

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 8, 2022

Agenda Item 3a - 23-0230

FY 2022-23 Transit Performance Initiative Call for Projects Award Recommendations

Subject:

Recommendation of awards for the FY2022-23 Transit Performance Initiative (TPI) Investment Program Call for Projects, including award of approximately \$15 million in STP/CMAQ funding and approximately \$6 million in Low Carbon Transit Operations Program (LCTOP) funding.

Background:

The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, \$104 million has been programmed to 35 projects. Through this funding program, operators have completed projects that improve transit reliability, speed, and rider experience. Not only has transit service benefitted from these projects, but agencies have built up toolkits and experience on how to get transit out of traffic. With additional funding, more projects can be implemented to improve transit service.

In 2021, MTC's Blue Ribbon Transit Recovery Task Force approved the Bay Area Transit Transformation Action Plan, which identifies delivery of near-term transit corridor projects as an accelerated action to support transit recovery. Both the Action Plan and Plan Bay Area 2050 (PBA50) name bus transit priority improvements as especially efficient and effective at meeting the region's transit goals. While MTC develops policies and programs for enhanced and continual investment in transit priority improvements, staff recognizes that there are TPI projects that are ready to advance in the coming months.

The One Bay Area Grant Program (OBAG 2) included a \$15 million set aside for transit priority projects that has not yet been distributed. Additionally, approximately \$18 million in state LCTOP funds are expected to be distributed to MTC via the population-based formula program for FY2022-23, of which one-third, or approximately \$6 million, is reserved for the Transit Performance Initiative via the MTC Cap and Trade Funding Framework, MTC Resolution No. 4130.

This item proposes to distribute a total of \$21 million in OBAG 2 and LCTOP funding through the 2022-23 TPI Program Call for Projects, to advance immediate investment in the Transit Transformation Action Plan and PBA50-identified priority of transit improvements on major corridors.

2022-23 TPI Investment Program Call For Projects and Project Selection Process

To address the program goals outlined above, staff initiated a call for projects in fall 2022. In addition to the traditional capital grants that have been awarded through every round of the TPI program, this round proposals were accepted for early phase planning and project development, to support advancement of projects that could be eligible for a TPI capital grant in the coming years.

MTC received seven capital applications totaling \$17 million and five planning applications totaling \$6 million, for a total request of \$23 million across twelve applications. Details of submitted projects are included in Attachment B.

Staff convened an evaluation panel consisting of staff from MTC and a transit agency representative. Each panel member scored submissions on the effectiveness of the proposed improvements, support for regional policies and goals, cost effectiveness, and readiness and deliverability, based on submitted proposals and clarifications provided to the panel from project sponsors as requested.

Based on the panel's final scores and feedback, staff developed award recommendations taking into account funding eligibility.

Funding Recommendations

Staff recommend awarding a total of approximately \$21.2 million, including full or partial funding for all twelve projects submitted this round. The projects will improve travel times, reliability, and ridership on bus routes in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties. The improvements to be advanced by the projects include transit signal priority and other communications improvements, new dedicated transit lanes and systems to reduce violations in existing lanes, bus stop improvements and optimization, and

other bus priority infrastructure such as bus bulbs and queue jumps. All projects are located in or supportive of Plan Bay Area Priority Development Areas and Equity Priority Communities.

Most projects received an aggregate score of 3.5 out of 5 or better. One project received a lower score – the Napa Valley Transit Safety and Efficiency Improvements, because the identified improvements would only indirectly improve transit operations or ridership. However, a secondary goal of the TPI program, as set out in this year’s guidelines, is improving the customer experience. The Napa project would improve the customer experience through improved information wayfinding and signage, communications, and safety throughout the Napa Vine fixed-route transit service area, and staff recommend funding their approximately \$1M request.

One project is recommended to receive partial funding. SFMTA submitted a request for the second phase of the 29-Sunset Improvement project. This is a good fit for the TPI program, but construction is not expected to start until late 2026, a longer timeline than other applications and longer than is generally expected for TPI projects applying for construction funds. In addition, SFMTA identified the project as scalable, as once design is completed construction can be scheduled based on funding availability. For these reasons, staff recommend a partial funding award of approximately \$2.7 million out of the \$4.5 million request. Staff recommend considering awarding this project additional funding as it becomes available in the future.

Staff recommend awarding the full requested amount for all remaining projects, from LCTOP and OBAG sources depending on eligibility. The LCTOP program has more limited eligibility than the OBAG funding sources, including potential conflicts with other Cap and Trade sources, so only a few of the applications were LCTOP-eligible. The estimated LCTOP apportionment was first divided amongst these applications, then the remaining requests were filled in with OBAG funding. The exact amount of LCTOP funding available this year has not yet been announced by the State Controller’s Office. Staff plan to recommend approval of programming resolutions for OBAG and LCTOP funding in March, after the LCTOP amount is finalized.

Next Steps:

Staff intend to bring recommended updates to the OBAG and LCTOP programming resolutions to finalize these updates in March.

Issues:

None identified.

Recommendations:

Refer FY2022-23 TPI Programming Recommendations to the Commission for approval.

Attachments:

- Attachment A: TPI Awards Summary
- Attachment B: TPI Project Fact Sheets

A handwritten signature in blue ink that reads "Alix A. Bockelman". The signature is written in a cursive style and is followed by a long horizontal line that extends to the right.

