APPENDIX

02

Policy and Plans Context Memo

MEMORANDUM

To: Tyler Brown, Sergio Ruiz, and Wingate Lew; Caltrans Bay Area (District 4)

From: Mauricio Hernández, Alta Planning + Design

CC: Stuart Geltman, TMD, Inc.; Doug Arseneault, Alta Planning + Design

Date: February 24, 2025

Re: Caltrans Bay Area Transit Plan – Caltrans Policy and Plans Context Memo (FINAL)

Introduction

This memorandum summarizes a select grouping local, regional plans, and state policies, and standards that impact transit implementation in the San Francisco Bay Area and the State of California. These planning studies and reports were reviewed to gain a better understanding of existing conditions in transit infrastructure planning and equity as it pertains to transit implementation in the Bay Area. The study team did receive a large number of policy documents, Caltrans reports, and local transit studies plans. The plans and studies that were selected are based on being regional policy documents, Caltrans policy documents, or specific studies that The document provides a foundation for the development of the transit infrastructure planning strategies toolbox (Task 4C) that will be used by Caltrans and transit agencies in District 4 (D4) for planning transit supportive infrastructure as part of the Caltrans Bay Area Transit Plan (CBATP).

While the study team did receive a large number of documents to review, there are a number of relevant studies and plans that are currently being developed and are not included. These include the MTC Transit 2050+, MTC Bus Accelerated Infrastructure Delivery, MTC Transit Priority Policy, MTC Forward Commute Initiative. It is important to identify these documents as coordination between the District Transit Plan as they are both major policy documents affecting the entire District 4 region.

This memorandum is divided into three sections:

1. **Introduction**: an overview of the memo and included information
2. **Key Takeaways**: a high-level summary of common themes identified within the plans reviewed.
3. **Full Document Review:** a complete summary of the 52 documents reviewed. Information is presented in individual tables for easy readability.

The following documents were reviewed as part of this memo:

- Caltrans 2020-2024 Strategic Plan (2021) (Final)
- Caltrans Adaptation Priorities Report (2020) (Final)
- Caltrans Bay Area Transportation Planning Public Engagement Strategy (2022) (Final)
- Caltrans California State Rail Plan (2023) (Draft)
- Caltrans California Transportation Plan 2050 (2021) (Final)
- Caltrans CAPTI: Climate Action Plan for Transportation Infrastructure (and 2022 Annual Progress Report) (2021) (Final)
- Caltrans Climate Change Vulnerability Assessments Technical Report (2018) (Final)
- Caltrans Complete Streets Elements Toolbox 3.0 (Final)

- Caltrans CSIS 2.0 Quantitative Metrics Methodology and CSIS Quantitative Metrics Update (Final)
- Caltrans Public Transit and Priority Focus - Director's Policy (Draft)
- Caltrans SB 743 Program Mitigation Playbook (2022) (Final)
- Caltrans System Investment Strategy Workshop (2023) (Final)
- Caltrans Transportation Planning Special Studies TPSS Guide (Final)
- Complete Streets: Contextual Design Guidance (2024) (Final)
- Bay Area Transit Transformation Action Plan (2021) (Final)
- Connecting the Bay Area: Express Lanes Network 2021 Strategic Plan (2021) (Final)
- I-580 Design Alternatives Assessment - Final Report (2020) (Final)
- AC Transit Multimodal Corridor Guidelines (2018) (Final)
- AC Transit Strategic Plan (2019) (Final)
- I-80 Design Alternatives Assessment (2023) (Final)
- Major Corridors Study Final Report (2016) (Draft)
- Tri-Valley Hub Network Integration Study Final Report (2021) (Final)
- East County Integrated Transit Study Final Report (2022) (Final)
- West Contra Costa County Express Bus Implementation Plan (2020) (Final)
- Caltrans D4 Bike Plan Report (2018) (Final)
- Caltrans District 4 Pedestrian Plan for the Bay Area (2021) (Final)
- Marin Transit Short Range Transit Plan (2020) (Final)
- US 101 Part-Time Transit Lane Feasibility Study (2021) (Final)
- Napa Valley Community-Based Transportation Plan (2020) (Draft)
- Vine Transit Express Bus Corridor Study Final Report (2017) (Draft)
- ConnectSF Transit Strategy (2021) (Final)
- Geneva Harney BRT Feasibility Study (2015) (Draft)
- GGBHTD Short-Range Transit Plan Final Report (2022) (Final)
- Making Roads Work for Transit (2023) (Final)
- Vision Zero SF Action Strategy (2021) (Final)
- 101 Corridor Connect North County Multimodal Strategy Fact Sheet (Final)
- C/CAG San Mateo County Equity Framework Draft Report (2023) (Draft)
- El Camino Real Bus Speed and Reliability Study (2022) (Final)
- SamTrans Service Policy Framework (2022) (Final)
- SamTrans Short Range Transit Plan (2019) (Final)
- SamTrans Short Range Transit Plan – Revised (2023) (Final)
- US-101 Express Bus Feasibility Study Final Report (2018) (Final)
- Bus Stop & Passenger Facility Design Criteria and Standards (2020) (Final)
- Pedestrian Access to Transit Plan (2017) (Final)
- Transit Service Guidelines (2023) (Final)
- Transit Speed Policy (2019) (Final)
- Solano County Comprehensive Transportation Plan 2040 (2020) (Final)
- Solano Rail Hub Advanced Planning Study Phase I Final Report (2022) (Final)
- STA Connected Mobility Guidelines, Performance Measures, & Benchmarks (2022) (Final)
- STA Connected Mobility Implementation Plan Staff Report and SOW STA TAC (2021) (Final)
- Moving Forward 2050 Sonoma County Comprehensive Transportation Plan (2021) (Final)
- SCTA Countywide Bicycle and Pedestrian Master Plan (2014) (Final)

Key Takeaways

Below is a compiled list of the 52 plans, toolboxes, and other documents with their associated high-level summaries and key takeaways. The key takeaways from these documents, along with outreach to the individual transit providers and responses from the public survey, will be the primary inputs into the strategies toolbox for transit infrastructure improvements. The key takeaways are based on commentary and recommendations from the local plans regarding transit supportive infrastructure planning and discussions of equity.

The plans below include a mix of operating and infrastructure studies. Many of these studies and plans detail local area transit and infrastructure improvements, including state-specific projects to improve access to transit, local area guidelines for transit infrastructure, and access policies pursuant to Title VI of the Civil Rights Act of 1964. Some of the plans are more regional in scope and provide strategic direction.

The following are overall key takeaways from the literature review:

- **Shared Vision**: Caltrans and the State of California goals and visions are supportive of addressing equity, climate change, environmental impacts, access, and travel behavior change. Improving transit service and using the Caltrans network to support transit service are in line with these goals and visions. This is highlighted in various Caltrans produced documents such as Caltrans 2020-2024 Strategic Plan, Caltrans Adaptation Priorities Report, Caltrans CAPTI: Climate Action Plan for Transportation Infrastructure, Caltrans California State Transportation Plan 2050, and others.

- **Agency Coordination:** Transit providers, cities, counties, the Metropolitan Transportation Commission (MTC) and Caltrans are planning numerous transit projects, including many that will involve the Caltrans highway network in the Bay Area. Caltrans is and should continue to be an active participant in planning and constructing transit improvements and transit-supportive infrastructure. This is highlighted through various local studies such as the Bay Area Transit Transformation Action Plan, I-580 Design Alternatives Assessment, Connecting the Bay Area: Express Lanes Network 2021 Strategic Plan, US 101 Part-Time Transit Lane Feasibility Study, and other studies.

- **Reliability and Equity:** Transit service is important to improving equity throughout the nine county Bay Area (District 4). The projects that have the biggest impact to equity are frequency, reliability and span improvements that improve access to the State Transportation Network (STN) for Equity Priority Communities (EPCs) and other historically underrepresented populations. Speed improvements serve as an equity improvement by reducing travel times, but the impact is not as great as frequency, span, and service reliability. Capital projects that improve the speed of transit service will help to make transit more competitive with single-occupancy vehicle (SOV) travel which will encourage greater use of transit networks in the transit network leading to more frequent service and expanded transit networks. These equity impacts are presented in the Bay Area Transit Transformation Plan, Major Corridors Study, C/CAG San Mateo County Equity Framework Draft Report, and other plans.

- **Bus Stops as Gateways:** Bus stops serve as the gateways to transit systems. Transit riders are particularly sensitive to time spent waiting for transit as compared to time spent on transit which underscores the need for quality bus/rail stations. Unpleasant, unsafe, or inconvenient waiting areas are a significant barrier to transit use, therefore improvements to bus stops on Caltrans rights-of-way (ROW's) need to be coordinated. This is presented in Pedestrian Access to Transit Plan.

- **Intermodal Connectivity:** Intermodal connections, specifically to local and regional bicycle and pedestrian networks, are important considerations for access to transit service. Transit agencies need to consider access to stops and stations for people walking, biking, and rolling (i.e., wheeled mobility devices used by people with disabilities, strollers, scooters, skateboards, etc.). A good active transportation network provides good

access to transit. Major transit stations and park and rides (P&R's) should be improved to develop mobility hubs. This is presented in the Caltrans D4 Pedestrian plan, the AC Transit Multimodal Corridor Guidelines, and Pedestrian Access to Transit.

- **Network Connectivity:** Improvements to connections between transit networks are important so that regional travel is not constrained by transit district boundaries. Beyond physical connections, agencies should consider integrating or aligning fare policy, payment methods, and other user-facing policies that ensure frictionless connections between transit networks. The transit ridership experience should be so seamless that users do not even notice that they have used multiple transit services provided by different operators. This is presented in the Bay Area Transit Transformation Action Plan

- **Streamlining:** Transit agencies have identified a robust list of roadway physical treatments that can be implemented to speed up buses and improve reliability. Caltrans needs to coordinate with agencies and communities to identify physical treatments that are effective and supportive of city, county, transit agency, and community goals. Caltrans should develop specifications for these improvements to streamline the approval process for transit supportive infrastructure on the Caltrans network. Some of the plans that present physical treatments to the Caltrans roadway network include US 101 Part-Time Bus Lanes Study, I-80 Design Alternatives Assessment, the I-580 Design Alternatives Assessment, the El Camino Real Bus Speed and Reliability, among many other local plans.

The documents presented below are sorted geographically.

- **Caltrans 2020-2024 Strategic Plan (2021) (Final)**
  The Strategic Plan identifies short-range goals and tactics to implement Caltrans' vision (a brighter future for all through a world-class transportation network) and mission (provide a safe and reliable transportation network that serves all people and respects the environment). The vision and goals are incorporated into Caltrans work as an agency and will form the basis of Caltrans decisions regarding infrastructure in District 4 and Statewide.

- **Caltrans Adaptation Priorities Report (2020) (Final)**
  This statewide report prioritizes the order in which state assets – bridges, large culverts, small culverts, and roadways – found to be exposed to climate hazards will undergo detailed asset-level climate assessments. The prioritization considers - amongst other things - the timing of the climate impacts, their severity and extensiveness, the condition of each asset (a measure of the sensitivity of the asset to damage), the number of system users affected, and the level of network redundancy in the area.

- **Caltrans Bay Area Transportation Planning Public Engagement Strategy (2022) (Final)**
  This strategy outlines Caltrans D4's blueprint for increasing stakeholder and public engagement and outreach activities within the District's Transportation Planning Offices. The strategy highlights resources and provides guidance to staff in planning for and conducting engagement activities when developing corridor, modal, and project initiation planning documents.

- **Caltrans California State Rail Plan (2023) (Draft)**
  This plan for the statewide rail-based transit network includes future development of regional rail and integrated bus networks within the Bay Area, in alignment with the CTP 2050 and Climate Action Plan for Transportation Infrastructure (CAPTI). This plan includes recommendations for rail corridors and connected intercity bus service in D4.

