TRANSPLAN Technical Advisory Committee

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

May 20, 2025 – 1:30 to 3:30 p.m.

Meeting Location:
Antioch City Hall, Third Floor Conference Room
200 H Street, Antioch, CA 94509

Virtual meeting call-in/log-in information:
https://cccounty-us.zoom.us/j/84880968207

Meeting ID Code: 8488 0968 207

Join via audio:
USA 214 765 0478 US Toll
USA 888 278 0254 US Toll-free
Conference code: 198675

AGENDA

NOTE: The Technical Advisory Committee ("TAC") agenda/packet is only distributed digitally; <u>**no paper copies will be sent.**</u> If you need a printed copy, please contact TRANSPLAN staff.

Action/Discussion Items (see attachments where noted [♦])

Item 1: Public Comment: The public will have an opportunity to comment on items not on the agenda**.**

Item 2: RECEIVE update on the Bay Area Transit Priority Policy for Roadways (TPPR). The Metropolitan Transportation Commission (MTC) is developing the Bay Area TPPR. The TPPR's purpose is to enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability. ♦ **Page 2**

Item 3: RECEIVE update on the Contra Costa Transportation Authority (CCTA) Integrated Transit Plan (ITP). CCTA staff will share an update on the ITP, including proposed transit priority corridors and projects, and access improvements, highlighting the recommendations that may have the greatest impact on East County jurisdictions' infrastructure. ♦ **Page 51**

Item 4: RECEIVE miscellaneous TRANSPLAN TAC member comments.

Item 5: ADJOURN to Tuesday, June 17, 2025, at 1:30PM, or other date/time as deemed appropriate by the Committee.

The TAC meets on the third Tuesday of each month, 1:30 p.m., third floor conference room at Antioch City Hall. The TAC serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.

Persons needing a disability-related accommodation should contact Robert Sarmiento, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting.

Phone: (925) 655-2918 :: robert.sarmiento@dcd.cccounty.us :: www.transplan.us

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Bay Area Transit Priority Policy for Roadways (TPPR)

TRANSPLAN Technical Advisory Committee

May 20, 2025

Photo: Jeremy Menzies/SFMTA

MTC's Regional Transit Priority Efforts

| Established Initiatives		New Tools (Regional Network Management)		
Transit Performance Initiative (TPI)	**Forward Commute Initiatives**	**Transit Priority Policy for Roadways, Regional Transit Assessment**	**Bus Accelerated Infrastructure Delivery** (BusAID)	**Innovative Deployments to Enhance Arterials** (IDEA)
Funding	*Project Delivery*	*Planning & Policy*	*Funding (Quick-Build)*	*Technical Assistance*
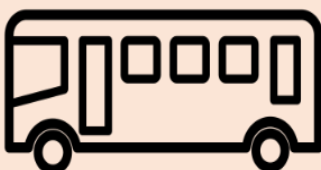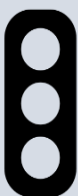
Why Transit Priority?

Transit Priority roadway improvements and policies help transit riders get where they want to go more quickly and reliably.

- **Bus lanes** and other **traffic engineering changes** helps transit avoid traffic congestion
- **Transit signal priority** reduces red light delay
- **Bus bulbs, optimized bus stops,** and **parking regulations** reduces boarding delays

All these improvements combine to make transit **more predictable and reliable**

3
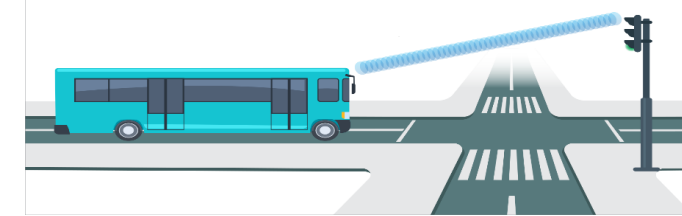
Transit Priority Lowers Operating Costs

- On average, Bay Area transit has slowed by 5% since 2016.
- Transit Priority can mitigate delays and increasing operating costs
  - Transit Signal Priority can reduce travel times by up to 10% *(AC Transit)*
  - Corridor-wide Transit Priority projects reduced travel times by 10 to 31% *(Muni)*

EXAMPLE: Cost to Provide 30-Minute Bus Frequency, 6 AM – 8 PM, daily

Slower speeds means longer trips

One-way Travel Time	Buses Required	Annual Cost
60 minutes	🚌🚌🚌🚌	$4 million
66 minutes	🚌🚌🚌🚌🚌	$4.5 million

Higher operating cost for same headway

Assumes operating cost $200/hour/vehicle for example purposes only.

Vision for Transit in the Bay Area
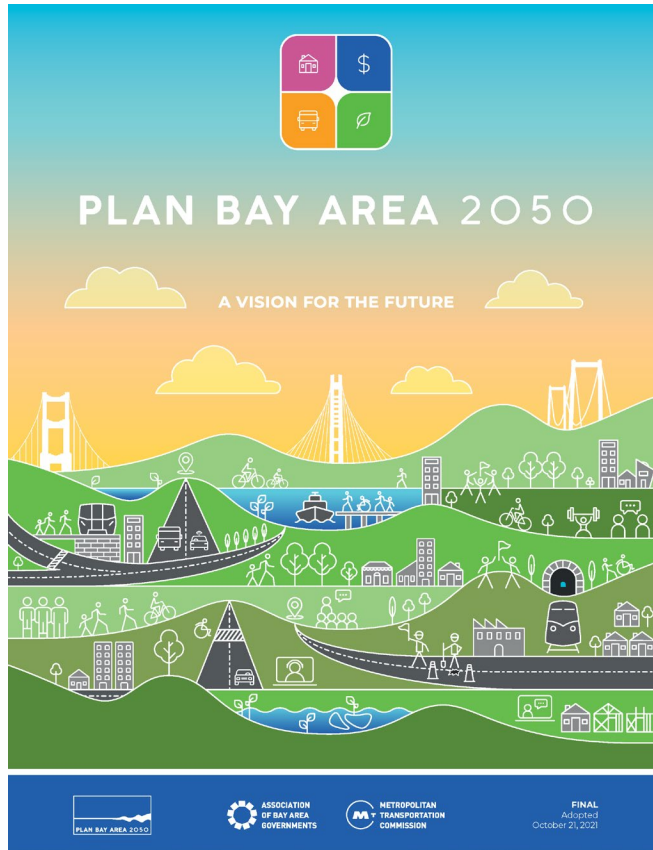
**Plan Bay Area
2050 (PBA)**

**Transit Transformation
Action Plan (TAP)**

Transit Priority Policy for Roadways (TPPR)

Purpose:

Enhance the transit rider experience by supporting implementation of transit priority infrastructure and policies, and promote the interagency coordination required to do so.

Goals:

Establish a common definition for transit priority in the region that guides agencies toward roadway investments that:

- **Improve transit travel times and reliability**; and
- **Help transit better serve people's needs and move more people in the Bay Area.**

METROPOLITAN TRANSPORTATION COMMISSION

Photo: Karl Nielsen/MTC

Key TPPR Contents

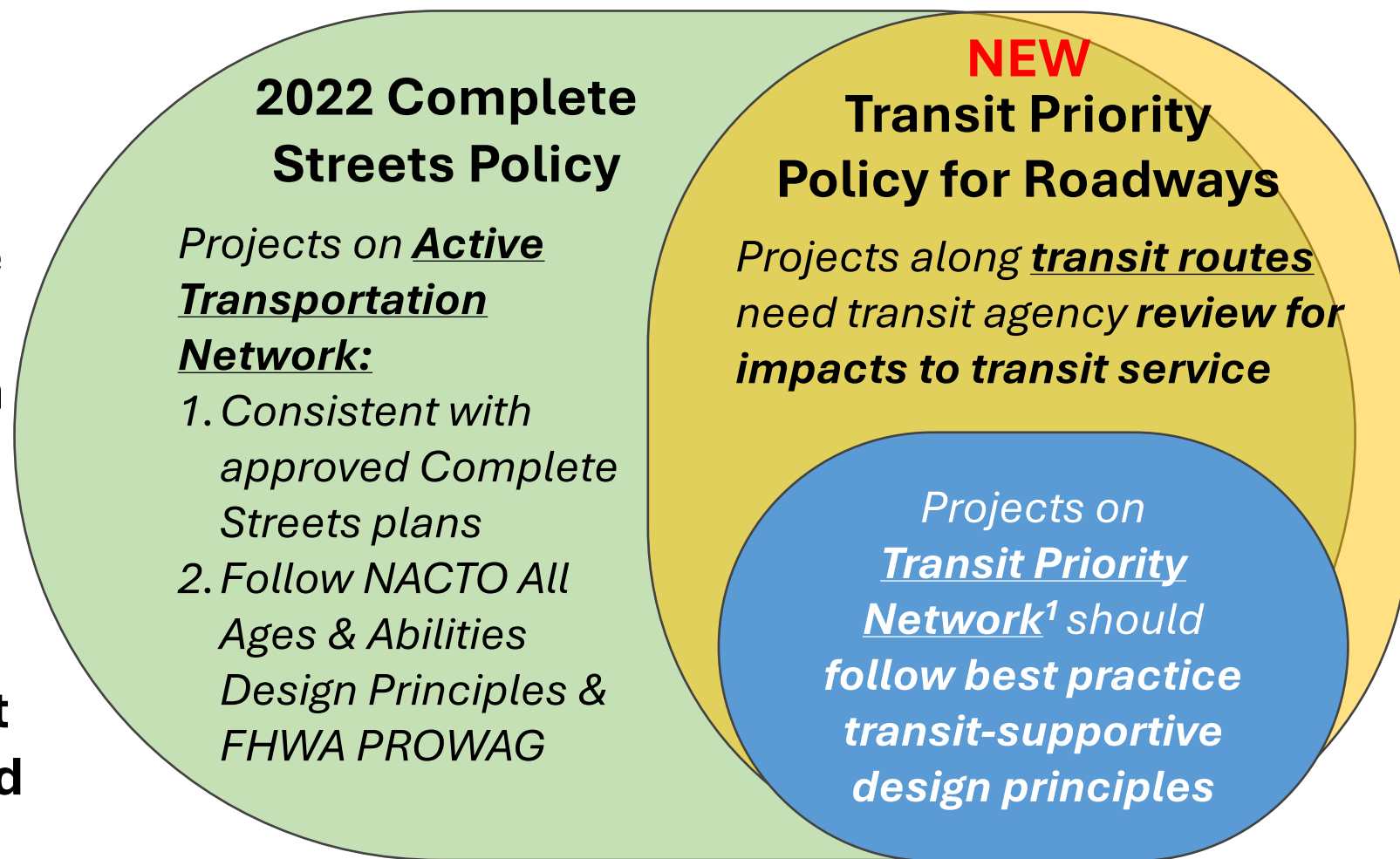| Topic	Recommendation
Where Policy Applies	• All roadways in the nine-county Bay Area with scheduled, fixed-route transit service, including both surface streets and access-controlled highways
Transit Priority Network (TPN)	• TPN to inform regional funding priorities • TPN to define where to apply transit-supportive design principles (e.g., from NACTO *Transit Street Design Guide)* should be applied • TPN will be developed in the Regional Transit Assessment
Interagency Coordination via CS Policy/Checklist	• Complete Streets (CS) Checklist to be updated to ensure stronger coordination between local right-of-way agencies and transit agencies.
Adoption of Local Transit Priority Policy	• Encourage subregional jurisdictions to adopt local resolution in support of transit priority

Where would Policy Apply?

- TPPR would apply to all projects on roadways with transit service
  - Projects on Transit Priority Network (TPN) will be subject to additional expectations.
- TPN will be developed in 2026 through a separate process. Criteria under consideration:
  - Approved transit, transportation, or general plans
  - Corridors with existing and planned high service frequencies (context-sensitive)
  - Corridors with high ridership (context-sensitive)
  - Equity / Priority Development Areas
  - Other considerations (network gaps/continuity, local context, transit transfers, etc.)

Hypothetical Transit Priority Network
- TPN Corridor
- Non-TPN Transit Corridor
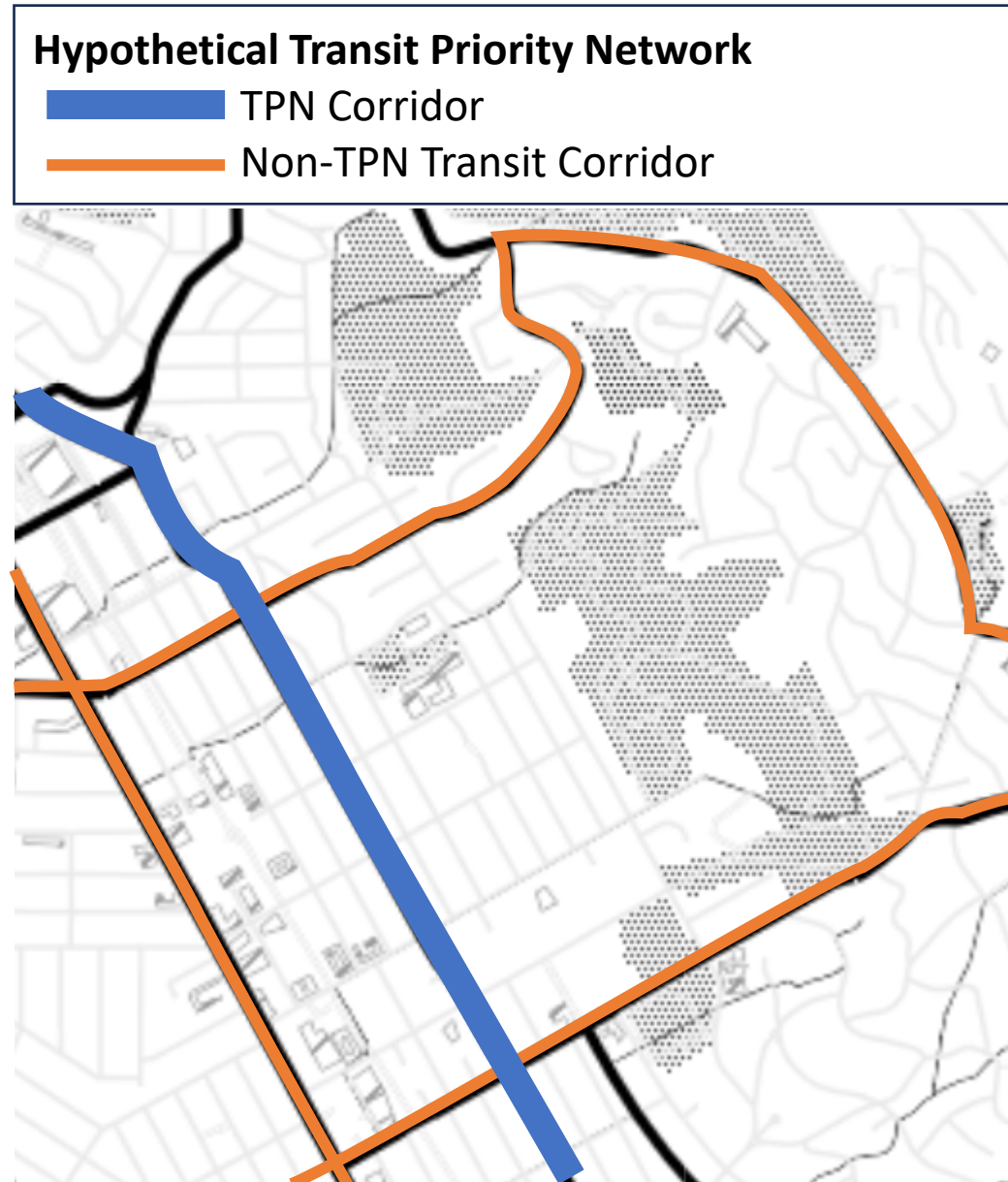
Proposal: Adding Transit to CS Checklist

Projects seeking more than $250,000 in regional discretionary funds or an MTC endorsement already complete the Complete Streets (CS) Checklist and are reviewed by a local Bicycle and Pedestrian Advisory Committee (BPAC)

TPPR proposes adding transit agency review to CS Checklist for a multi-modal, streamlined review.

