	2.5	1.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MODERATE	MINIMAL	MODERATE	
110	21602	US-101 Broadway Interchange Improvements	San Mateo	Road Efficiency	2.0	0.0	2.0	2.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
111	21603	US-101 Woodside Road Interchange Improvements	San Mateo	Road Efficiency	2.0	0.0	2.0	2.5	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
112	21606	US-101 Willow Road Interchange Improvements	San Mateo	Road Efficiency	2.0	0.0	2.0	2.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
113	21613	SR-92 Improvements (Phase 1: San Mateo Bridge to I-280)	San Mateo	Road Efficiency	1.5	0.0	1.5	1.5	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
114	22279	US-101 Produce Road Interchange Improvements	San Mateo	Road Efficiency	1.5	0.0	1.5	1.5	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
115	22756	US-101 Candlestick Point Interchange Improvements	San Mateo	Road Efficiency	1.5	0.0	1.5	2.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
116	240064	Caltrain Grade Separations (Phase 1: San Mateo County)	San Mateo	Transit Efficiency	1.5	0.0	1.5	1.0	No	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	
117	21604	US-101 Auxiliary Lane Modifications (Oyster Point to San Francisco County line)	San Mateo	Road Efficiency	1.0	0.0	1.0	1.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
118	21615	I-280/SR-1 Interchange Improvements	San Mateo	Road Efficiency	1.0	0.0	1.0	1.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
119	22229	US-101 Sierra Point Parkway Interchange Improvements + Lagoon Way Extension	San Mateo	Road Efficiency	1.0	0.0	1.0	1.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
120	22230	I-280 Auxiliary Lanes (Hickey Boulevard to I-380)	San Mateo	Road Efficiency	1.0	0.0	1.0	1.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
121	94644	SR-92 Westbound Slow-Vehicle Climbing Lane (I-280 to SR-35)	San Mateo	Road Efficiency	1.0	0.0	1.0	1.0	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
122	21612	Dumbarton Bridge/US-101 Access Improvements (Phase 1)	San Mateo	Road Efficiency	0.5	0.0	0.5	1.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
123	240114	SR-1 Safety & Operational Improvements (Pacifica to Half Moon Bay)	San Mateo	Road Efficiency	1.0	0.5	0.5	1.0	No	MINIMAL	MODERATE AD	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	
124	22282	US-101 Operational Improvements (near US-101/SR-92 Interchange)	San Mateo	Road Efficiency	0.0	0.0	0.0	0.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
125	98204	SR-1 Widening (Fassler Avenue to Westport Drive)	San Mateo	Highway Expansion	0.0	0.5	-0.5	0.0	No	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
126	240119	VTA El Camino BRT	Santa Clara	Transit Efficiency	7.0	0.0	7.0	6.5	Yes	MODERATE	STRONG	MODERATE	MODERATE	STRONG	MODERATE	STRONG	STRONG	STRONG	MINIMAL	
127	240375	BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)	Santa Clara/3434	Transit Expansion	7.0	0.0	7.0	8.0	Yes	STRONG	MINIMAL	STRONG	STRONG	MODERATE	MODERATE	STRONG	STRONG	STRONG	MINIMAL	
128	22019	Downtown East Valley (Phase 2: LRT)	Santa Clara/3434	Transit Expansion	6.0	0.0	6.0	5.0	Yes	MODERATE	STRONG	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
129	22956	Capitol Expressway Light Rail Extension (Phase 2: to Eastridge Transit Center)	Santa Clara	Transit Expansion	6.0	0.0	6.0	5.5	Yes	MODERATE	STRONG	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
130	22978	Capitol Expressway Light Rail Extension (Phases 2 & 3: to Nieman)	Santa Clara	Transit Expansion	6.0	0.0	6.0	5.5	Yes	MODERATE	STRONG	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
131	98119	Vasona Light Rail Extension (Phase 2)	Santa Clara	Transit Expansion	5.5	0.0	5.5	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
132	230547	Monterey Highway BRT	Santa Clara	Transit Efficiency	5.5	0.0	5.5	5.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
133	230554	Sunnyvale-Cupertino BRT	Santa Clara	Transit Efficiency	5.0	0.0	5.0	5.5	Yes	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
134	21760	Caltrain Double-Track Improvements (San Jose to Gilroy)	Santa Clara	Transit Efficiency	4.5	0.0	4.5	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	
135	230534	Caltrain Electrification (Tamien to Gilroy)	Santa Clara	Transit Efficiency	4.5	0.0	4.5	4.5	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	
136	240494	ITS Improvements in Santa Clara County	Santa Clara	Road Efficiency	4.0	0.0	4.0	4.0	Yes	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	STRONG	MODERATE	MINIMAL	
137	22965	New US-101 Mabury/Taylor Interchange	Santa Clara	Arterial Expansion	2.5	0.0	2.5	2.0	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
138	22979	New US-101 Zanker/Skyport/Fourth Street Interchange	Santa Clara	Arterial Expansion	2.5	0.0	2.5	2.0	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
139	240437	US-101 Braided Ramps (Capitol Expressway to Yerba Buena Road)	Santa Clara	Arterial Expansion	2.5	0.0	2.5	2.0	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
140	240441	US-101/Oregon Expressway/Embarcadero Road Interchange Improvements	Santa Clara	Arterial Expansion	2.5	0.0	2.5	2.0	No	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
141	21719	I-880/I-280/Stevens Creek Boulevard Interchange Improvements	Santa Clara	Arterial Expansion	2.0	0.0	2.0	1.5	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
142	230537	I-280 Winchester Boulevard Interchange Improvements	Santa Clara	Arterial Expansion	2.0	0.0	2.0	1.5	No	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
143	240048	Caltrain Diridon Station Track Capacity Expansion (Phases 2 & 3)	Santa Clara	Transit Efficiency	2.0	0.0	2.0	0.5	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	
144	240063	Caltrain Terminal Station Improvements (San Jose Diridon)	Santa Clara	Transit Efficiency	2.0	0.0	2.0	1.5	Yes	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	

