

**Attachment B: FY 2025-26 Transit Performance Initiative (TPI) Call for Projects
Evaluation Process and Award Recommendations**

Transit Performance Initiative (TPI) Investment Program 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, the TPI Investment Program has awarded \$132.2 million of One Bay Area Grant (OBAG) federal funds and state Low Carbon Transit Operations Program (LCTOP) funds to projects to improve travel times, reduce delay, improve the customer experience, and increase ridership, focusing on high-ridership bus and light rail transit routes.

2025-26 TPI Investment Program Call for Projects and Project Selection Process

Staff initiated a TPI call for projects in late 2025 to distribute FY 2025-26 LCTOP funding, inviting transit operators to submit applications for capital projects consistent with the goals of the TPI program, and eligible to receive the underlying LCTOP funding.

Eligibility

The sponsor and recipient of the state LCTOP funds must be a transit operator eligible to receive State Transit Assistance (STA) funds. Cities or other roadway owners may be project partners and implement portions of the project. Eligible applications must be capital projects resulting in improved operating speed, frequency, or travel time reliability in locations that meet one of the following:

- High-frequency, high-ridership, and slow speed bus or on-street light rail routes sharing space with road traffic, or
- Commuter rail, light rail, or other bus routes with significant potential for improvement in operating speed and/or ridership, or
- Connections between these corridors and services.

Further, the project must be eligible to receive LCTOP funds by supporting new or expanded transit service, demonstrating greenhouse gas emissions reductions, demonstrate a benefit to a Disadvantaged Community (as defined in state statute) and be able to expend the LCTOP funds within four years of the award date.

Scoring Criteria

The 2025-26 TPI Guidelines and Call for Projects established the following scoring criteria:

- Project impact and cost effectiveness – 60% of score
- Ridership relative to the region or the application’s transit system
 - Effectiveness of the proposed improvements
 - Cost effectiveness
- Consistency with regional and local policies and priorities – 20% of score
 - Support for regional goals and plans, including Plan Bay Area 2050, and consistency with local plans and policies
 - Sufficiency of public outreach, benefit to Equity Priority Communities
- Project readiness, capacity, and partner support – 20% of score
 - Reasonableness of schedule and risk
 - Partner coordination and demonstrated support

Evaluation Panel and Scoring

An evaluation panel of MTC staff and an external transit operator (that did not submit an application this round) reviewed and scored the applications out of a total of 50 points, using a rubric based on the above scoring criteria. The average panel score is shown in the Award Recommendation table on page 4. These scores informed the award recommendations along with eligibility considerations, project timing, geographic equity, and other funding considerations, from which MTC staff developed the funding recommendations detailed below.

2025-26 TPI Investment Program Funding Recommendations

Staff recommend awards as detailed on page 4, and listed for programming in MTC Resolution No. 4273, Revised, Attachment A.

Staff and the review panel determined that the application from Napa Valley Transportation Authority was not eligible because the request was for operations funding – the guidelines clearly state this call for projects was for capital projects only.

The remaining award recommendations are based on the panel scores, project timing, and opportunity to fully fund the project with other sources. Staff recommend fully funding the three

highest-scoring projects (SFMTA, VTA, and LAVTA) with Cycle A LCTOP funding. SamTrans, the next highest scoring application, would receive the remainder of Cycle A and a portion of Cycle B – a partial award scaled to fund eight out of the 14 requested bus boarding islands (including other committed funds). The balance of Cycle B funding would go to AC Transit, which was lower scoring but recommended for funding. Funding for this project also meets AC Transit’s minimum LCTOP set aside per MTC Res. No. 4130 (Cap and Trade Framework) . Staff anticipate that AC Transit will also redirect anticipated savings from a prior TPI award to the International Boulevard project in the coming months and could prioritize fully funding the remaining scope via RM3 capital funding available to the agency.

The Eastern Contra Costa Transit Authority (ECCTA) requested funds to replace equipment that would not have a direct impact on the speed and reliability performance measures prioritized under TPI. This project received the lowest score from the review panel and is not recommended for TPI award, but staff note the importance of replacing equipment for state of good repair and that this scope is eligible under the Transit Capital Priorities program, which has the capacity to fund this request in the next cycle.

The Cycle B amounts are estimates only – the final amounts will not be known until after the next Cap and Invest auction (see Attachment A for details). Staff plan to finalize Cycle B amounts administratively consistent with MTC Resolution No. 4273, Revised and will return for further Commission action if necessary (i.e., if auction results vary significantly from estimates).

2025-26 TPI Investment Program Award Recommendations Table

Applicant	Project Title	Request Amount	Panel Scores	Cycle A	Cycle B (Estimated)	Total Award
SFMTA	Fillmore Street Transit & Safety Project	\$2,890,000	41.6	\$2,890,000		\$2,890,000
VTA	TSP Implementation for Routes 66/68/568	\$5,103,125	40.5	\$5,103,125		\$5,103,125
LAVTA	West Dublin/Pleasanton BART Station Transit Access Capacity Improvements	\$249,000	40.3	\$249,000		\$249,000
SamTrans	Redwood City/El Camino Real Bus Boarding Islands and Bus Stop Balancing Project	\$5,809,752	39.4	\$296,388	\$3,023,470	\$3,319,858
AC Transit	International Boulevard Transit-Lane Delineation Project	\$8,060,194	37.1		\$1,244,530	\$1,244,530
ECCTA	ECCTA CAD/AVL Replacement	\$3,000,000	28.6			\$0
NVTA	Vine Transit Forward	\$2,000,000	N/A-not eligible			\$0
Total Awards				\$8,538,513	\$4,268,000	\$12,806,513