- **Caltrans California Transportation Plan 2050 (2021) (Final)**
  The CTP 2050 is Caltrans' long-range transportation roadmap for policies and strategies required to close the gap between what regional transportation plans (RTP) aim to achieve and what is required to meet State transportation goals for 2050. The plan provides various opportunities for roadways, transit, and active transportation. This statewide CTP identifies opportunities to improve transit access and priority on the STN, including:
    - Travel Demand Management (TDM) strategies.
    - Reprioritizing existing rights-of-way (ROW's) to better accommodate multimodal travel.
    - Interlining connected routes between buses, intracity light rail, commuter heavy rail, and HSR.
    - Dedicated ROW for transit vehicles.
    - Transit-oriented developments; and
    - Separated bikeways and multi-use paths.

- **Caltrans CAPTI: Climate Action Plan for Transportation Infrastructure (and 2022 Annual Progress Report) (2021) (Final)**
  The CAPTI outlines a holistic framework that aligns the State's transportation infrastructure investments with statewide climate, health, and social equity goals, including goals for reducing greenhouse gas emissions. The CAPTI outlines Caltrans' "fix-it-first" approach to transportation pursuant to Senate Bill 1 (2017).

- **Caltrans Climate Change Vulnerability Assessments Technical Report (2018) (Final)**
  This assessment by Caltrans D4 identifies the potential effects of climate change on the STN in the Bay Area and is intended as a transportation practitioner's guide on how to incorporate climate change into the transportation decision-making process.

- **Caltrans Complete Streets Elements Toolbox 3.0 (Final)**
  This living document translates complex statewide policies into concepts and practices for project delivery purposes aimed at more effective Complete Streets implementation.

- **Caltrans CSIS 2.0 Quantitative Metrics Methodology & Update (Final)**
  These documents describe the scoring system CSIS will employ to assess project benefits and impacts, and policy alignment. The process provides a sense of alignment for each project, thus providing project sponsors with the opportunity to make positive scope changes. This scoring methodology applies to projects ready for construction.

- **Caltrans Public Transit and Priority Focus - Director's Policy (Draft)**
  The Caltrans policy for prioritizing public transit on the Caltrans-managed infrastructure and placing increased focus on transit planning, funding, and policy to make the STN safer, more efficient, more equitable, and more environmentally sustainable. The policy includes background on Caltrans' role in transit project development and maintenance, specific policy, and process guidance to enhance that role, and the intended results of instituting the policy.

- **Caltrans SB 743 Program Mitigation Playbook (2022) (Final)**
  This guide describes mitigation methods for VMT induced by highway capacity projects.

- **Caltrans System Investment Strategy Workshop (2023) (Final)**
  The CSIS is the statewide guide for transportation investments and decisions based on a data- and performance-driven approach. The CSIS provides criteria questions to include in project analysis including mode shift, vehicle miles traveled (VMT), public engagement, benefits to disadvantaged communities, improvements to safety, expansion of zero-emission vehicle infrastructure, climate change, natural and working lands, and infill development.
- **Caltrans Transportation Planning Special Studies TPSS Guide (Final)**
  The primary purpose of this guide is to provide a comprehensive description of how California manages its State Planning and Research (SPR) Part 1 Special Studies. SPR funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to conduct transportation research activities. Planning activities for intermodal transportation is a priority area of study. This is primarily an administrative document on how to manage transportation planning.

- **Caltrans D4 Bike Plan Report (2018) (Final)**
  The D4 Bike Plan identifies infrastructure improvements to enhance bicycle safety and mobility and remove barriers to bicycling in the Bay Area region. The plan identifies potential bicycle highways throughout the Bay Area Trails network, as well as separated bikeways on conventional highways. The plan also identifies top tier bikeway projects, by county, which could improve access to transit.

- **Caltrans District 4 Pedestrian Plan for the Bay Area (2021) (Final)**
  The D4 Pedestrian Plan identifies and prioritizes pedestrian needs along the STN to inform future investments. The Plan's main outputs are a prioritized list and map of location-based pedestrian needs and a toolbox with strategies to address these needs. Opportunities for improvements include crossing needs (e.g., stressful, or infrequent crossings, freeway interchange needs) and corridor needs (e.g., sidewalk gaps, sidewalks in fair/poor condition, sidewalks along higher-speed highways).

- **Complete Streets: Contextual Design Guidance (2024) (Final)**
  The primary purpose of this plan is to increase walking in District 4, which includes walking to/from to transit services. To increase walking, this study evaluated the needs for pedestrian networks to map gaps in the pedestrian network and identify areas where walking is difficult. The pedestrian environment is important for access to transit, with a good pedestrian environment being transit supportive.

- **Bay Area Transit Transformation Action Plan (2021) (Final)**
  The Action Plan seeks to advance transit transformation across the entire Bay Area and beyond through near-term actions combined with a commitment from transit operators to continue jointly tackling planning, finance, communication, and operational issues related to COVID-19 pandemic recovery.

- **Connecting the Bay Area: Express Lanes Network 2021 Strategic Plan (2021) (Final)**
  This MTC plan seeks to implement a system of managed lanes in the Bay Area. MTC identifies goals of cost-efficiency/self-supporting; supporting transit priority; promoting the use of transit and other high-occupancy modes; helping achieve regional goals of reducing greenhouse gas emissions; and advancing equity throughout the region in accordance with Plan Bay Area 2050 and MTC's Equity Platform.

- **I-580 Design Alternatives Assessment - Final Report (2020) (Final)**
  This report commissioned by MTC and the Alameda County Transportation Commission evaluates the traffic and throughput needs of the I-580 corridor between Interstate 238 (I-238) in Hayward/Castro Valley and Interstate 80 (I-80)/San Francisco-Oakland Bay Bridge (SFOBB) in Oakland. The report identifies a list of feasible, near- and mid-term project concepts.

- **AC Transit Multimodal Corridor Guidelines (2018) (Final)**
  This document offers guidance on the design of Alameda County bus stops adjacent to bicycle infrastructure, in order to establish a basis for collaboration on multimodal corridor projects with local jurisdiction staff and other stakeholders within the AC Transit service area.

- **Major Corridors Study Final Report (2016) (Draft)**
  This study focuses on AC Transit routes and corridors with the highest ridership to inform AC Transit's capital improvements for the next 25 years to meet the region's anticipated growth and need for high quality, high-capacity transit.

- **Tri-Valley Hub Network Integration Study Final Report (2021) (Final)**
  This CCTA study defines a concept for an Express Bus service linking a proposed Solano County Transit Hub with a proposed Tri-Valley Transit Hub running along the Interstate 680 (I-680) corridor.

- **I-80 Design Alternatives Assessment (2023) (Final)**
  As part of the Bay Bridge Forward program, this MTC plan identifies a suite of operational efficiency projects and related strategies to improve transit and carpool operations along Interstate 80 (I-80).

- **East County Integrated Transit Study Final Report (2022) (Final)**
  This subregional study identifies solutions for improving transit services between Brentwood and Antioch in east Contra Costa County.

- **West Contra Costa County Express Bus Implementation Plan (2020) (Final)**
  This multi-agency action plan proposes expanding express bus service in West Contra Costa County to provide transit alternatives to driving for those living in West Contra Costa County and working in Alameda or San Francisco counties. Recommendations include closing gaps between existing pedestrian/bicycle facilities and proposed stops; freeway access improvement; providing pullouts, signage, or additional infrastructure for California Highway Patrol; and proposing multimodal mobility hub features for existing transit centers and new transit access points.

- **US 101 Part-Time Transit Lane Feasibility Study (2021) (Final)**
  This TAM study evaluates the feasibility of implementing part-time transit lanes (PTTL) along US-101 in northern Marin County. The project developed an operational concept for implementation based on travel benefits to transit travel time and reliability.

- **Napa Valley Community-Based Transportation Plan (2020) (Draft)**
  The Napa Valley CBTP proposes solutions to address transportation gaps and identifies projects and programs that have the potential for bridging those gaps in the transportation network based on feedback from disadvantaged Napa County in communities of concern.

- **Vine Transit Express Bus Corridor Study Final Report (2017) (Draft)**
  This multi-corridor study identifies solutions to optimize Vine Transit's express bus system, including route alignments and destinations, stop locations, infrastructure, and technology enhancements to improve travel times, and fare structure. This report summarizes the recommended improvements and their benefits to regional mobility for the residents and workers of Napa County.

- **ConnectSF Transit Strategy (2021) (Final)**
  ConnectSF is a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future. ConnectSF identifies policies, major transportation investments, and land use opportunities that help us reach our priorities, goals, and aspirations as a city. The Transit Strategy describes the major capital projects and programs that will help the city's transit system meet the existing and future travel needs of residents, workers, and visitors.

- **Geneva Harney BRT Feasibility Study (2015) (Draft)**
  With the goal of improving transit service and multimodality on the Geneva-Harney corridor, this project feasibility study outlines an enhanced fixed-guideway east-west transit service between the Balboa Park BART/Muni Station, Bayshore Caltrain Station, and the Hunters Point Shipyard neighborhood.

- **Making Roads Work for Transit (2023) (Final)**
  This report proposes policies, investments, and institutional reforms to support faster delivery of bold transit priority roadway changes that will get buses (and other forms of roadway transit) out of traffic. It details 16 broad actions that would demonstrate regional and state leadership, support transit operators, and create strong incentives for local jurisdictions to prioritize transit on their roadways.

- **Vision Zero SF Action Strategy (2021) (Final)**
  This Vision Zero Action Strategy identifies the significant shifts needed to advance Vision Zero and outlines the actions Vision Zero San Francisco will take to end traffic deaths in San Francisco.

- **C/CAG San Mateo County Equity Framework Draft Report (2023) (Draft)**
  Aimed at addressing historical inequity in transportation infrastructure and land use, this report identifies concrete steps to advance equity through C/CAG's planning efforts, projects, programming, and role as a countywide funder that allocates millions of dollars into programs and projects each year.

- **El Camino Real Bus Speed and Reliability Study (2022) (Final)**
  This corridor study outlines a vision to reduce travel times by 30 percent and achieve a more dependable service in Daly City through bus stop balancing, bus bulbs, and queue jumps. The project team also investigated the suitability of bus-only lanes on congested roadway segments.

- **SamTrans Service Policy Framework (2022) (Final)**
  This policy framework outlines the vision and methodology for how SamTrans designs and evaluates its mobility services.

- **US-101 Express Bus Feasibility Study Final Report (2018) (Final)**
  This SamTrans report outlines plans to provide direct, fast, frequent, and reliable transportation for long distance commute trips for 6 top-performing routes along US Highway 101 (US-101) within and between San Francisco, San Mateo, and Santa Clara counties.

- **Bus Stop & Passenger Facility Design Criteria and Standards (2020) (Final)**
  The purpose of this document is to provide uniform criteria and standards for the design and construction of bus related facilities and amenities in the VTA transit service area.

- **Pedestrian Access to Transit Plan (2017) (Final)**
  This Santa Clara Valley Transportation Authority plan used input from current transit riders and community stakeholders in Silicon Valley to identify challenges people have when walking to or from their transit stop. The Plan identifies twelve Focus Areas – areas with high transit ridership and high need for pedestrian infrastructure improvements – and proposes pedestrian infrastructure improvements in these Focus Areas.

- **Transit Speed Policy (2019) (Final)**
  This VTA policy establishes planning and investment priorities to address declining speeds and reliability to make transit fast and reliable.

- **Solano County Comprehensive Transportation Plan 2040 (2020) (Final)**
  This Long-Range Transit Plan (LRTP) outlines Solano Transportation Authority's strategy to create a long-term and sustainable transportation system for Solano County. To meet the goal of developing and maintaining infrastructure, STA will focus transit and rideshare infrastructure investments into Transit Facilities of Regional Significance, including passenger rail lines and train stations, passenger ferry facilities, bus stations, bus maintenance and parking facilities, and interchanges that provide access to and from the STN. Priority transit projects include the I-80 express lane conversion and extension as well as I-80/I-680/SR 12 interchange construction.

- **Solano Rail Hub Advanced Planning Study Phase I Final Report (2022) (Final)**
  This project report details plans to upgrade and expand the current Suisun-Fairfield Station to create seamless connections between the cities of Fairfield and Suisun City. The report addresses design deficiencies in the Station and calls for future station expansion to reestablish a viable and accessible pedestrian and bicycle connection between downtown Fairfield and downtown Suisun City, as well as support and enable each city's vision for downtown development.

