

Attachment C: TPI Investment Program – FY26 Fact Sheets

San Francisco Municipal Transportation Agency (SFMTA) Fillmore Street Transit & Safety Project

Recommended TPI Funding: \$2,890,000

Estimated Total Project Cost: \$4,100,000

Other Partner/Implementing Agencies: N/A

Project Location: Fillmore St from Church & Duboce to Fillmore & Pine, San Francisco

Project Description

Reduce travel time and delays for the 22 Fillmore Muni route through targeted capital improvements. Improvements include:

- Construct transit bulbs
- Remove or relocate stops to optimize spacing
- Construct shelters with digital signage

Project Benefits

Anticipated travel time savings of 1.25 minutes per trip through reduced dwell time. Travel time savings will support increased ridership, and resulting in cost savings due to a reduction of service hours that can be reinvested to improve reliability. The corridor is part of SF’s High-Injury Network; bulbs also deliver pedestrian safety benefits.

Project Map

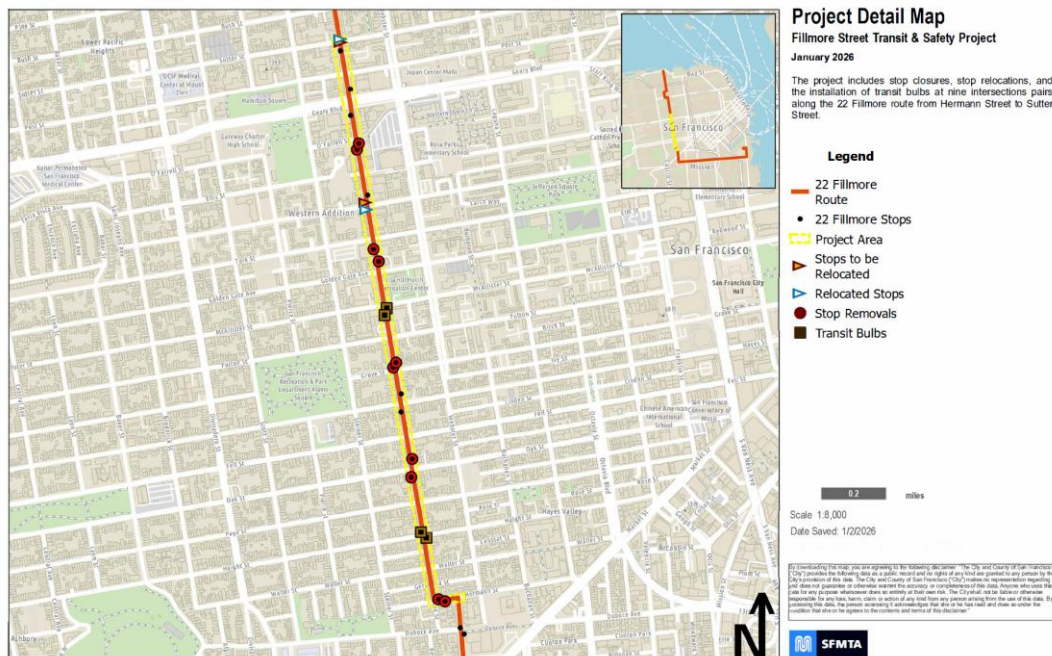


Image source: SFMTA

Santa Clara Valley Transportation Authority (VTA) **TSP Implementation for Routes 66/68/568**

Recommended TPI Funding: \$5,103,125

Estimated Total Project Cost: \$7,493,435

Other Partner/Implementing Agencies: Cities of Gilroy, Morgan Hill, and Milpitas

Project Location: Key intersections in Gilroy, Morgan Hill, and Milpitas on Routes 66/68/568

Project Description

VTA is implementing a cloud-based transit signal priority (TSP) system, which will improve speed and reliability throughout Santa Clara County, known collectively as the Transit Reliability Improvements and Performance System (TRIPS). This TPI-funded project would deploy cloud-based TSP on VTA's frequent network Routes 66, 68, and Rapid 568, including controller upgrades and communications at 36 intersections. This implementation will close TSP gaps outside the City of San José and improve speed/reliability for Frequent Network routes serving disadvantaged communities. This project builds on a prior TPI award for design and early implementation of the TRIPS system.