Alix A. Bockelman

TPI 2022-23 Call for Projects: Application and Award Recommendation Summary

Project Title	Project Sponsor	Capital/ Planning	Request amount	Recommended Award ¹	Recommended award source
Next Generation Transit Lane and Bus Zone Enforcement Pilot Program	San Francisco Municipal Transportation Agency	Capital	\$2,544,132	\$2,544,132	LCTOP
29 Sunset Improvement Project - Phase Two	San Francisco Municipal Transportation Agency	Capital	\$4,500,000	\$2,696,000 ²	OBAG
Transit Reliability Improvement and Performance System (TRIPS)	Santa Clara Valley Transportation Agency	Capital	\$2,390,310	\$2,390,310	LCTOP
Third Street Dynamic Traffic Signal Optimization Project	San Francisco Municipal Transportation Agency	Capital	\$2,000,000	\$2,000,000	OBAG
Marin County Hwy 101 Part Time Transit Lane	Marin County Transit District (Implemented by Transportation Authority of Marin)	Capital	\$1,106,625	\$1,107,000	OBAG
MacDonald Avenue Transit Signal Priority Project Phase 1	Alameda-Contra Costa Transit District	Capital	\$3,500,000	\$3,500,000	OBAG/LCTOP ³
Napa Valley Transit Safety and Efficiency Improvements	Napa Valley Transportation Authority	Capital	\$1,060,000	\$1,060,000	OBAG
Muni Forward Five-Minute Network Corridor Planning Program	San Francisco Municipal Transportation Agency	Planning	\$3,037,508	\$3,038,000	OBAG
El Camino Real Mid-County Transit and Multimodal Corridor Plan	San Mateo County Transit District	Planning	\$407,000	\$407,000	OBAG
Monterey Road Transit Lane Project	Santa Clara Valley Transportation Agency	Planning	\$575,445	\$575,445	OBAG
Transit Corridors Study	Central Contra Costa Transit Authority (County Connection)	Planning	\$400,000	\$400,000	OBAG
Foothill Corridor Planning Study	Alameda-Contra Costa Transit District	Planning	\$1,500,000	\$1,500,000	OBAG
Totals			\$23,021,020	\$21,217,442	

1. Projects listed from highest to lowest average panel score within the Capital and Planning Categories
2. OBAG awards are rounded to the nearest thousand.
3. Exact award subject to change based on final apportionments; recommendation is sized to balance of available funding
4. Split of LCTOP and OBAG funding on the MacDonald Ave project dependent on the official LCTOP apportionment, to be announced in February 2023

Attachment B: TPI Investment Program – FY23 Fact Sheets

AC Transit – Foothill Corridor Planning Study (Planning Project)

Recommended TPI Funding: \$1.5 M (OBAG 2)

Estimated Total Project Cost: TBD

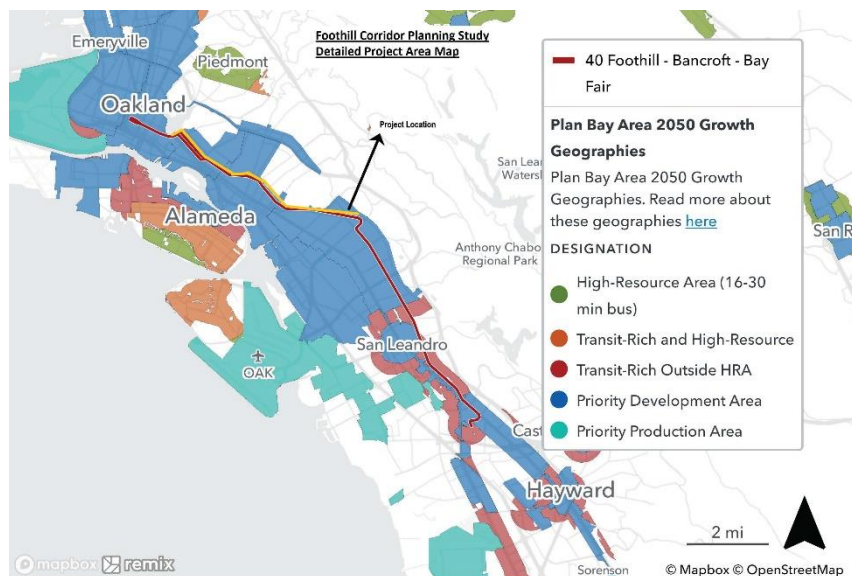
Lead Implementing Agency/ Sponsor: AC Transit

Project Location: Foothill Boulevard between 1st Ave and 73rd Ave at the Eastmont Transit Center.

Project Description: Study to provide service and design alternative to reduce congestion delay and improve bus operations. Potential improvements include bus lanes, queue jumps, and sidewalk bulb outs, new traffic signals or other traffic controls.

Project Benefits: Develop recommendations to reduce congestion delay and improve bus operations.