- **STA Connected Mobility Guidelines, Performance Measures, & Benchmarks (2022) (Final)**
  This policy document outlines Solano Transportation Authority's overarching guidelines for connected mobility and mobility policy benchmarks. Design standards and performance measures are identified, providing quantitative measurement bars for assessing Solano County transportation network performance and connectedness.
- **Moving Forward 2050 Sonoma County Comprehensive Transportation Plan (2021) (Final)**
  This local LRTP examines the current state of transportation in Sonoma County, looks at future needs and goals, and provides guidance on how these needs and goals can be met. The plan includes a project list of road, highway, and multimodal streetscape improvements relevant to the CBATP.

- **SCTA Countywide Bicycle and Pedestrian Master Plan (2014) (Final) (2014)**
  This plan by the Sonoma County Transportation Authority identifies priorities for bicycle and pedestrian improvements in their service area and outlines strategies for implementing the projects and programs to support improved bicycle and pedestrian coordination countywide. *SCTA is currently working to update this plan.*

The following additional documents were reviewed but found to have insufficient relevance to the CBATP. These documents either provide insufficient detail to identify takeaways to guide infrastructure improvements on the STN or focus on short-term service development without infrastructure implications for the STN. We have included descriptions of these documents in the Appendix.

- **AC Transit Strategic Plan (2019) (Final)**
  The Strategic Plan identifies AC Transit's strategic initiatives structured around service quality; infrastructure modernization; employment recruitment, training, and retention; and zero-emission programs. The sections on infrastructure modernization are particularly relevant for the CBATP.

- **Marin Transit Short Range Transit Plan (2020) (Final)**
  The Marin Transit SRTP uses financial projections and performance targets to plan for transit services and guide future transit investments, including projected costs and revenues over a five-year period (2020-2025).

- **GGBHTD Short-Range Transit Plan Final Report (2022) (Final)**
  This report provides an update on GGBHTD's service productivity based on performance measures and recommends future service improvements and investments.

- **SamTrans Short Range Transit Plan (2019) (Final)**
  The SamTrans SRTP provides a range of studies and projects expected to take place by 2028 and updates on current projects.

- **SamTrans Short Range Transit Plan – Revised (2023) (Final)**
  A revised SamTrans SRTP in response to the COVID-19 pandemic, this document provides four different operating scenarios dependent upon ridership, revenue, and operators.

- **101 Corridor Connect North County Multimodal Strategy Fact Sheet (Final)**
  The San Mateo County Transportation Authority's (TA) vision for US-101 as an interconnected corridor that serves the needs of all travelers in San Mateo County. This two-page fact sheet includes the project overview, benefits, location, and timeline for improvements along the US-101 corridor.

- **Transit Service Guidelines (2023) (Final)**
  These guidelines establish a framework for VTA to objectively design, monitor, and evaluate transit services based on route design, service level, and service productivity. The document outlines a process for developing service change recommendations and objective measures to guide service planning decisions that are equitable, systematic, and timely.

- **STA Connected Mobility Implementation Plan Staff Report (2021) (Final)**
  This Solano Transportation Authority staff report calls for a future comprehensive assessment of mobility programs, transit service, and projects in Solano County to align with recommendations from MTC's Blue Ribbon Transit Recovery Task Force. The report recommends compiling a comprehensive Connected Mobility Implementation Plan with 2, 5, and 10-year frameworks including benchmarks for success and a list of prioritized capital projects and programs that can be implemented if funding is made available.

Full Document Review

The following section includes a summary of plans reviewed. Information for each plan is organized in individual tables to ease readability.

Caltrans 2020-2024 Strategic Plan (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans 2020-2024 Strategic Plan	**Caltrans**	**2021**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY

The Strategic Plan outlines goals and strategies to help forward Caltrans' vision (a brighter future for all through a world-class transportation network) and mission (provide a safe and reliable transportation network that serves all people and respects the environment). It is a working document that Caltrans uses to measure progress.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Enhance and Connect the Multimodal Transportation Network
Caltrans will continue to increase investment in bicycle and pedestrian travel network, as well as rail and transit, leverage new technologies to develop a more seamless multimodal system, and create greater access for historically underserved communities.

PLAN/ REPORT RECOMMENDATIONS

Overall

The following are the plan's goals, actions, and strategies.

Safety First
Actions:

- Eliminate fatalities and serious injuries.
- Eliminate employee fatalities and serious injuries "in the line of duty."
- Reduce employee illnesses and injuries.
- Eliminate race-based disparities in safety outcomes.

Strategies:

- Leverage proven practices.
- Accelerate advanced technology.
- Lead safety culture change
- Partner to reduce speeding-related fatalities and serious injuries.
- Increase collaboration with external organizations to identify and implement best practices, technology, and lessons learned.
- Advance delivery of safety enhancements in, and that are responsive to, the priorities of underserved communities.

Cultivate Excellence
Actions:

- Improve employee knowledge, skills, and abilities.
- Increase workforce performance, efficiency, and effectiveness.
- Increase organizational efficiency and effectiveness.
- Increase workforce satisfaction.
- Increase diversity at all levels that reflects the communities we serve.

Strategies:

- Foster a work environment that welcomes everyone and resembles the communities we serve.
- Support career progression through professional and leadership development
- Inspire a values-based culture through an innovative performance-driven workforce.
- Clearly communicate and align expectations at all levels.
- Improve internal and external relationships to create beneficial solutions aligned with Statewide Goals and Objectives
- Improve, update, or adopt new strategies to advance equity in recruitment, hiring, and promotions.

Enhance and Connect the Multimodal Network

Actions:

- Improve multimodal network performance.
- Improve equity in multimodal choices.
- Improve connectivity between travel modes.
- Reduce vehicle miles traveled (VMT)

Strategies:

- Use operational strategies and incentives to reduce vehicle miles traveled (VMT) through increased high occupancy modes, active transportation, and other Transportation Demand Management (TDM) methods.
- Improve network operations and invest in networks for walking, cycling, transit, and multimodal trips.
- Better utilize technology and data to create a seamless multimodal travel experience and improve travel demand management.
- Optimize and expand equitable pricing.

Strengthen Stewardship and Drive Efficiency

Actions:

- Improve asset condition.
- Maximize the social equity of our investments.
- Improve performance of our resources

Strategies:

- Standardize and modernize our equipment, facilities, technology, and supporting work practices.
- Enhance asset management and decision support tools.
- Develop and implement a methodology to allocate resources to support strategic priorities.
- Promote and implement innovative and creative solutions.
- Enhance diversity, equity, and inclusion for contracting and procurement.

Lead Climate Change

Actions:

- Mitigation — Reduce greenhouse gas emissions from the transportation sector.
- Resilience — Strengthen our capability to withstand and recover from the impacts from climate change.

	• Leadership — Demonstrate leadership in climate action *Strategies:* • Develop and start implementing a Caltrans Climate Action Plan that incorporates the CalSTA Climate Action Plan for Transportation Investments • Accelerate sustainable freight sector transformation. • Establish a robust Climate Action program of education, training, and outreach. • Partner and collaborate to lead on climate action • Establish a vehicle mile traveled (VMT) monitoring and reduction program • Engage with communities most vulnerable to climate change impacts to inform development and implementation of Climate Action activities **Advance Equity and Livability in All Communities** *Actions:* • Collaborative Engagement — Strengthen relationships and trust with communities through direct, meaningful engagement/ participation/ involvement • Community Health — Eliminate transportation related disparities in safety, access, and health • Vibrant Communities — Enhance quality of life and local economic development in our communities, with a focus on underserved communities • Investment — Prioritize transportation funding in historically harmed and segmented communities *Strategies:* • Avoid, and work to address, transportation related disparities in underserved communities on all new projects. • Plan and design transportation facilities to support vibrant livable places, with a focus on addressing the needs and concerns of underserved communities. • Collaborate with partner agencies to make equity and inclusion central in funding decisions.
Standards	N/A
Policies	• Improve network operations and invest in networks for walking, cycling, transit, and multimodal trips • Better utilize technology and data to create a seamless multimodal travel experience and improve travel demand management
Infrastructure	N/A
KEY TAKEWAYS	
The Strategic Plan outlines actions and strategies to improve the overall transportation network. The vision, values and goals presented in this document forms the basis of Caltrans decisions regarding infrastructure, including transit infrastructure, in District 4 and throughout the state	

Caltrans Adaptation Priorities Report (2020) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans Adaptation Priorities Report	**Caltrans**	**2020**	**District 4**

HIGH LEVEL INTRODUCTION/ SUMMARY

The purpose of this report is to prioritize the order in which assets found to be exposed to climate hazards will undergo detailed asset-level climate assessments. The prioritization considers, amongst other things, the timing of the climate impacts, their severity and extensiveness, the condition of each asset (a measure of the sensitivity of the asset to damage), the number of system users affected, and the level of network redundancy in the area. Though it is likely that climate change will cause a wide array of hazards that will impact many physical asset categories, this report is focused on bridges, large culverts, small culverts, and roadways.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

N/A

PLAN/ REPORT RECOMMENDATIONS

Overall	N/A
Standards	N/A
Policies	N/A
Infrastructure	Prioritization of bridges, culverts, and roadways are prioritized for climate adaptation. All Caltrans bridges, culverts, and roadways are prioritized based on a scale of 1 to 5. Caltrans' next step will be to begin undertaking detailed adaptation assessments for the identified assets starting with the highest priority (Priority 1) assets first and then proceeding to lower priority assets thereafter. If impacts are verified, Caltrans will develop and evaluate adaptation options for the asset to ensure that it is able to withstand future climate changes.

KEY TAKEWAYS

Assets requiring adaptation updates may include infrastructure used by transit.

Caltrans Bay Area Transportation Planning Public Engagement Strategy (2022) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans Bay Area Transportation Planning Public Engagement Strategy	**Caltrans**	**2022**	**District 4**

HIGH LEVEL INTRODUCTION/ SUMMARY
Serves as a blueprint to increase stakeholder and public engagement and outreach activities within the District's Transportation Planning Offices. The strategy develops guidance and highlights resources that can assist staff in planning for, developing, and conducting engagement activities in-house. Stakeholder and public engagement activities will support and inform the development of corridor, modal, and project initiation planning documents.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS
N/A

PLAN/ REPORT RECOMMENDATIONS	
Overall	N/A
Standards	N/A
Policies	Guidance is provided for developing the public participation strategy. This includes developing a public engagement plan at the on-set of the project to determine who should be involved and why, a definition of the need for public engagement, and the creation of a stakeholder list. A public engagement outline should include an internal timeline. Engagement should have three phases an education phase to educate the public, a listening phase to gather feedback, and follow through that shows how public input has informed the process.
Infrastructure	N/A

KEY TAKEWAYS
Strategies for public engagement.

Caltrans California State Rail Plan (2023) (Draft)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans California State Rail Plan	**Caltrans**	**2023**	**N/A**
HIGH LEVEL INTRODUCTION/ SUMMARY			
Plan for statewide rail and transit network in line with the Caltrans California Transportation Plan 2050 and Climate Action Plan for Transportation Infrastructure.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
N/A			
PLAN/ REPORT RECOMMENDATIONS			
Overall	Near (~+/- 5 years), Mid (~2032 ~10 years), and Long-term (~2050) Plan Goals for specific regions including key connections, specific planning goals, service frequency, and service mode.		
	Integrated bus connections specifically for the existing rural bus network, the Amtrak Thruway bus network, and intercity bus service operated by public and private operators. Although this network primarily serves less-populated areas of the State, the intercity bus network serves strategic connections to the rail network.		
Standards	N/A		
Policies	N/A		
Infrastructure	Intercity rail improvements include electrification of express services in both Northern and Southern California, complementing HSR in network hubs with pulsed service schedules to achieve the Vision. In district 4 the plan calls for integrated bus serving Solano County/Novato, Napa/Novato, Solano County/Napa, Tri-Valley/Martinez. Intercity rail would operate Sacramento/Richmond, Richmond/SanJose. Regional rail would operate San Jose/San Francisco		
KEY TAKEWAYS			
Includes plans for regional rail and integrated bus networks within the Bay Area.			

