

Date: May 22, 2024  
W.I.: 1621  
Referred by: Regional Network Management (RNM)

ABSTRACT  
Resolution No. 4647

This resolution adopts the Bus Accelerated Infrastructure Delivery (BusAID) Program, which is a Blue Ribbon Transit Transformation Action Plan initiative to reduce transit travel times and improve transit reliability, with a focus on near-term improvements.

The resolution contains the following attachments:

Attachment A – BusAID Program Guidelines

Attachment B – BusAID Project Funding Recommendations

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated May 8, 2024 and the Regional Network Management Committee dated May 10, 2024.

Date: May 22, 2024  
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RE: Adoption of the Bus Accelerated Infrastructure Delivery (BusAID) Program

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4647

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, MTC, as the RTPA/MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the COVID-19 pandemic; and

WHEREAS, the Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021 and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, the Action Plan identifies near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond; and

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) was signed into law in response to the nationwide Coronavirus pandemic and provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC approved an ARP funding distribution policy in MTC Resolution No. 4481, which identified that a minimum of \$85 million in ARP funds “should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force”; and

WHEREAS, to best position Bay Area transit agencies to compete for additional FTA discretionary financial assistance, MTC distributed the reserved \$85 million in ARP funds to operators and in return transit operators agreed to collectively provide an equivalent amount in alternate near-term revenue sources to implement the Action Plan and recommendations from the Task Force; and

WHEREAS, MTC staff, in discussion with transit operators have identified the contribution amounts by operator or county and likely fund sources in MTC Resolution No. 4519, the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects, and MTC staff worked with transit operators to secure these funds; and

WHEREAS, the Bus Accelerated Infrastructure Delivery (BusAID) Program was developed as a Blue Ribbon Transit Transformation Action Plan initiative to reduce transit travel times and improve transit reliability and focus on near-term improvements; and

WHEREAS, MTC staff has developed guidelines to be used in the selection of projects to be funded with various funding including local and federal funds as set forth in Attachment A, BusAID Program Guidelines, of this Resolution and recommends the projects as set forth in Attachment B, BusAID Project Funding Recommendations, of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, programming and allocations of funds related to each project identified in Attachment B, BusAID Project Funding Recommendations will be further subject to the program policies for each fund source, respectively; now therefore be it

RESOLVED, that MTC approves BusAID Program Guidelines as set forth in Attachment A and the BusAID Project Funding Recommendations as set forth in Attachment B of this Resolution; and be it further

RESOLVED, that the Executive Director or designee may make technical adjustments and other non-substantial revisions to Attachment A: BusAID Program Guidelines and Attachment B: BusAID Project Funding Recommendations, and be it further

RESOLVED, that the Executive Director [or designee] is authorized to make programming changes to Attachment B of up to \$1,000,000 for each project, in consultation with the affected sponsor, and be it further

RESOLVED, that the Executive Director [or designee] is authorized to update the project sponsor or fund sources identified in Attachment B, in consultation with the affected sponsor, to reflect programming and allocations actions taken by the Commission.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on May 22, 2024.

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Attachment A  
Resolution No. 4647

## **Bus Accelerated Infrastructure Delivery (BusAID)**

### Program Guidelines

#### **Program Overview & Purpose**

In September 2021, the Commission adopted the [Transit Transformation Action Plan](#) (TAP), which identified near-term actions to improve the region's transit system. The BusAID program is a TAP initiative to reduce transit travel times and improve transit reliability for the most people as quickly as possible while centering on populations that depend on transit the most. BusAID emphasizes near-term, quick-build solutions to address problem "hotspot" locations.