Project Benefits

Anticipated up to a minute in travel time savings per trip within each city. ~5% travel time reduction (30–54 seconds per trip within each city). Travel time savings will support increased ridership, and result in cost savings due to a reduction of service hours that can be reinvested to improve reliability. This implementation will support faster, more reliable transfers to BART/Caltrain.

Project Map

See next Page

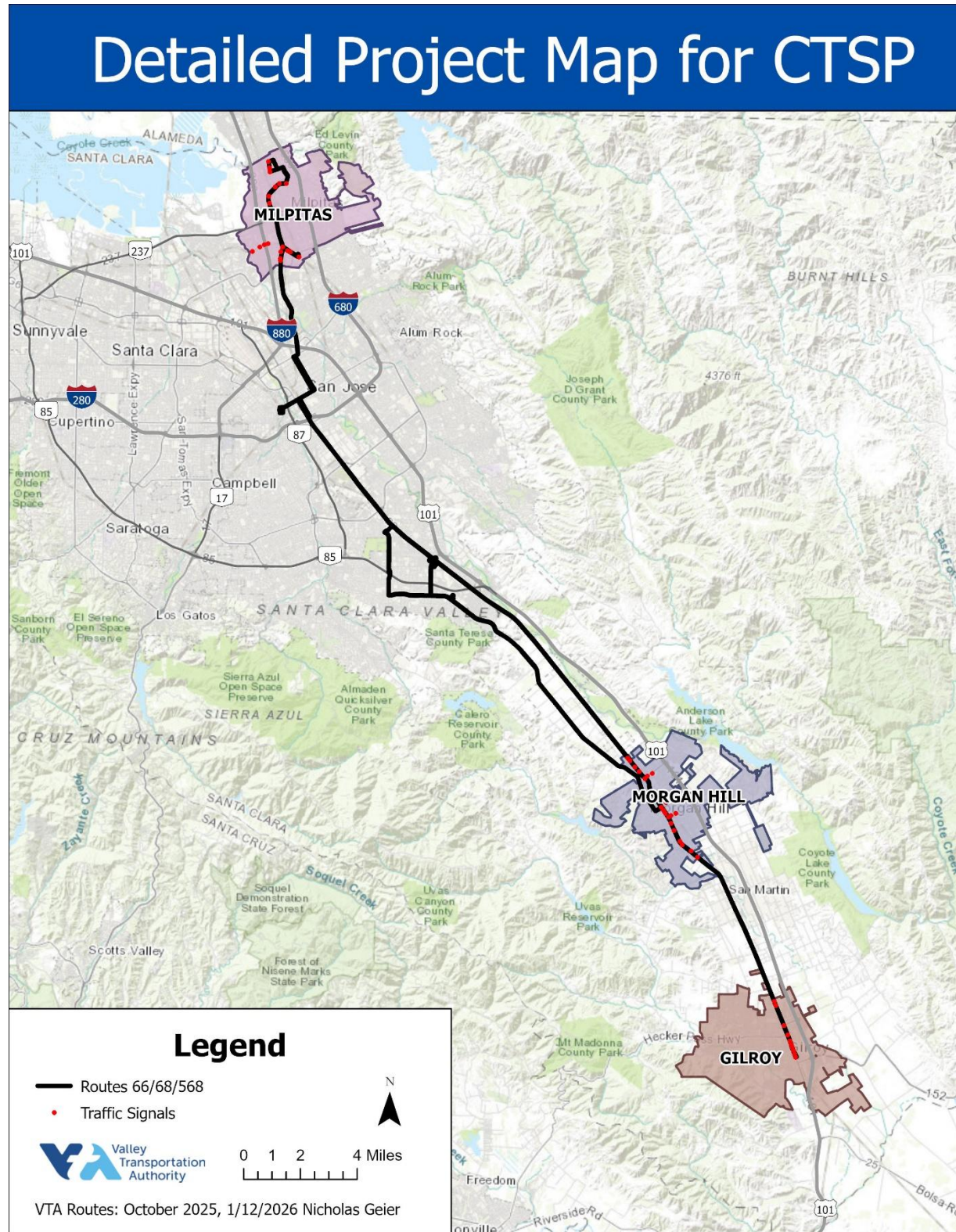


Image source: VTA

Livermore Amador Valley Transit Authority (LAVTA) West Dublin/Pleasanton BART Station Transit Access Capacity Improvements

Recommended TPI Funding: \$249,000

Estimated Total Project Cost: \$332,580

Other Partner/Implementing Agencies: City of Dublin