Caltrans California Transportation Plan 2050 (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans California Transportation Plan 2050	**Caltrans**	**2021**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY

The CTP 2050 is the State's statutorily fiscally unconstrained long-range transportation roadmap for positive change. The CTP does not contain projects, but policies and strategies required to close the gap between what the regional transportation plans (RTP) aim to achieve and how much more is required to meet 2050 goals.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Goals & Objectives: Safety; Climate; Equity; Accessibility; Quality of Life & Public Health; Environment; Economy; Infrastructure

PLAN/ REPORT RECOMMENDATIONS

Overall	1. Expand access to safe and convenient active transportation options 2. Improve transit, rail, and shared mobility options 3. Expand access to jobs, goods, services, and education 4. Advance transportation equity 5. Enhance transportation system resiliency 6. Enhance transportation safety and security 7. Improve goods movement systems and infrastructure 8. Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure 9. Manage the adoption of connected and autonomous vehicles 10. Price roadways to improve the efficiency of auto travel 11. Encourage efficient land use 12. Expand protection of natural resources and ecosystems 13. Strategically invest in state of good repair improvements 14. Seek sustainable, long-term transportation funding mechanisms
Standards	EQUITY: Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups Performance Measures • Access to destinations by income quintile and race • Transportation and housing cost burden by income quintile and race • Number of communities and community-based organizations (CBO) meaningfully engaged in development of plans and projects • Air-quality in low income and disadvantaged communities • Access to active modes in low income and disadvantaged communities ACCESSIBILITY: Improve multimodal mobility and access to destinations for all users Performance Measures • Percent of travel by non-single occupancy vehicles (PM 3) • Percent of person-miles traveled on the Interstate Highway System that are reliable (PM 3) • Percent of person-miles traveled on the non-Interstate Highway System that are reliable (PM 3) • Annual hours of peak-hour excessive delay per capita (PM3) • Access to destinations by mode • Access to destinations by travel cost • Households with access to transit service

	• Average on-time performance for transit and intercity rail
Policies	N/A
Infrastructure	INFRASTRUCTURE: Maintain a high-quality, resilient transportation system Performance Measures • Percentage of interstate pavements in good condition (PM 2) • Percentage of interstate pavements in poor condition (PM 2) • Percentage of non-interstate NHS pavements in good condition (PM 2) • Percentage of non-interstate NHS pavements in poor condition (PM 2) • Percentage of bridges in good condition (PM 2) • Percentage of bridges in poor condition (PM 2) • Airport pavement in good condition • Lane-miles of pavement improved
KEY TAKEWAYS	
Long range plan (2050) that develops a vision for transportation throughout the State of California focusing on safety, climate, equity, accessibility, quality of life and public health, environment, economy, and infrastructure. Caltrans will include these vision principles as part of the transportation planning process in District 4 which are supportive of transit infrastructure development, use on the Caltrans network, and equity.	

Caltrans CAPTI: Climate Action Plan for Transportation Infrastructure (and 2022 Annual Progress Report) (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans CAPTI: Climate Action Plan for Transportation Infrastructure / 2022 Annual Progress Report	**Caltrans**	**2021/2022**	**N/A**
HIGH LEVEL INTRODUCTION/ SUMMARY			
The vision for the Action Plan is to outline a holistic framework that aligns the state's transportation infrastructure investments with the state's climate, health, and social equity goals, while also maintaining the commitment made in Senate Bill (SB) 1 to a fix-it-first approach to transportation.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Active Transportation Program; Interregional Transportation Improvement Program; Solutions for Congested Corridors; Transit & Intercity Rail Capital Program			
PLAN/ REPORT RECOMMENDATIONS			
Overall	Guiding Principles: • Building toward an integrated, statewide rail and transit network. • Investing in networks of safe and accessible bicycle and pedestrian infrastructure. • Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure. • Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits. • Making safety improvements to reduce fatalities and severe injuries of all users towards zero; Assessing physical climate risk. • Promoting projects that do not significantly increase passenger vehicle travel. • Promoting compact infill development while protecting residents and businesses from displacement. • Developing a zero-emission freight transportation system; and • Protecting natural and working lands.		
Standards	N/A		
Policies	S1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments These actions are intended to find opportunities where the state can begin to clearly signal its commitment to funding innovative, sustainable transportation projects, while being mindful of previous commitments and projects that are already underway. All these actions have been completed. S2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting Zero-Emission Vehicle (ZEV) Deployment, and Expanding Active Transportation Investments these actions seek to enable transit's recovery and revitalize the transit system, including the deployment of zero-emission transit fleets, which will ultimately be critical to our success in combatting the climate crisis. Cal-ITP and accelerated TIRCP cycles have been implemented and identifying long-term strategic funding opportunities for the State Rail Plan and an increase in funding to the Active Transportation Program are underway. S3. Elevate Community Voices in How We Plan and Fund Transportation Projects		

	This strategy aims to create more transparent transportation planning processes, while also coordinating across state agencies to develop standards and practices for meaningful engagement and provision of technical assistance resources to those most impacted by projects, including disadvantaged, low-income, and Black, Indigenous, and People of Color communities. These actions are underway. S6. Support Local and Regional Innovation to Advance Sustainable Mobility To address the various challenges and barriers to the implementation of Sustainable Community Strategies, this strategy identifies key actions to support the implementation of regional and local planning efforts that align with the framework, with a focus on finding a pathway to implementation for roadway pricing efforts and SB 743 VMT mitigation. These actions are underway.
Infrastructure	N/A
KEY TAKEWAYS	
High level plan with goals for targeting the reduction of greenhouse gas emissions throughout the state and improving equity in the transportation network.	

Caltrans Climate Change Vulnerability Assessments Technical Report (2018) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans Climate Change Vulnerability Assessments Technical Report	**Caltrans**	**2018**	**District 4**
HIGH LEVEL INTRODUCTION/ SUMMARY			
Summarizes a vulnerability assessment conducted for assets in Caltrans District 4. The assessment was developed to specifically identify the potential effects of climate change on the State Highway System in District 4.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
N/A			
PLAN/ REPORT RECOMMENDATIONS			
Overall	Acquire improved data sets for planning for improved decision making		
Standards	N/A		
Policies	Incorporate climate change into decision making by considering risk-based design criteria and prioritizing projects based on the implication or damage from a climate event and the likelihood and timeframe of the climate event		
Infrastructure	An analysis of future predicted precipitation data is insightful in analyzing the viability of existing and planned transportation infrastructure.		
KEY TAKEWAYS			
The study distilled the larger context of climate change down to a more localized understanding of what such change might mean to District 4 functions and operations, District 4 employees, and the users of the transportation system. It is intended, in part, as a transportation practitioner's guide on how to include climate change into transportation decision-making.			

Caltrans Complete Streets Elements Toolbox 3.0 (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Complete Streets Elements Toolbox 3.0	**Caltrans**	**N/A**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY
A 'living document' that will be continually updated to reflect adopted Caltrans' guidance and new elements appropriate for use on the State Highway System (SHS). The Toolbox translates complex statewide policies into concepts and practices for project delivery purposes aimed at more effective Complete Streets implementation.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS
Transit Elements: Bus bulb/pull-out; Mobility hubs; Park and Ride lots; Transit stop improvements; New transit stops; Boarding island; Transit traveler information; Transit signal priority; Transit-only lanes; Shoulder-managed transit lanes

PLAN/ REPORT RECOMMENDATIONS	
Overall	N/A
Standards	N/A
Policies	Director's Policy 37 establishes Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities.

Infrastructure	Toolbox includes descriptions of the elements (e.g., bicycle, pedestrian, bicycle & pedestrian, road space reallocation, transit, landscaping, and innovating elements) resources, design guidance and considerations, and diagrams.
	
	Bus Bulb
	• A curb extension which allows a bus to stop within the travel lane. This helps buses move faster and more reliably by removing the necessity to merge back into the travel lane thus reducing dwell times and improving headway.
	
	Bus Pull-Out
	• An indentation in the curb which allows a bus to stop completely outside of the traveled way.
	  ○ Prioritizes through traffic which may increase bus dwell times and is best suited where stopping in-lane may cause issues.
	  ○ May be created by simply restricting parking.
	• Consider:
	  ○ Provide sufficient sidewalk width.
	  ○ Consider potential conflicts between buses & bicycles.
	
	Mobility Hubs
	• Mobility hubs are designed to enhance connectivity of multimodal travel while reducing vehicle miles traveled and, in turn, reducing greenhouse gas emissions. Mobility hubs offer equity, safety, and value to a city or regional transit system. Vehicles available at mobility hubs can include:

- Electric scooters; Bikeshare bicycles; Neighborhood electric vehicles; Carshare automobiles
- Amenities to enhance multimodal trips can include:
  - Bike lockers; Bike repair stations; Transit ticket machines; Park and ride with vehicle charging stations; Passenger pick-up/drop-off areas
- Informational systems such as maps and directional indicators accompanied with descriptive text providing the locations of attractions, goods and services are often also present.
- Mobility hubs are best utilized where commuters and non-commuters can also satisfy errand-based trips such as:
  - Buying groceries or household items; Buying a meal and/or drink; Retrieving shipped items

Park & Ride Lots

1. A parking lot facility that allows users to increase their travel options by offering connections to transit as well as carpool and ridesharing while reducing greenhouse gas emissions (GHG), vehicle miles traveled (VMT), and congestion on the SHS.
2. Consider:
   - On all projects that include new freeways, interchange modifications, lane additions, transit facilities, and HOV lanes
   - Design as a multi-modal facility - accommodate all modes of travel and ADA
   - Bus Pads should be used if buses access the park and ride lot
   - Bicycle parking or storage facilities
   - Electric vehicle charging stations
3. Elements to consider:
   - New Transit Stops; Transit Stop Improvements; Crosswalks; Shade for Pedestrian Access; Pedestrian-scale Lighting; Bike Parking; Electric Vehicle Charging Stations

Transit Stop Improvements

- Project elements that improve transit operations or the transit user experience:
  - Transit Shelter & Design; Passenger Information & Wayfinding; Seating; Pedestrian-scale Lighting; Bicycle & Pedestrian Access; Bike Parking (also e-Scooters); Bus Pad; Curb Treatments; Platform Height; Bus-only Queuing Space
- Consider involving local transit provider(s) for decision-marking and funding.

New Transit Stop

- When ridership demand is significant several key factors must be considered, such as: type of transit system implemented to utilize the new transit stop, the current built environment, and the projected longevity of the new transit stop. A new, clearly marked stop for a surface transit route that calls attention to the stop and explains the transit routes servicing the stop.
- Consider coordinating with local transit provider(s) on transit route modifications.

Transit Boarding Island

- A solution to reduce conflicts between transit buses and bicyclists, transit islands provide:
  - A separated space for transit riders to access transit vehicles.
  - Class IV Separated Bikeway facility for bicyclists.
  - Eliminates “leapfrogging” conflicts between bicyclists in Class II Bike Lanes and buses.

- Reduced transit vehicle dwell times.
- Consider:
  - ADA accessible ramps as well as tactile mats and strips.
  - Conflict zone green paint between the boarding island and the sidewalk.

Transit Traveler Information

- Transit traveler information can be included on Caltrans' Changeable Message Signs.
- Frequently involves the inclusion of accurate information on vehicle arrival times, service disruptions, relative travel times to the freeway corridor.
- Assists current and potential riders in making more informed pre-trip and en-route decisions.
- Providing this information along congested freeway corridors may encourage freeway users to switch to public transit.

Transit Signal Priority

- Traffic signal timing or phasing modifications that prioritize the through movement of transit vehicles approaching the intersection.
- It is recommended to utilize transit signal priority (TSP) in conjunction with transit-only lanes (BRT and LRT).
- TSP detection can be accomplished by Loop Detection, Light-based Detection, Sound-based Detection, Radio-based Detection, and Satellite-based GPS detection.
- On-board and Off-board systems must work together for successful TSP operation.
- Can be used to improve transit travel reliability and on-time performance.

