



Bus Accelerated Infrastructure Delivery (BusAID): Draft Funding Recommendations




Regional Network Management Committee

May 10, 2024

Investing in transit priority is important

- ▶ Increases transit reliability and reduces travel times for transit customers
- ▶ More efficient operations result in cost savings that can be reinvested in more frequent service and other service improvements for customers
 - Conversely, lower reliability and longer travel times increase transit operating costs

EXAMPLE: Cost to Provide 10-Minute Bus Frequency, 6 AM – 12 AM, daily

Travel Time	Buses Required	Annual Cost
30 minutes		\$4 million
45 minutes		\$6 million
60 minutes		\$8 million

Shorter travel time and higher service reliability reduce operating costs



Travel time and cost increase together

Assumes operating cost of \$200/hour per vehicle for example purposes only. Actual costs vary.

Driving Muni's Recovery

Lines where SFMTA made major transit priority investments are driving ridership recovery:

- Van Ness (49*): **131%**
- 16th Street (22/55): **102%**
- Mission (14/14R): **92%**
- Geary (38/38R): **75%**
- Haight (6/7): **75%**
- 19th Ave (28/28R): **74%**
- *Systemwide* : **65%**

Data: September 2019 vs September 2023 average weekday ridership.

**The 47 Van Ness also ran on Van Ness Avenue prior to the pandemic but is no longer in service. The ridership recovery rate is 100% when including the entire 49-line and Van Ness Avenue boardings on the 47-line before the pandemic.*