Project Map:



County Connection – Transit Corridors Study (Planning Project)

Recommended Funding: \$0.4 M (OBAG 2)

Estimated Total Project Cost: TBD

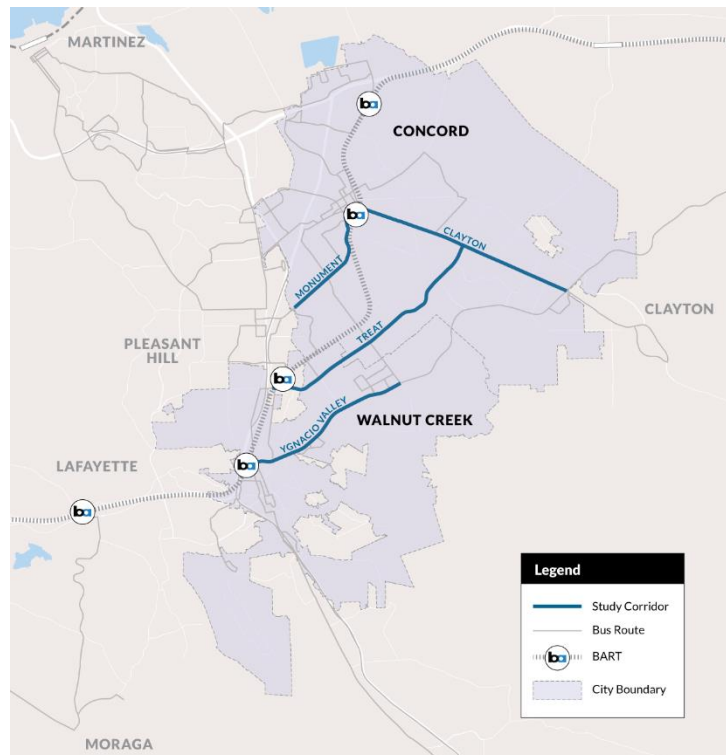
Lead Implementing Agency/ Sponsor: Central Contra Costa Transit Authority (CCCTA)/County Connection

Project Location: Clayton Road between Concord BART and Ygnacio Valley Rd/Kirker Pass Rd; Monument Boulevard between Concord BART and Mohr Ln; Ygnacio Valley Road between Walnut Creek BART and Oak Grove Rd; Treat Boulevard between Pleasant Hill BART and Clayton Rd.

Project Description: Study to analyze four major corridors by assessing current conditions, gathering passenger and community feedback, and identify options to improve speed and reliability of buses.

Project Benefits: Develop recommendations that would reduce delays and enhance customer service on high-ridership corridors.

Project Map:



SamTrans – El Camino Real Mid-County Transit and Multimodal Corridor Plan (Planning Project)

Recommended Funding: \$0.4 M (OBAG 2)

Estimated Total Project Cost: TBD

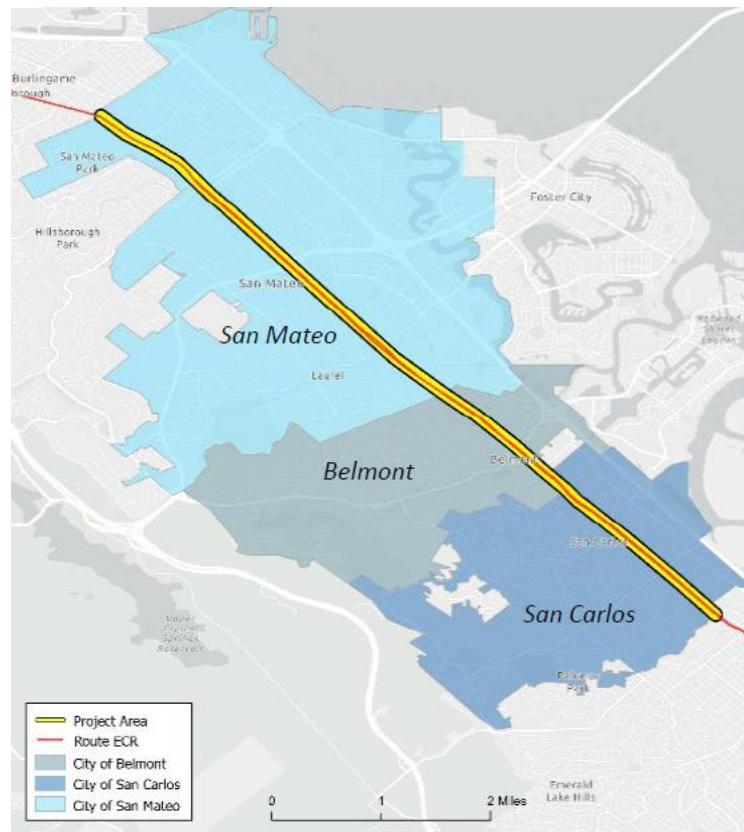
Lead Implementing Agency/ Sponsor: San Mateo County Transit District (SMCTD)/SamTrans

Project Location: El Camino Real mid-county corridor in the cities of San Mateo, Belmont, and San Carlos

Project Description: Develop a preferred conceptual design for the ECR corridor mid-county corridor incorporating recommendations from SamTrans' ECR study, local vision for active transportation facilities, and reconciliation of tradeoffs between modes. Specific treatments for consideration include bus bulbs, queue jumps, and bus only lanes.

Project Benefits: Develop conceptual designs addressing travel times and reliability of the ECR route.

