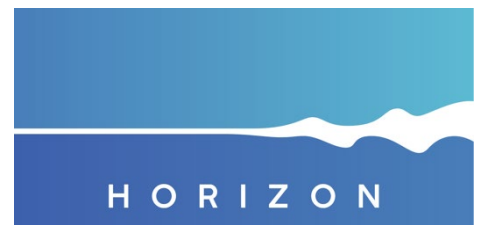














PROJECT PERFORMANCE ASSESSMENT



Attachment B: Finalists from Transformative Projects Process

Transformative Projects from Individual/NGOs (>\$1 billion)			6 Projects
	Project Name	Project Description (<i>draft</i>)	Project Submitter(s)
	Optimized Express Lane Network + Regional Express Bus Network	Optimize express lane tolls while relying on conversion of general-purpose lanes to close gaps in the existing carpool lane network. Enhance frequencies of existing express buses and add new express bus services in corridors not well-served by regional rail.	<ul style="list-style-type: none"> • SPUR • TransForm
	Bus Rapid Transit (BRT) on All Bridges	Convert existing general-purpose lanes on bridges for use by buses and high-occupancy vehicles. Initiate new bus rapid transit (BRT) services on these bridge corridors to provide an alternative to solo driving in congested conditions.	<ul style="list-style-type: none"> • Tony Breslin
	SMART to Richmond via New Richmond-San Rafael Bridge	Rebuild the Richmond-San Rafael Bridge with three lanes in each direction as well as commuter rail tracks and a bicycle/pedestrian facility. Extend SMART either from San Rafael or Larkspur across the new bridge and connect to Richmond BART/Amtrak station.	<ul style="list-style-type: none"> • William Manley • Joseph Naujokas • Christopher Sork • Sonoma County Transportation & Land Use Coalition
	I-80 Corridor Overhaul	Prepare Interstate 80 for an increasingly-automated future in San Francisco, Alameda, and Contra Costa counties by overhauling the corridor. Add ramp meters and tolling along the corridor; add bus rapid transit line along Interstate 80 as well.	<ul style="list-style-type: none"> • Arup
	Regional Bicycle Superhighway Network	Construct bike paths across the region's major freeways, including Interstates 80, 280, 880, 680, and 580 as well as U.S. Route 101. Build complementary protected bikeways within city centers to connect to bicycle superhighways.	<ul style="list-style-type: none"> • Arup
	Bay Trail Completion	Construct the remaining mileage of the San Francisco Bay Trail for both commuting and recreational purposes by bicyclists and pedestrians.	<ul style="list-style-type: none"> • Jim Stallman

Transformative Operational Strategies			6 Projects
Strategy Name	Strategy Description (<i>draft</i>)	Strategy Submitter(s)	
 <p>Integrated Transit Fare System</p>	<p>As part of a coordinated rebranding of Bay Area transit systems, fares would be standardized across operators to reflect a new mileage-based or zone-based fare structure. Transfer penalties would be eliminated.</p>	<ul style="list-style-type: none"> Eddy Ionescu & Jason Lee Seamless Bay Area SPUR 	
 <p>Free Transit</p>	<p>Eliminate transit fares altogether for all Bay Area operators in order to encourage additional utilization of public transit.</p>	<ul style="list-style-type: none"> Mark Apton Christian Rodgers Danielle Venton Gabriela Zuniga 	
 <p>Higher-Occupancy HOV Lanes</p>	<p>Increase the occupancy requirements on carpool lanes over time (from 2 people per vehicle to 3 or 4 people per vehicle), while converting one or more existing general-purpose lanes on freeways to HOV2.</p>	<ul style="list-style-type: none"> 3 Revolutions Book Club 	
 <p>Demand-Based Tolls on All Highways</p>	<p>Implement electronic per-mile tolling on all regional highways, with prices linked to roadway demand by time of day. Use revenues generated to improve transportation system in revenue-generating corridors.</p>	<ul style="list-style-type: none"> Jeremy Besmer City of San Jose 	
 <p>Reversible Lanes on Congested Bridges and Freeways</p>	<p>Implement dynamic lane allocation on the ten most congested corridors in the Bay Area, including portions of Interstate 80, U.S. Route 101, and Interstate 680. Reversible lanes would either rely on a movable barrier (similar to the Golden Gate Bridge) or autonomous vehicle technologies.</p>	<ul style="list-style-type: none"> City of San Jose 	
 <p>Freight Delivery Timing Regulation</p>	<p>Regulate truck delivery times to ensure most deliveries occur during off-peak hours when roadway demand is generally lower. Local deliveries would be encouraged during evening and nighttime hours.</p>	<ul style="list-style-type: none"> Daniel Ayers Marc Brenman Kevin Brooks Cesar Plata 	