Appendix II - Performance Metrics

- Please fill in the table below with the requested information for your project. This information will also need to be included in the electronic Project Programming Request form that is submitted with the application: [INSERT LINK].

- Please refer to the SCCP Project Metrics Instructions Document which includes additional information and resources for completing this table: [INSERT LINK].

- Project metrics are expected to be provided for the scope of the project as defined in the application and as projected for the "Build" scenario versus the "No Build" scenario over a 20-year horizon (with no other alternatives consideration required). If a horizon other than 20 years is utilized, it must be specified in the table. Provide current conditions where applicable and explain current conditions as part of project purpose and need.

- These metrics cover estimated project benefits based on what is known at the time of application.

- Project types include: Local Road, Highway, Transit Rail, Transit Bus, and Active Transportation or any combination thereof. Benefits are reported for the project as a whole.

- A few tools have been identified in the SCCP Project Metrics Instructions Document [LINK] including the Regional Travel Demand Model, Sub-Regional or Project-Level Models, as well as the Cal-B/C Tools which use travel model data or engineering estimates as inputs to generate project benefits. Applicants are encouraged to use tools that are industry standard to the extent possible, but when there is a need to use an alternate tool, applicants should explain their choice of model and underlying assumptions.

- For cost-effectiveness, documentation supporting the benefits and cost estimates provided in the application should cite, as appropriate, the project study report, environmental document, Regional Transportation Plan, corridor plans, and other studies that provide quantitative and qualitative measures of the project's costs and benefits, including both congestion and emission reduction benefits.

- The intent of these metrics is not to require a RTDM run for every project. It is anticipated that project applicants will utilize existing analyses (i.e. project level modeling conducted for the environmental analysis) and use that information coupled with additional off model tools or other simple calculations to estimate the project benefits for the application process.

- For each measure area please specify the horizon year, methodology, assumptions, and data source(s) used as indicated in the SB 1 Accountability and Transparency Guidelines. Columns for this information have been provided in the table below.

- Modeled and observed data may be used. Modeled data used must be calibrated per federal standards.

Measure	**Metric**	**Build**	**Future No Build**	**Change**	**Methodology**	**Data/Assumptions**
Congestion Reduction	Project Area, Corridor, County, or Regionwide VMT per capita **and** total VMT					
	Person Hours of Travel Time Saved					
	Daily Vehicle Hours of Delay					
	Percent Change in Non-Single Occupancy Vehicle Travel*					
	Per Capita and Total Person Hours of Delay per Year*					
Throughput	Peak Period Person Throughout by Applicable Mode*					
	Passengers per Vehicle Service Hour*					
	Bicyclist/Pedestrian Screen Line Counts*					
System Reliability	Peak Period Travel Time Reliability Index					
	Transit Service On-Time Performance					
Safety	Number of Fatalities					
	Rate of Fatalities per 100 Million VMT					
	Number of Serious Injuries					
	Number of Serious Injuries per 100 Million VMT					
	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	Number or Rate of Property Damage Only and Non-Serious Injury Collisions*					
	Accident Cost Savings*					

Measure	**Metric**	**Build**	**Future No Build**	**Change**	**Methodology**	**Data/Assumptions**
Economic Vitality	Jobs Created (Direct and Indirect)					
Air Quality & GHG	Particulate Matter (PM 2.5 PM 10)					
	Carbon Dioxide (CO_2)					
	Volatile Organic Compounds (VOC)					
	Sulphur Dioxides (SO_x)					
	Carbon Monoxide (CO)					
	Nitrogen Oxides (NO_x)					
Accessibility	Number of Jobs Accessible by Mode					
	Access to Key Destinations by Mode					
	% of Population Defined as Low Income or Disadvantaged within ½ mile of rail station, ferry terminal, or high-frequency bus stop					
Cost Effectiveness	Cost Benefit Ratio					
Efficient Land Use	See Land Use Efficiency Supplement					

* Indicates an optional metric