Project Map:



SFMTA – Muni Forward Five-Minute Network Corridor Planning (Planning Project)

Recommended TPI Funding: \$3 M (OBAG 2)

Estimated Total Project Cost: TBD

Lead Implementing Agency/ Sponsor: SFMTA

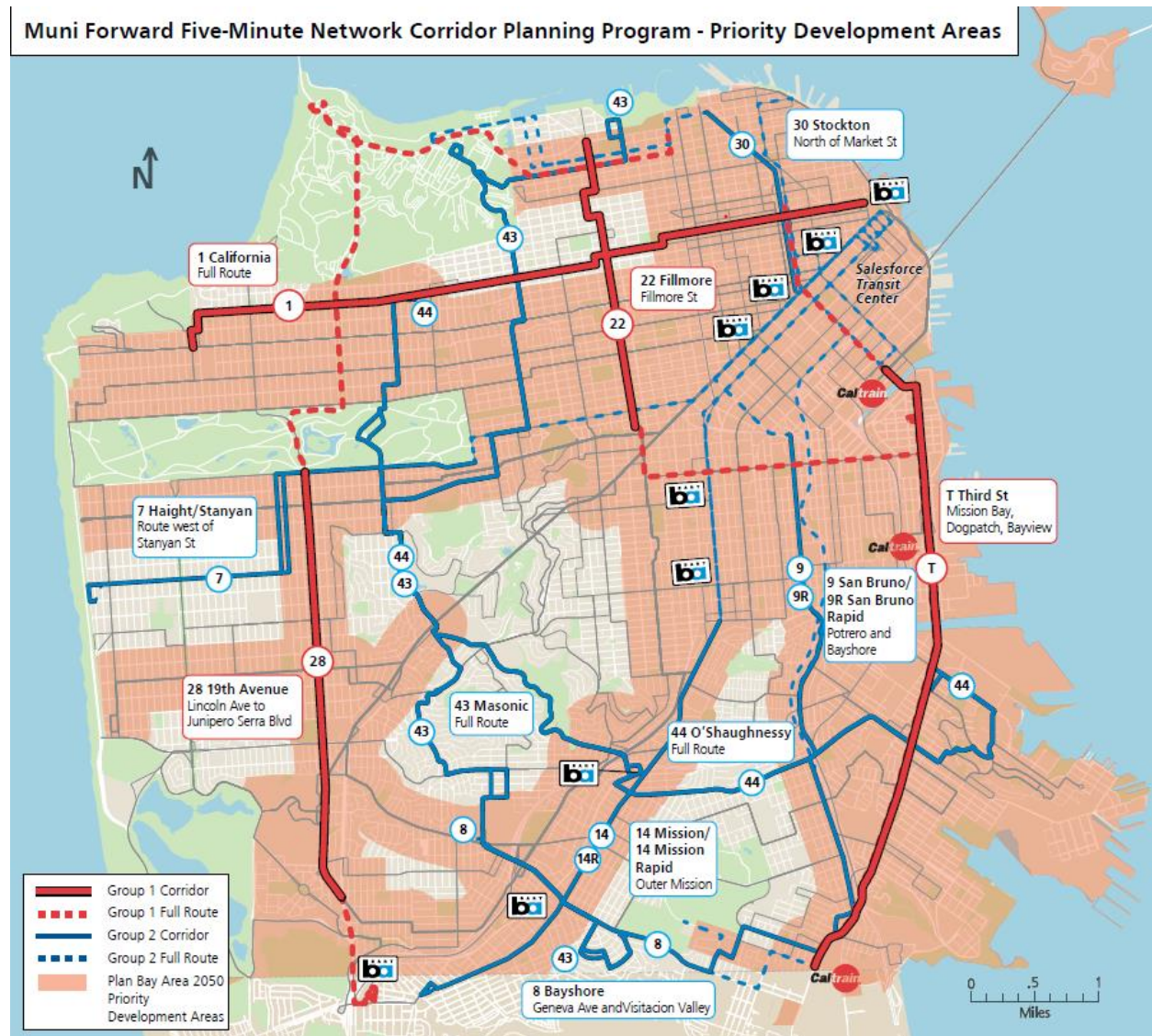
Project Location: Group 1 Corridors: 1 California - Full Route; 22 Fillmore – Along Fillmore Street; T Third – SFMTA, Dogpatch and Mission Bay; 28 19th Avenue – 19th Avenue HOV lanes
Group 2 Corridors (if funding allows): 7 Haight-Noriega– West of Stanyan; 8 Bayshore – Geneva Ave and Visitacion Valley; 9 San Bruno and Bayshore; 14 Mission – Outer Mission; 30 Stockton – Stockton, Kearny and Columbus Streets; 43 Masonic – Full Route; 44 O’Shaughnessy – Full Route

Project Description: Develop the next generation of Muni Forward corridor projects in support of SFMTA’s network of high-ridership corridors with capacity to support combined five-minute headways, referred to as a “Five-Minute Network.” TPI funding would be used for the most critical investments of the Five-Minute Network on four “Group 1” Corridors. Additional corridors from “Group 2” could be pursued if funding allows.

The Five Minute Network Plan will build upon the existing Muni Forward program and draw from a toolkit of transit priority street design improvements such as transit lanes, stop consolidation, transit bulbs and islands, traffic signals with transit priority, turn pockets and restrictions, curb management, and more.

Project Benefits: Develop corridor plans to improve reliability and reduce delay through proven tools.