Project Location: West Dublin/Pleasanton BART Station, Golden Gate Drive, City of Dublin

Project Description

Modify and reduce the footprint of the traffic circle at the West Dublin/Pleasanton BART station exit on Golden Gate Drive to enable 40-foot buses to serve the station. The improvement allows assignment of larger vehicles to Route 30R, LAVTA's highest ridership route, improving capacity, reliability and timed BART transfers.

Project Benefits

Up to 28% increase in station-access capacity without new operating cost. Reduced dwell times and improved on-time performance on Route 30R. Extends vehicle life and lowers maintenance by reducing over-assignment of smaller coaches.

Project Map

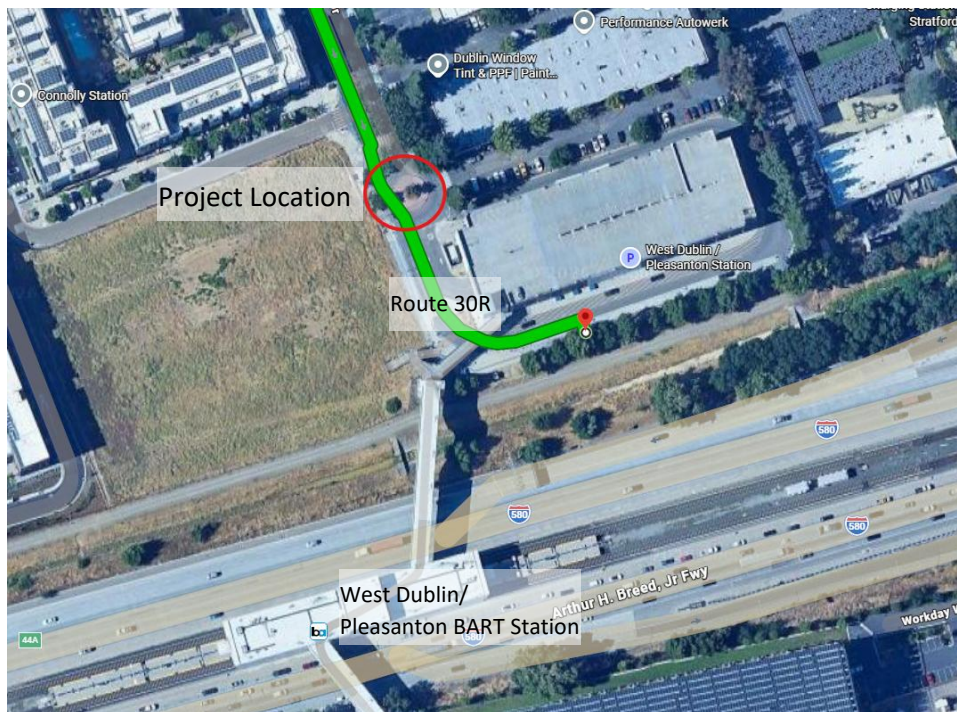


Image Source: Google

San Mateo County Transit District (SamTrans)