Transit-Only Lanes

- Bus Rapid Transit (from the FTA):
  - "A high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations."
  - "Because BRT contains features similar to a light rail or subway system, it is often considered more reliable, convenient and faster than regular bus services."
- Light Trail Transit
  - A mode of passenger public transportation that operates using trains on fixed rails in exclusive or shared rights-of-way. Types of light rail transit include [from VTPI TDM Encyclopedia]:
    - Streetcar - a steel wheel on rail transit mode, operating on-street, sharing the pavement with other vehicles, with little or no priority signaling at intersections.
    - Light Rail Transit - a streetcar system that has extensive priority signaling at intersections and at least 30% of its route operating on 'reserved rights-of-way'. LRT may be grade separated but must retain the ability to operate in mixed traffic. Light rail which operates on grade separated rights-of-way are more commonly referred to as Light Metros.
    - Light or Heavy Metro - A transit mode that operates on a fully grade separated (separated from street level) 'rights-of-way'.

Shoulder-Managed Transit Lanes

	• Transit service that benefits from the utilization of the shoulders or median of highway/freeway during peak commute times to reach the next stop in the network. This method of using the shoulder or median as a transit-only lane is best utilized by transit agencies that connect distant suburbs to the urban core, as well as intercity transit agencies, seeking to improve headway times by avoiding traffic congestion.
KEY TAKEWAYS	
Guide on how to use specific elements, including transit elements, in designing complete streets.	

Caltrans CSIS 2.0 Quantitative Metrics Methodology & Update (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
CSIS 2.0 Quantitative Metrics Methodology / CSIS Quantitative Metrics Update	**Caltrans**	**N/A**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY

These documents describe the scoring system CSIS will employ to assess project benefits and impacts, and policy alignment. The process does not result in a yes-or-no evaluation, but rather provides a sense of alignment for each project, thus providing project sponsors with the opportunity to make positive scope changes. This scoring methodology applies to projects ready for construction.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Metrics: Safety; Induced or reduced traffic; Accessibility; Disadvantaged Communities - Access to Jobs and Access to Destinations; Disadvantaged Communities - Traffic Impacts; Passenger Mode Shift; Land Use and Natural Resources; Freight Sustainability & Efficiency

PLAN/ REPORT RECOMMENDATIONS

Overall	Scoring Metrics Safety: Project crash reduction and safety needs are evaluated during the scoring cycle.
	Induced/Reduced Traffic: Projects that induce new traffic are assumed to have developed estimates, expressed in VMT, as part of the environmental process. Projects that do not increase VMT are not required to estimate the reduction in the environmental process.
	Accessibility: For a given project, an accessibility analysis is run for four separate modes (auto, transit, bike, and ped). An average percentage change is calculated across all four modes and destination types (work and non-work).
	Disadvantaged Communities – Traffic Impacts: This metric focuses on evaluating a project's potential to place new or exacerbating existing burdens on disadvantaged communities, in the form of additional traffic.
	Passenger Mode Shift: This metric focuses on the change in accessibility by non-auto modes compared to auto mode. The metric assumes that when access to destinations by non-auto modes increases in comparison to auto access, more travelers will use non-auto modes.
	Land Use and Natural Resources: This metric combines two CAPTI principles – the first is related to supportive land use and infill development, while the second is around preserving natural and working land.
	Freight Sustainability and Efficiency To receive a score for increasing multimodal freight and clean freight, a project should be located on the National Highway Freight Network (or working toward federal designation).

KEY TAKEWAYS

Methodology for scoring system of CSIS.

Caltrans Public Transit and Priority Focus - Director's Policy (Draft)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans Public Transit Priority and Focus – Director's Policy	**Caltrans**	**N/A**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY

Transit agencies statewide face resource and infrastructure challenges that limit access and mobility for the public. Prioritizing transit on Caltrans-managed infrastructure and placing increased focus on transit planning, funding, and policy will make California's transportation system safer, more efficient, more equitable, and more environmentally sustainable.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Activities that prioritize and focus on transit assist Caltrans and transit agencies in meeting goals to:

- Facilitate faster, more reliable transit travel times, allowing transit agencies to utilize operational resources such as vehicles and labor more efficiently and increasing person throughput on state highways by making transit a more attractive – and thus more heavily utilized – travel option
- Improve equity in transportation choices by delivering transit prioritization projects on state highways that reduce travel times for transit users to increase access to jobs and allow people to spend more time with their families, providing the public with safe, comfortable transit stops, stations, and mobility hubs on the SHS, and completing the statewide rollout of open-loop fare collection to make it less complex for people to pay transit fares
- Improve connectivity between transit services and between transit and other travel modes such as intercity rail, by making transfers between services more reliable and easier to incorporate into systemwide planning
- Reduce vehicle miles traveled as people become more likely to travel together on faster, more reliable transit options instead of in separate automobiles
- Reduce transportation-associated crash deaths, injuries, greenhouse gas emissions, air pollution, and climate change impacts

PLAN/ REPORT RECOMMENDATIONS

Overall	Public transit prioritization policy.
Standards	N/A
Policies	Caltrans will deliver infrastructure projects that prioritize transit services such as buses, street-running rail, and demand-responsive systems on the State Highway System (SHS) and enhance its projects and programs to place greater focus on people who use public transit: 1. When considering capacity increases to the SHS, adding lane miles that increase travel by single occupant vehicles should be used as a last resort wherever feasible. Other approaches should first be analyzed and considered, particularly those that facilitate frequent, reliable transit service and active transportation connections to and from transit. Applicable project delivery and funding guidelines shall be revised and updated to reflect this transit prioritization by June 30, 2025. Projects initiated after July 1,2025, will follow this policy. This policy does not affect funding for and prioritization of safety projects. 2. Partner with transit agencies, local governments, Tribes, and other stakeholders to develop, update, and implement Statewide, District, and corridor-level plans for passenger travel that identify infrastructure improvements to optimize the performance of existing and future transit services.

	3. Establish versatile Statewide standards for transit service levels, facilities, infrastructure, and data, coordinating with stakeholders including transit agencies, regional planning agencies, and roadway authorities to develop and apply these standards to local, regional, and intercity transit systems. 4. Communicate to staff and the public on transit services' usefulness, coordinating with transit agencies and other stakeholders to make these services more user-friendly.
Infrastructure	N/A
KEY TAKEWAYS	
Caltrans policy for prioritizing public transit. Includes background and intended results, existing state law and policy, definitions, and responsibility.	

Caltrans SB 743 Program Mitigation Playbook (2022) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans SB 743 Program Mitigation Playbook	**Caltrans**	**2022**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY	
This guide describes mitigation measures that could be applied to a project to offset induced travel.	
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
Transit Service Improvement mitigation measures	
PLAN/ REPORT RECOMMENDATIONS	
Overall	Transit Service Improvements: Mitigation should be based on actual transit service improvements. It is not enough to say that congestion reduction on a facility might allow for better service. It would be more compelling to work with a transit provider to determine the actual effect on travel times, headways and potential increased service would result from highway improvements, such as transit-signal priority, lane management and others. Direct support for transit that increases service would, of course, be an even more compelling case for mitigation.
Standards	N/A
Policies	Mitigation Measures: Active transportation; Land use-residential; Land use-employment; TDM; Transit service improvement; Local road networks/connectivity; Micro-mobility; Telecommuting; Schedule-shifting; Road diets; Pricing; Lane management; Parking pricing/restrictions; Park and ride lots; Land preservation

Infrastructure	Transit Service Improvement
	• TODs are encouraged.
	• Factors to consider:
	  ○ Mitigation should be based on actual transit service improvements. It is not enough to say that congestion reduction on a facility might allow for better service. It would be more compelling to work with a transit provider to determine the actual effect on travel times, headways and potential increased service would result from highway improvements, such as transit-signal priority, lane management and others. Direct support for transit that increases service would, of course, be an even more compelling case for mitigation.
	• Ways to measure impacts:
	  ○ Determining the VMT effect from increased transit service can be done with two calculations:
	  ▪ Ridership
	  ▪ VMT [Converting ridership into VMT is thoroughly discussed in “An Update on Public Transportation’s Impacts on Greenhouse Gas Emissions” (TCRP, 2021).]
	  ○ Alternatively, local VMT calculators may provide VMT reduction estimates. The Alameda County calculator provides estimates both for transit network expansions and for transit frequency improvements.

	Local Road Networks/Connectivity:

	• Creating better-connected, multimodal networks off the SHS offers options for travelers to make more direct trips, sometimes by non-auto modes, reducing not only VMT but pressures to add expensive highway capacity.
	• Factors to consider:
	  ○ Origins and destinations of travelers in a corridor or on a facility.
	  ○ Gaps and other identified needs in the local modal networks.
	• Ways to measure impacts:
	  ○ Needs and gaps can be demonstrated through the use of big data, to examine origins and destinations of travelers, and circuity of routing. Where travelers are diverting significantly from direct routes, or where they are nearly all driving despite origins and destination that are close by, improvements in the auto and active transportation networks are worth considering.
	  ○ Accessibility tools can measure gaps in multimodal systems as well, comparing existing accessibility to ideal accessibility where origins and destinations are linked directly.
	  ○ If local network improvements are sufficient to avoid capacity on the SHS, and they are screened as unlikely to induce VMT, mitigation is a moot issue. If new capacity on the SHS is still pursued, local network improvements may be applied to mitigate some of the resulting induced VMT. Quantification of new active transportation facilities and improved transit service are discussed in a separate section. A more robust street network would likely require analysis with a travel demand model or a similar tool, e.g. Urban Footprint, to demonstrate it was not adding VMT-inducing capacity and to assess VMT reductions from greater connectivity.

	Road Diets
	• Reduced road widths can improve safety at intersections or along the roadway due to speed reductions, and they can accommodate bike lanes and/or wider sidewalks, as well as parking for local destinations. They are screened as unlikely to induce VMT.
	• Factors to consider:
	  ○ Reducing lanes to offset added lanes can avoid burdens around calculating VMT outcomes. Net-zero lane additions would be sufficient for full mitigation.
	  ○ The offsetting reductions must be reasonably equivalent to the lanes being added. A freeway lane-mile could not be offset by reducing a lane-mile on a collector street. In general, induced VMT decreases with functional classification. Therefore, it would be appropriate to cite lane reductions for a facility equal to or higher in functional classification of the facility receiving the additional lanes.
	  ○ Any multimodal benefits from the lane reduction such as added bikeways or sidewalks, or safer crossings or operating speeds, should be cited to provide extra evidence for the VMT-reducing effects of the road diet.
	  ○ The road diet does not need to be within the project boundaries of the capacity project, or in the same corridor. However, if the widening project adds VMT in a distressed community and the road diet benefits a different community, particularly one that is not distressed, equity would be a policy concern.
	• Ways to measure impacts:
	  ○ Show that lane reductions are equal or greater to lane additions both in terms of length of travel lanes affected and functional classification. Cite multimodal improvements as additional support.
	  ○ Where lane reductions do not fully mitigate a project's lane additions, they can be used in combination with other mitigation measures.

	○ It may be possible to show a mitigation benefit where functional classifications or project types are not easily comparable, e.g. where the road diet on a minor arterial is part of a mitigation package for a freeway addition or for an interchange. As of now there is no simple formula for this instance, and it would require substantial specific analysis by a project team and/or a consultant.
	Note: Other mitigation measures that may impact infrastructure (e.g., lane management, park-and-ride lots) are currently under development.
KEY TAKEWAYS	
Guide on measuring mitigation measures for VMT.	

Caltrans System Investment Strategy Workshop (2023) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans System Investment Strategy Workshop	**Caltrans**	**2023**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY
Caltrans provides a significant leadership role to carry out meaningful projects that advance state's goals and priorities through the development and implementation of the Caltrans System Investment Strategy (CSIS). The CSIS is envisioned as an investment framework through a data and performance-driven approach that guides transportation investments and decisions.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS
N/A

PLAN/ REPORT RECOMMENDATIONS	
Overall	Provides PID criteria questions to include in the analysis including mode shift, VMT, public engagement, benefits to disadvantaged communities, improvements to safety, expansion of zero-emission vehicle infrastructure, climate change, natural and working lands, and infill development
Standards	N/A
Policies	Prioritize projects based on alignment with district and local considerations.
Infrastructure	The following are examples of aligned project concepts that are eligible for CSIS project nomination: • Transit only lanes that prohibit passenger vehicles, bus-on-shoulder • New mobility hubs, transit stations, and rail stations

KEY TAKEWAYS
District workshop presentation containing process and timelines for CSIS 2.0 project.