2022 Complete Streets Policy

*Projects on **Active Transportation Network:***
1. *Consistent with approved Complete Streets plans*
2. *Follow NACTO All Ages & Abilities Design Principles & FHWA PROWAG*

NEW
Transit Priority Policy for Roadways

*Projects along **transit routes** need transit agency **review for impacts to transit service***

*Projects on **Transit Priority Network**[1] should follow best practice transit-supportive design principles*

[1]TPN will be developed through the Regional Transit Assessment

Transit-Supportive Design Principles

Policy would recommend that projects on the TPN be informed by best practice transit-supportive design principles, such as those presented in the National Association of City Transportation Officials *Transit Street Design Guide* or other local guidelines, such as AC Transit's *Transit Supportive Design Guidelines*.

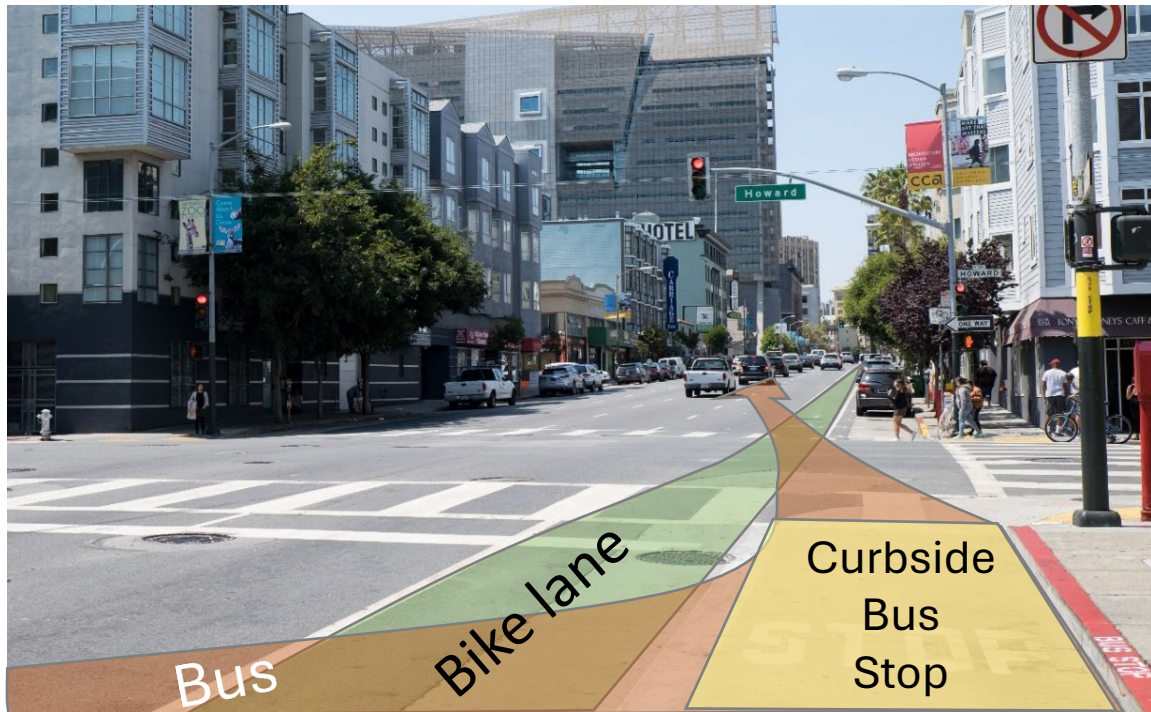Transit Streets

Stations and Stops

Multi-modal design

Intersections

Example of Potential Benefits: Urban Context

7th St at Howard St (San Francisco): Before

Buses cross bike lane twice to access curb-side bus stop

With **Transit-Supportive** and **All Ages & Abilities Design Principles**

Bus boarding island creates buffer and eliminates conflict points

Photos: Jeremy Menzies/SFMTA

Example of Potential Benefits: Suburban Context

Walnut Ave at Paseo Padre/Civic Center, Fremont - Before

Buses merge into bike lane at bus stops, forcing bikes into traffic lane

With **Transit-Supportive** and **All Ages & Abilities Design Principles**

Bus bulb and sidewalk level bike lane eliminate conflict points

Photos: Google, AC Transit

Optional: Local Resolution on Transit Priority

- **Purpose**: Promote stronger local support of transit priority

- **Incentives**: May increase likelihood of receiving MTC discretionary funding

- Various formats to meet local preferences:
  - Local Transit Priority Policy
  - Local Resolution supporting TPPR
  - Update to local Complete Streets Resolution or similar policy to include transit priority

- TPPR would specify minimum requirements for being considered for potential incentives

Examples
- City of San Jose Transit First Policy
- City of San Francisco Transit First Policy
- City of Berkeley Transit First Policy (as part of 2001 General Plan) and Transit First Policy Implementation Plan

Policy Expectations by Agency Type

Local Jurisdictions/Roadway Owners

- Have transit agency(ies) review projects along transit routes for potential transit impacts
  - If project is on TPN, incorporate best practice transit-supportive design elements
- Consider adopting local Transit Priority Policy or Resolution in support of TPPR

Transit Operators

- Review projects from local jurisdictions and respond within 30 days

County Transportation Agencies

- Convene discussions to reach consensus and advance solutions
- Provide funding incentives for transit priority

Caltrans

- For projects on STN, review project applications and document coordination
  - If Caltrans is a project applicant, coordinate with transit agency(ies)
- Guide transit investments through the Bay Area Transit Plan (in progress)
- Adopt design guidance for transit priority facilities by July 2028 (per SB 960)

Winter 2025 Outreach on Preliminary Draft Memo

Shared initial draft policy memo through staff working groups. Received and incorporated feedback from 50 different agencies.

Date	Stakeholder Group	Audience
February 18	Transit Priority Working Group (TPWG)	Planning staff at transit agencies
February 27	Policy Development Working Group (PDWG)	Planning staff at transit agencies, local jurisdictions, CTAs, Caltrans (D4 and HQ), advocacy groups
March 5	Transit Finance Working Group (TFWG)	Funding staff at transit agencies
March 7	Bay Area County Transportation Agencies (BACTA) Planning Directors	Planning directors/staff at county transportation agencies
March 10	Bay Area Partnership Accessibility Committee (BAPAC)	Accessibility staff at transit agencies
March 12	Caltrans District 4	Planning staff at Caltrans District 4
March 13	Local Streets and Roads Programming and Delivery Working Group (LSRPDWG)	Planning/public works staff at local jurisdictions
March 20	Active Transportation Working Group (ATWG)	Active Transportation staff at local jurisdictions, county transportation agencies, advocacy groups

Spring 2025 Outreach on Revised Draft Memo

County	Body	Date
Alameda	ACTC Technical Advisory Committee	May 8
Contra Costa	West Contra Costa Transportation Commission (WCCTC) East County Transportation Planning Committee (TRANSPLAN) Southwest Area Transportation Committee (SWAT) Transportation Partnership and Cooperation (TRANSPAC)	May 8 May 20 May 21 May 29
Marin	TAM Technical Advisory Working Group	June 12
Napa	NVTA Technical Advisory Committee NVTA Citizen Advisory Committee	May 1 May 7
Santa Clara	VTA System Operations and Asset Management Working Group VTA Technical Advisory Committee	April 23 June 11
San Francisco	*TBD*	*TBD*
San Mateo	C/CAG Congestion Management Technical Advisory Committee	May 15
Sonoma	SCTA Technical Advisory Committee SCTA Planning Advisory Committee	April 24 May 15
Solano	STA Technical Advisory Committee	April 30

Dates are tentative and subject to change.

Schedule & Outreach

Staff will engage various groups for input before finalizing Policy, including:

- Staff-Level Working Groups (winter 2025)
- County Transportation Agency Staff and Committees (spring 2025)
- Regional Network Management Bodies (summer/fall 2025)

We are here

	2024	2025		2026	
Transit Priority Policy for Roadways (TPPR)	Policy Framework	Draft Policy	Final Policy		
Regional Transit Assessment (RTA) & Transit Priority Network (TPN)		Procurement	RTA Analysis		
				TPN Development	Adopt TPN

Discussion Questions to Guide Your Review

- Do you have any concerns with the proposed TPPR contents and requirements, and what modifications would you suggest to address those concerns?

- How can the TPPR be modified to address existing barriers to effective interagency coordination and reach design consensus in constrained locations?

- What technical assistance and other support materials should MTC consider when assisting agency partners with transit-supportive street design?
    - Transit Operators: how can MTC help you give input on project designs?
    - Project Sponsors: how can MTC help you incorporate transit-supportive elements into project designs?

- How else can MTC support your agency when implementing the TPPR?

Open Discussion

Please submit feedback on the [Revised Draft Policy Memo](#) by COB Friday, June 6, 2025.

Please reach out with any questions or to request a presentation to your staff-level group by emailing transitpriority@bayareametro.gov.

Britt Tanner, P.E.	**Joel Shaffer, P.E.**	**Mika Miyasato, AICP**
Principal, Regional Network Management	*Transit Priority Project Manager*	*Principal Planner / Transit Priority Planner*
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btanner@bayareametro.gov	jshaffer@bayareametro.gov	mmiyasato@actransit.org
METROPOLITAN TRANSPORTATION COMMISSION	METROPOLITAN TRANSPORTATION COMMISSION	AC TRANSIT

METROPOLITAN TRANSPORTATION COMMISSION

Memorandum

To:
Relevant Working Groups & Committees
(comprised of MTC, Transit Operator, County Transportation Agency, Local Jurisdiction, and Caltrans District 4 staff)

From:
Britt Tanner, Transit Priority Principal, Regional Network Management (MTC)
Joel Shaffer, Transit Priority Program Coordinator, Regional Network Management (MTC)
Mika Miyasato, Principal Planner / Transit Priority Planner (AC Transit)

Date:
April 28, 2025

Regarding:
Bay Area Transit Priority Policy for Roadways
Stakeholder Feedback Summary on Preliminary Draft Policy Memo (Winter 2025)

In February and March 2025, Regional Network Management (RNM) staff conducted stakeholder outreach and issued a Preliminary Draft Policy Memo that identified proposed contents and requirements of the Bay Area Transit Priority Policy for Roadways (TPPR). This Stakeholder Feedback Summary Memo summarizes the stakeholder comments received and how they are proposed to be addressed. A Revised Draft Policy Memo reflecting these changes is expected to be released in late April to coincide with the next round of stakeholder engagement.

TPPR Stakeholder Engagement
RNM staff are engaging extensively with agency stakeholders to inform the development of the TPPR. Stakeholders include transit agencies, local jurisdictions (cities and counties), county transportation agencies, Caltrans, transit advocacy organizations, and other departments within MTC. The table below identifies past and planned outreach activities.

Transit Priority Workshop *(December 2023)*	Interactive, interagency Transit Priority Workshop in Oakland to introduce stakeholders to the new regional transit priority policy effort and lay a foundation for the development of a policy framework, including defining Transit Priority and discussing policy vision and purpose.

Policy Approach/ Framework *(2024)*	Ad-hoc Policy Development Working Group (PDWG) created with stakeholder agencies from throughout the region. In conjunction with the PDWG, Transit Priority Working Group (transit agency staff), and other staff working groups, RNM staff crafted a policy approach over the course of 2024 and presented a recommended policy framework to the RNM advisory bodies (RNM Customer Advisory Group, RNM Council, and RNM Committee) in late 2024.
Preliminary Draft Policy Memo* *(Winter 2025)*	A Preliminary Draft Policy Memo was distributed to stakeholders and outreach was conducted on a rolling basis from mid-February through mid-March. The memo detailed proposed policy content/requirements. Outreach consisted of presentations at various agency stakeholder groups to solicit feedback: ☐ Active Transportation Working Group (ATWG) ☐ Bay Area County Transportation Agencies (BACTA) Planning Directors ☐ Bay Area Partnership Accessibility Committee (BAPAC) ☐ Caltrans District 4 ☐ Local Streets and Roads Programming and Delivery Working Group (LSRPDWG) ☐ Policy Development Working Group (PDWG) ☐ Transit Finance Working Group (TFWG) ☐ Transit Priority Working Group (TPWG) **This memo summarizes the agency feedback received on the Preliminary Draft Policy Memo.*
Revised Draft Policy Memo *(Spring 2025)*	A Revised Draft Policy Memo reflecting updated recommendations is anticipated to be distributed to stakeholders in late April, coinciding with the next round of outreach to stakeholder agencies in the spring. Outreach will consist of presentations at committees and working groups organized by each of the Bay Area county transportation agencies (CTAs).

Summary of Feedback Received on the Preliminary Draft Policy Memo:

Nearly 350 unique comments/questions were received from approximately 50 agencies and organizations throughout the Bay Area. The most frequently heard themes of comments were:

▪ **Transit "Review" Versus "Approval" as part of the Complete Streets (CS) Checklist**: Wording indicated transit agencies would "approve" roadway projects along a transit route as part of the proposed CS Checklist process. Further, the wording was unclear how transit agency "approval" differed for projects along the Transit Priority Network (TPN) and those not on the TPN.

Response: *Draft policy would propose that transit agencies would "review" (not approve) roadway projects along a transit route as part of the proposed CS Checklist process. The wording would be clarified to indicate that projects along a transit route not on the TPN would focus only on potential project impacts to transit, whereas projects along a transit route on the TPN would focus on potential project impacts to transit as*

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well as working to integrate best practice transit-supportive design elements into the project design. Details would also be added to explain potential exceptions.

- **Potential Schedule and Cost impacts**: There were concerns about the proposed review process requiring more time to prepare funding applications, and that adding transit-supportive design elements would increase project cost.

  Response: Additional text would be added to the draft policy to explain that involving transit agencies earlier in the planning process would allow agencies to design the best multi-modal project. Further, identifying the full cost early would allow agencies to request the appropriate amount of funding. MTC would review its discretionary funding programs that fund roadway projects on public right-of-way and explore ways to provide support to agencies implementing multimodal projects.

- **Limited Right-of-Way and Modal Priority Conflicts**: Commenters shared concerns about different ways to allocate/prioritize roadway space in constrained locations with limited right-of-way (ROW) and asked questions about how a decision would be made to determine the appropriate design.

  Response: Additional text would be added to the draft policy clarifying that it would not dictate specific roadway modal hierarchy, allocation of space, or transit priority treatments. The intent of the TPPR is to ensure that potential transit-supportive design elements are considered in the design process for roadway projects and potential impacts to transit operations are mitigated, through early coordination between project sponsors and transit agencies. RNM staff would explore potential ways to provide support in these situations to help agencies come to a resolution.

- **NACTO** *Transit Street Design Guide*: There was feedback regarding using the NACTO *Transit Street Design Guide* as the proposed reference for review, and concerns that NACTO provides design <u>guidance</u> and not design <u>standards</u>.

  Response: Draft policy would propose that best practice transit-supportive design principles be considered, with the NACTO Transit Street Design Guide *as one best practice design guide, along with locally-adopted design guidance and other national or local design resources. Following transit design principles (e.g., dedicated bus lanes, optimizing bus stop placement, utilizing transit signal priority) can be achieved while still maintaining compliance with the California* Manual on Uniform Traffic Control Devices *(MUTCD), Caltrans design standards, or AASHTO design standards.*

- **Implementation**: Commenters expressed interest in increasing education and access to best practice transit-supportive design resources to make the policy more effective, indicating a need for technical assistance.

  Response: MTC plans to facilitate technical assistance, including trainings and access to design resources. Further, the Regional Transit Assessment (RTA) would include a task

> *to develop a near-term implementation strategy, including short-term actions to enhance local capacity to effective delivery transit priority projects.*

The above list highlights only the most frequently heard details; a summary of all the comments received is included in Attachment 1.