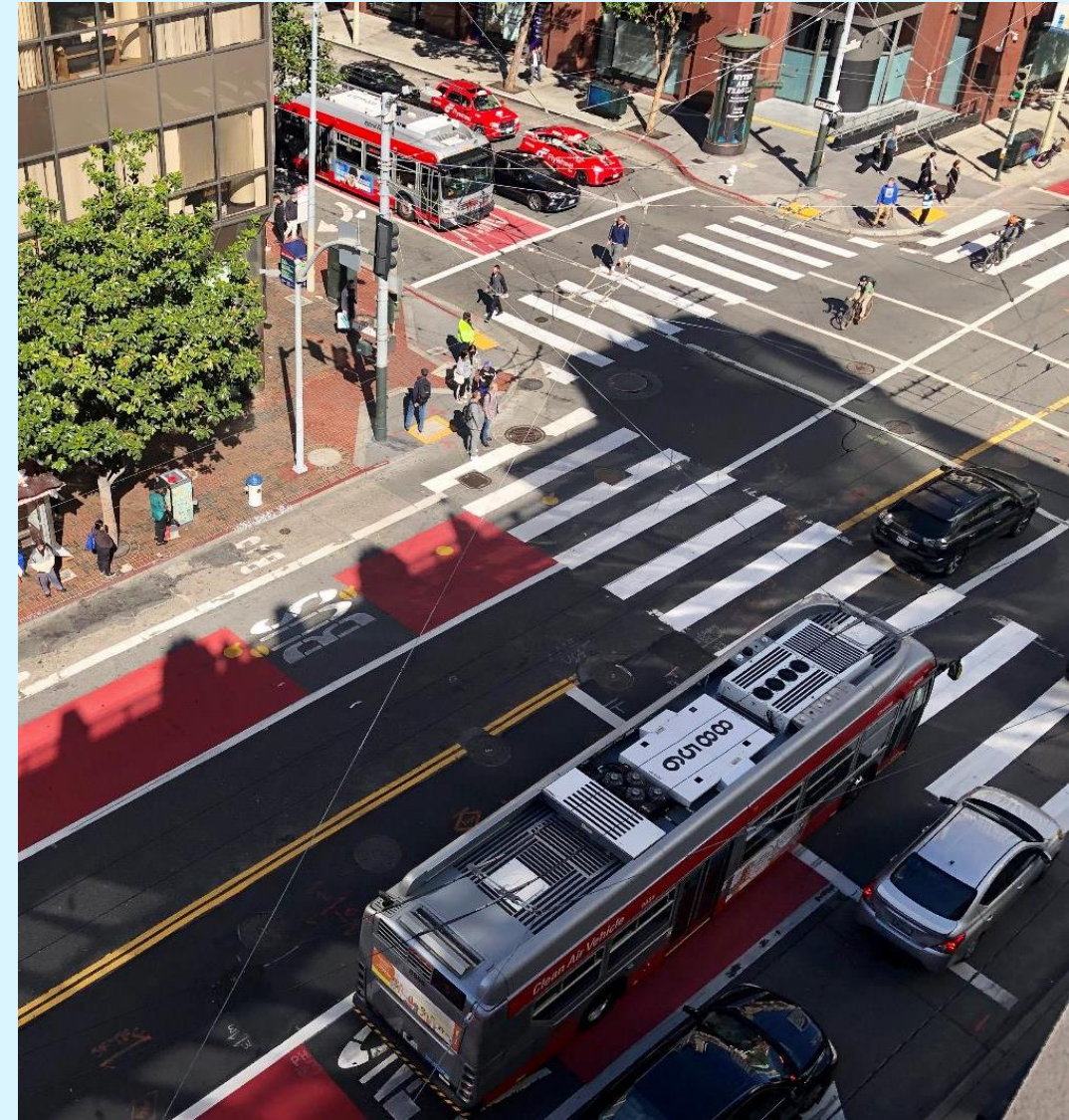
Corridor Highlight: 14R Mission Rapid

Improvements from 2016-2023

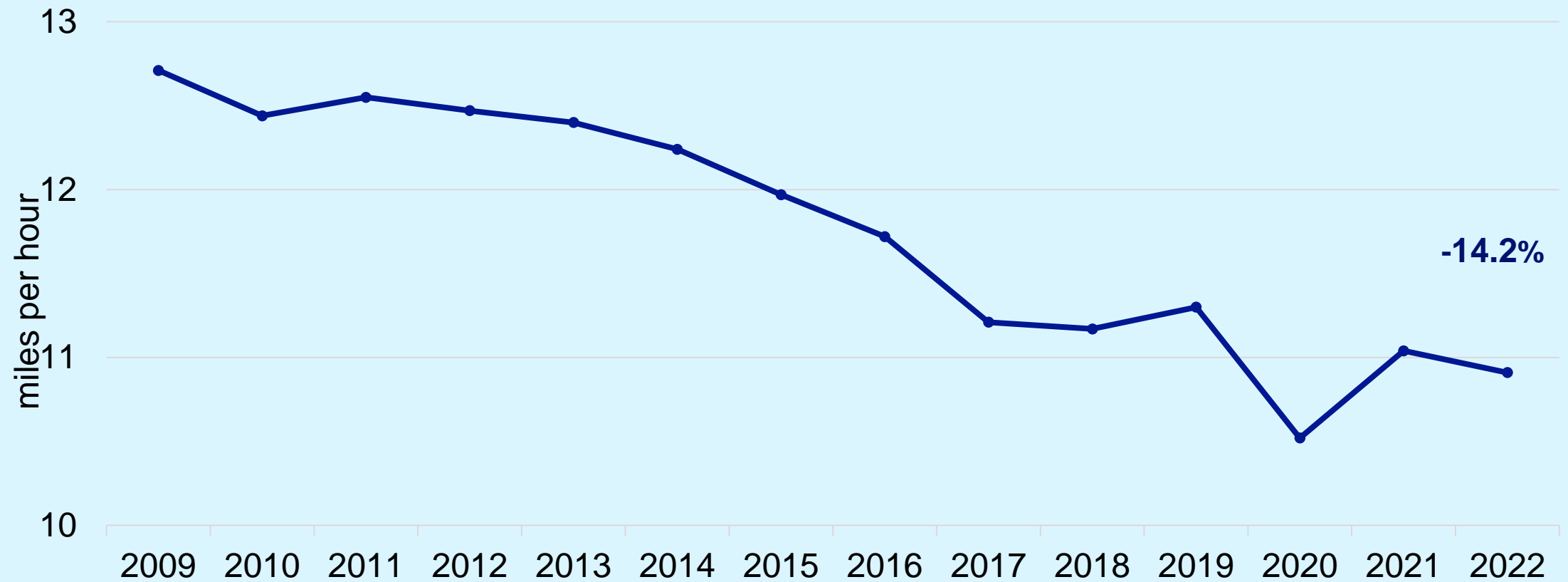
- Transit lanes, bus bulbs, signal priority, bus stop spacing changes
- Increased Rapid and local frequency
- Pedestrian safety upgrades

Results

- 92% ridership recovery compared to pre-pandemic levels (2019-2023)
- 31% travel time savings in SoMa after bus lane added in 2021
- 33% fewer pedestrian injury collisions in Inner Mission since 2016



AC Transit Systemwide Average Speed (August 2009 -2022)




Traffic Signal Timing & Transit Signal Priority (TSP)





General Information

- **550 buses** equipped with TSP
- **450 traffic signals** have TSP installed, and queue jump lanes installed at **13 signals**.