Project Graphic: (see next page)



VTA – Monterey Road Transit Lane Project (Planning Project)

Recommended TPI Funding: \$0.6 M

Estimated Total Project Cost: TBD

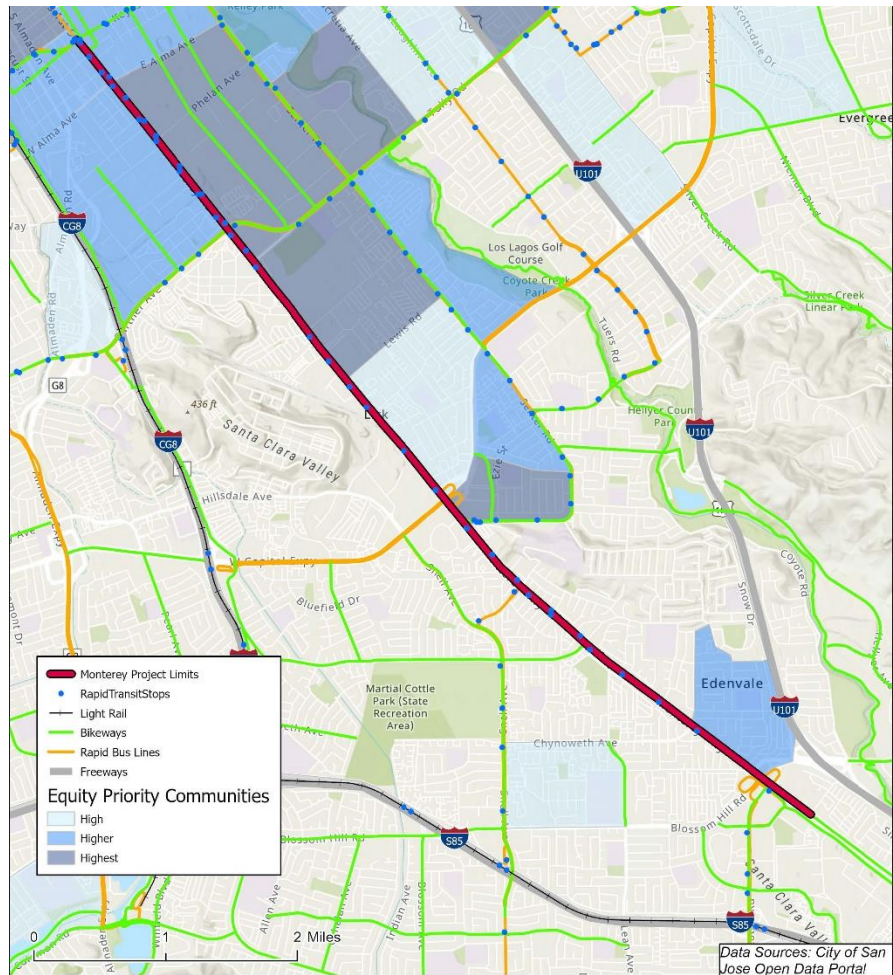
Lead Implementing Agency/ Sponsor: VTA

Project Location: Monterey Road in the City of San Jose from Keyes Road to Ford Road.

Project Description: Transportation analysis and final design for installation of dedicated bus lanes on Monterey Road serving routes 66,68, Rapid 568, 70, 72, and 73, and protected bicycle lanes.

Project Benefits: Design document for improvements to increase transit speeds, reduce transit travel times, improve safety for all modes.

Project Map:



AC Transit – MacDonald Avenue Transit Signal Priority Project Phase 1

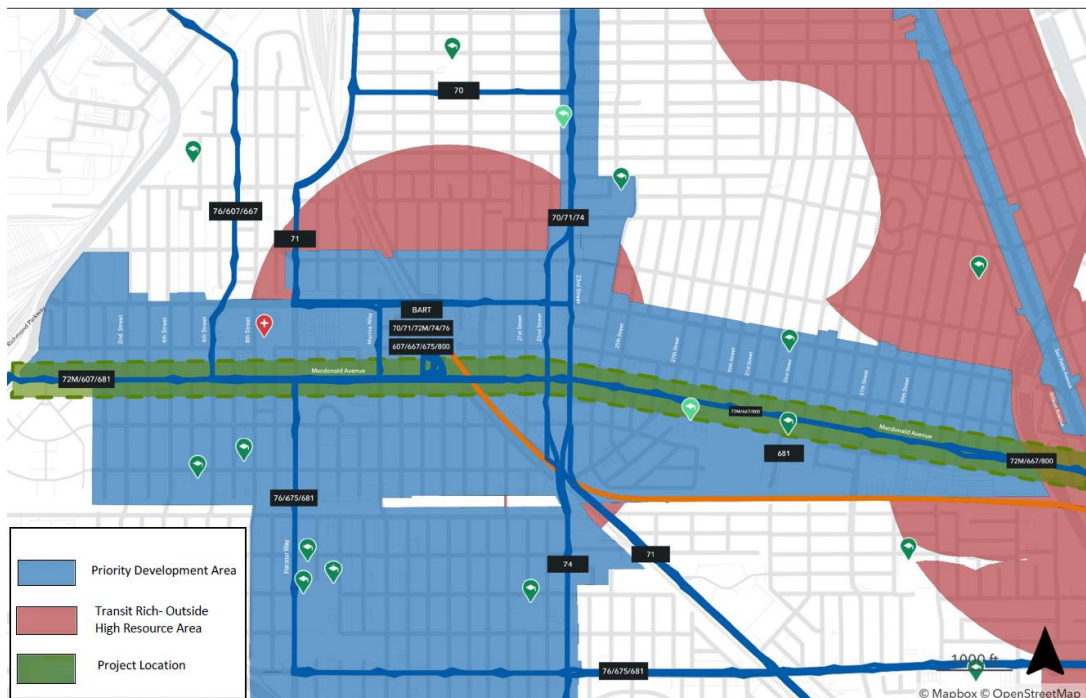
Recommended Funding: \$3.5 M (OBAG 2/LCTOP)