Next Steps

This spring, a Revised Draft Policy Memo will be shared with stakeholder committees and working groups to seek additional input (including local jurisdiction input) on updated proposed policy contents and requirements.

Presentations are tentatively scheduled for:
- Policy Development Working Group (PDWG)
- Transit Priority Working Group (TPWG)

There will also be extensive outreach by County (meetings tentative and subject to change):

County	Body	Date
Alameda	ACTC Technical Advisory Committee	May 8, 2025
Contra Costa	West Contra Costa Transportation Commission (WCCTC)	May 8, 2025
	East County Transportation Planning Committee (TRANSPLAN)	May 20, 2025
	Southwest Area Transportation Committee (SWAT)	May 21, 2025
	Transportation Partnership and Cooperation (TRANSPAC)	May 29, 2025
Marin	TAM Technical Advisory Working Group	June 12, 2025
Napa	NVTA Technical Advisory Committee	May 1, 2025
	NVTA Citizen Advisory Committee	May 7, 2025
Santa Clara	VTA System Operations and Asset Management Working Group	April 23, 2025
	VTA Technical Advisory Committee	June 11, 2025
San Francisco	*TBD*	*TBD*
San Mateo	C/CAG Congestion Management Technical Advisory Committee	May 15, 2025
Sonoma	SCTA Technical Advisory Committee	April 24, 2025
	SCTA Planning Advisory Committee	May 15, 2025
Solano	STA Technical Advisory Committee	April 30, 2025

After spring outreach to committees and working groups, RNM staff will develop a first draft of the TPPR policy text and present to select staff working groups and the RNM advisory bodies for feedback in the summer.

In fall 2025, RNM staff will finalize the draft TPPR policy based on summer feedback, present to the RNM advisory bodies one final time, and take it to the Metropolitan Transportation Commission for policy adoption.

ATTACHMENT 1. Comments Received on Preliminary Draft Policy Memo:

RNM staff received 350 comments from approximately 50 different agencies or groups from throughout the region, either in writing or during meetings. The following is a list of the agencies that provided input.

State/Regional
Caltrans District 4
Caltrans Headquarters
MTC

County Transportation Agencies:
Alameda CTC
C/CAG
CCTA
STA
SCTA
TAM
VTA (also Transit Agency)
NVTA (also Transit Agency)

Transit Agencies:
AC Transit
BART
County Connection
Golden Gate Transit
Marin Transit
NVTA (Vine, also County agency)
Petaluma Transit
SamTrans
SFMTA
Tri-Delta Transit
VTA (also County agency)
Wheels (LAVTA)

Cities/Counties
City of Alameda
City of Albany
City of Emeryville
City of Fremont
City of Hayward
City of Mountain View
City of Oakland
City of Palo Alto
City of Petaluma (also Transit Agency)
City of San Bruno
City of San Mateo
City of San Jose
City of San Leandro
City of San Rafael
City of Santa Clara
City of Santa Rosa (also Transit Agency)
City of Union City (also Transit Agency)
City of Vallejo
Contra Costa County
Marin County
San Mateo County
Solano County
West Contra Costa Transportation
Commission

Advocacy Groups
Seamless Bay Area
Bike East Bay

Other Agencies/Groups
Santa Clara Valley Urban Runoff Pollution
Prevention Program
Ministry of Velocity (Cal-ITP vendor)

Each comment was reviewed and considered in full, then categorized by theme. Below is a summary of feedback, with the staff response for each theme detailing how the comments will be considered and/or incorporated into the draft TPPR. Note that many comments could have been classified into multiple categories, but were assigned to the most prominent category for the sake of tracking purposes.

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1) Complete Streets Checklist (105 comments)

    a) **Proposed Review Process** – There were numerous, varied comments about the proposed process, which are summarized in the table below.

Theme	*Response*
Transit coordination is already included in the regional Complete Streets (CS) Policy/Checklist for projects requesting over $250,000; what does additional coordination accomplish.	*The existing CS Policy only requires project applicants to notify transit agencies. Project applicants are not required to do comprehensive coordination with transit agencies.*
Transit agency director-level staff may not be able to respond.	*Propose that "Senior-level staff or an authorized delegate" would respond instead of "director-level" staff.*
Transit staff do not have time to prepare response letters for each project.	*Propose to develop a streamlined Transit Review that would simplify the review process.*
Transit agencies may not respond or support a project	*Draft policy would address process if a transit agency does not respond or cannot support a project.*
Unclear what transit agencies should be reviewing, or why transit agencies need to coordinate	*The proposed Transit Review would provide guidance on elements to consider in review (e.g., confirming bus stop locations, turning radii, etc.)*
Unclear what the difference would be if there is a project on the Transit Priority Network (TPN) versus a project that is only along a transit route.	*Draft policy would explain what level of review/coordination is needed for projects on TPN versus projects on non-TPN.*
The 30 days given to transit agencies to respond is too long (it will delay projects) or too short (transit agencies will need more time to review projects).	*The proposed Transit Review would simplify and accelerate review. CS Checklist process is not prescribed in the draft TPPR, and would be reviewed and updated as needed.*

    b) **Transit agency jurisdiction over local streets:** Commenters had concerns that requiring an "approval" letter from a transit agency projects as part of the Complete Streets Checklist would give transit agencies authority over roadway decisions.

        Staff Response: Draft policy would require transit agency <u>support</u>, not approval.

    c) **Schedule Impacts:** Commenters had concerns about the TPPR making the Complete Streets Checklist process take longer to complete, and suggested providing more time for grant applicants to submit applications.

Staff Response: The draft TPPR would not have purview over the administration of grant applications, but MTC staff would account for the additional time required when developing the funding calls and setting grant deadlines.

d) **Exemptions/Exceptions:** Many comments requested additional details regarding what types of projects would be exempt from the checklist process. There were also suggestions to add exemptions for specific types of projects and ways to streamline the approval process. Ideas included exemptions for agencies that commit to certain design requirements, projects along certain road types (evacuation routes, one-lane roads), certain types of projects (pre-approved treatments, station area treatments, on-route charging stations, bus stop improvements), or projects with limited right-of-way limiting design options. One comment asked if the policy intended to have projects apply for "Exceptions" not "Exemptions".

Staff Response: Draft policy would include more detail on valid project exceptions. Language would be changed from "exemptions" to "exceptions" throughout.

e) **Bicycle Pedestrian Advisory Committee (BPAC)**: Commenters had concerns that BPACs don't have the right expertise to review transit issues. There were suggestions to add additional seats to BPACs to have transit representation/expertise, or use alternative committees to review projects. The remaining comments regarding BPACs noted that not all jurisdictions have a BPAC, questioned what to do if a project covers multiple jurisdictions, suggested that BPACs have a standing agenda item to review the Complete Streets (CS) Checklist for projects over $250,000, and asked how BPAC bylaws could/should be modified to address the policy.

Staff Response: The current CS Policy requires that all projects in the public right-of-way, regardless of project type, requesting $250,000 in discretionary funding or MTC's endorsement be reviewed by BPACs. Some jurisdictions have broader transportation- or mobility-focused committees that fulfill BPAC duties as it relates to funding. Moving forward, MTC will evaluate potential changes to BPAC member composition to more effectively review multimodal project applications, rather than projects being reviewed by multiple, specialized committees.

f) **Suggested Edits and Clarifying Questions:** Several commenters indicated the proposed wording "the TPPR applies to projects along fixed-route transit" was awkward. There were also several comments asking for more details about the existing Complete Streets Checklist process and suggesting the TPPR explicitly only apply to <u>new</u> projects receiving over $250,000 in discretionary funding. Commenters pointed out the inconsistent use of "should" and "must" for the requirement of following the NACTO *Transit Street Design Guide*. One commenter expressed concern that there are "no teeth" behind the requirement to incorporate transit-supportive design elements. There were questions about how the TPPR would apply for corridors with multiple transit agencies, development applications, and access-controlled highways.

Staff Response: Draft policy would clearly define "fixed-route transit", and explicitly state that the TPPR would only apply to new projects seeking MTC funding or endorsements, upon adoption. It would also state that projects "should" (not "must") follow the NACTO Transit Street Design Guide or similar best practices.

g) **Other:** There were several comments regarding the existing Complete Streets (CS) Checklist process, including:

    i) Be consistent with applicable countywide bicycle and pedestrian plans
    ii) Consider identifying impacts and benefits to fixed-route transit, demand-responsive transit, and paratransit.
    iii) Consider indicating which relevant zoning and land use actions have been completed
    iv) Consider how the CS Checklist will address SB 922-eligible projects.

Staff Response: As these comments are related to the broader Complete Streets process and will be shared with the MTC Complete Streets staff.

2) **Modal Priority/Conflicts (40 comments)**

a) **Limited Right-of-Way:** Commenters shared concerns about different ways to allocate/prioritize roadway space in constrained locations with limited right-of-way (ROW). In addition to transit, potential space priorities highlighted include active transportation infrastructure, safety needs, emergency/disaster egress, and private vehicle throughput/parking. Commenters requested guidance and/or a process on how to navigate competing priorities. There were also comments about flexible roadway space allocation, such as a parking lane which serves as a transit lane during peak hours, or utilizing less space-intensive transit priority treatments (e.g., transit signal priority) to preserve space for other roadway uses.

Staff Response: The draft policy would not dictate roadway modal hierarchy, allocation of space, or specific transit priority treatments. Some modal conflict in limited ROW can be avoided outright by considering a project corridor as part of the greater network of adjacent streets, and assigning competing transportation modes to separate, parallel streets. If this approach isn't feasible, roadway space allocation decisions should be made at the local level through regular coordination between local agencies.

The intent of the TPPR is to encourage early coordination between project sponsors and transit agencies to evaluate the potential to incorporate transit priority elements into roadway projects and/or mitigate any potential adverse impacts to transit operations. MTC proposes that a third-party agency (e.g., county transportation agency or MTC) could help to mediate the conversation as needed. The draft TPPR would include exceptions when it is not possible to incorporate transit priority elements or mitigate impacts to transit operations.

The draft policy would explicitly call out potential competing roadway uses and tradeoffs and provide more guidance on the local coordination/decision-making process.

b) **How to Resolve Conflicting Priorities:** Commenters shared concerns about interagency coordination and conflict resolution, notably: balancing the needs of and impacts to different transportation modes when allocating roadway space; balancing the needs of multiple local jurisdictions and/or multiple transit agencies on projects spanning different jurisdictions or in overlapping service areas; and encouraging interagency coordination earlier in project delivery (i.e., during planning or preliminary design).

Commenters expressed interest in best practices for the conflict resolution process between different agencies and additional detail on the roles and responsibilities of MTC and county transportation agencies in the process. There was also some interest in alternatives to support letters from transit agencies, such as local jurisdictions documenting collaboration with transit agencies and/or demonstrating what transit priority elements were considered during planning and design.

Staff Response: The draft policy would provide more detail on proposed interagency coordination and conflict resolution processes, as well as specify agency roles and responsibilities. The Complete Streets Checklist would be updated to ask project sponsors to document estimated impacts of projects on transit operations and/or access to transit.

c) **Safety:** Commenters highlighted potential conflict between safety efforts and transit priority efforts – at the project level (e.g., roadway safety needs/impacts versus transit needs/impacts) and network level (i.e., high injury networks versus transit priority networks) – asking how to balance these two competing priorities.

Staff Response: Both roadway safety and transit operations needs should be considered during coordination between project sponsors and transit agencies. The draft policy would encourage good faith efforts to address competing needs. A third-party (e.g., county transportation agency or MTC) could help mediate as needed.

d) **Parking/Deliveries:** Commenters identified on-street parking as a common barrier to transit priority and active transportation improvements. Commenters suggested adding a statement indicating that space-efficient modes of transportation should be prioritized above on-street parking and expressed interest in technical and funding assistance with parking studies and public outreach needed for on-street parking changes/removal. Commenters also highlighted other curbside uses, such as deliveries.

Staff Response: Draft policy would acknowledge private vehicle parking and other curbside uses as potential competing roadway uses/needs. MTC currently provides resources on Parking and Curb Management and could consider future activities to provide further support.

e) **Planning Process:** Commenters indicated that consideration of competing corridor uses/needs should occur earlier during the planning process, not during project implementation. Commenters also indicated that the Transit Priority Network (TPN) should be developed with other regional networks and planned projects in mind, and in close coordination with public works and active transportation staff at local jurisdictions.

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The TPN should be limited to locations where it is desired to prioritize transit over other modes.

Staff Response: The draft policy would explicitly indicate that transit needs should be considered during planning and preliminary design to avoid conflicts during project implementation. In the event this does not occur, the draft TPPR would encourage incorporating elements beneficial to transit operations into the project. The TPN would be developed as part of the Regional Transit Assessment (RTA) and MTC would engage with stakeholder partners when developing the TPN. More information about the TPN can be found in responses to comment #3, Transit Priority Network.

3) **Transit Priority Network (TPN) (29 comments):**
   a) **Criteria:** Commenters expressed interest in the TPPR applying to corridors with proposed/planned fixed-route transit service, in addition to those with existing fixed-route transit service. Commenters asked how the policy will adapt over time, given changes in transit service. There were also questions on how transit characteristics like service levels and route ridership will be factored in, as well as whether private shuttle services will be included. Commenters expressed interest in TPN development, mentioning that TPN criteria should be context-sensitive, requesting that the TPN aligns with other state/local definitions, recommending particular TPN criteria, and asking whether the TPN will be tiered.

      Staff Response: The draft policy would apply to locations with existing and/or planned (approved or budgeted) fixed-route transit service, excluding private shuttle services, special event services, and demand-responsive/paratransit services.

      The TPN would be developed as part of the data-driven Regional Transit Assessment (RTA), which is anticipated to kick-off mid-2025. The RTA team would engage with stakeholder partners when developing the TPN and criteria. The TPN would be updated regularly to reflect changing transit services (the Transit Priority Implementation Strategy, to be developed as part of the RTA, would recommend how frequently the TPN should be updated).

   b) **Existing Networks:** Commenters mentioned networks produced as part of the Bay Area Transit Plan (Caltrans), Plan Bay Area 2050+ (MTC), countywide transportation plans, and transit operator frequent networks should inform the development of the Transit Priority Network (TPN).

      Staff Response: The RTA team would engage with stakeholder partners when developing the TPN and criteria, and would take into consideration other related planning efforts.

4) **Funding (29 comments)**

   a) **Cost Impacts:** Commenters had questions about how the policy would impact project costs and if additional funding would be allotted. There were also concerns that adding transit-supportive design elements would increase project costs. There were specific concerns about costs related to adding and maintaining transit signal priority, which can

require signal infrastructure upgrades to poles and conduits and ongoing subscription fees.

Staff Response: The draft policy would not dictate that specific treatments be included, but rather that the transit agency be consulted during project development to ensure that the project design does not negatively impact transit.

For projects that are on the Transit Priority Network (TPN), the transit agency may also provide feedback on measures that should be considered. In some cases, this could increase the cost of a project. For example, if the proposed project is to add a protected bike lane along a transit route, the transit agency may request that passenger boarding islands at all bus stops be included in the design to avoid bus-bike safety conflicts and bus delays.

While adding transit-supportive design elements may increase project costs in certain situations, the goal of the TPPR is to result in better, more complete projects that consider all modes. Identifying multimodal needs such as these earlier in the project development phase can inform project cost estimates, so that funding requests are made for the appropriate amount.

b) **Fund Source Suggestions and Clarifying Questions:** Commenters had questions about which projects the policy would apply to, with specific questions about if it would apply to paving projects and OBAG 4. There were also suggestions to increase the funding for projects to account for the additional capital cost and timeline that transit elements added to projects may necessitate.