LEGEND **IMPACT TO TARGETS**

STRONG MODERATE MINIMAL MODERATE ADVERSE STRONG

Row #	Project ID	Project Name	County	Project Type	TARGETS SUMMARY					ADOPTED TARGETS										
					Targets Supported	Targets Adversely Impacted	Targets Net Score	Targets Score 11-4-11	In PDA?	CO2	Housing	PM	Collisions	Active Transportation	Open Space / AG	Low Income HH Transportation Cost	Economic Vitality	Non-Auto Travel Time/VMT	Maintenance	
145	240429	I-880/US-101 Interchange Improvements	Santa Clara	Arterial Expansion	2.0	0.0	2.0	1.5	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
146	240444	US-101/SR-237 Interchange Improvements	Santa Clara	Arterial Expansion	2.0	0.0	2.0	1.5	Yes	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
147	240671	New I-280 Senter Road Interchange	Santa Clara	Arterial Expansion	2.0	0.0	2.0	1.5	No	MINIMAL	STRONG	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
148	230337	New Lawrence Expressway Interchange (Monroe Street)	Santa Clara	Arterial Expansion	1.5	0.0	1.5	1.5	No	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
149	240479	I-680 Auxiliary Lanes (McKee Road to Berryessa Road)	Santa Clara	Road Efficiency	1.5	0.0	1.5	1.0	No	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
150	240586	Oregon Expressway Alma Bridge Interchange Improvements	Santa Clara	Road Efficiency	1.5	0.0	1.5	0.5	Yes	MINIMAL	STRONG	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
151	21922	Mineta San Jose International Airport APM Connector	Santa Clara	Transit Efficiency	1.0	0.0	1.0	0.0	Yes	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
152	22814	Foothill Expressway Deceleration Lane Extension	Santa Clara	Road Efficiency	1.0	0.0	1.0	0.0	No	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
153	230340	New Lawrence Expressway Interchange (Kifer Road)	Santa Clara	Arterial Expansion	1.0	0.0	1.0	1.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
154	240580	I-280/Lawrence Expressway/Stevens Creek Interchange Improvements	Santa Clara	Arterial Expansion	1.0	0.0	1.0	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
155	230332	Rengstorff Avenue Grade Separation	Santa Clara	Road Efficiency	0.5	0.0	0.5	0.5	No	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
156	240404	Calaveras Boulevard Overpass Widening (Abel Street to Milpitas Boulevard)	Santa Clara	Road Efficiency	0.5	0.0	0.5	0.0	Yes	MINIMAL	MODERATE	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
157	240431	SR-85 Auxiliary Lanes (El Camino Real to Winchester Boulevard)	Santa Clara	Road Efficiency	0.5	0.0	0.5	1.0	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
158	240443	Mary Avenue Extension	Santa Clara	Road Efficiency	0.0	0.0	0.0	0.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
159	HOTd	Silicon Valley Express Lanes Network	Santa Clara	Express Lanes Network	2.0	2.5	-0.5	-0.5	Yes	MODERATE AD	MODERATE	MODERATE AD	MODERATE AD	MODERATE AD	MODERATE	MINIMAL	STRONG	MODERATE AD	MINIMAL	
160	230294	New SR-152 Alignment	Santa Clara	Highway Expansion	2.0	4.0	-2.0	-2.5	No	STRONG AD	MODERATE	STRONG AD	MODERATE	STRONG AD	MINIMAL	MINIMAL	STRONG	STRONG AD	MINIMAL	