Caltrans Transportation Planning Special Studies (TPSS) Guide (Final)

PLAN NAME	AGENCY	YEAR	
Transportation Planning Special Studies (TPSS) Guide	**Caltrans**	**N/A**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY

The primary purpose of this guide is to provide a comprehensive description of how California manages its State Planning and Research (SPR) Part 1 Special Studies. SPR funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to conduct transportation research activities. SPR Part 1 funds are used to conduct transportation planning activities, and SPR Part 2 funds are used for research, development, and technology transfer activities, programs, and studies.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

SPR Federal Eligibility/Federal Planning Factors:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2) Increase the safety of the transportation system for motorized and non-motorized users.
3) Increase the security of the transportation system for motorized and non-motorized users.
4) Increase accessibility and mobility of people and freight.
5) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic patterns.
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7) Promote efficient system management and operation.
8) Emphasize the preservation of the existing transportation system
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10) Enhance travel and tourism.

PLAN/ REPORT RECOMMENDATIONS

Overall	For the FY 2021-22 Special Studies cycle, priority areas or topics for Special Studies are as follows: - Planning activities that enable an intermodal transportation system and support mode shift to low-carbon or high-occupancy modes, including transit, pedestrian, and bicycle facilities.
Standards	N/A
Policies	N/A

KEY TAKEWAYS

Planning activities for intermodal transportation is a priority area of study.

Caltrans D4 Bike Plan Report (2018) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans D4 Bike Plan Report	**Caltrans**	**2018**	**D4**
HIGH LEVEL INTRODUCTION/ SUMMARY			
This plan identifies infrastructure improvements that can enhance bicycle safety and mobility throughout District 4 and remove some of the barriers to bicycling in the region.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Bicycle parking needs, highway opportunities.			
PLAN/ REPORT RECOMMENDATIONS			
Overall	Four types of projects were identified for inclusion in the District 4 Bicycle Plan, addressing both improvements along State highways and crossings: corridor improvements, interchange improvements, conventional highway crossings, and separated crossings. Top tier projects are listed by county (e.g., Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma).		
Standards	Bikeway classification guide is referenced with design guidance such as roundabouts, protected intersections, and green-colored pavement through conflict areas.		
Policies	N/A		
Infrastructure	Bicycle highway opportunities include potential for infrastructure throughout the Bay Area Trails network, as well as separated bikeways on conventional highways.		
	Includes lists of top tier projects by county that may impact transit infrastructure.		
KEY TAKEWAYS			
Caltrans conducted outreach and identified areas of need within District 4 to improve cycling infrastructure and increase cycling. This study identified and prioritized Districtwide bicycle network improvements.			

Caltrans District 4 Pedestrian Plan for the Bay Area (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Caltrans District 4 Pedestrian Plan for the Bay Area	**Caltrans**	**2021**	**District 4**

HIGH LEVEL INTRODUCTION/ SUMMARY

This Plan implements the Vision Statement and Goals in *Toward an Active California*, the statewide bicycle and pedestrian plan and is part of a comprehensive planning process to identify locations with bicycle and pedestrian needs in each Caltrans district across California.
The document provides an overview of conditions for people walking on District 4 Caltrans roadways today, a look at locations in the district where significant needs exist for people walking and includes a description of next steps in the implementation process.
This Plan also identifies and prioritizes pedestrian needs along and across the State Highway System (SHS) to inform future investments. The Plan's main output is a prioritized list and map of location-based pedestrian needs and a toolbox with strategies to address these needs.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

N/A

PLAN/ REPORT RECOMMENDATIONS

Overall	Toward an Active California outlines four goals, which guided the development of the District 4 Pedestrian Plan: • MOBILITY: Reduce dependency on motor vehicle travel through mode shift to bicycling, walking, and transit. • SAFETY: Facilitate safe travel for all users (modes) and abilities, as expressed through Toward Zero Deaths (Caltrans) and Vision Zero (local agencies) initiatives. • EQUITY: Promote active transportation solutions that serve the communities within the district by improving accessibility and healthy transportation options for disadvantaged communities. • PRESERVATION**:** Ensure district active transportation strategies and actions adequately discuss the long-term maintenance needs and resources required to maintain a state of good repair for state highways.
Standards	N/A
Policies	N/A
Infrastructure	As the list of pedestrian needs was compiled, Caltrans also conducted a detailed automated and manual analysis of SHS data to identify needs in the following categories: • Main street sidewalk gaps • Sidewalks in fair or poor condition • Sidewalks along higher-speed highways • Stressful pedestrian crossings • Infrequent crossings • Freeway interchange needs Needs were additionally prioritized into tiers (Tier 1, 2, or 3). The result of this analysis is a map and list of individual location-based needs at specific locations where gaps and barriers may exist for people walking along or across the highway. The Story Map can be found here: https://storymaps.arcgis.com/stories/9a25b6f7dcf146328663b62660a0b6f9

KEY TAKEWAYS

The primary purpose of this plan is to increase walking in District 4, which includes walking to/from to transit services. To increase walking, this study evaluated the needs for pedestrian networks to map gaps in the pedestrian network and identify areas where walking is difficult. The pedestrian environment is important for access to transit, with a good pedestrian environment being transit supportive.

Complete Streets: Contextual Design Guidance (2024) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Complete Streets: Contextual Design Guidance	**CA Department of Transportation**	**2024**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY

This Design Information Bulletin (DIB) provides guidance for the scoping and design of Complete Streets projects on the State Highway System (SHS). The DIB identifies best practice and establishes standards for development of Complete Streets facilities to support the design of comfortable and convenient streetscapes by utilizing space-efficient forms of mobility such as people walking, biking, rolling, or accessing transit.
In order to use the design standards of this DIB, the Complete Streets project should meet all of the following context criteria: a. The Complete Streets project segment is located within an Urban Area, Suburban Area, and/or Rural Main Street place type; b. Posted speed within the Complete Streets project segment does not exceed 45 miles per hour; and, c. With the implementation of the project, a bicycle, pedestrian, or transit facility will be provided or improved within a Complete Streets project segment according to the CSDD.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Bus Transit (Network Connectivity, Bus Stop Configuration, Reducing Conflicts with Bicyclists, Additional Resources)

The document additionally includes guidance on Design Contexts, Vehicle Speeds, Roadway Cross Section Development, Crosswalks and Enhanced Crosswalks, and Green Streets.

PLAN/ REPORT RECOMMENDATIONS

Overall	Bus Transit This section highlights current practices for the design of bus stops in a multimodal Complete Streets environment.
Standards	N/A
Policies	N/A
Infrastructure	Network Connectivity Planning for first- and last-mile connections should consider: • Accessible sidewalks • Marked or enhanced pedestrian crossings • Comfortable bicycle facilities • Short- and long-term bicycle parking • Access to other modes, such as bike or scooter share, parking, or rideshare Bus Stop Configuration Bus stops may be in-lane or may allow a bus to maneuver out of the traffic lane for passenger boarding. While stopping in the traffic lane may impact traffic operations, the AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets notes that, “There are situations where preferential treatment for transit (dedicated lanes, stations, and priority at traffic signals) may be desirable. The benefits to transit riders should be balanced with the effects on road traffic. The goal is to minimize overall person delay. A single bus can carry as many commuters as 40 or 50 personal vehicles and urban transportation systems should focus on the efficient movement of people and goods, not merely vehicles.” • Busbulbs and Busbays

- Busbulbs, or curb extensions may be useful in Urban Areas with frequent bus service, relatively low traffic volumes, low speeds (usually under 40 mph), and where parking is permitted at all times.
- Busbays create a space for buses to pull out of the traffic flow to load and unload passengers. Busbays may be created with an indentation in the curb, or by restricting on-street parking. Busbays are used mainly on suburban roads with speeds greater than 40 mph.

Reducing Conflict with Bicyclists

As bus stops and bikeways are both frequently located adjacent to the curb, this is the most common conflict point. In general, preference should first be given to a design that provides separate spaces for bicyclists to move within their travel way, for buses to stop, and for pedestrians to wait and board bus vehicles. The next-preferred design option would provide a lower degree of separation, integrating pedestrians and bicyclists through the boarding area. The third preference would be to provide a space shared by bicyclists and buses.

- Bus Stop Designs Featuring Separated Spaces
  - Island platforms, also termed side-boarding islands or floating islands, provide separate spaces for buses to stop (within or outside their traffic lane), for passenger waiting, boarding, and alighting, and for bicyclists to move through a separated bikeway. The bikeway surface may be at roadway level, raised to sidewalk level, or at an intermediate elevation.
- Bus Stop Designs Featuring Integrated Bicycle/Pedestrian Spaces
  - Where insufficient right of way exists to provide a boarding area separate from the bikeway, an integrated bicycle/pedestrian zone may be developed. The bikeway may be raised to sidewalk level at the bus stop location to allow for passenger boarding and alighting. Bicyclists should yield to crossing pedestrians before entering this conflict zone. The shared space is treated as a crossing and should provide detectable warnings for the visually impaired.
- Bus Stop Designs Featuring Shared Bicycle/Bus Spaces
  - In highly constrained locations or as an interim solution, buses and bicyclists may operate in a shared space at bus stops. The roadway-level mixing zone should be marked to increase awareness between bicyclists and bus operators of possible conflicts. When buses are present at the stop location, bicyclists merge left to pass.

KEY TAKEWAYS

The primary purpose of this plan is to increase walking in District 4, which includes walking to/from to transit services. To increase walking, this study evaluated the needs for pedestrian networks to map gaps in the pedestrian network and identify areas where walking is difficult. The pedestrian environment is important for access to transit, with a good pedestrian environment being transit supportive.

Bay Area Transit Transformation Action Plan (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Bay Area Transit Transformation Action Plan	**Metropolitan Transit Commission**	**2021**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY

This plan focuses on the near-term actions (within three years) needed to begin transforming a vulnerable and diffuse network into a more connected, more efficient, and more user-focused mobility network that attracts many more users. It identifies five desired outcomes that are central to achieving transit transformation and 27 associated actions.

Transformational Outcomes:

- Fares and Payment: Simpler, consistent, and equitable fare and payment options attract more riders.
- Customer Information: Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.
- Transit Network: Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.
- Accessibility: Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.
- Funding: The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Fares and Payment; Customer Information; Transit Network; Accessibility; Funding

PLAN/ REPORT RECOMMENDATIONS

Overall	The actions outlined in this plan are steps that will build toward a transit vision requiring many years to fulfill. These near-term actions will yield immediate customer benefits while building momentum for longer-term improvements. The Action Plan's identified actions will not be sufficient on their own to achieve transit transformation; independent and collaborative efforts by all transit operators must continue and expand. Joint legislative advocacy and consistent, well-researched public communication must be bolstered.
Standards	FARES & PAYMENT • Act on the Fare Coordination and Integration Study (FCIS) recommendations, including selecting and funding pilot projects. • Determine whether existing authority is sufficient to support uniform implementation of FCIS recommendations. • Seek state legislation for additional authority, if needed, to ensure uniform and timely implementation of FCID recommendations. ACCESIBILITY • Designate a Mobility Manager to coordinate rides and function as a liaison between transit agencies in each county, consistent with the 2018 Coordinated Plan. • Fund additional subregional one-seat paratransit ride pilot projects and develop cost-sharing policies for cross jurisdictional paratransit trips. • Identify the next steps for the full integration of ADA-paratransit services on Clipper Next Generation. • Identify key paratransit challenges and recommend reforms through the Coordinated Plan update.