Estimated Total Project Cost: \$3.9 M

Lead Implementing Agency/ Sponsor: AC Transit

- Project Location:** MacDonald Avenue in Richmond between Richmond Parkway and San Pablo Avenue. The project corridor is 2.71 miles and features 15 signalized intersections.
- Project Description:** Install TSP equipment along MacDonald Avenue in Richmond, including traffic signal upgrades, signal communication, and signal timing coordination. In addition, bus stops along the corridor will be improved through relocation, consolidation, installation of bus bulbs/islands, and other improvements.
- Project Benefits:** Reduce delay, improve reliability and achieve approximately 10% travel time savings along the corridor
- Project Schedule:** Environmental Clearance: December 2023
Project Completion: August 2025

Project Map:



Marin Transit – Marin County Hwy 101 Part Time Transit Lane

Recommended Funding: \$1.1 M (OBAG 2)

Estimated Total Project Cost: \$9.1 million

Lead Implementing Agency/ Sponsor: Marin County Transit District/Transportation Authority of Marin

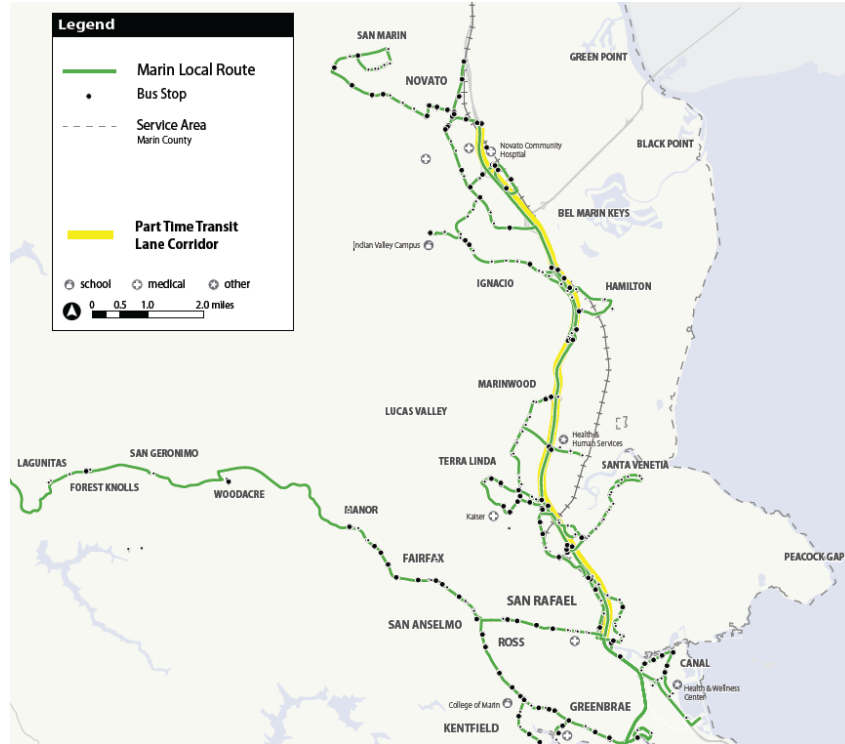
Project Location: Southbound US 101 in Marin County between Delong Avenue in Novato and Mission Avenue in San Rafael.

Project Description: Pilot of a Part Time Transit Lane (PTTL) on the shoulder of Southbound US 101 in Marin County. This has been identified as a low-cost way to provide highly visible transit priority for buses using a combination of freeway shoulder lanes, auxiliary lanes, exit lanes, and existing bus bypass lanes.

Project Benefits: Transit travel time savings of 5 to 10 minutes over traffic in HOV and general-purpose lanes and reliability improvements, along with resulting operating cost savings and ridership increases.

Project Schedule: Environmental clearance: December 2023
Project Completion: June 2027

Project Map:



NVTA – Napa Valley Transit Safety and Efficiency Improvements

Recommended Funding: \$1 M (LCTOP)