Staff Response: The TPPR would apply to new projects that apply for more than $250,000 of MTC discretionary funding[1] or request an MTC endorsement after the policy is adopted. If the policy is adopted prior to the release of OBAG 4, it would apply to projects over $250,000 that receive OBAG 4 funding, since OBAG 4 is discretionary funding. MTC would consider how best to accommodate additional time required for project coordination with transit agencies in its grant funding programs.

c) **Incentives:** Commenters had suggestions and questions about how MTC grants may be scored to incentivize adopting local transit priority policies or incorporating transit improvements into projects. There was concern that the policy had "no teeth" and did not provide adequate incentives or additional funding for transit infrastructure.

Staff Response: The draft TPPR would develop a structure for integrating transit into projects, but it does not have purview over specific funding grant programs. However, these comments will be passed on to the appropriate MTC staff.

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[1] MTC Discretionary funding sources include Surface Transportation Block Grant Program (STBGP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP), Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, regional bridge tolls, and Regional Transportation Improvement Program (RTIP) funding.

5) **Transit-Supportive Design Principles (24 comments)**

   a) **Use of NACTO *Transit Street Design Guide*:** Commenters shared concerns about NACTO as the sole design reference, as there are other best practice design guidelines available. There were also concerns that NACTO guidance is not consistent with MUTCD standards, thus may be less defensible from a legal standpoint. There were questions and concerns about what design standards to use on Caltrans right-of-way or where a local agency has adopted their own guidelines (e.g., AC Transit's *Transit Supportive Design Guidelines*). There were also questions about what reference to use if there are conflicting standards/guidelines.

   Staff Response: The draft policy would propose the NACTO Transit Street Design Guide as one possible best practice design guide, but other locally adopted design guides could also be used. Following transit-supportive design principles (e.g., dedicated bus lanes, optimizing bus stop placement, utilizing transit signal priority) can be achieved while still maintaining compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans standards, or AASHTO standards. If necessary, a Caltrans Design Standard Decision Document can be completed to incorporate a design that is more consistent with transit-supportive design principles but does not follow Caltrans standards, for example, if a design requires narrowing lane widths from the standard 12-foot width.

   b) **Transit Priority Project Examples and Local Context:** There were concerns about using the NACTO guide as a design reference since it focuses on urban settings and may not be appropriate for all contexts. Several commenters suggested adding examples of transit priority projects, particularly from suburban and rural settings, on two-lane roads. There were also comments suggesting that there be more flexibility to consider local context.

   Staff Response: Additional case studies would be added in the guidance that accompanies the modified Complete Streets Checklist. As mentioned in comment 5a, transit design principles can be accommodated and still maintain compliance with Caltrans and AASHTO standards.

   c) **Transit Signal Priority (TSP):** There were suggestions to specifically add transit signal priority to the TPPR to ensure that signal timing is evaluated as part of projects, and to standardize the equipment used for better coordination during mutual-aid events or on corridors used by multiple transit agencies. There was also a concern about adding transit signal priority (TSP) at signals due to the infrastructure upgrades required.

   Staff Response: TSP is one element of transit streets design that should be considered as part of the Complete Streets Checklist, but specific design elements are not within the purview of the TPPR. These comments will be shared with the relevant teams at MTC to consider in their programs.

d) **Suggested Edits:** There were text edits proposed regarding the use of "guidelines" versus "standards", and suggested that "local guidance" be specific to "local transit agency guidance".

Staff Response: These changes will be considered and implemented where deemed appropriate.

6) **Implementation (24 comments)**
   a) **Training:** Commenters expressed interest in increasing education among all agencies to make the policy more effective, indicating a need for technical assistance and more forums for these conversations (e.g., workshops, when grants are released, etc.). Topics could include transit-supportive design guidance, modal priority/conflicts, coordination best practices, etc.
   Staff Response: Technical assistance language would be amplified in the draft policy. Further, the Regional Transit Assessment (RTA) would include a task to develop a near-term implementation strategy, including short-term actions to enhance local capacity to effective delivery transit priority projects (i.e., technical assistance).

   b) **Agency Resources:** Commenters highlighted a lack of dedicated transit staff and financial resources, especially at smaller local jurisdictions, as a challenge. Comments also expressed a need for access to NACTO and other transit-supportive design guidance, as the NACTO Transit Streets Design Guide must be purchased as it is not available in its entirety online. Additional funding, technical assistance, and engagement from MTC were mentioned as potential solutions.

   Staff Response: Technical assistance language would be amplified in the draft policy. Further, the Regional Transit Assessment (RTA) would include a task to develop a near-term implementation strategy, including short-term actions to enhance local capacity to effective delivery transit priority projects (i.e., technical assistance).
   MTC will explore providing access to transit-supportive design guidance.

   c) **Timeline and Interim Steps:** There were multiple comments that the policy will be adopted prior to a finalized Transit Priority Network (TPN), which has implications on policy implementation. Further, updates to the Complete Streets Checklist must be completed by the end of the 2025 calendar year in order to be incorporated into OBAG 4, but the TPN likely won't be completed by then. There was also a suggestion to pilot the policy on select projects/grants to start, before wider implementation.

   Staff Response: Staff notes that initial policy implementation would be impacted by the lack of an identified TPN. Staff would add language to the draft policy clarifying that there would be an interim phase prior to TPN identification and adoption, including expectations/requirements during this period.

   d) **Evaluation:** Commenters noted that the Transit Priority Network (TPN) should be periodically re-evaluated and updated to reflect changing transit services and roadway conditions.

Staff Response: Staff would add language to the draft policy clarifying that the TPPR, TPN, and Complete Streets Policy/Checklist would be periodically reviewed and updated, per the recommendations from the Regional Transit Assessment near-term implementation strategy.

7) **Local Resolution (14 comments)**

   a) **Clarifying Requirements:** Commenters asked for MTC to provide a sample resolution and clarify the required policy elements in order to maintain regional consistency. Three comments asked whether local jurisdictions with an existing complete streets policy or limited transit policy can amend their existing policies to achieve the intent of a local transit priority policy.

   Staff Response: A local policy can take several different forms, such as amending a Complete Streets policy, incorporating transit priority into a general plan, a standalone transit priority policy, or a resolution in support of the TPPR. Staff would add language to the draft policy clarifying how local jurisdictions may adopt a local transit priority policy. In addition, MTC would provide a sample template for a standalone transit priority policy, for agency consideration.

   b) **Incentives and Prioritization:** Commenters asked for clarification of how incentives and prioritization worked. There were also comments that non-adoption should not penalize high-merit projects or transit agency-sponsored projects.

   Staff Response: Staff would add language to the draft policy clarifying how MTC may use incentives. Incentives would be dependent on the specific funding program. MTC would not penalize transit agencies where local jurisdictions do not adopt a transit priority policy.

8) **Engagement (13 comments)**

   a) **Suggestions/Requests:** Commenters suggested engaging with county transportation agency (CTA) bodies earlier and more often for all transit priority efforts, so that local jurisdictions are better informed. MTC support/attendance at local jurisdiction meetings, as needed, is also desired. For the policy, commenters requested that MTC provide additional review time to agency stakeholders after spring CTA outreach and before taking a draft policy to the RNM bodies in the summer. There was also a request to take the draft policy text to CTA bodies before the policy is finalized/adopted. Finally, commenters suggested additional methods of engagement and education to agencies and the public, namely a map/dashboard of the Transit Priority Network, status of projects being implemented, and rider-focused project impacts (data visualization/KPIs).

   Staff Response: MTC will provide more regular updates on transit priority efforts at CTA bodies for better engagement with local jurisdictions. MTC will make an effort to support/attend local jurisdiction meetings, as needed. MTC will discuss and re-evaluate its policy engagement plan and comment timelines. MTC makes continuous updates to the Transit Priority webpage to report on transit priority project progress and other efforts.

b) **Clarifications:** Commenters asked about future forums for engaging stakeholders and expressed interest in additional outreach to local jurisdictions.

Staff Response: This spring, to continue engagement with local jurisdiction staff, MTC staff will present on the draft policy at committees and working groups organized by each of the Bay Area county transportation agencies (CTAs). The Transit Priority webpage lists CTA meetings open to the public at which MTC staff plans to present this spring. After that, staff will present draft policy text at the RNM bodies over the summer.

9) **Interagency Coordination (12 comments)**

a) **Caltrans:** Commenters noted a list of Caltrans-led efforts for policy alignment, including those related to SB 960 (e.g., Director's Policy on Public Transit (in development), design guidance for transit priority facilities) and the Bay Area Transit Plan (in development). Commenters asked for clarifications on Caltrans's role and how the TPPR would apply to the State Transportation Network (STN).

Staff Response: Staff regularly coordinates with Caltrans staff to ensure consistency between state and regional efforts. The draft policy would be updated to clarify Caltrans's role related to the TPPR.

b) **Project Development/Coordination/Maintenance:** Commenters stated early and frequent coordination is key to developing better projects that both local jurisdictions/ right-of-way agencies and transit agencies support. Some commenters noted that they have a local mechanism for coordination, and required agency coordination per TPPR would not add any benefits. Commenters expressed a challenge of working with multiple stakeholder agencies (i.e., a city's roadway project with frequent transit routes crossing a county-operated roadway) and how the TPPR could foster better interagency coordination. Another comment mentioned the need to maintain transit infrastructure. *Staff Response: Language encouraging better interagency coordination earlier in the project process would be added to the draft policy in order to deliver stronger projects. MTC or another third-party agency may provide support for resolving conflicts among stakeholder agencies.*

10) **Roles/Responsibilities (8 comments):**

a) Commenters asked to clarify the roles of Caltrans, county transportation agencies (CTAs), and MTC. CTAs can support conflict resolution and/or coordination of local transportation priorities through countywide transportation planning.

Staff Response: The draft policy text would clarify agency roles and requirements.

11) **Supportive Comments (15 comments)**

a) Commenters expressed general support for the policy and its proposed requirements, especially that it fosters increased coordination between right-of-way owners/operators and transit agencies, proposes funding incentives for right-of-way agencies adopting a local resolution of support or a local policy, and works within the existing Complete Streets Checklist process.

12) **Other (37 comments)** These are topics that received five or fewer comments each.

   a) **Purpose/Goals:** Several suggestions focused on wording changes to the TPPR purpose and goals.

   Staff Response: The goals would be updated to clarify that the TPPR does not identify locations for transit priority improvements. The TPPR focuses on transit travel time and reliability, so goals would not be expanded to include other aspects of transit operations.

   b) **Paratransit/Microtransit:** Paratransit and micro-transit need access to the curb, and some complete streets projects block access to the curb.

   Staff Response: This concern will be shared with MTC planning staff for potential updates in the Complete Streets Checklist to identify impacts to paratransit and micro-transit operations.

   c) **Unintended Consequences:** Comments suggested the draft policy could create potential unintended consequences, such as impacts to local circulation, traffic congestion, and/or traffic diversion.

   Staff Response: MTC staff would produce reports periodically, in coordination with regular Complete Streets Policy reports, to summarize funded projects, report changes in transit performance, and update the TPPR and TPN, as needed.

   d) **Equity:** Commenters asked for clarification on how equity is applied in evaluating funding applications and provided specific suggestions for how equity should be applied.

   Staff Response: Application of equity principles is unique to each funding program, and details are specified in a program's call for projects.

   e) **Clarifying Questions:** There were several questions related to the existing Complete Streets (CS) Policy and Checklist.

   Staff Response: Approximately 75% of local jurisdictions have a Bicycle Pedestrian Advisory Committee (BPAC) or equivalent committee. Where a local jurisdiction does not have a BPAC or equivalent committee, CS Checklists are reviewed by county BPACs.

   The existing CS Policy requires "implementation of complete streets as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety plan, Community Based Transportation Plans or transit plan." Thus, project applicants must consider all applicable plans available in contrast to a specific CS plan.

   f) **Specific Jurisdiction Comments:** Several comments shared their local goals related to their respective jurisdictions. One comment asked to minimize potential actions that require local jurisdictions to take a resolution or other type of documents to their elected bodies for approval.

   Staff Response: Noted – no change.

g) **Out of Scope:** There were a total of 12 comments that will not be addressed in the TPPR as they are out of scope. Those topics include: transfers, curb cuts, utility coordination, green infrastructure, funding for developing transit, or operating funds for shuttle/neighborhood circulator routes and on-demand transit.

Staff Response: Out of scope – no change.

METROPOLITAN

TRANSPORTATION

COMMISSION

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Memorandum

To:
Relevant Working Groups & Committees
(comprised of MTC, Transit Operator, County Transportation Agency, Local Jurisdiction, and
Caltrans District 4 staff)

From:
Britt Tanner, Transit Priority Principal, Regional Network Management (MTC)
Joel Shaffer, Transit Priority Project Manager, Regional Network Management (MTC)
Mika Miyasato, Principal Planner / Transit Priority Planner (AC Transit)

Date:
April 28, 2025

Regarding:
Bay Area Transit Priority Policy for Roadways: Revised Draft Policy Memo

The purpose of this memo is to provide an overview of and seek feedback on the proposed
content and requirements of the Bay Area Transit Priority Policy for Roadways (TPPR). This
memo supersedes the previous Draft Policy Memo issued in February/March 2025 to reflect
comments received through stakeholder outreach at that time. A catalogue of the modifications
to the Draft Policy Memo is listed in Appendix 3.

MTC Regional Network Management (RNM) staff propose leveraging the existing MTC
Complete Streets Checklist to implement the TPPR and promote enhanced coordination between
project sponsors, right-of-way agencies, and transit agencies. **Input on this Revised Draft
Policy Memo is requested by end of day Friday, June 6, 2025.**

Background

Adopted in 2021, the *Bay Area Transit Transformation Action Plan* (Action Plan) identifies
actions to improve the transit customer experience and efficiency of Bay Area transit operations
in the near-term. Specifically, the Action Plan calls for the development and adoption of a
Transit Priority Policy and Corridor Assessment to improve bus speed and reliability. MTC is
approaching the Action Plan as follows:

1. **Develop the Bay Area Transit Priority Policy for Roadways (TPPR):** The TPPR is
   proposed to serve as the Transit Priority Policy, and it will establish requirements for <u>new</u>
   roadway projects on public right-of-way receiving MTC discretionary funding over
   $250,000 or requesting MTC endorsement, once adopted.

2. **Conduct a Regional Transit Assessment (RTA) and Develop a Transit Priority Network (TPN):** The RTA will include a Corridor Assessment and will establish a Transit Priority Network (TPN) that identifies where transit should be prioritized. TPN criteria thresholds (e.g., buses per hour, passengers per day) will be based on data analysis and stakeholder input.

This memo and current outreach efforts are focused on the development of the TPPR. The RTA and development of the TPN are a separate, but related, process that is anticipated to begin in spring 2025 and conclude with the adoption of the TPN in late 2026 (see Appendix 1 for more details).

Purpose and Goals of the TPPR

The purpose of the TPPR is to enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability, and promote the robust interagency coordination required to do so.

The goals of the TPPR are to:

- Establish a common definition of transit priority in the region;
- Guide and align local and regional agencies (i.e., cities, counties, county transportation agencies, transit agencies, Caltrans District 4, and MTC) toward roadway investments that improve transit travel times and reliability, and help transit better serve people's needs;
- Inform how transit priority projects are prioritized for regional discretionary funding; and
- Navigate implementation challenges like complex interjurisdictional collaboration and limited agency resources.

The TPPR also aligns with various MTC and State policies and programs, including the MTC Complete Streets (CS) Policy and Checklist (2022), Senate Bill 960 (2024), and the Caltrans Director's Policy on Public Transportation (in progress).