	• Adopt standardized eligibility practices for programs that benefit people with disabilities (paratransit and Clipper RTC). FUNDING • Identify cost-saving efficiencies and network management funding needs as part of business case analysis
Policies	TRANSIT NETWORK Bus Transit Priority [speed & reliability]: • Sponsor legislation to remove barriers to transit priority implementation Bus/Rail Network Management Reform: • Fund and complete a business case analysis of potential network management reforms, including resource requirements and implementation steps. • Establish and support an MTC advisory group to guide the Network Management Business Case analysis. • Provide financial incentives for Solano and Sonoma counties to complete their Integration Efficiencies initiatives. • Deliver Phase 1 Rail Partnership and Governance Assessment grant by late 2021 and Final Assessment by mid-2023. • Adopt Transit Equity Principles and a process for applying them. FUNDING • Convene stakeholders to identify priorities and a funding framework for a transportation funding ballot measure that includes new funding for transit.
Infrastructure	CUSTOMER INFORMATION • Fund and finalized regional mapping and wayfinding standards for application across all operator service areas. • Fund and complete 1-3 consistently branded North and East Bay subregional mapping and wayfinding pilot projects and adopt timeline for subsequent regionwide deployment across all service areas. • Fund and develop a regional mapping data services digital platform, to enable the standardization and routine updating of digital and paper maps across all transit services. TRANSIT NETWORK Bus Transit Priority [speed & reliability]: • Request a Caltrans Deputy Directive that expedites State right-of-way bus priority Design Exceptions. • Fund the design and delivery of prioritized near-term transit corridor projects • Select near-term HOV lane operating policies to advance to the State • Define a Cooperative Agreement process that expedites travel time improvements on arterials and bus rights-of-way • Fund, develop and adopt a Transit Priority Policy and Corridor Assessment for improving bus speed and reliability on high-transit corridors and arterials, including identification of current bus speeds to establish a baseline.

	Connected Network Planning: • Fund, develop and adopt a Bay Area Connected Network Plan that includes transit service and hub categories, core service networks (such as Rapid Transit), funding requirements and next steps. • Adopt a transit hub toolkit to optimize station design and connectivity that includes coordination with local government access plans and policies. Data Collection and Coordination: • Establish protocols and implement uniform Realtime and transit pathway data collection as a foundation for providing consistent and accurate customer information.

KEY TAKEWAYS

The Action Plan seeks to advance transit transformation across the entire Bay Area and beyond through near-term actions combined with a commitment from transit operators to continue jointly tackling planning, finance, communication, and operational issues related to COVID-19 pandemic recovery.

Connecting the Bay Area: Express Lanes Network 2021 Strategic Plan (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Connecting the Bay Area: Express Lanes Network 2021 Strategic Plan	**Metropolitan Transportation Commission**	**2021**	**N/A**

HIGH LEVEL INTRODUCTION/ SUMMARY

The Express Lanes Network 2021 Strategic Plan describes how the Metropolitan Transportation Commission (MTC) seeks to implement a system of managed lanes in the San Francisco Bay Area that is not only cost-effective and self-supporting, but also helps achieve the regional goals of reducing greenhouse gas emissions, supporting transit priority, promoting use of transit and other high-occupancy modes, and advancing equity throughout the region in accordance with Plan Bay Area 2050 and MTC's Equity Platform. Having collaborated on the Strategic Plan with regional express lanes partners for over a year, MTC hopes to transform the broader Express Lanes Network purpose, goals, and strategies into concrete actions that will keep both the network and the region thriving over the next thirty years.

Express Lanes Network Goals:

1. Manage congestion and bring reliability to the traveling public
2. Increase person throughput by creating a seamless network that incentivizes the use of transit, vanpools, and carpools
3. Minimize greenhouse gas emissions
4. Focus on equity to improve transportation access and affordability, especially for Communities of Concern
5. Deliver Bay Area Express Lanes Network in a timely manner
6. Be responsible in the use of public funds

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Achieving Strategic Goals and Managing Demand Under Continued Growth:

- GHG/VMT Reduction
- How to Better Serve Transit
- Equity
- Strategic Investment Principles

Considerations for the Buildout and Operation of the Network:

- Interconnectedness
- Enforcement
- Consistent Operating Policies
- Funding and Financing

Establishing Expectations for Upcoming Disruptions:

- COVID-19 Long-Term Impacts
- Additional GHG/VMT Reduction
- Clean Air Vehicles, Connected Vehicles, and Autonomous Vehicles

PLAN/ REPORT RECOMMENDATIONS

Overall	Recommendations GHG/VMT Reduction: • Promote regional- and county-level mitigation solutions. • Advocate for legislation that allows pilots for the conversion of general-purpose lanes to express lanes. Express Bus & Transit:

	• Work with transit planners and operators to enhance transit priority and improve accessibility to the express lanes for express buses and other high-occupancy modes through capital investments. • Since express bus may not perform well everywhere, establish clear criteria and performance metrics to prioritize corridors and guide investments in express bus services. • Advocate for transit operators to increase transit network connectivity, coordination, and communication to take full advantage of the regional Express Lanes Network. • Identify opportunities to link transit & transportation demand management (TDM) investments with SB-743 mitigation strategies while acknowledging operations funding challenges. Strategic Investment Principles: • Adopt the framework and investment principles based on two categories: Merit and Readiness, where merit considers factors like equity, greenhouse gas reduction, and cost-effectiveness, among others. Funding and Financing Strategies: • Actively pursue state and federal funding opportunities. • Advocate to include the Express Lanes Network buildout in any future regional funding measure. Near-Term Actions • Equity: Execute a means-based tolling pilot that ties into the FasTrak® Customer Service Center Equity Action Plan to analyze how providing reduced toll rates to low-income users delivers equitable benefits and affects express lane operations. Undertake other equity initiatives and coordinate where applicable. • Consistent Operating Policies: Come to a regional consensus on a process for reviewing toll and operating policies for consistency and execute a Memorandum of Understanding (MOU) with CTAs, BAIFA, Caltrans, and CHP. • Enforcement: Continue work on current, automated HOV enforcement pilots, including camera-based occupancy detection and app-based occupancy declaration; Track other emerging technologies. • Road Pricing Strategies: Incorporate key Express Lanes Network questions in a study of highway pricing strategies to begin in 2022. • Plan Bay Area 2050: Integrate the findings and recommendations from the Express Lanes Network Strategic Plan to inform the Implementation Plan of Plan Bay Area 2050, where appropriate, to further advance regional strategies.
Standards	N/A
Policies	N/A
Infrastructure	The Express Lanes Network includes the following four project types: • HOV Conversion: converting an existing HOV lane by adding tolling technology. • General Purpose Lane Conversion: converting an unmanaged highway lane to an express lane. This is an untested proposal that faces several challenges to implementation, from public perception to existing statute, but is under serious consideration to help reduce GHG emissions and support transit priority and alternatives while completing the network. • New Lane Construction: building a new express lane on highways where there is no existing HOV lane; or • Dual Lane Construction: building a new express lane on highways with an existing HOV lane and converting the HOV lane to an express lane.

KEY TAKEWAYS

The Express Lanes Network provides a much-needed benefit to help Bay Area residents make transportation choices that will help achieve our regional goals. Reducing congestion, increasing adoption of high-occupancy travel modes, building the network quickly and at a low cost, minimizing greenhouse gas impacts, improving transit priority, safety, and fostering equity are all important pursuits as we continue to build the network.

I-580 Design Alternatives Assessment - Final Report (2020) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
I-580 Design Alternatives Assessment - Final Report	**Metropolitan Transportation Commission & Alameda County Transportation Commission**	**2020**	**Alameda**

HIGH LEVEL INTRODUCTION/ SUMMARY

The I-580 Design Alternatives Assessment (DAA) evaluates the traffic and throughput needs of the I-580 corridor between Interstate 238 (I-238) in Hayward/Castro Valley and Interstate 80 (I-80)/San Francisco-Oakland Bay Bridge (SFOBB) in Oakland, California and identifies a list of feasible, near- and mid-term project concepts that can be advanced to project development.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

For the I-580 DAA, the goals of the project are to:

- Improve local and regional multimodal mobility for people.
- Focus on increasing person throughput, improving travel time reliability, offering travel time savings to support buses and high-occupancy vehicles.
- Identify a set of near-term (less than five years) operational improvement projects that could quickly advance into project development and delivery.
- Identify mid-term capital projects that may be further explored independently.

PLAN/ REPORT RECOMMENDATIONS

Overall	Types of Improvements and Strategies Considered: • high occupancy vehicle (HOV) lanes. • express lanes. • bus on shoulder (BOS). • contra-flow managed lanes (including HOV and express lanes) • park & ride facilities. • arterial improvements for transit. • AC Transit express bus services
Standards	N/A
Policies	N/A
Infrastructure	Evaluation Results and Preferred Mainline Improvements Alternative 1A – Westbound HOV Lane Extension: • Increases westbound person throughput at the SFOBB Toll Plaza, from approximately 23,000 to approximately 25,300 during the morning peak period from 6:00 AM to 10:00 AM • Reduces travel time during the morning peak period by 1 minute for general purpose vehicles and by 4 minutes for HOVs Alternative 1C – General Purpose Lane Conversion to Express Lane: • Increases westbound person throughput at Lakeshore Avenue, from approximately 37,800 to approximately 40,050 during the morning peak period from 6:00 AM to 10:00 AM • Increases eastbound person throughput at Edwards Avenue, from approximately 26,500 to approximately 29,300 during the evening peak period from 4:00 PM to 7:00 PM

	• Along the entire corridor, the average travel time for HOV vehicles reduces by 17 minutes during the morning peak period although the average travel time increases by 4 minutes for general purpose lanes.
	• During the evening peak period, average travel time decreases by 12 minutes for HOVs while it increases by 5 minutes for general purpose lane vehicles.
	
	Other Supplemental Strategies
	• Arterial Improvements
	  ○ MacArthur Boulevard Smart City Corridor Project by the City of Oakland is currently in project development.
	• Transit Improvements
	  ○ Additional Transbay transit services originating from east Oakland could provide attractive transit options for Transbay travel.
	  ○ Potential new express bus services from Castro Valley and Tri-Valley to downtown Oakland would provide congestion relief and better travel options to these travel markets. A pilot option can be explored initially.

KEY TAKEWAYS	
Two improvement projects were approved to move forward, and only Project 1 impacts transit as it includes a bus-only lane.	

AC Transit Multimodal Corridor Guidelines (2018) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
AC Transit Multimodal Corridor Guidelines	**AC Transit**	**2018**	**Alameda/Contra Costa**

HIGH LEVEL INTRODUCTION/ SUMMARY

This document offers guidance on the design of bus stops adjacent to bicycle infrastructure. It is organized around five different typologies that vary based on the type of bicycle facility being considered and its location with respect to the curb, parking lane, and moving traffic. This guide will help create a more predictable, safe, and uniform experience for bus patrons, drivers, bicyclists, and pedestrians as they travel through the jurisdictions that comprise the Alameda-Contra Costa Transit District.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

The guide addresses the following:

- Americans with Disabilities Act (ADA) requirements for bus stop access, bus boarding, and sidewalk clearance outlined in the Designing with Transit handbook
- Spacing needs at bus stops for buses entering/exiting and clearance from crosswalks outlined in the Designing with Transit handbook
- Complementary designs for transit and bicycle facilities to ensure projects are integrated from the outset
- AC Transit's preference for in-lane bus stops and far-side bus stops in most scenarios
- Corridor typologies that reflect the various types of places present in the AC Transit service area
- Best practices for transit operations and accommodations for transit customers and bicyclists in existing designs and for innovative facilities such as separated bike lanes
- Methods to reduce conflicts among bicyclists, buses, and pedestrians to ensure safety while maintaining efficient operations
- Guidance for designing bicycle facilities to increase bicyclist comfort and encourage more people of all ages and abilities to ride bicycles

The Multimodal Corridor Guidelines document is not a regulatory document. While much of the design guidance represents best practices as published and endorsed by State and national agencies, the practices do not necessarily represent the adopted standards of these agencies.