#### **Eligible Applicants & Projects**

BusAID focuses on transit priority projects that address hotspot locations with transit travel time or reliability issues, identified by transit operators or right-of-way agencies (i.e., cities, counties, Caltrans). Projects may include elements that address the specific types of delay that a transit vehicle experiences at a hotspot, such as:

- **Transit Lanes or Queue Jump Lanes:** for transit vehicles and high-occupancy vehicles (HOVs) to bypass traffic queues during times with traffic congestion.
- **Transit Signal Priority (TSP):** modified traffic signal timing so transit vehicles encounter a green light or reduced wait times at intersections with traffic signals.
- **Transit Stop Placement & Spacing:** locations for transit stops that minimize delay and optimize stop frequency (to balance convenient stop access with efficient operations).
- **Transit Stop Design:** constructing boarding islands or bus bulbs to eliminate the delays caused by buses pulling in and out of traffic while accessing transit stops.

If a project is selected for BusAID funding, the project may be sponsored and/or implemented by either a Bay Area transit operator and/or a right-of-way agency.

## **Evaluation Process**

The BusAID program is focused on addressing hotspot locations with transit travel time or reliability issues that have been identified by transit operators and right-of-way agencies. In 2023, MTC conducted a solicitation for projects and developed an inventory of projects to be considered for BusAID funding recommendations, informed by a two-stage screening process (Table 1).

### ***Stage 1: Hotspot Project Analysis & Scoring***

In Stage 1, hotspot projects are analyzed and scored based on criteria related to transit service characteristics, equity considerations, and Plan Bay Area 2050 Priority Development Areas. Criteria are focused on characteristics of the transit routes that pass through the hotspot location, as opposed to the hotspot location itself. For example, the equity criterion evaluates the demographics of riders on routes passing through the hotspot and whether routes passing through the hotspot provide service to Equity Priority Communities.

The hotspot score threshold to advance to the second stage was set differently for higher-ridership and lower-ridership operators to advance projects from operators of different sizes throughout the Bay Area. The operator ridership threshold was 500,000 riders per month. Higher-ridership operators are those with more than 500,000 riders per month, and lower-ridership operators are those with fewer than 500,000 riders per month.

### ***Stage 2: Feasibility/Readiness Assessment***

Stage 2 is a feasibility/readiness assessment and scored by an evaluation panel comprised of MTC staff and external agency staff. This assessment evaluates whether a high-scoring hotspot project is appropriate for BusAID funding, given the program's emphasis on near-term implementation within 18 to 24 months of funding awards (this implementation target window does not include the post-implementation evaluation phase).

If the feasibility/readiness assessment process determines that a project is appropriate for BusAID funding, funding recommendations are presented through the MTC Regional Network Management bodies for program approval and the MTC Programming & Allocations Committee for funding source approvals as appropriate.

**Table 1: BusAID Two-Stage Project Screening Process**

|   |  |
|---|--|
| <p><b>Stage 1:<br/>Analysis &amp;<br/>Scoring</b></p> | <p>Initial analysis and review based on the following criteria:</p> <ul style="list-style-type: none"> <li>• Transit Service (60%)           <ul style="list-style-type: none"> <li>○ Total ridership through project location               <ul style="list-style-type: none"> <li>▪ Weekday and weekend average loads at hotspot location.</li> <li>▪ Weekday and weekend number of trips at hotspot location.</li> </ul> </li> <li>○ Potential delay reduction from project               <ul style="list-style-type: none"> <li>▪ Estimated delay reduction based on proposed transit priority treatment types and quantities (TCRP values).</li> <li>▪ Total potential reduction in average person-delay calculated by multiplying ridership and delay reduction figures.</li> </ul> </li> </ul> </li> <li>• Equity (30%)           <ul style="list-style-type: none"> <li>○ Rider demographics data (race, income, English proficiency, zero-vehicle households, age, people with disabilities, single parent families, rent-burdened households) for census tracts served by routes passing through hotspot location.</li> <li>○ Presence of Equity Priority Community (EPC) census tracts served by routes passing through hotspot location, as a proportion of all census tracts served by routes passing through hotspot location.</li> </ul> </li> <li>• Priority Development Areas (10%)           <ul style="list-style-type: none"> <li>○ Number of routes passing through hotspot location that serve one or more Plan Bay Area 2050 Priority Development Areas, as a proportion of all routes passing through hotspot location.</li> </ul> </li> </ul> |
|---|--|