Stakeholder Engagement in Development Process

Early stakeholder engagement informed the creation of a TPPR framework and outline:

December 2023	RNM staff kicked off the TPPR effort with a workshop attended by various partner agencies including transit agencies, county transportation agencies (CTAs), Caltrans, local jurisdictions, and transit advocacy organizations.
Winter/ Spring 2024	RNM staff convened a Policy Development Working Group (PDWG) – consisting of a subset of workshop attendees. Staff used feedback from the PDWG and other staff working groups to form a policy framework and outline.
Fall 2024	The TPPR framework was presented to MTC's RNM advisory bodies.
Winter 2025	RNM staff developed a preliminary Draft Policy Memo summarizing proposed TPPR content and requirements. Outreach consisted of presentations at various agency stakeholder groups. Feedback was received from approximately 50 agencies, with 350 comments received in total.

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Through the engagement process, staff heard the following feedback on what should – and should not – be included in the TPPR:

- Prioritize transit over single-occupancy vehicles;
- Better integrate transit more effectively into existing "Complete Streets" planning and design processes, and consider Complete Streets as part of a broader, interconnected street network rather than individual roadways;
- Focus on transit travel time and reliability. While important, transit safety, first/last mile transit stop/station access, and transfers between services are not the primary focus for Transit Priority;
- Provide clear guidance for more coordinated and consistent integration of transit priority elements into projects, without dictating specific improvements;
- Define criteria to guide MTC's funding of transit priority projects;
- Incentivize local jurisdictions/right-of-way owners to adopt a local transit priority policy, while retaining local control over design decisions; and
- Minimize new bureaucratic processes.

For a detailed summary of all agency comments on the preliminary Draft Policy Memo, and RNM staff responses, see the Stakeholder Feedback Summary Memo.

Key Elements of the TPPR

Formalizing Interagency Coordination through the Complete Streets Checklist Process

MTC is proposing that the Transit Priority Policy for Roadways (TPPR) utilize the existing MTC Complete Streets (CS) Checklist process to ensure early and effective interagency coordination for projects along transit routes. Transit coordination is already included in the regional CS Policy. The CS Checklist is required for projects requesting over $250,000 in MTC discretionary funding or an MTC endorsement.

Adding TPPR requirements to the CS Checklist would ensure stronger coordination between project sponsors/applicants, local right-of-way agencies, and transit operators for all roadway projects, regardless if they are transit related. Project applicants should coordinate with transit agencies at the earliest feasible stage of a project, ideally during project initiation/project development, to discuss project scope, objectives, potential impacts on transit, and considerations for transit priority treatments. The TPPR requirements would also apply to Caltrans if they are seeking regional discretionary funding.

To facilitate this, the TPPR would require:

- **Transit Agency Review:** All roadway improvement projects along a transit route[1], existing or planned[2], should be reviewed for impacts to transit and opportunities for transit priority treatments.

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[1] TPPR would apply to scheduled, publicly accessible transit where vehicles operate along established routes with designated stops at predetermined times or on a predetermined headway. This would exclude private shuttle services, special event services, and demand-responsive/paratransit service.

[2] Planned transit service includes budgeted service changes or services included in an approved Comprehensive Operations Analysis. It does not include long-range plans, unless they are budgeted.

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- Project applicants would provide any affected transit agencies and MTC with project information, including transit routes in the project area, coordination to date with transit agencies, and potential impacts to transit operations (projects in design and construction phase only).
- Transit agencies would review the provided information and indicate whether they support or have concerns about the project. The review would be completed by senior-level staff or an authorized delegate at the transit agency. Transit agencies would complete review within 30 calendar days of receiving all relevant information.

- **Inclusion of Best Practice Transit-Supportive Design Guidance for Projects on Roadways where Transit has been Prioritized:** All projects on roadways along the Transit Priority Network (TPN) would be further required to consider including best practice transit priority infrastructure and design treatments, such as those described in the National Association of City Transportation Officials (NACTO) *Transit Street Design Guide*[3] or other national or locally-adopted transit-supportive design guidance.
  - In the documentation provided for transit agency review, the project applicant should detail transit-supportive design elements incorporated into the project, or reasons why they cannot be included.
  - In the transit agency's review, additional transit-supportive measures could be suggested for consideration.
- **Project Exceptions:** Projects unable to meet the above requirements should document the need for an exception. Potential conditions for exceptions include:
  - Transit elements would be addressed through a separate, funded planning process or project.
  - Requested transit elements are infeasible along the roadway due to conflicts with fire code, designation as evacuation route, or similar public safety requirements, and alternative transit elements cannot be identified.
  - The cost to add transit-supportive design elements to a non-transit project is excessively disproportionate to the base project cost. Generally, "disproportionate" could be defined as greater than 20 percent, but would be evaluated on a case-by-case basis.[4]
  - Transit agency did not review project within 30 days:
    - If needed, MTC staff may assist with outreach to transit agency.
    - This may delay funding approval or possibly deem the application incomplete.
  - Consensus cannot be reached by the project applicant and transit agency regarding the project design or allocation of roadway space.
    - Applicant should document good faith efforts made to resolve any disputes.
    - MTC or another third-party agency may aid in dispute resolution as needed.
    - MTC reserves the right to final project approval, and projects receiving MTC discretionary funds may be delayed or rescinded for incomplete project application or if mutual agreement is not reached.

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[3] https://nacto.org/publication/transit-street-design-guide/

[4] Per FHWA Bicycle and Pedestrian Accommodation Regulations and Recommendations: "A cost may be considered excessively disproportionate when the cost of providing the accommodation would be more than 20% of the cost of the larger transportation project."

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The requirements above assume a local/subregional right-of-way agency (e.g., city or county) as the project sponsor coordinating with an independent transit agency. For additional agency scenarios (e.g., projects sponsored by transit agencies, CTAs, Caltrans, or dual right-of-way owner/transit operator agencies) and additional details, see Appendix 2.

Optional: Adoption of a Local/Subregional Transit Priority Policy or Resolution in Support of TPPR

The TPPR would encourage local/subregional right-of-way agencies and funding agencies (i.e., cities, counties, and county transportation agencies) to adopt a local transit priority policy or a resolution in support of the TPPR. The intent of these policies or resolutions is to affirm that local/subregional agencies support the needs of transit in projects and day-to-day operations, as well as foster better interagency coordination between local/subregional agencies and transit agencies. Projects sponsored by local/subregional right-of-way agencies and located within a jurisdiction that has a transit priority policy or resolution would be prioritized for certain MTC discretionary funding. Project sponsors/applicants would not be penalized if the local/subregional agency has not adopted a transit priority policy or resolution in support of the TPPR, and exact incentives are dependent on the specific funding program.

The TPPR would include a sample resolution and the minimum elements required to qualify for potential funding prioritization; however, local/subregional agencies would have flexibility to develop their own policy to best fit within the context of their local area as long as it includes the minimum elements required. A local/subregional agency may adopt its transit priority policy as an independent policy or a modification to an existing policy (e.g., expanding an active transportation policy into a complete streets policy) or existing plan (e.g., general plan or transit plan).

Proposed TPPR Roles/Requirements by Agency Type

In summary, the list below describes what the TPPR would require and how agencies would be encouraged to collaborate together, by agency type.

- **Local Jurisdictions/Right-of-Way Agencies**
    - If project is located on a roadway with existing or planned fixed-route transit, need to coordinate with transit agencies to review project
    - If project is on TPN, need to incorporate transit-supportive design elements, such as those described in the NACTO *Transit Street Design Guide* or other national or locally adopted transit-supportive design guidance
    - Consider adopting a local transit priority policy or a resolution in support of the TPPR
- **Caltrans**
    - If Caltrans is seeking MTC discretionary funds, Caltrans would adhere to the right-of-way agency requirements listed previously
    - If a local agency sponsoring a project on the State Transportation Network (STN) is seeking MTC discretionary funds, the local agency sponsor would adhere to the local jurisdiction requirements listed previously
    - *The following considerations apply to projects along the STN, but are not requirements of the TPPR:*
        - *Caltrans will use the Caltrans Bay Area Transit Plan, along with local and regional plans, as a guide to identify transit needs on the STN*

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- *Per SB 960, Caltrans shall adopt a Director's Policy for Public Transit in support of transit along the STN by the end of 2025. Also, per SB 960, Caltrans shall adopt design guidance for transit priority facilities by July 1, 2028*

- **Transit Operators**
  - Review projects within 30 days of submission by project sponsor
- **MTC and County Transportation Agencies**
  - As needed, convene discussions to advance local project solutions and reach consensus among project sponsors/applicants, local right-of-way agencies, and transit operators
  - Encourage transit priority through funding incentives
- **MTC**
  - Develop and make available a database of transit agency contacts for project reviews
  - Convene regional discussion on transit priority and provide policy direction
  - Conduct a Regional Transit Assessment to develop the TPN, evaluate existing transit operations and needs throughout the region, and develop a near-term implementation strategy
  - Manage and periodically update the TPPR (and TPN, once adopted)
  - Oversee Complete Streets Checklist
  - Provide technical assistance and other educational opportunities (e.g., transit priority design guidance, best practices for interagency coordination, considering competing roadway needs and functions in limited right-of-way, etc.)

Potential Cost and Schedule Impacts of TPPR

Currently, the CS Checklist must be completed before applying for MTC discretionary funding, unless otherwise noted by a specific funding program. As part of early project planning, local jurisdictions should coordinate with transit agencies providing service within the project area to ensure alignment on project objectives and obtain feedback on project design. If this coordination does not occur as part of project development, agencies may need additional time to complete transit agency coordination prior to submitting a funding application. MTC will consider the timing of funding announcements and application deadlines to allow for additional interagency coordination.

Additionally, MTC will review its current funding programs and may adjust future grant allocations to account for potential increased project costs due to the inclusion of transit-supportive design elements for projects on the Transit Priority Network. Identifying multimodal needs early in the project development phase can inform project cost estimates, so that funding requests are made for the appropriate amount. While adding transit-supportive design elements may increase project costs in certain situations, the goal of the TPPR is to create better, more complete projects that consider all modes.

Considerations in Limited Right-of-Way

Roadways serve a variety of users (e.g., transit riders, pedestrians, bicyclists, and drivers) and have multiple functions (e.g., throughput of people, property access, and parking). Roadway design to accommodate all users and functions can sometimes be difficult, especially in areas with limited public right-of-way.

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The TPPR would not dictate roadway modal hierarchy, allocation of space, or specific transit priority treatments. The intent of the TPPR is to encourage early coordination among project sponsors, right-of-way agencies, and transit agencies to evaluate whether transit-supportive design elements can be incorporated into roadway projects and/or to mitigate any potential adverse impacts to transit operations. In situations where consensus cannot be reached, MTC will explore potential ways to assist agencies come to a resolution.

Feedback Requested

RNM staff is looking for feedback on the proposed TPPR elements outlined in this memo. Some questions to guide your review include:

- How can the TPPR be modified to address any existing barriers to effective interagency and reach design consensus in constrained locations?
- What technical assistance and other support materials should MTC consider when assisting partner agencies with transit-supportive street design?
    - Transit Agencies: how can MTC help you give input on project designs?
    - Local Jurisdictions: how can MTC help you incorporate transit-supportive elements into project designs?
- Do you have any concerns with the proposed TPPR contents and requirements? If so, what modifications would you suggest to address them?
- How else can MTC support your agency when implementing the TPPR?
- Is there anything else that should be included in the TPPR?

TPPR Schedule and Next Steps

RNM staff have coordinated with county transportation agency (CTA) staff to determine which committees/working groups are best to solicit feedback on this memo from local jurisdictions in all nine Bay Area counties this spring (See Page 8). Meetings are tentative and subject to change. The MTC Transit Priority webpage (TPPR drop-down menu) will be updated regularly to reflect any changes to the outreach schedule.

After spring outreach to CTA committees/working groups, RNM staff will develop a first draft of the TPPR policy text and present to select staff working groups and the RNM advisory bodies for feedback in the summer.

Adoption of the final draft of the TPPR text is anticipated in late 2025, in advance of OBAG 4 funding program adoption in early 2026. It is anticipated that the TPPR would be updated on an as-needed basis, in coordination with updates to the CS Policy, CS Checklist, and TPN.

RNM staff anticipate regular communication with stakeholder agencies throughout policy development and implementation. You can track updates on the MTC Transit Priority webpage. You may also reach out with any questions or to request a presentation to your staff-level group by emailing transitpriority@bayareametro.gov.

By end of day Friday, June 6, 2025, please submit your feedback on this revised Policy Memo. Submit your feedback by downloading the comment spreadsheet found here and emailing to transitpriority@bayareametro.gov.

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Spring 2025 Stakeholder Engagement Schedule

County	Body	Date
Alameda	ACTC Technical Advisory Committee	May 8, 2025
Contra Costa	West Contra Costa Transportation Commission (WCCTC) East County Transportation Planning Committee (TRANSPLAN) Southwest Area Transportation Committee (SWAT) Transportation Partnership and Cooperation (TRANSPAC)	May 8, 2025 May 20, 2025 May 21, 2025 May 29, 2025
Marin	TAM Technical Advisory Working Group	June 12, 2025
Napa	NVTA Technical Advisory Committee NVTA Citizen Advisory Committee	May 1, 2025 May 7, 2025
Santa Clara	VTA System Operations and Asset Management Working Group VTA Technical Advisory Committee	April 23, 2025 June 11, 2025
San Francisco	*TBD*	*TBD*
San Mateo	C/CAG Congestion Management Technical Advisory Committee	May 15, 2025
Sonoma	SCTA Technical Advisory Committee SCTA Planning Advisory Committee	April 24, 2025 May 15, 2025
Solano	STA Technical Advisory Committee	April 30, 2025

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Appendix 1: Establishing a Transit Priority Network via a Regional Transit Assessment

The TPPR would **call for the establishment of a Transit Priority Network (TPN),** which would be developed as part of the upcoming Regional Transit Assessment (RTA). The TPN would be a living network that informs where transit should be prioritized and informs regional discretionary funding.

This RTA will conduct data-driven existing conditions analysis, responding to the Transit Transformation Action Plan's call for a transit assessment that includes "identification of current bus speeds to establish a baseline". This existing conditions analysis will be used to develop a draft TPN based on criteria loosely defined in the TPPR, including:
• Corridors with existing and planned high transit service frequency and/or ridership, considering local context (land use, density, etc.);
• Corridors identified or prioritized for transit in approved state, regional, county, and local transit, transportation, or general plans;
• Equity considerations (e.g., proximity and connectivity to MTC Equity Priority Communities); and
• Other contextual considerations (e.g., network gaps/continuity, local importance/roadway context, proximity to MTC Priority Development Areas, key transit transfer locations/stations, etc.).

While the TPN criteria (e.g., transit frequency, ridership) will be broadly included in the TPPR, the precise thresholds (e.g., number of buses per hour, total passengers per day) would be developed during the RTA. The RTA process will include engagement with agency stakeholders and working groups, including but not limited to, the Transit Priority Working Group and the Policy Development Working Group, to ensure feedback from transit agencies, local jurisdictions/right-of-way agencies, CTAs, Caltrans, and transit advocacy organizations.

The RTA and TPN are expected to be periodically updated to reflect current transit conditions.

Proposed Overall Schedule

	2024		2025				2026			
	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall
Transit Priority Policy for Roadways (TPPR)	Policy Framework		Draft TPPR		Final TPPR					
Regional Transit Assessment (RTA) & Transit Priority Network (TPN)				Procurement	RTA Development					
							TPN Development		Adopt TPN	

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Appendix 2: Details of Proposed Complete Streets Checklist Additions

The current Complete Streets (CS) Policy and Checklist were adopted in October 2022. The TPPR and CS Policy are closely linked in promoting balanced roadways that serve all users.

This year, MTC planning staff are reviewing the existing CS Checklist, including the current implementation of the Checklist, which provides an opportunity to coordinate and streamline the CS Checklist to reflect the requirements of both the CS Policy and the TPPR. Comments received as part of the TPPR outreach related to the CS Policy and CS Checklist were shared with MTC planning staff for consideration.

