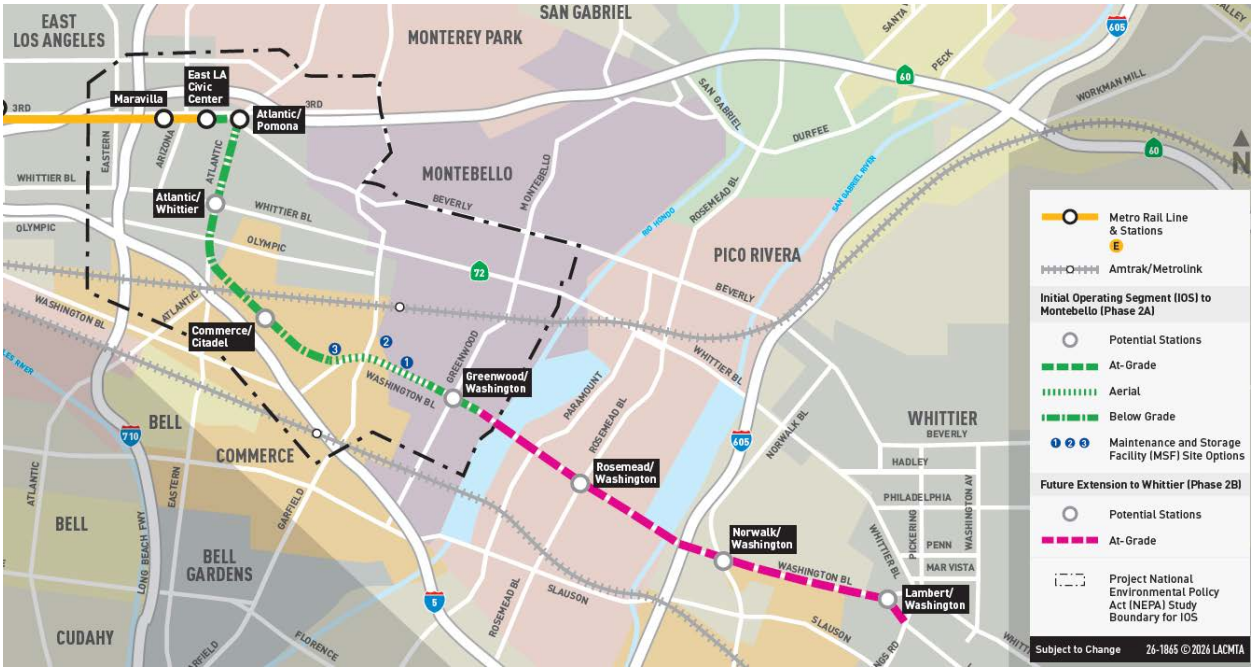
EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro Cost Benefit Analysis (CBA)

In July 2025, the Board adopted a CBA framework for evaluating project alternatives, including assessing the regional economic impacts of investment and identifying benefits relative to the costs of investment. The CBA framework methodology includes two components – a Weighted Benefits Analysis and a Benefit-Cost Ratio. Metro used this methodology to evaluate the three maintenance and storage facility sites (MSF) studied in the Environmental Assessment (EA) for the Eastside Transit Corridor Phase 2. The evaluation is based on data collected during the CEQA and NEPA environmental review process, and the advanced conceptual engineering and ridership projections that accompanied that process.

Figure 1. Study Area and MSF Site Options



Weighted Benefits Analysis: The Weighted Benefits Analysis is a points-based evaluation comparing the MSF site options across five goals that are weighted per the Metro-adopted CBA methodology. This considers project benefits using relevant quantitative and qualitative metrics within each of the five goal categories. These metrics are scored relative to each other on a seven-point scale, with seven being the highest/best performing.