|   |  |
|---|--|
| <b>Stage 2:<br/>Feasibility/<br/>Readiness<br/>Assessment</b> | Assessment of the projects based on the following criteria: <ul style="list-style-type: none"> <li>• project cost</li> <li>• current project phase</li> <li>• quick-build potential</li> <li>• schedule risk</li> <li>• project scalability</li> <li>• agency support and coordination</li> <li>• project sponsor and delivery agency</li> <li>• types of assistance needed</li> </ul> |
|---|--|

**Funding Availability & Targets**

As of spring 2024, \$30 million dollars has been set aside for the program. This includes \$15 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ) and Surface Transportation Block Grant Program (STP) funds, which were set aside by the Commission for arterial transit priority in June 2022 through the One Bay Area Grant (OBAG 3) program (MTC Resolution No. 4505), and \$15 million in local State Transit Assistance (STA) Revenue-Based Exchange funds, which were programmed through MTC Resolution No. 4519 (adopts the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects) in May 2024.

Approvals of BusAID Round 1 funding recommendations are anticipated in May 2024. Not all BusAID funding is expected to be expended in Round 1; remaining funds will be expended in future funding rounds to be conducted using the same two-stage project screening process outlined previously. Projects identified and prioritized through the BusAID program may be funded through other funding programs such as Cap and Trade Low Carbon Transit Operations Program (LCTOP) funds.



The BusAID program aims to fund near-term projects, and has the following targets/goals, though actual awards are subject to change, depending on hotspot submissions and the results of the two-stage screening process:

- **Near-term Implementation:** Focus on projects in the implementation/construction phase which can be completed within 18-24 months (i.e., quick-build projects), with any remaining funds allocated to projects at the implementation/construction phase which cannot be completed within 18-24 months (i.e., non-quick-build projects) and/or projects at earlier phases of delivery. This ensures a majority of project funding is dedicated to quick-build projects that provide rider benefits sooner.
- **Operator & Sponsor Diversity:** A minimum of 10% of awarded funds allocated to projects at locations primarily served by lower-ridership operators, with the remaining funds allocated to projects at locations primarily served by high-ridership operators. Funding awards to any given project and/or sponsor are capped at a maximum of \$5 million and/or two projects.
- **Regional Diversity:** Aim to award funds to projects throughout the Bay Area to distribute fund benefits to transit riders throughout the region.

Projects that do not receive funding immediately may be placed on an eligibility list, in case one or more approved projects cannot be pursued within the established timeframe or has funding source eligibility issues.

### **BusAID Requirements**

If awarded funding, a project sponsor must comply with the BusAID project requirements and approval processes, as follows.

- Provide 11.47% minimum local funding match.
- Establish a project single point of contact.

- Secure a Board-approved Resolution of Local Support (e.g. transit agency board, city council, etc.) consistent with the guidelines of the funding source.
  - [Include project scope of work, schedule, and budget – developed in coordination with MTC – as attachments.](#)
  - Include a task in the scope of work to prepare a Project Evaluation Plan, which will include reporting metrics and required data collection to measure project effectiveness. Prepare Before/After Evaluation Report within 6 to 12 months of project completion.
- Attend a project kick-off meeting.
- Prepare, at a minimum, quarterly progress reports and/or check-in meetings. A higher reporting/meeting frequency may be required.
- Comply with all applicable federal, state, or regional requirements of the funding source, noting that the requirements and processes differ based on the funding source awarded.
  - For example, projects awarded OBAG 3 STP/CMAQ funds are subject to being added to the Transportation Improvement Program (TIP), obtaining a Caltrans E-76, meeting requirements listed in [MTC Resolution No. 4505](#), and providing a [Complete Streets Checklist](#) (if applicable). Further, projects eligible for CMAQ funds must provide [air quality improvements calculation inputs](#).
  - Projects awarded BusAID Round 1 grants are scheduled to be added into the TIP via an Administrative Modification in May 2024. The project must be able to obligate funds promptly thereafter.
- Adhere to project delivery milestones, invoice deadlines, funding expiration deadlines, or other requirements of the funding received. Funding expiration dates are set by MTC. Should priorities or conditions change, or if a project is not ready to advance, funds may be reassigned to another project.