Benefits

-  Traffic: more efficient traffic flow
-  Environment: reduced emissions/pollution
-  Safety: speed regulation
-  Transit: shorter travel times, increased reliability

Challenges

-  Aging signal systems at modernization
-  Complicated approval processes
-  Conflicting values and policies that de-prioritize transit
-  Difficult data collection and analysis

AC Transit Priority Projects with TSP

Recently Completed Projects

- **Line 51** Alameda-Oakland-Berkeley (2018) – *up to 9% travel time savings*
- **Line 97** Hesperian Boulevard (2019)
- **San Pablo Ave, Grand Ave, I-80** (2018/2023) – *10% travel time savings*
- **Tempo BRT** (2020)



In Planning, Design, or Construction

- **Mission Boulevard** (Hayward, Union City)
- **Fruitvale Avenue/Park Street** (Oakland, Alameda)
- **MacDonald Avenue** (Richmond)
- **Cutting Boulevard** (Richmond)
- **Telegraph Ave** (Berkeley, Oakland)

Development by Others

- **Dumbarton Forward** (MTC)
- **Powell Street** (MTC)
- **MacArthur/40th Smart City Corridor** (Oakland)
- **Shellmound/40th** (Emeryville)

Regional-Level Work on Transit Priority

MTC-led efforts

- Approximately **\$250 million invested** in Transit Priority projects over the past 10 years through:
 - Bus Accelerated Infrastructure Delivery (BusAID) Program
 - Innovative Deployments to Enhance Arterials (IDEA) Program
 - Transit Performance Initiative (TPI)
 - Transit 2050+ (Plan Bay Area 2050)
 - Forward Commute Initiatives

Caltrans-led efforts

- Director's Policy on Transit Priority & Focus (Headquarters)
- Bay Area Transit Plan (District 4)

California Department of Transportation

Director's Policy



Bus Accelerated Infrastructure Delivery (BusAID)

- Transit Transformation Action Plan (TAP) initiative to implement **near-term solutions** at problem “hotspots” to reduce transit travel times and improve transit reliability.
- **\$30 million total funding**, split between local funds (STA Exchange) and federal funds (OBAG 3 STP/CMAQ)
- **87 potential hotspot projects** were identified by 21 transit operators evaluated
- Projects from higher-ridership and lower-ridership operators evaluated separately



Projects Selection Process

- In initial screening, all 87 projects were scored based on:
 - Transit ridership and potential delay reduction
 - Equity Priority Communities & rider demographics
 - Priority Development Areas
- Top 24 projects were invited for be evaluated on feasibility and readiness.
 - 13 projects were submitted:
 - ▶ Higher ridership: AC Transit, SamTrans, SFMTA, VTA
 - ▶ Lower ridership: County Connection. Union City Transit
 - Some agencies deferred submission pending further project development
 - ▶ CityBus, Marin Transit, NVRTA, Soltrans

Principals of Funding Recommendations

- ▶ **Operator Diversity:** 2 projects and/or \$5 million max per operator
- ▶ **Phased Funding Approach:** Reserved ~ \$12 million for future round for new or deferred projects
- ▶ **Project Variety:** Emphasis on near-term implementation while also supporting some projects in planning/design phase

Draft Funding Recommendations

8 projects from 6 operators

Project Sponsor	Project Title	Proposed Funding
AC Transit	Park St Transit Signal Priority & Signal Optimization	\$1.1M
AC Transit	International Blvd Transit Lane Delineation	\$3.9M
City of Concord ¹	Monument Corridor Transit Speed Improvements	\$0.4M
SamTrans	El Camino Real Bus Boarding Islands & Bus Stop Balancing in Redwood City	\$1.4M
SFMTA	K-Ingleside Rapid Project Ocean Ave Quick Build	\$5.0M
Union City Transit	Alvarado-Niles Rd Part-Time Transit Lane Pilot	\$1.5M
City of San Jose ²	Vision Zero East San Jose Safety Corridor Project for Senter Rd (<i>bus boarding islands</i>)	\$4.0M
City of San Jose ²	Cloud-Based Transit Signal Priority at 174 Intersections along VTA's Frequent Network	\$1.0M
TOTAL		\$18.3M