Table 1: Weighted Benefits Analysis

Goals	IOS with MSF Site 1	IOS with MSF Site 2	IOS with MSF Site 3	Key Performance Indicators Evaluated
	Average Score by Goal (Unweighted)			
Mobility & Accessibility (Weight: 40%)	**6.1 / 7**	**6.5 / 7**	**6.4 / 7**	Travel Time; New Transit Trips; Travel Time Savings; Transit Access for MSF Employees; Efficiency of Employee Parking at MSF; Maintenance of Vehicular Access; Regional Traffic Circulation Impacts; Existing and Proposed Nearby Bike Facilities
Safety & Health (Weight: 15%)	**6.3 / 7**	**5.8 / 7**	**7 / 7**	Percent of Alignment that is Grade Separated; Number of Proposed Signalized Grade Crossings; Improved Access to Healthcare; Induced Walk and Bike trips; Proposed Walk/Bike Paths; Exposure to Noise; Potential for Conflict Points at MSF
Environmental Sustainability (Weight: 15%)	**3.7 / 7**	**3.9 / 7**	**5 / 7**	VMT Reduction of IOS; Impact to Tree Canopy; Construction GHG Emissions; IOS Energy Consumption from Operation, Increased VMT from Operations; Flood Risk; Proximity to Known Hazards and Hazardous Material Sites; Site Disturbance
Operational Sustainability & Delivery (Weight: 15%)	**3.9 / 7**	**4.6 / 7**	**6.2 / 7**	MSF Capital Cost Estimate; MSF Service Capabilities; MSF Features; Estimated Construction Duration of MSF; Impacted Parcels; Additional Acquisitions of Industrial Properties Needed for MSF; Street Vacation Needed for MSF; Light Rail Vehicle Storage Capacity at MSF; MSF State of Good Repair Costs
Economic Impact (Weight: 15%)	**5.3 / 7**	**6.2 / 7**	**6.3 / 7**	Number of Businesses Displaced by MSF Site Acquisition; Estimated Employees Displaced by MSF Site Acquisition; Employment Opportunities for MSF; Project Annual Value of Travel Time Savings; Project Annual Travel Cost Savings; Annual Operations-Related Spending Due to IOS; Annual Person-Year Jobs Created
Total Weighted Score	**5.3 / 7**	**5.7 / 7**	**6.2 / 7**	**All MSF Sites are viable and MSF Site 3 performs the best.**

**7-point scale with 7 as the highest/best performing*

Provision of a MSF is required for the operation of the ESP2 extension project, and the Weighted Benefits Analysis finds that all MSF site options are viable. Of the three MSF sites, MSF Site 3 performs best across four of the five CBA goal criteria – Safety & Health, Environmental Sustainability, Operational Sustainability & Delivery, and Economic Impact. MSF Site 2 performs best under the Mobility & Accessibility goal category.

Although 80% of the score (4 out of 5 goals) favors MSF Site 3, the difference between the total weighted score for MSF Site 3 and MSF Site 2 is half a point. This can be attributed to MSF Site 2 performing better across Mobility & Accessibility criteria, which is weighted at 40% of the total weighted score, compared to the other four goals, which are each only weighted at 15%. Overall, MSF Site 3 performs best, in large part due to

its ability to deliver similar mobility, accessibility, safety, health and economic benefits, at a lower cost, shorter construction duration and lesser impact to adjacent properties and businesses

Benefit-Cost Ratio: The Benefit-Cost Ratio (BCR) compares the monetized costs of the Project, including capital and operating costs, to the monetized benefits of the Project, including travel time savings, traffic safety, active transportation health benefits, air pollution reduction benefits and regional economic benefits due to improved regional access and travel. A higher ratio of benefits to costs means that there are more monetized benefits for every dollar spent. It is important to note that many costs and benefits cannot be monetized.

Given the early state of the conceptual engineering for the three MSF site options, Metro staff concluded that all three options would yield nearly identical monetized benefits based on identical ridership forecasts and service patterns for the IOS, irrespective of the MSF facility itself. As a result, a BCR for each MSF site option was not calculated as part of this CBA as it would not provide any additional information to differentiate the three options beyond what the Weighted Benefits Analysis provides.