Redwood City/El Camino Real Bus Boarding Islands & Stop Balancing

Recommended TPI Funding: \$3,319,858

Estimated Total Project Cost: \$8,867,190

Other Partner/Implementing Agencies: Caltrans and Redwood City

Project Location: El Camino Real from Whipple Ave to Dumbarton Ave, Redwood City & North Fair Oaks

Project Description

Construct concrete bus boarding islands, relocate select stops, and add shelters along Route ECR to reduce merge delays and conflicts with a planned Class IV bikeway. Integrates with Caltrans Redwood City Bike Safety Project, and consistent with recent and ongoing planning efforts on the corridor, including the Grand Boulevard Initiative Action Plan.

Project Benefits

Anticipated up to 5 minutes peak travel time savings per direction through Redwood City, and potential associated operating cost savings. Improved on-time performance corridor-wide. Safety co-benefits for people biking and walking.

Project Map

See next page

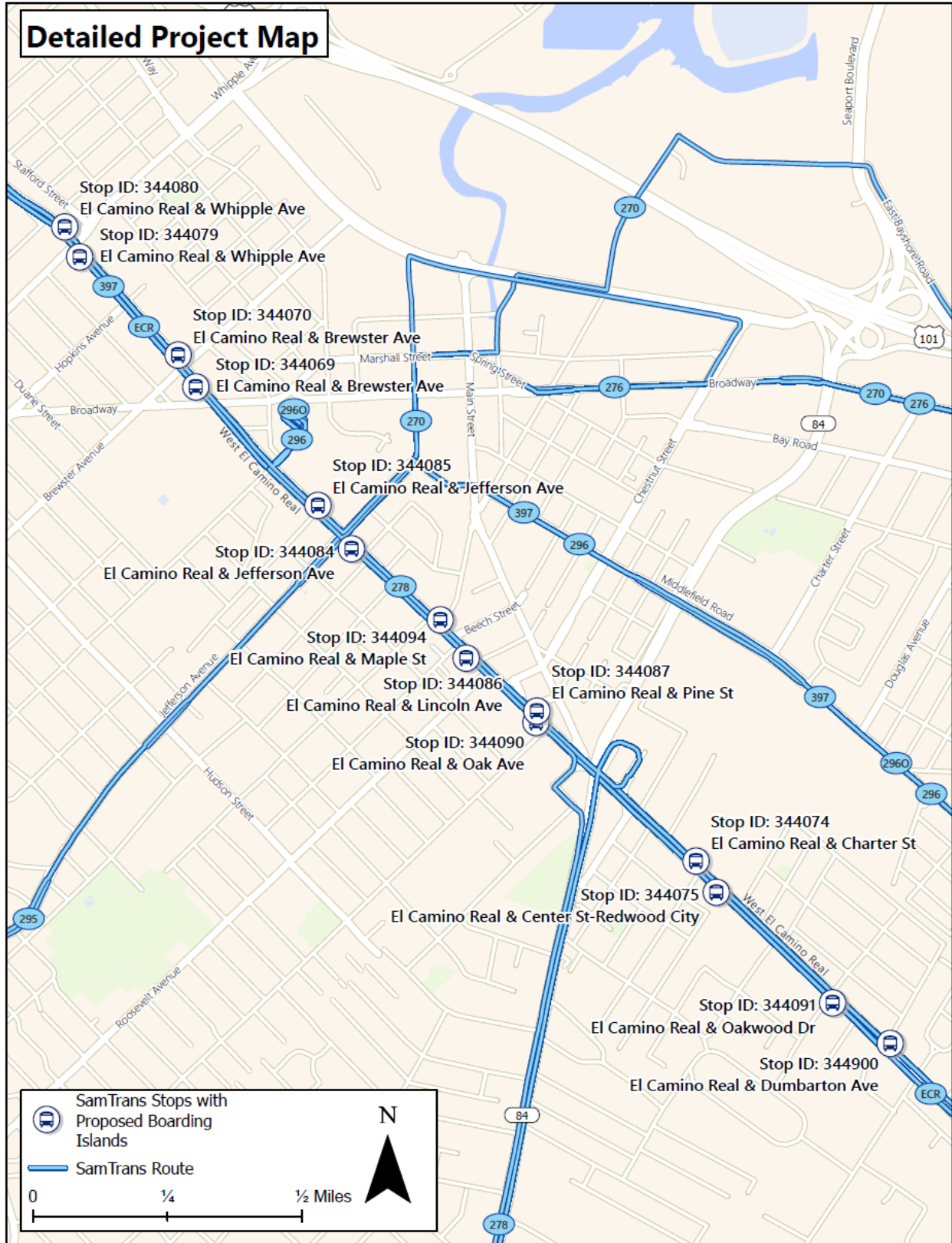


Image source: SamTrans

AC Transit

International Boulevard Transit-Lane Delineation Project (Phase 2)

Recommended TPI Funding: \$1,244,530

Estimated Total Project Cost: \$14,358,000

Other Partner/Implementing Agencies: City of Oakland & Caltrans

Project Location: International Blvd from 14th Ave to 107th Ave, Oakland

Project Description

Install centerline hardening, channelizers, red bus-only lane markings, and signage to deter unauthorized use of Tempo (1T) BRT lanes and improve reliability, building on the 2024 quick-build Phase 1 project.

Project Benefits

This project will improve reliability and safety on the corridor, and would result in associated operating cost savings.

Project Map

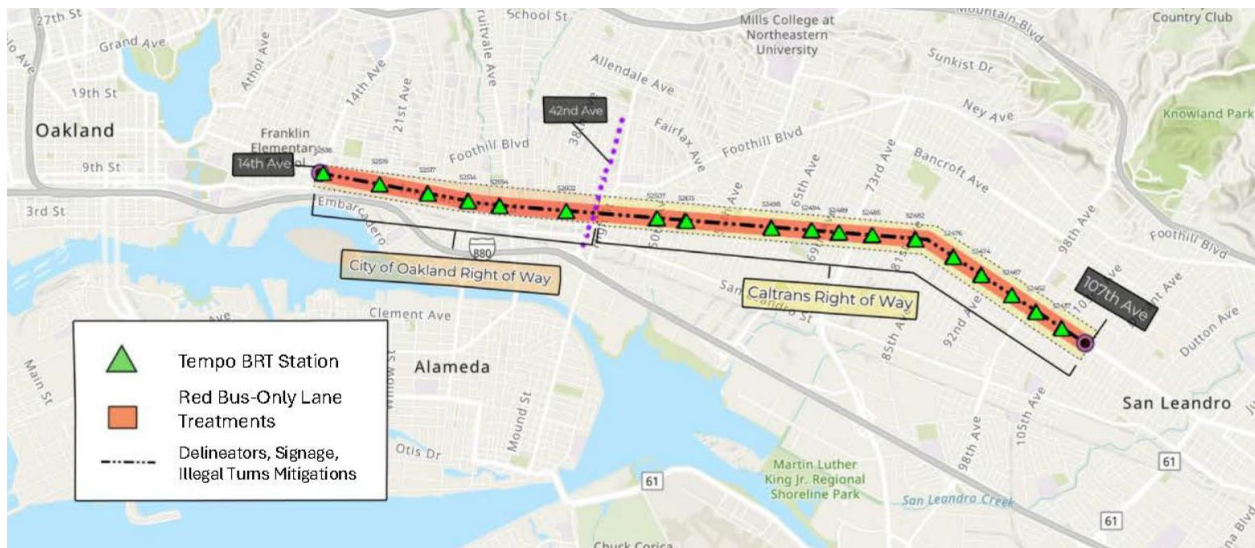


Image source: AC Transit