

**Regional Network Management Committee**

May 10, 2024

Agenda Item 4b

**Transit Agency Progress on Transit Priority & MTC Resolution No. 4647: Bus Accelerated Infrastructure Delivery (BusAID) Program**

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**Subject:**

Update on completed and ongoing transit priority efforts throughout the Bay Area, and approval of MTC Resolution No. 4647, which approves approximately \$18 million in funding for eight near-term transit priority projects as part of the Bay Area Transit Transformation Action Plan (TAP) BusAID program.

**Background:**

Average transit speeds have declined over time due to increasing traffic congestion and other delays. Transit agencies throughout the Bay Area are delivering near-term (quick-build) transit priority projects to maximize transit travel time savings and service reliability improvements, including recent examples from Alameda-Contra Costa County Transit District (AC Transit) and San Francisco Municipal Transportation Agency (SFMTA). These efforts work to improve the transit customer experience and encourage more people to use transit by making it an attractive and competitive mode choice.

In close coordination with its transit agency partners, MTC funds and supports delivery of transit priority projects through funding programs like BusAID and the Transit Performance Initiative (TPI), technical assistance programs like Innovative Deployments to Enhance Arterials with Transit Signal Priority (IDEA TSP), and project delivery programs like the Forward Commute Initiatives. Since 2012, MTC has invested approximately \$250 million in transit priority projects through these programs. MTC is also coordinating with Caltrans staff, providing input on a statewide Director's Policy on Transit Priority and Focus as well as the District 4 Bay Area Transit Plan.

**BusAID Program:**

In September 2021, the Commission adopted the 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. BusAID emphasizes near-term, quick-build solutions to address problem “hotspot” locations identified by transit operators. Example projects include:

- Transit lanes and queue jump lanes to allow buses to bypass traffic congestion.
- Transit signal priority (TSP) to reduce transit vehicle red-light delay.
- Boarding islands or bus bulb to reduce pull-in/pull-out delay at transit stops.
- Optimizing transit stop placement & spacing to minimize delay, for example placing transit stops nearside at intersections with Stop signs, or farside at signals equipped with TSP.

Thirty million dollars has been set aside for the program, comprised of \$15 million in local State Transit Assistance (STA) Exchange funds and \$15 million in federal One Bay Area Grant (OBAG) program Congestion Mitigation and Air Quality Improvement (CMAQ) or Surface Transportation Program (STP) funds.

**BusAID Project Selection Process:**

Funding recommendations were informed by a two-stage project screening process (Table 1).

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

<b>Initial Project Inventory</b>	From May to July 2023, staff interviewed 21 transit operators and received 87 project considerations identified by 17 transit operators.
<b>Stage 1: Analysis &amp; Scoring</b>	Staff conducted an initial analysis and reviewed these 87 projects based on the following criteria: transit service characteristics (i.e., ridership and delay reduction potential); equity considerations; and Plan Bay Area 2050 Priority Development Areas. The top 24 projects from 11 transit operators were invited into Stage 2.

<p><b>Stage 2: Feasibility/Readiness Assessment</b></p>	<p>Six transit operators submitted a total of 13 projects for the Feasibility/Readiness assessment, totaling over \$39 million in requested funding. A panel consisting of MTC, Caltrans, and BART staff assessed the projects based on the following criteria:</p> <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>
<p><b>Project Funding Recommendations</b></p>	<p>Eight projects identified by six operators are recommended for full or partial project funding (see Attachment A).</p>

**BusAID Round 1 Funding Recommendations:**

Based on the results of the feasibility/readiness assessment, eight projects identified by six operators are recommended for full or partial project funding (see Attachment A). Funded project phases are anticipated to be completed within the next one to three years. All projects include pre- and post-implementation evaluation to quantify project benefits. Approximately \$18 million of the \$30 million total BusAID program funding amount is recommended for project funding at this time (subject to parallel Programming & Allocations Committee actions on May 8, 2024 to make funds available to projects). On April 22, 2024, the Regional Network Management Council (RNM Council) took action and approved project funding recommendations.

The remaining balance of \$12 million in the program will be reserved for future awards to other critical projects that are currently in development and design, but not yet ready for

implementation. Staff anticipates the BusAID program to provide re-occurring funding opportunities moving forward.

**Issues:**

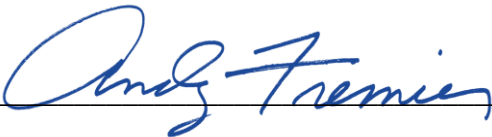
The recommendations in this item are subject to the Programming & Allocations Committee fund source action on May 8, 2024.

**Recommendations:**

Refer MTC Resolution No. 4647 to the Commission for approval.

**Attachments:**

- Attachment A: MTC Resolution No. 4647 Bus Accelerated Infrastructure Delivery (BusAID) Program
- Attachment B: BusAID Complete Project Inventory
- Attachment C: Presentation

  
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