Estimated Total Project Cost: \$1.5 million

Lead Implementing Agency/ Sponsor: Napa Valley Transportation Authority

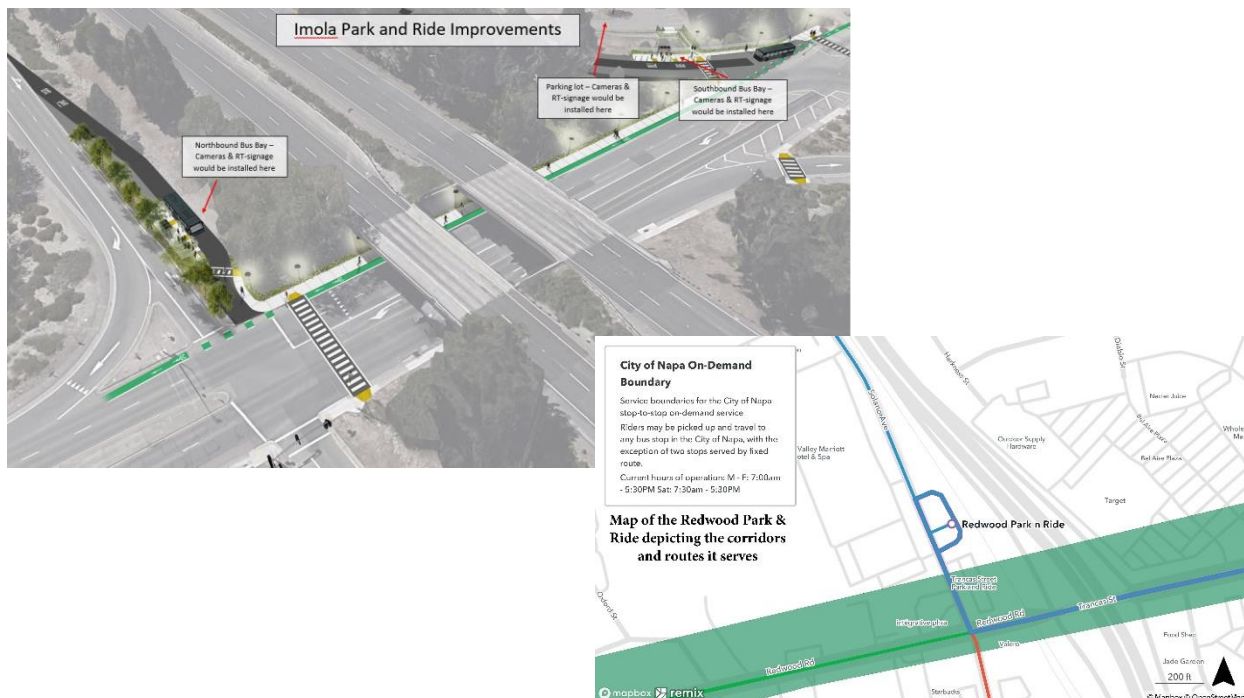
Project Location: Redwood Park and Ride, Imola Park and Ride, Soscol Gateway Transit Center, and improvements to vehicles serving the Vine transit network.

Project Description: Suite of improvements including: Wayfinding and public facility upgrades at Redwood Park and Ride; surveillance and dynamic information signs at Imola Park and Ride; wayfinding and signage at Soscol Gateway Transit Center; replacement of the radio system and surveillance system on board Vine Transit buses.

Project Benefits: Improved reliability and safety of transit throughout Napa County, improvements to the customer experience and associated ridership increase.

Project Schedule: Project Completion: June 2025

Project Diagrams:



SFMTA – Next Generation Transit Lane and Bus Zone Enforcement Pilot Program

Recommended Funding: \$2.5 M (LCTOP)

Estimated Total Project Cost: \$2.9 M

Lead Implementing Agency/ Sponsor: SFMTA

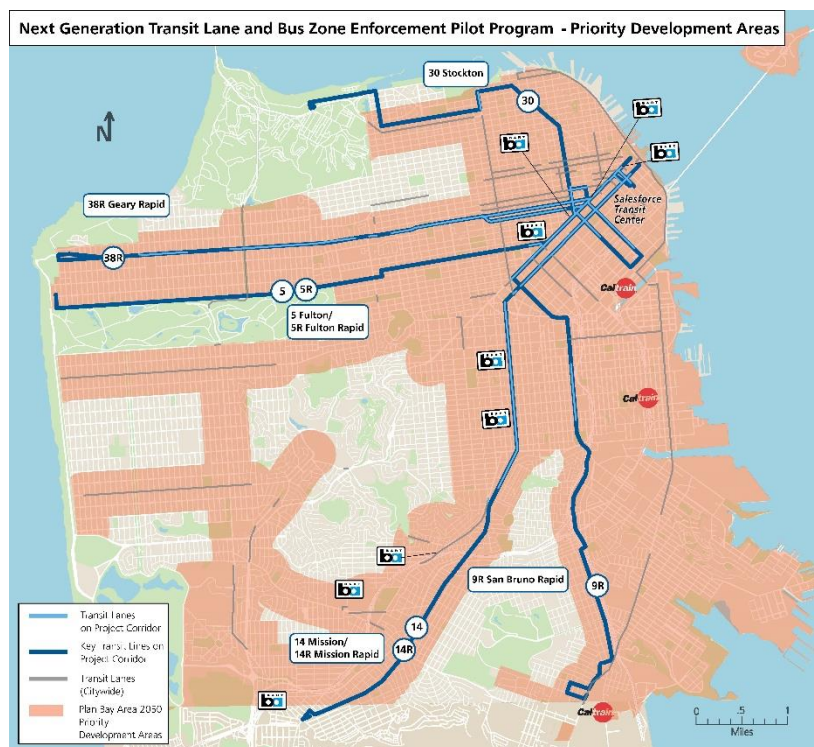
Project Location: 14 Mission/14R Mission Rapid, 38 Geary/38R Geary Rapid, 5 Fulton/5R Fulton Rapid, 9 San Bruno/9R San Bruno Rapid, and 30 Stockton corridors

Project Description: Planning, labor, and equipment to modernize a quarter of the Muni bus fleet (212 buses) with next generation camera technology to improve detection of parking violations in transit lanes and at stops. This equipment will improve the efficiency of monitoring transit lanes for violations and issuing citations, including allowing SFMTA to issue warnings for first-time violations.

Project Benefits: Approximate 10% decrease in delays, improvement of reliability, and approximately 5% increase in ridership for routes in dedicated transit lanes by discouraging violations.