161	21714	US-101 Widening (Monterey Street to SR-129)	Santa Clara	Road Efficiency	1.5	5.5	-4.0	-4.5	No	STRONG AD	MODERATE	MODERATE AD	STRONG AD	STRONG AD	STRONG AD	MINIMAL	STRONG	STRONG AD	MINIMAL	
162	21341	Fairfield/Vacaville Capitol Corridor Station (Phases 1, 2, and 3)	Solano	Transit Efficiency	3.5	0.0	3.5	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	
163	22629	Vallejo Ferry Terminal Intermodal Station	Solano	Transit Expansion	3.5	0.0	3.5	4.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	
164	94151	Jepson Parkway Construction (SR-12 to I-80)	Solano	Highway Expansion	2.0	0.5	1.5	-1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE	MODERATE AD	MINIMAL	MODERATE	MODERATE	MINIMAL	
165	230325	I-80 Westbound Cordelia Truck Scales Relocation	Solano	Road Efficiency	1.0	0.0	1.0	1.0	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
166	230326	I-80/I-680/SR-12 Widening & Interchange Improvements (Phase 1)	Solano	Highway Expansion	1.5	0.5	1.0	-0.5	No	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
167	230468	I-80 Auxiliary Lanes (Airbase Parkway to I-680)	Solano	Highway Expansion	1.0	0.0	1.0	1.5	Yes	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	
168	230561	SR-113 Relocation out of Dixon	Solano	Highway Expansion	0.5	0.0	0.5	-3.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	MINIMAL	MINIMAL	
169	230575	Rio Vista Bridge Reconstruction & Realignment	Solano	Road Efficiency	0.5	0.0	0.5	0.5	No	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	
170	22794	Curtola Transit Center Improvements	Solano	Transit Efficiency	0.5	0.5	0.0	-0.5	No	MINIMAL	MODERATE	MINIMAL	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
171	230313	Redwood Parkway & Fairground Drive Roadway Improvements	Solano	Road Efficiency	1.0	1.0	0.0	-2.5	No	MINIMAL	MODERATE	MINIMAL	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MODERATE	MODERATE AD	MINIMAL	
172	230477	SR-12 Widening (SR-29 to Sacramento County line)	Solano	Highway Expansion	1.5	4.5	-3.0	-5.0	Yes	STRONG AD	MINIMAL	STRONG AD	STRONG	STRONG AD	MODERATE AD	MINIMAL	MODERATE	STRONG AD	MINIMAL	
173	240650	Sonoma Countywide Bus Service Frequency Improvements	Sonoma	Transit Efficiency	5.0	0.0	5.0	5.0	Yes	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	MODERATE	STRONG	MODERATE	MODERATE	MINIMAL	
174	230366	Caulfield Lane Extension (Southern Crossing)	Sonoma	Road Efficiency	1.0	0.0	1.0	0.0	Yes	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	
175	21998	SR-116 Widening & Rehabilitation (Elphick Road to Redwood Drive)	Sonoma	Highway Expansion	0.5	2.0	-1.5	-1.0	Yes	MODERATE AD	MINIMAL	MODERATE AD	MODERATE AD	MODERATE AD	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MODERATE	
176	21884	Petaluma Cross-Town Connector/Interchange	Sonoma	Road Efficiency	1.0	3.0	-2.0	-2.5	No	MODERATE AD	STRONG	MODERATE AD	MODERATE AD	MODERATE AD	MODERATE AD	MINIMAL	MINIMAL	MODERATE AD	MINIMAL	
177	22207	Farmers Lane Extension (Bellevue Avenue to SR-12)	Sonoma	Highway Expansion	0.5	3.0	-2.5	-2.5	Yes	MODERATE AD	MODERATE	MODERATE AD	MODERATE AD	MODERATE AD	MODERATE AD	MINIMAL	MINIMAL	MODERATE AD	MINIMAL	