**BusAID Round 1 Project Funding Recommendations (May 2024)**

| <b>Project Sponsor</b>                  | <b>County</b> | <b>Project Title</b>   | <b>Project Elements</b>  | <b>Total Project Budget</b> | <b>BusAID Funding Amount &amp; Source</b><br>Local ( <i>STA Exchange</i> ) or Federal ( <i>OBAG STP/CMAQ</i> ) | <b>Project Sponsor Contribution</b><br>(11.47% match) |
|---|---------------|--|--|-----------------------------|--|---|
| AC Transit                              | Alameda       | Park Street Transit Signal Priority & Signal Optimization (Alameda)                              | Transit signal priority  | \$1.2M                      | <b>\$1.1M</b> Local  | \$0.1M  |
| AC Transit                              | Alameda       | International Boulevard Transit Lane Delineation (Oakland)                                       | Bus lane delineation, bus lane red paint                               | \$4.4M                      | <b>\$3.9M</b> Federal  | \$0.5M  |
| City of Concord <sup>1</sup>            | Contra Costa  | Monument Corridor Transit Speed Improvements (Concord)   | Transit signal priority, stop relocation/spacing                       | \$0.4M                      | <b>\$0.4M</b> Local  | \$0.1M  |
| SamTrans                                | San Mateo     | El Camino Real Bus Boarding Islands & Bus Stop Balancing (Redwood City)                          | Bus boarding islands   | \$1.6M                      | <b>\$1.4M</b> Federal  | \$0.2M  |
| SFMTA (City of San Francisco)           | San Francisco | K-Ingleside Rapid Project Ocean Avenue Quick Build (San Francisco)                               | Transit lanes, boarding islands, signal adjustments, turn restrictions | \$5.6M                      | <b>\$5.0M</b><br>Local (\$2.8M)<br>Federal (\$2.2M)  | \$0.6M  |
| Union City Transit (City of Union City) | Alameda       | Alvarado-Niles Road Part-Time Transit Lane Pilot (Union City)                                    | Part-time bus lane pilot   | \$1.7M                      | <b>\$1.5M</b> Local  | \$0.2M  |
| City of San Jose <sup>2</sup>           | Santa Clara   | Vision Zero East San Jose Safety Corridor Project for Senter Road (San Jose)                     | Bus boarding islands   | \$4.5M                      | <b>\$4.0M</b> Federal  | \$0.5M  |
| City of San Jose <sup>2</sup>           | Santa Clara   | Cloud-Based Transit Signal Priority at 174 Intersections along VTA's Frequent Network (San Jose) | Cloud-based (next generation) transit signal priority                  | \$1.1M                      | <b>\$1.0M</b> Local  | \$0.1M  |
| <b>TOTAL</b>                            |               |  |  | \$20.5M                     | <b>\$18.3M</b><br>Local (\$6.8M)<br>Federal (\$11.5M)  | \$2.3M  |

*Note: Each project sponsor was capped at a maximum of two projects and/or \$5 million total. All projects include funding through full or partial construction, except for El Camino Real (planning/design funding only). Construction projects receiving partial funding are scalable. Total project budget may not match due to rounding.*

<sup>1</sup>Project identified by County Connection and being implemented by either the City of Concord or County Connection.

<sup>2</sup>Project identified by VTA and being implemented by either the City of San Jose or VTA.