Project Schedule: Project completion: July 2026

Project Map:



SFMTA – 29 Sunset Improvement Project – Phase Two

Recommended Funding: \$2.7 M (OBAG 2)

Estimated Total Project Cost: \$9.9 M

Lead Implementing Agency/ Sponsor: SFMTA

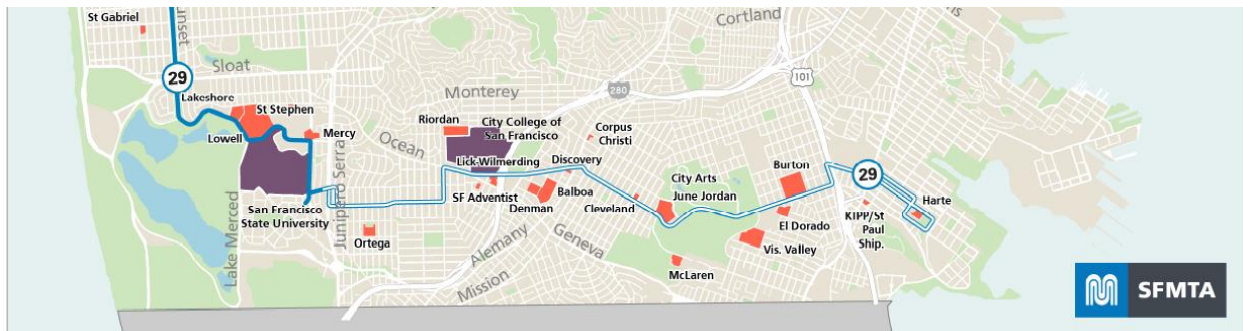
Project Location: 29 Sunset route between Junipero Serra and Holloway and Ocean Avenue.

Project Description: Improvements to performance and passenger experience on the Muni 29 Sunset bus route including removal of some stops, relocation of stops, improved amenities, implementation of TSP.

Project Benefits: Improve travel times, by approximately 4%, and reliability by reducing delays, increase ridership.

Project Schedule: Environmental clearance: September 2024
Project Completion: November 2028

Project Map:



SFMTA – Third Street Dynamic Traffic Signal Optimization Project

Recommended Funding: \$2 M (OBAG 2)

Estimated Total Project Cost: \$2 M

Lead Implementing Agency/ Sponsor: SFMTA

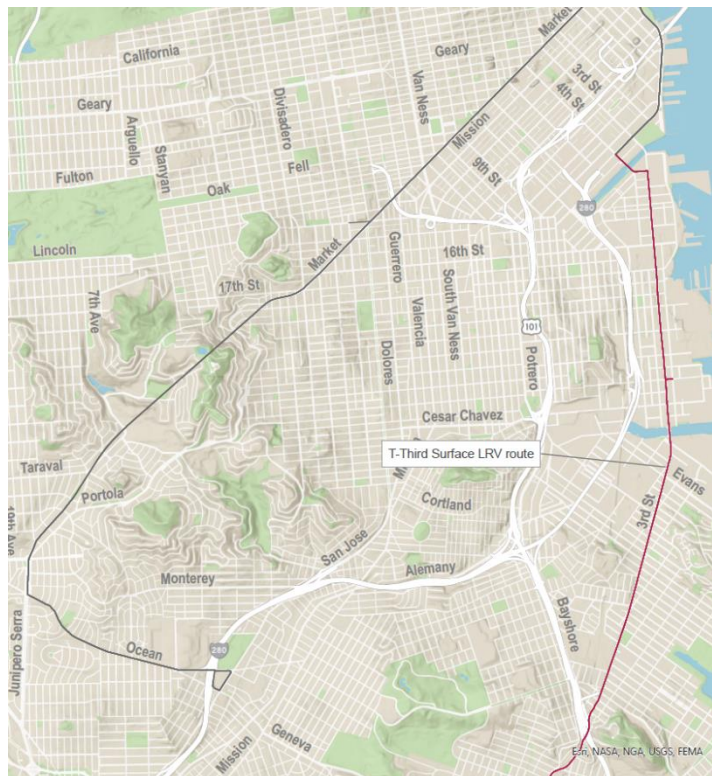
Project Location: T-Third Street light rail line, running along a 5.3 mile north-south corridor on the eastern edge of San Francisco.

Project Description: Implement smart technology traffic signals on the T-Third Street light rail line. The technology includes a new traffic detection system and a demand based adaptive signal priority central traffic software. The project will include evaluation of three tiers of deployment to determine the most cost-effective approach.

Project Benefits: Estimated 10% reduction in travel time, resulting in cost savings and a 5% ridership increase.

Project Schedule: Environmental clearance: July 2023
Project Completion: March 2024

Project Map:



Programming and Allocations Committee

February 8, 2023

Item 3a, Attachment B

VTA – Transit Reliability Improvement and Performance System (TRIPS)

Recommended Funding: \$2.4 M (LCTOP)

Estimated Total Project Cost: \$2.7 M

Lead Implementing Agency/ Sponsor: Santa Clara County Valley Transportation Authority

Project Location:	VTA Bus Route 66 starting in Downtown San Jose to North Milpitas, including over 33.3 miles of round trip service.
Project Description:	Plan and deploy a centralized transit signal priority (TSP) system that will improve transit speed and reliability, starting with Route 66. The Transit Reliability Improvement and Performance System (TRIPS) will make it possible to deploy TSP quickly and cost-effectively across different types of traffic signal controllers using by the 16 cities where VTA operates.
Project Benefits:	Speed improvement of up to 11% on Route 66, allowing VTA to increase the span of service and/or reduction of transit vehicles needed for daily operations.
Project Schedule:	Project completion: July 2025
Project Map:	See Next Page