Existing CS Checklist Requirements:

- If there is an adopted Complete Streets Plan (such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety plan), Community Based Transportation Plan, or transit plan, the project must be in accordance with that plan(s).
- If the project is on MTC's Active Transportation Network, it must follow NACTO All Ages & Abilities principles and FHWA's *Public Right-of-Way Accessibility Guidelines* (PROWAG).
- The project must be reviewed by a local (city or county) Bicycle & Pedestrian Advisory Committee (BPAC).
- Project applicants are responsible for assembling all pertinent information, including all elements required for the CS Checklist as well as additional project documentation for review by transit agencies and other relevant stakeholders (i.e., Caltrans for a project on the State Transportation Network).
- CS Checklist currently requires that project sponsors provide documentation to confirm transit agency coordination and acknowledgement of the project.

Proposed CS Checklist Requirements (TPPR Additions):

If the project is located on roadways with existing or planned transit service, the project sponsor should consider transit needs, including opportunities to reduce transit delay, improve transit reliability, and/or mitigate project elements that may adversely impact transit operations.

As noted above, the CS Checklist currently requires that project sponsors provide documentation to confirm transit agency coordination and acknowledgement of the project. The TPPR would require documentation showing transit review, rather than acknowledgment, for projects that are along a transit route. Transit agency review would be documented and signed by senior-level staff or an authorized delegate at both the project sponsor and the affected transit agencies.

- **If the project is along a transit route, but not on the TPN, the project sponsor should coordinate with any affected transit agencies** to:
    - Identify any potential impacts to transit and mitigate where feasible
    - Optional: It is also encouraged, but not required, to consider contextual design guidance from the NACTO *Transit Street Design Guide* or other national, state, and local best practice guidance (see potential measures below).

- **If the project is along a transit route on the TPN, the project sponsor should coordinate with any affected transit agencies** to:

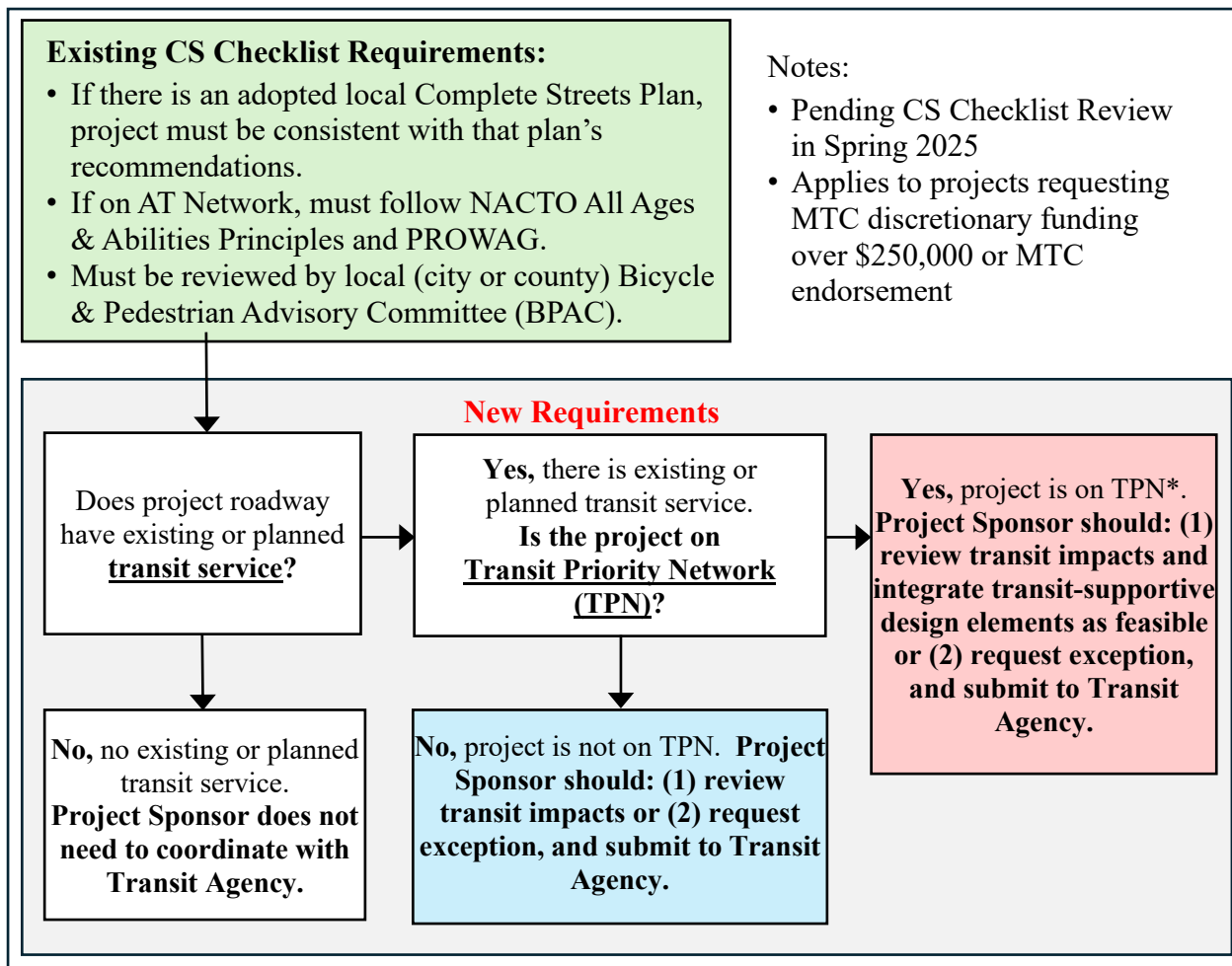   - Identify any potential impacts to transit and mitigate where feasible

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- o **Incorporate reasonable transit-supportive design elements** based on contextual design guidance from the NACTO *Transit Street Design Guide* or other national, state, and local transit best practice guidance. Potential improvements could include, but are not limited to, bus stop relocation to more suitable location, bus stop access improvements, bus stop boarding islands or bus bulbs, ADA access improvements, transit signal priority, transit lanes, transit queue jumps, red curb to improve access to bus stops, and other curb regulations.
  - o The project sponsor and transit agency would **document the suggestions considered and efforts made to incorporate the identified elements, or reasons why they could not be included**.

  - o *Note that this requirement would only go into effect once the TPN is developed and adopted (anticipated late 2026). There will be an interim period after TPPR adoption and before TPN adoption when project sponsors should only perform the following actions: (1) review transit impacts or (2) request an exception, and submit to the Transit Agency.*

- **If unable to do the above, project sponsor would request an exception.** The request for exception would indicate why best practice transit design guidance is not incorporated and an exception is needed. This could include:

  - Transit elements to be addressed through a separate, funded planning process or project.
  - Requested transit elements are infeasible along the roadway due to conflicts with fire code, designation as evacuation route, or similar public safety requirements, and alternative transit elements cannot be identified.
  - The cost to add transit-supportive design elements to the non-transit project is excessively disproportionate to the base project cost. Generally, "disproportionate" could be defined as greater than 20 percent, but would be evaluated on a case-by-case basis.
  - Transit agency did not review project within 30 days:
    - o If needed, MTC Staff may assist with outreach to transit agency.
    - o This may delay funding approval or possibly deem the application incomplete.
  - Consensus cannot be reached by the project applicant and transit agency regarding the project design or allocation of roadway space
    - o Applicant should document good faith effort made to resolve any disputes.
    - o MTC or another third-party agency may aid in dispute resolution as needed.
  - o MTC reserves the right to final project approval, and projects receiving MTC discretionary funds may be delayed or rescinded for incomplete project application or mutual agreement is not reached.

Additional Agency Scenarios:
- o <u>Transit agency-sponsored projects</u> should complete the existing CS Checklist process. There is no need for additional transit review of the project.
- o <u>CTA-sponsored projects</u> should complete the existing CS Checklist process, plus review by any affected transit agencies.
- o <u>Caltrans-sponsored projects</u> should complete the existing CS Checklist process, plus review by any affected transit agencies (if requesting MTC discretionary funds).

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o Projects sponsored by agencies that are both a right-of-way agency and transit agency should complete the existing CS Checklist process, plus transit agency review. The department sponsoring the project (e.g., public works) would describe the project impacts and/or transit-supportive elements, and the transit operations/service department would document review, to ensure interdepartmental coordination and agreement.

Proposed Requirements of the TPPR to be integrated into CS Checklist

Existing CS Checklist Requirements:
- If there is an adopted local Complete Streets Plan, project must be consistent with that plan's recommendations.
- If on AT Network, must follow NACTO All Ages & Abilities Principles and PROWAG.
- Must be reviewed by local (city or county) Bicycle & Pedestrian Advisory Committee (BPAC).

Notes:
- Pending CS Checklist Review in Spring 2025
- Applies to projects requesting MTC discretionary funding over $250,000 or MTC endorsement

New Requirements

Does project roadway have existing or planned **transit service?**

Yes, there is existing or planned transit service. **Is the project on Transit Priority Network (TPN)?**

Yes, project is on TPN*. **Project Sponsor should: (1) review transit impacts and integrate transit-supportive design elements as feasible or (2) request exception, and submit to Transit Agency.**

No, no existing or planned transit service. **Project Sponsor does not need to coordinate with Transit Agency.**

No, project is not on TPN. **Project Sponsor should: (1) review transit impacts or (2) request exception, and submit to Transit Agency.**

*Note that this requirement would only go into effect once the TPN is developed and adopted (anticipated late 2026). There will be an interim period after TPPR adoption and before TPN adoption when project sponsors should only perform the actions in the blue box of the flowchart: (1) review transit impacts or (2) request an exception, and submit to the Transit Agency.

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Appendix 3: Summary of Changes between February/March 2025 and April 2025 Draft Policy Memos

To simplify the review of those who also reviewed the February/March version of the Draft Policy Memo, we have summarized the changes to the memo below:

- **Policy Intro and Purview:**
    - For Goals of the TPPR, deleted text that "TPPR establishes a vision" for the Bay Area, because the vision is set by the Plan Bay Area and other long-range planning documents.
    - Clarified that TPPR will only apply to projects applying for funding after the TPPR is adopted.
    - Added details regarding which transit routes this policy would apply to, and also expanded the purview to include planned transit routes, with footnote of what planned means.
- **Complete Streets Checklist Process:**
    - Changed transit agency review from *approval by director-level staff* to *review by senior-level staff or authorized delegate.*
    - Added more details about what the process would require:
        i. Projects along TPN would require review to consider addition of transit-supportive elements
        ii. Project not on the TPN would be reviewed for potential impacts to transit
    - Added details on potential *exceptions* to the CS process (referred to as *exemptions* in the previous edition.)
    - Added details for varied agency relationship scenarios (e.g., projects sponsored by transit agencies, CTAs, Caltrans, or dual right-of-way owner/transit operator agencies) in Appendix 2.
- **Design Guidance:**
    - Modified language to use "*transit-supportive*" design guidance/elements, not *transit streets* design guidance/elements
    - Expanded proposed design resources to include other local guidance.
- **Optional Local Policy/Resolution:**
    - Amplified this section to explain more why a local policy/resolution is desirable.
- **Agency Responsibilities:**
    - Added section with Caltrans responsibilities.
    - Under MTC, amplified technical assistance responsibilities.
- Added "Potential Cost and Schedule Impacts of TPPR" section and "Considerations in Limited Right-of-Way" section.

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Contra Costa Transportation Authority Integrated Transit Plan

May 2025

Agenda

1. **Integrated Transit Plan Overview**

- Study Scope, Schedule

- ITP Action Plans

2. **Transit Priority Corridors**

- Transit Priority Corridor Recommendations

- East County Transit Priority Corridors

3. **Discussion, Next Steps**

Integrated Transit Plan Overview

CCTA's **transit-first vision** includes an Integrated Transit Plan (ITP) that provides technical and planning guidance with a clear vision for delivering a robust transit network that **connects all major activity centers and regional hubs in Contra Costa.**

The ITP will focus on the following areas:

Coordination: Identify ways to improve coordination between transit services so that riders have convenient and seamless travel.

Innovation: Explore emerging technologies that can improve access to transit and prioritize the movement of buses.

Equity: Ensure recommendations enhance or maintain access and coverage for all communities and residents, including low-income communities, communities of color, and people with disabilities.

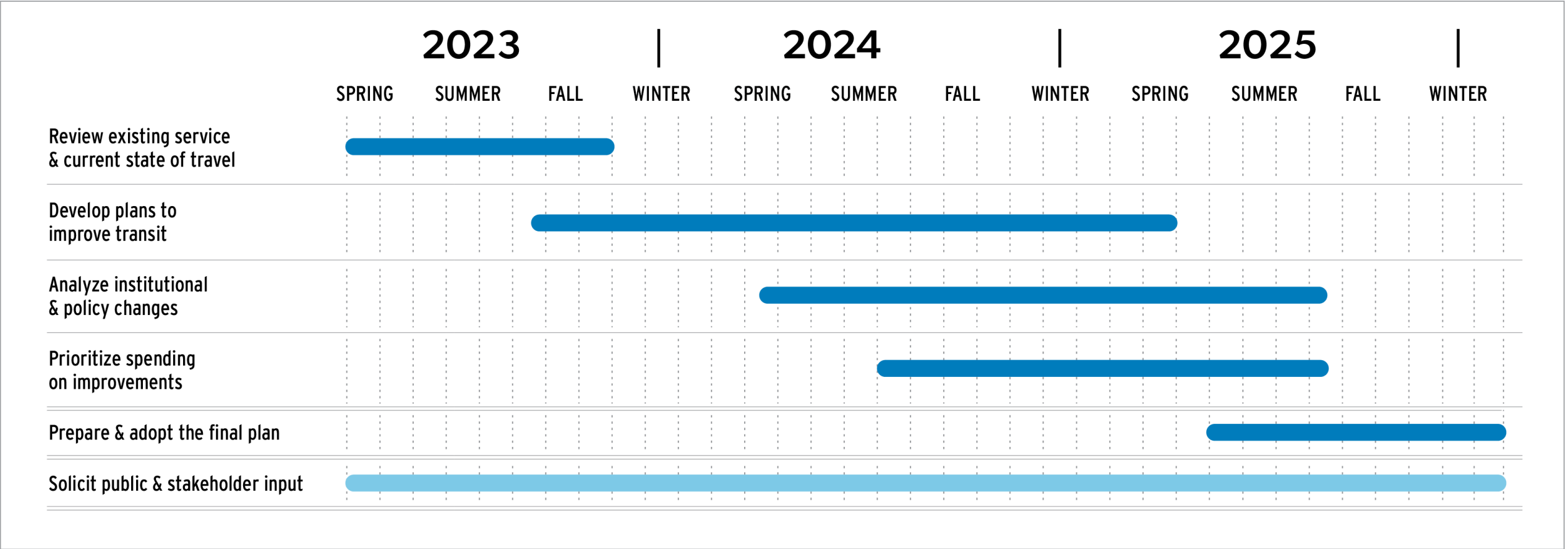# Integrated Transit Plan Overview

The ITP will align with planning strategies such as:

- **Regional Plans** e.g., Plan Bay Area 2050 & Bay Area Transit Transformation Action Plan