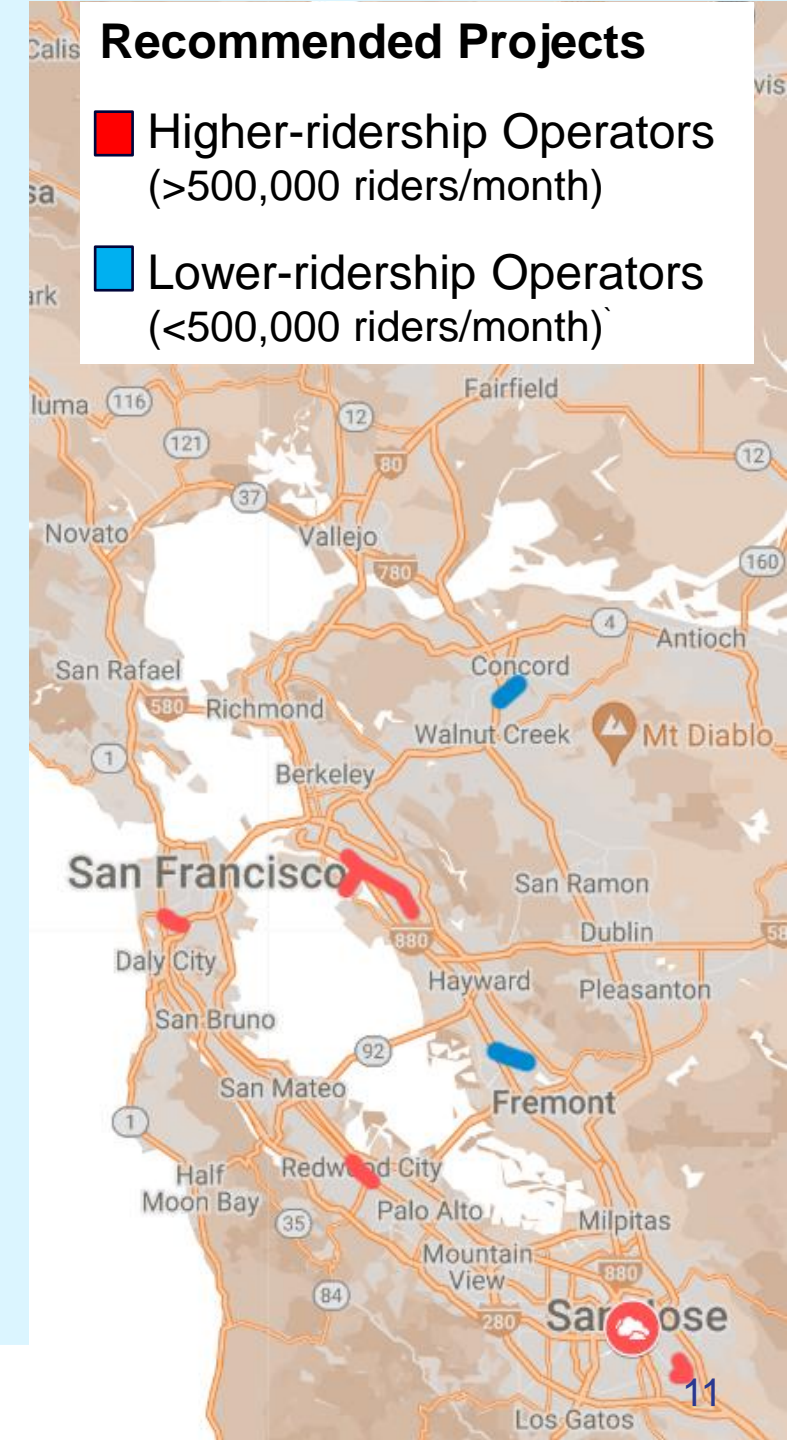
¹ Project identified by County Connection and being implemented by either the City of Concord or County Connection.

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

Recommended Projects

■ Higher-ridership Operators (>500,000 riders/month)

■ Lower-ridership Operators (<500,000 riders/month)



Approval & Next Steps

Requested Action Today: Staff recommends referral of MTC Resolution No. 4647 to the Commission for approval (i.e., RNM Committee approval of the draft BusAID funding recommendations).

Approval Process:

- ▶ **RNM Council (4/22)**
 - ▶ *Action: approved project funding recommendations*
- ▶ **Programming & Allocations Committee (5/8)**
 - ▶ Approval: allocation of funds to BusAID projects (*consent item contingent on May RNM Committee approval*)
- ▶ **RNM Committee (5/10)**
 - ▶ **Action: approve project funding recommendations**
- ▶ **MTC Commission (5/22)**
 - ▶ Resolution: BusAID project funding recommendations

Next Steps:

- ▶ Funded projects anticipated to be completed in the next 1 to 3 years
 - ▶ Pre- and post-implementation evaluation will quantify project benefits
- ▶ Reserving \$12 million for future funding rounds (new projects and/or previously reviewed projects)
- ▶ Coordinating various MTC Transit Priority efforts