LEGEND		IMPACT TO TARGETS		
STRONG	MODERATE	MINIMAL	MODERATE ADVERSE	STRONG

Targets Assessment of Small Projects by Project Type (sorted by Targets Net Score)

TABLE C-4

Summarized Categories of Small Projects	# of Projects	CO ₂	Housing	PM	PM in CARE*	Collisions	Active Transport	Open Space/AG*	Low-Inc HH Trans. Cost	Economic Vitality*	Non Auto Mode Share/VMT	Maintenance	Targets Net Score
Transit Expansion & Efficiency	65	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	STRONG	MINIMAL	9.0
Emissions Reduction	10	STRONG	MINIMAL	STRONG	STRONG	MINIMAL	STRONG	MINIMAL	STRONG	STRONG	STRONG	MINIMAL	6.0
Bicycle and Pedestrian Improvements	109	STRONG	MODERATE	MODERATE	MODERATE	STRONG	STRONG	MINIMAL	MODERATE	MINIMAL	MODERATE	MINIMAL	4.5
State Highways, Arterials, and Local Streets (Maintenance & Safety)	71	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	STRONG	3.5
Transit Maintenance & Safety	16	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MODERATE	MINIMAL	MINIMAL	MINIMAL	MODERATE	STRONG	3.5
Public Outreach/Info/ Preparedness	9	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	MODERATE	MINIMAL	MODERATE	MINIMAL	MINIMAL	3.0
ITS/TDM/Parking	22	MODERATE	MINIMAL	MODERATE	MINIMAL	MODERATE	MODERATE	MINIMAL	MINIMAL	MODERATE	MODERATE	MINIMAL	3.0
State Highways, Arterials, and Local Streets (Expansion & Efficiency)	259	MINIMAL	STRONG	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	STRONG	MINIMAL	MINIMAL	0.0
Other	6	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	MINIMAL	0.0
Freeways and Interchanges	102	STRONG AD	STRONG	STRONG AD	STRONG AD	MINIMAL	STRONG AD	MINIMAL	MINIMAL	STRONG	STRONG AD	MINIMAL	-2.0

* Assessment based on the project geography

LEGEND	IMPACT TO TARGETS				
STRONG	MODERATE	MINIMAL	MODERATE ADVERSE	STRONG ADVERSE	