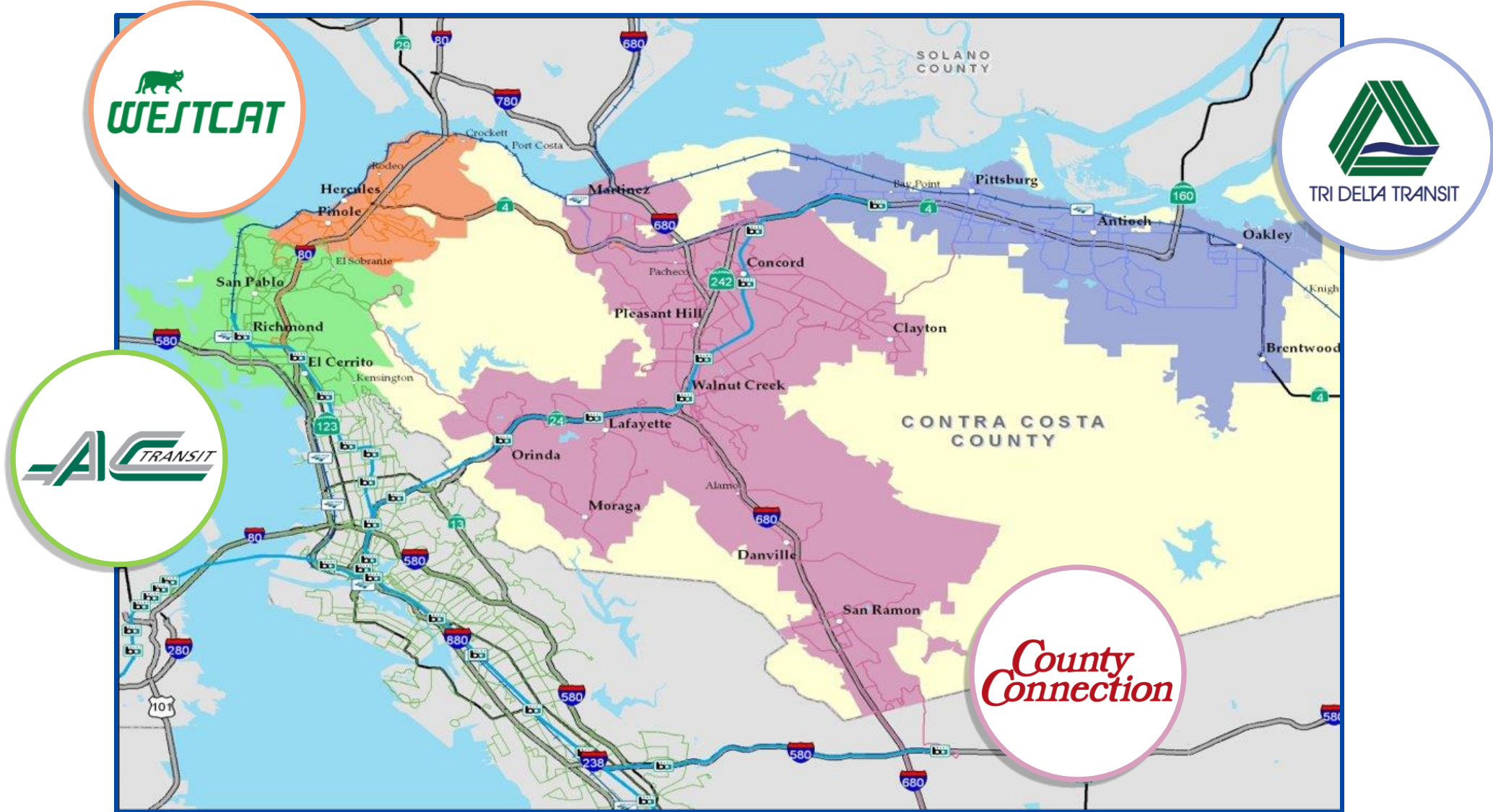- **Sub-regional Plans** e.g., Transport Action Plans (Draft 2023)

It will also consider neighboring county plans such as Alameda Countywide Transit Plan for **cross-county collaboration** opportunities & learnings.
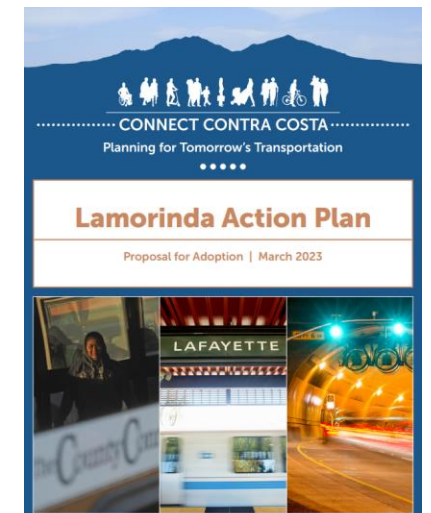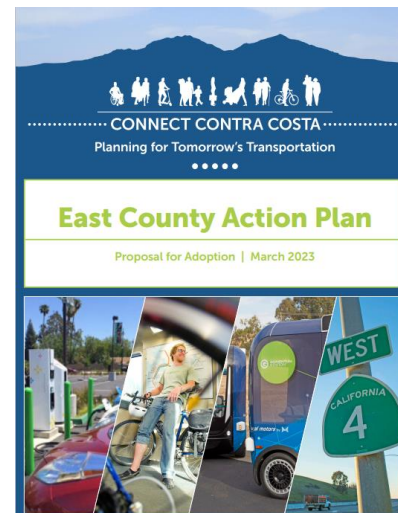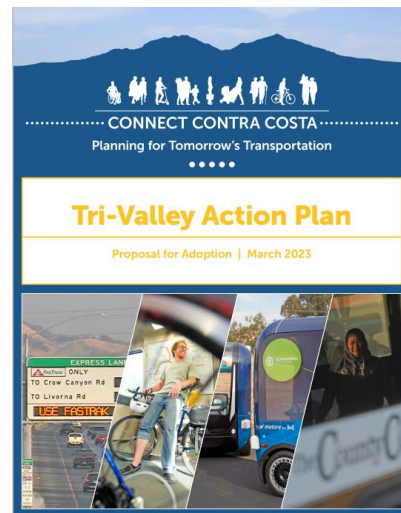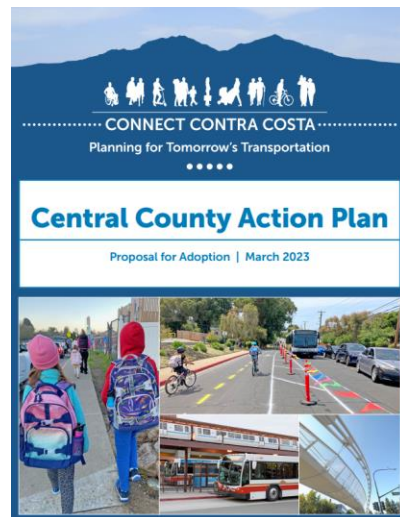
Integrated Transit Plan Timeline

Integrated Transit Plan: Service Area Map

Potential Action Plan Elements

Rail Services

Frequent BART and Amtrak service that connects to important Bay Area destinations

Transit Priority Corridors

Fixed-route bus service on key travel corridors within the county with identifiable branding, infrastructure and service levels

Frequent Bus

Fixed-route bus service on key travel corridors within the county with identifiable service levels

Access-focused Services

Microtransit + Feeders

Fixed-route and on-demand bus services that connect to mobility hubs, rail stations, and park-and-ride lots for connection to rail and core bus network.

Active Transportation + Micromobility

Bicycle, scooter, and pedestrian improvements that help riders connect to mobility hubs, rail stations, and park-and-ride lots

Mobility Hubs

Key locations where transportation services connect allowing easy transfer for users; includes off-street infrastructure and wayfinding.

Automated Transit Network (ATN)

*On-demand service operating on a fixed guideway. **Not recommended as part of the plan but is under active consideration outside of this scope of work.***

Transit Priority Corridor Improvement Recommendations
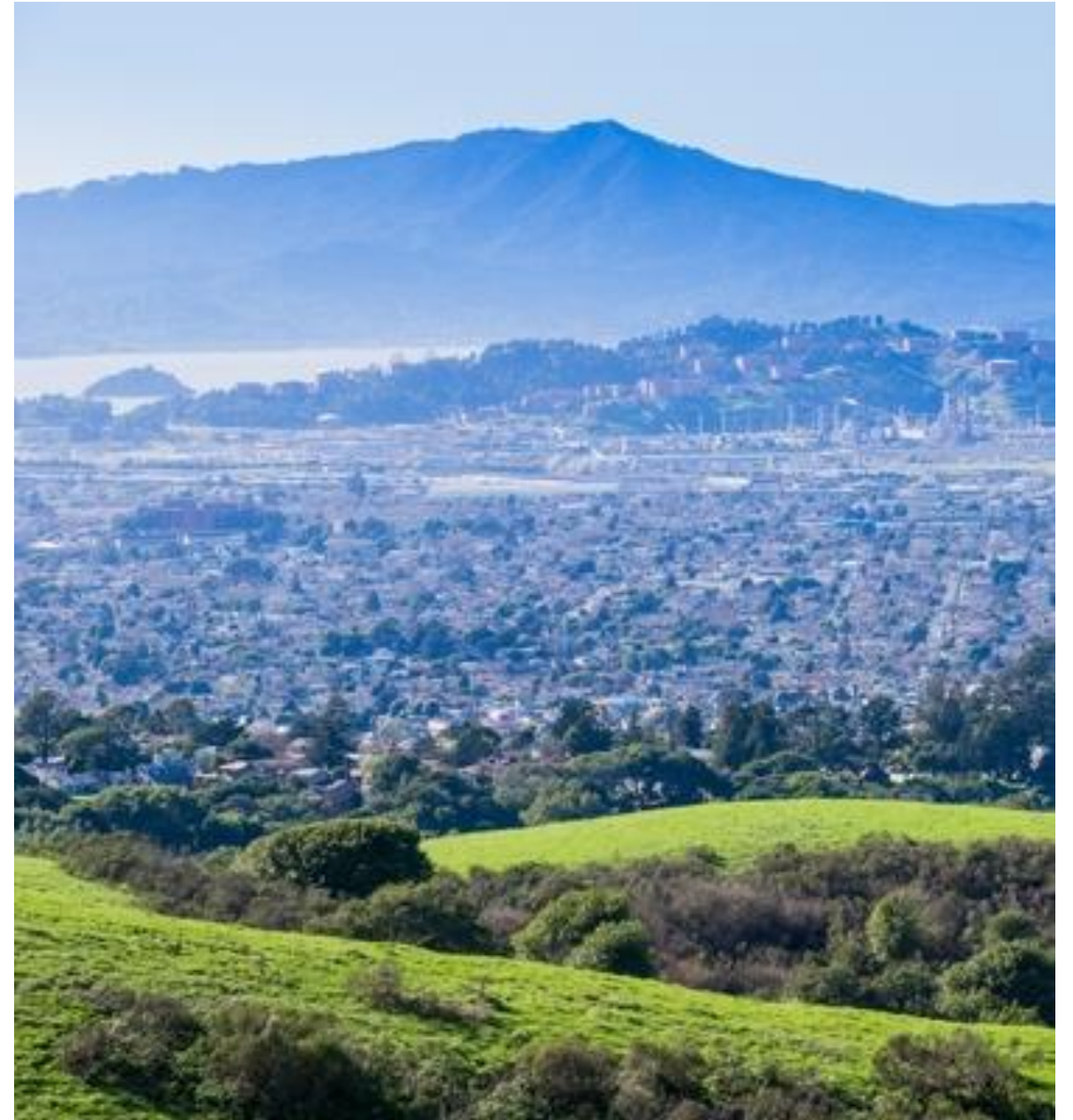
Goals of the TPC Network Overall and Approach for Identifying Transit Lane Segments
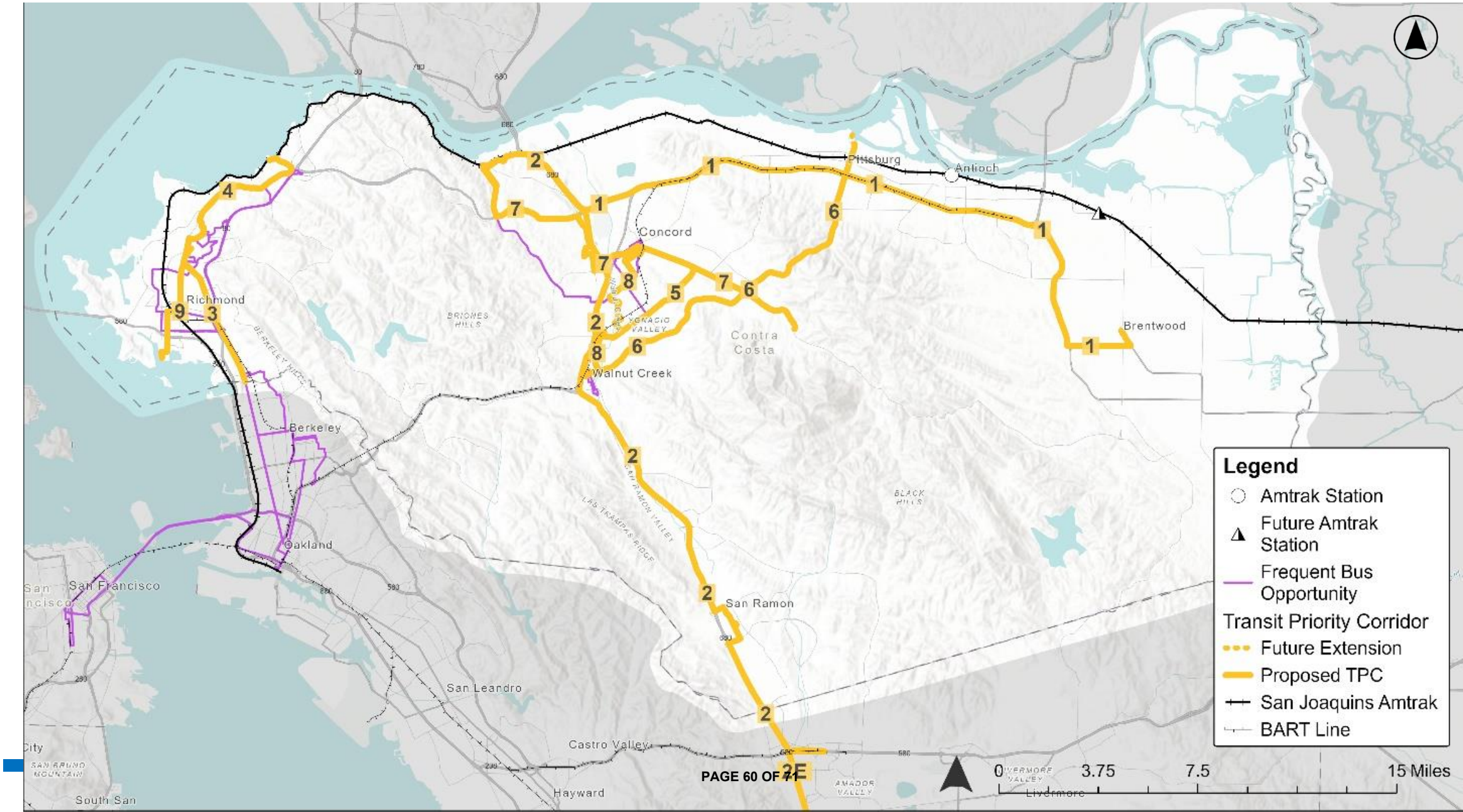
- **Goals of the <u>Transit Priority Corridors</u> Overall**

  - Connect people to jobs and destinations with transit

  - Align with **regional priorities** and other studies

  - Increase transit ridership

  - Serve **Equity Priority Communities**

  - Improve transit travel times

  - Serve locations with **economic development opportunities**

- **Approach for Identification of Potential <u>Transit Lane Segments</u>**

  - Dedicated lanes where existing or planned service is frequent, relatively high ridership

  - Allow transit to avoid impacts from peak congestion hot spots

  - Support areas of high transit need, as identified in Existing Conditions analysis

  - Consider physical viability of transit lanes, such as roadway width, existing parking, etc.

Transit Priority Corridors + Frequent Bus Network

Access Improvement Zones and Mobility Hubs Support Transit Priority Corridors

Legend

- Regional Transfer Hub
- Regional Transfer Hub with Existing Amtrak Station
- Regional Transfer Hub with Future Amtrak Station
- Regional Access Hub
- Community Hub
- Future Mobility Hub
- Amtrak Station
- Proposed Feeder Bus Service
- Future Extension
- Transit Priority Corridor
- Frequent Bus Opportunity
- Access Improvement Zone
- On-Demand Microtransit Zone
- BART Line
- San Joaquins Amtrak

0   3.75   7.5   15 Miles

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Baseline Transit Priority Corridor Improvements

Assumed for all TPCs:

- Frequent service (15-20 min during peak)
- Transit islands/bus bulbs
- Enhanced stations (shelters, benches, real-time info, and wayfinding)
- Transit signal priority
- Distinctive branding
- Active transportation improvements

Image Source: GRTC

Image Source: AC Transit

Potential Types of Physical TPC Priority Treatments

Arterial Transit Lanes

Image Source: SFMTA

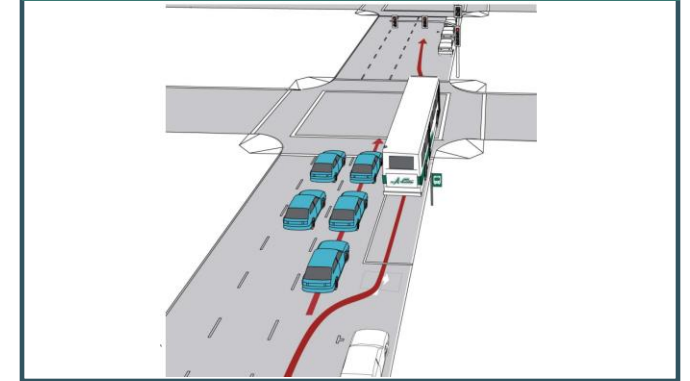Image Source: Kimley-Horn

Queue Jumps

Image Source: AC Transit

Queue jumps considered in locations where arterial transit lanes not proposed

Part-Time Transit Lanes

Image Source: Kimley-Horn

Express Lanes/HOV Lanes

Image Source: CCTA

Transit Lane Considerations

Arterial Transit Lanes

- May be center or side-running
- Side-running may allow local business and right-turn access
- May be limited to certain times of day and otherwise used for parking or mixed flow traffic
- Typically includes frequent service to justify ROW dedication

Part-Time Transit Lanes

- Definition here is focused on use of freeway shoulder for bus use during peak congestion times (speed <30 MPH)
- May include various safety technology

Express Lanes/HOV Lanes

- Buses may access lanes limited to all high-occupancy and tolled drivers
- Only being considered on freeway network

Arterial Transit Lanes

Image Source: SFMTA

Image Source: Kimley-Horn

Part-Time Transit Lanes

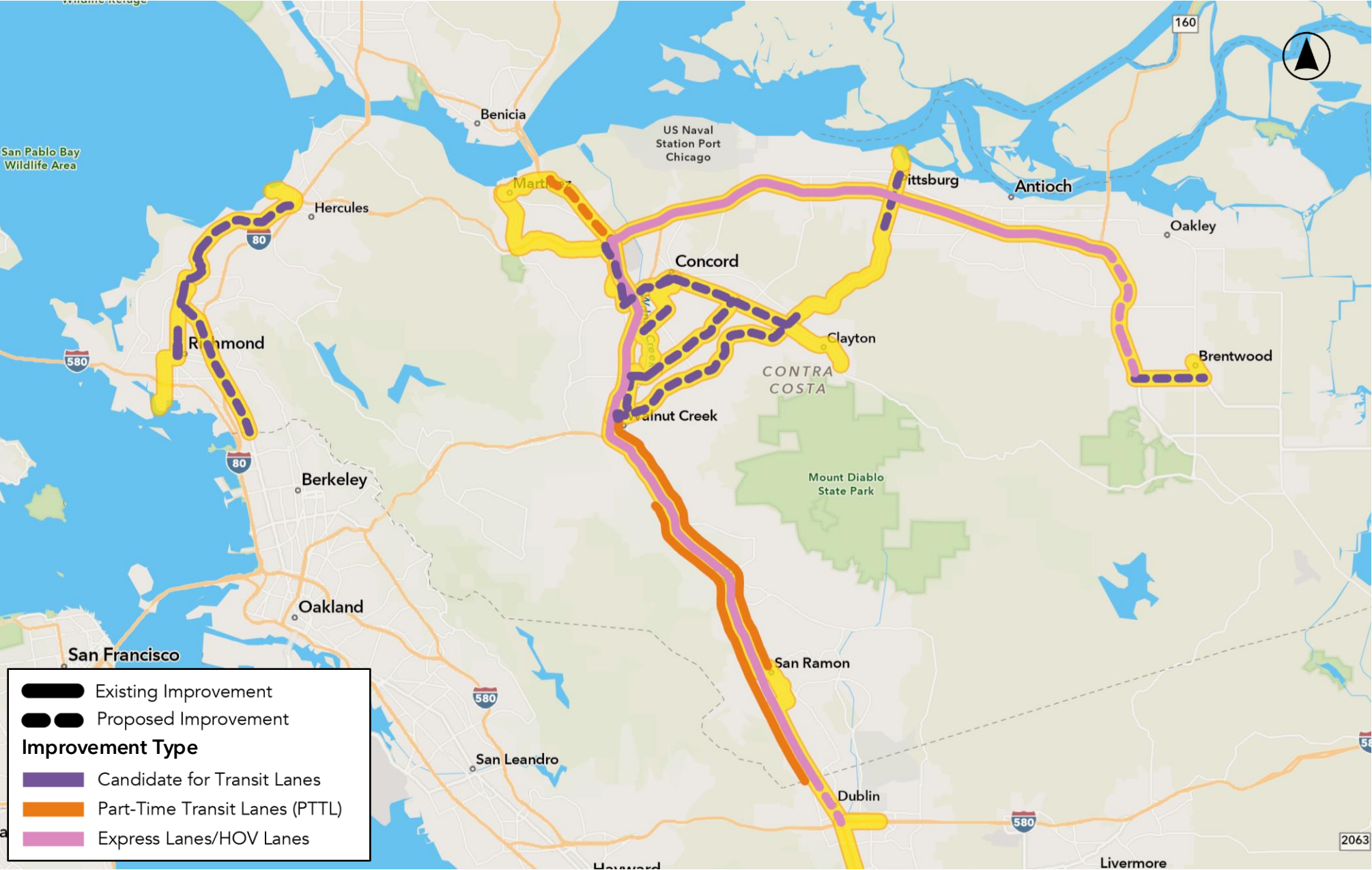Image Source: Kimley-Horn

Express Lanes/HOV Lanes

Image Source: CCTA

Where Transit Lane Treatments are Proposed

- **Need to develop initial assumptions as part of ITP to allow for evaluation and costing**

- **Transit lane solutions considered where one or more of the following are met:**

  - High levels of congestion during peak commute hours on one or more segments of the corridor

  - Existing or planned transit service is frequent, such as where routes overlap

  - Existing routes experience relatively high ridership

  - Area of high transit need, as identified in Task 1 Existing Conditions analysis

  - Transit lane proposed in a previous planning study

- **Transit lane solutions not considered in the following conditions:**

  - Roadways are one lane per direction

  - Segments are very short or discontinuous

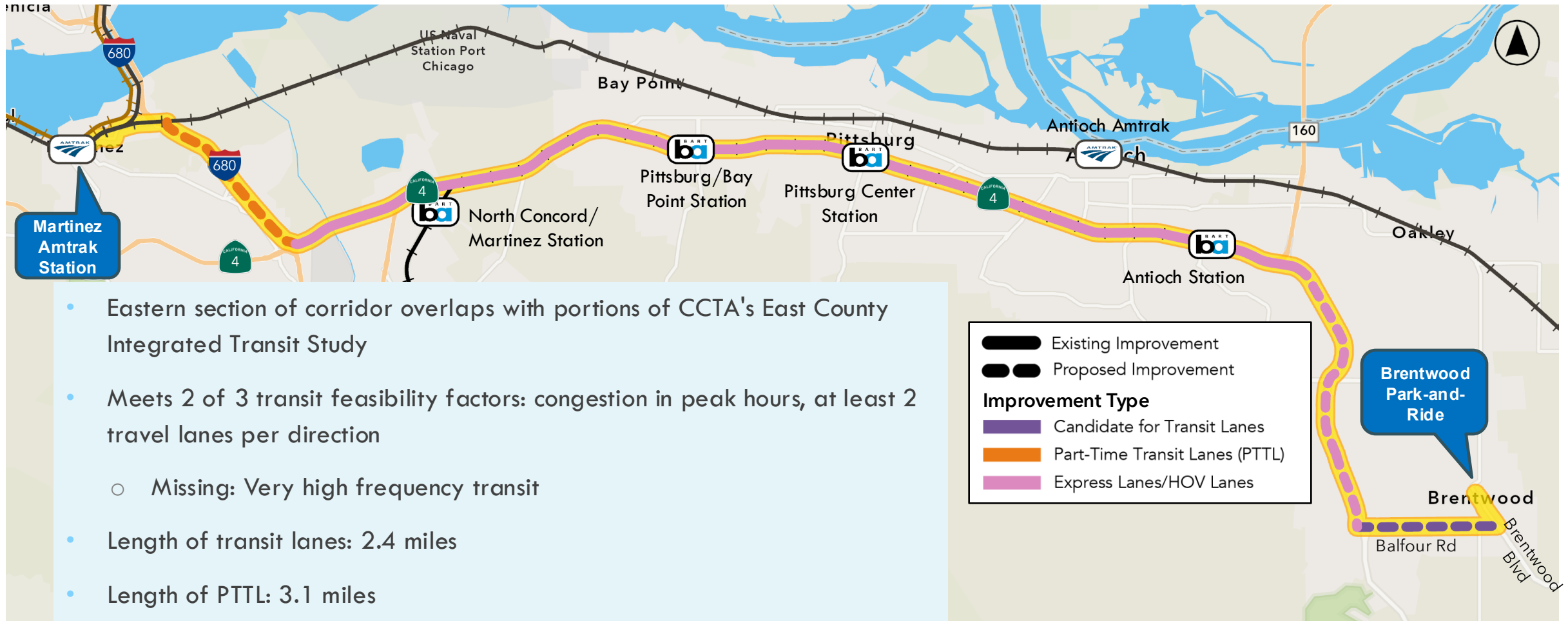*High-Level Planning Assessment Only: Further study required at the corridor level based on traffic analysis, design feasibility, stakeholder input, and public input.*

Planned/ Potential Transit Lane Treatments

Legend:
- Existing Improvement
- Proposed Improvement

Improvement Type
- Candidate for Transit Lanes
- Part-Time Transit Lanes (PTTL)
- Express Lanes/HOV Lanes

East County TPC

TPC 1 – Brentwood to Martinez via SR-4 Proposed Recommendations

- Eastern section of corridor overlaps with portions of CCTA's East County Integrated Transit Study

- Meets 2 of 3 transit feasibility factors: congestion in peak hours, at least 2 travel lanes per direction

  o Missing: Very high frequency transit

- Length of transit lanes: 2.4 miles

- Length of PTTL: 3.1 miles

- Length of Express/HOV Lanes: 4.9 miles

Legend:

▬▬	Existing Improvement
▬ ▬	Proposed Improvement

Improvement Type
- Candidate for Transit Lanes
- Part-Time Transit Lanes (PTTL)
- Express Lanes/HOV Lanes

Map labels: Martinez Amtrak Station, North Concord/Martinez Station, Pittsburg/Bay Point Station, Pittsburg Center Station, Antioch Station, Antioch Amtrak, Brentwood Park-and-Ride, US Naval Station Port Chicago, Bay Point, Pittsburg, Antioch, Oakley, Brentwood, Balfour Rd, Brentwood Blvd, 680, 4, 160

TPC 6 – Railroad Ave/Kirker Pass/Ygnacio Valley Rd Proposed Recommendations

- Meets 2 of 3 transit feasibility factors: congestion in peak hours, at least 2 travel lanes per direction

  o Missing: Very high frequency transit

- Length of transit lanes: 10.4 miles
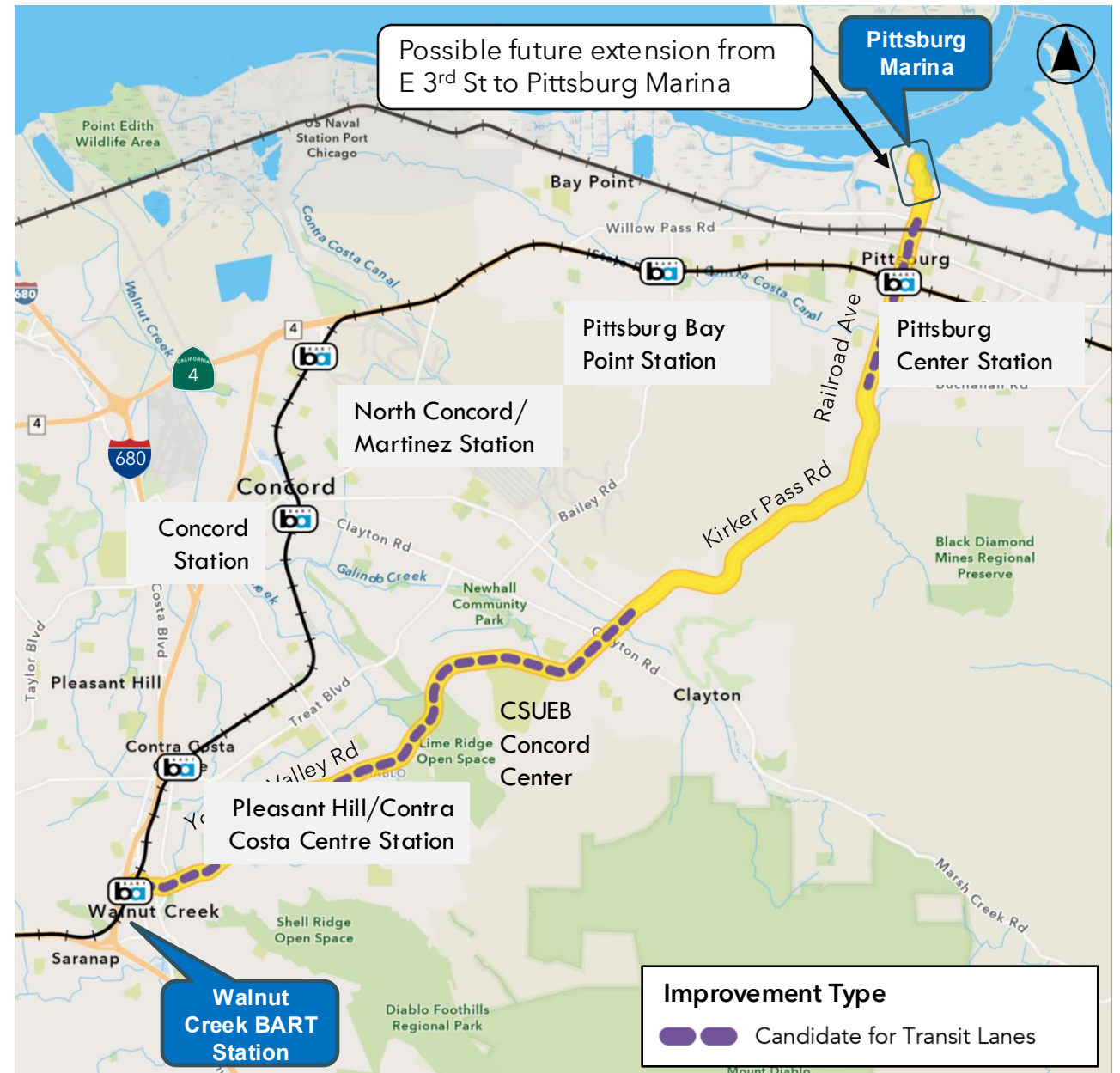
Next Steps

- Input from TRANSPLAN and other RTPCs

- Overview to CCTA Board at May Workshop

- Develop policy proposals to support Action Plan recommendations

- Incorporate input into ITP Action & Policy Plans

- **Delivery of Integrated Transit Plan**