The guide begins with a discussion of general bus stop design elements related to stop spacing, location, design, and dimensions. Next, the guide presents five different bus stop typologies. These typologies vary based on the type of existing or proposed bicycle facility being located at the bus stop with respect to the curb, parking lane, and moving traffic. The five bus stop typologies are:

1. Class II Bicycle Facility between the Curb and a General Traffic Lane
2. Class II Bicycle Facility between Curbside Parking Lane and General Traffic Lane
3. Class IV Bicycle Facility (Separated Bikeway) between the Curb and a General Traffic Lane
4. Class IV Bicycle Facility (Separated Bikeway) between the Curb and a Parking Lane
5. Class IV Bicycle Facility (Two-way Separated Bikeway) between the Curb and a Parking Lane

The guide concludes with a discussion on selecting the appropriate bus stop typology. Five guiding principles are presented to help jurisdictions understand the factors that should influence bus stop design and the relationships between these factors.

PLAN/ REPORT RECOMMENDATIONS

Overall	Bus Stop Design topics: • Bus stop spacing

	• Bus stop siting: Demographics and land use; Existing service and passenger amenities; Pedestrian environment; Safety and bus stop visibility • Spatial location of bus stop • Bus stop design • Bus stop dimensions: Bus stop length; Pull-in/Pull-Out taper; Platform length; Stop amenities; Crosswalk clearance • Door locations and ADA access • Bus stop pads • Curbs • Service type and level of service
Standards	N/A
Policies	N/A
Infrastructure	Design Elements: Accessible landing pad (standard); Benches (optional); Bicycle facility elevation (standard); Bicycle racks (recommended); Bike ramp (standard); Bus shelters (optional); Bus stop pole (standard); Channelization (recommended); Crosswalks (standard); Detectable warning surface (standard); Green colored pavement (optional); Lean bear or lean rails (optional); Lighting (recommended); Railings (optional); Rear landing area (standard); Street trees and stormwater infrastructure (optional); Trash receptacles (optional)
	Typology Selection Guidance: • Guiding Principle 1 – The proposed roadway configuration should be the primary determinant in the choice of a typology. • Guiding Principle 2 – Floating bus islands are preferred for bus routes with headways of 15 minutes or less. • Guiding Principle 3 – Floating bus islands are not preferred for roadways with posted speeds of 35 mph or higher. • Guiding Principle 4 – A typology choice should incorporate future curbside use and future roadway configurations.

KEY TAKEWAYS

This guide was developed to support the planning and design of bicycle facilities that will complement AC Transit's bus operations. AC Transit set a goal to improve travel times and reliability on routes throughout its service area, especially on high-ridership corridors. The agency also seeks to promote safe pedestrian environments around its bus stops. This guide helps to establish a basis for collaboration on multimodal corridor projects with local jurisdiction staff and other stakeholders within the AC Transit service area. The guide draws from local, state, and national best practices guidance for multimodal corridor facilities while allowing for design flexibility to provide context-sensitive solutions.

Major Corridors Study Final Report (2016) (Draft)

PLAN NAME	AGENCY	YEAR	COUNTY
Major Corridors Study Final Report	**AC Transit**	**2016**	**Alameda/Contra Costa**

HIGH LEVEL INTRODUCTION/ SUMMARY

The Major Corridors Study lays out a phased approach and a menu of options to improve bus service on AC Transit's highest ridership corridors. It aims to increase transit reliability and service quality and helps to inform the District's capital improvements for the next 25 years to meet the region's anticipated growth and need for high quality, high-capacity transit. However, implementation of corridor improvements is projected to result in transit travel speed improvements and increase ridership.

AC Transit assessed the current service, established future goals and performance measures, and developed and evaluated investment concepts for each of the study corridors. Using transportation models and other technical tools to develop projected performance for the year 2040, the alternatives were evaluated against the established goals and performance measures. Preliminary capital and operating cost estimates were calculated for each of the corridors' alternatives.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Study corridors and baseline conditions; Existing transit service; Investment alternatives; Right-of-way requirements; Alternatives development; Corridor evaluation; Revised short- and long-term investment strategies; Outreach; Policy and design considerations; Funding strategy; Implementation plan

PLAN/ REPORT RECOMMENDATIONS

Overall	Goals: 1. Increase ridership 2. Improve access to work, education, services, and recreation 3. Increase effectiveness/reliability 4. Increase cost efficiency 5. Reduce emissions
	Enhancement strategies: Enhanced bus service, Rapid bus, BRT service, and Rail. Each corridor in the study was assigned one of these strategies for both short-term (by 2020) and long-term (by 2024).
Standards	N/A
Policies	New investment and technology identified in the Major Corridors Study introduces new features for AC Transit that may need to be instituted through policy guidance, route design, or operational practices. These include policies to address transit lane use and enforcement; all-door boarding; proof of payment and fare enforcement; Rapid Bus-Replace Local operations; zero-emission vehicles; and placement of operator restrooms. Regional transportation planning agencies and local jurisdictions can adopt policies that improve transit operations and facilitate better multi-modal projects: • *Establish requirements for cities that receive funding for traffic signal upgrades on major transit corridors.* • *Establish transit-supportive requirements for funding complete streets projects on major transit corridors.*

Infrastructure	Internal District design and policy guidelines may need to be developed for the following types of transit lanes: • Transit priority zones • Curbside transit lanes • Peak-hour transit lanes • Bi-directional transit lanes • Targeted center-running transit lanes

KEY TAKEWAYS

The study focuses on developing and analyzing capital improvements for AC Transit's key corridors and recommends short- and long-term investment strategies to help shape AC Transit's capital investment program for the next two decades. By focusing on those corridors and routes with the highest ridership, the study is identifying the best opportunities to benefit the largest number of customers and to attract new riders by 2040.

Tri-Valley Hub Network Integration Study Final Report (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Tri-Valley Hub Network Integration Study Final Report	Livermore Amador Valley Transit Authority	**2021**	**Alameda & Contra Costa**

HIGH LEVEL INTRODUCTION/ SUMMARY

The Tri-Valley Hub Network Integration Study has two purposes. First is to define a concept for an Express Bus service linking a proposed Solano County Transit Hub with a proposed Tri-Valley Transit Hub running along the I-680 corridor, The concept for a hub-to-hub Express Bus service was articulated in the 2018 Caltrans California State Rail Plan as a means to provide residents in the Tri-Valley (the general Pleasanton, Dublin, San Ramon and Livermore area) better access to the state's rail system, i.e. the Capitol Corridor and the San Joaquins corridor rail services. The analysis assumes that the location of the Solano County hub would be the Suisun-Fairfield Amtrak1 Station. It also identifies the Bay Area Rapid Transit District's (BART) Dublin/Pleasanton Station as the site of the Tri-Valley Hub.
The other purpose of the analysis was to envision improvements at the Dublin/Pleasanton BART Station which would enable the facility to better fulfill its future role as the Tri-Valley Transit Hub.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Proposed express bus service and improvements

PLAN/ REPORT RECOMMENDATIONS

Overall	The narrative that follows outlines a concept of operations for an I-680 Express Bus service. The service's start date would be in 2022. Buses would operate on hourly headways. First-year ridership may reach almost 1,000 riders on weekdays. At startup, Martinez Amtrak could serve as the northern terminus, providing access to the state-sponsored corridor trains. In later years, with the buildout of the Sonoma-Marin Area Rail Transit (SMART) commuter rail system to Suisun, the service could be extended to Suisun Amtrak to connect with SMART. While the Express Buses could use low mileage, conventional diesel buses at startup to minimize costs, the service could transition in later years to zero-emissions, hydrogen-powered fuel cell buses. Later years would see more service frequency as well. The Express Bus service would have its own identity (logo and bus paint scheme), separate from existing transit operators on the corridor, and its own governance structure. The Express Buses would need berthing space at the Dublin/Pleasanton BART Station.
Standards	N/A
Policies	N/A
Infrastructure	Infrastructure improvements are focused on improvements to wayfinding, pedestrian coverings, additional bus bays, autonomous shuttles, and bike and scooter lockers at the Dublin/Pleasanton Station.

KEY TAKEWAYS

This Tri-Valley Hub Network Integration Study is an effort to define what such express bus service would be: its route, stops, connections with corridor and commuter trains, as well as its ridership, revenue, and costs for implementation. The study investigates the BART Dublin/Pleasanton BART station as a candidate for the Tri-Valley Transit Hub, along with potential improvements that could make the facility easier, safer, and more comfortable for riders to use. The study also explores options to better connect northern San Joaquin County communities with the Tri-Valley Hub.

I-80 Design Alternatives Assessment (2023) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
I-80 Design Alternatives Assessment	Metropolitan Transportation Commission, Alameda County Transportation Commission, & Contra Costa Transportation Authority	**2023**	**Alameda**

HIGH LEVEL INTRODUCTION/ SUMMARY

As part of the Bay Bridge Forward program, the Metropolitan Transportation Commission (MTC) is working with the Alameda County Transportation Commission (Alameda CTC), Contra Costa Transportation Authority (CCTA), and stakeholder partners such as Caltrans, to deliver a suite of operational efficiency projects and related strategies to improve transit and carpool operations by reducing delay and serving more people in fewer vehicles. The goals of the I-80 DAA are to identify operational efficiency projects that:

- Reduce delays.
- Improve person throughput.
- Encourage mode shift; and
- Improve travel time reliability.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

The objectives of the I-80 DAA are to recommend a range of operational improvement projects that:

- Focus on encouraging higher occupancy modes of travel.
- Address congestion in the corridor.
- Could advance into project or program implementation; and
- Would be competitive for funding opportunities.

PLAN/ REPORT RECOMMENDATIONS

Overall	Alternatives: Extend HOV3+ Hours of Operation; CAV Restrictions; 2-Seater Restrictions; HOV Lane Access Restrictions; Single Express Lane; Dual Express Lanes; Contraflow Lane; Bus on Shoulder
	Express Bus Service section and appendix with additional recommendations, such as additional lines, increasing frequency, and fare alignment.
Standards	N/A
Policies	Extend HOV3+ Hours of Operations; Enhanced HOV Lane Enforcement; CAV and 2-Seater Restrictions
Infrastructure	Transit-Supportive Infrastructure Improvements: • Modernize park & ride facilities at I-80/Willow, the Hercules Transit Center, the Richmond • Parkway Transit Center, and I-80/Hilltop interchanges to improve bus stop facilities, expand parking capacity, improve pedestrian, and bicycle access, and enhance security • Consider freeway access improvements for buses such as lane striping changes, extension of HOV bypass lanes, and transit signal priority at interchanges

	• Consider an eastbound bus direct connector (highway road) at Powell Street to complement the proposed westbound Bay Bridge Forward access project. The bus direct connector would allow buses exiting at Powell Street to avoid the two-lane bottleneck of I-80 between the HOV Lane and I-580 ramps, facilitating a faster Powell Street exit.
	Localized Transit Priority Strategies – • Phase 1: The initial phase of suggested projects may change due to additional evaluations, but could focus on four interchanges along the corridor, where localized improvements are anticipated to provide benefits to buses and/or HOVs at the access points of the freeway, either entering or exiting. This initial phase would also look to implement TSP improvements at the ramp termini intersections of three different interchanges. • Phase 2: The second prospective phase of localized transit priority strategies includes constructing or reconfiguring bus stops or pullouts at two interchanges, introducing a new HOV bypass lane (either by ramp widening or lane conversion) at on-ramps at three locations, and installing motorist information along the corridor indicating parking availability at five commuter parking lots along the I-80 corridor. Near-term Projects: • Improvements at John Muir Parkway/SR 4 Interchange • Improvements at Richmond Parkway Interchange • Improvements at Pinole Valley Rd Interchange • Improvements at University Avenue Interchange • TSP Improvements – implemented at ramp termini at the San Pablo Dam Road, Willow Ave, and Cutting Blvd interchanges (TSP implemented at Cutting Blvd) Mid-term Projects: • Bus Stops/Pullouts — construction or reconfiguration at the Richmond Parkway and Hilltop Drive interchanges. • HOV Bypass Lane — widening or conversions at the San Pablo Dam Road, San Pablo Avenue, and Central Avenue interchanges. • Motorist Information — installation of changeable message signs indicating parking availability at the Willow Avenue, John Muir Parkway/SR 4, Hilltop Drive, and Buchanan Street interchanges.
	Express Bus Service Recommendations – Contra Costa County Transbay Service Concepts: • Consider new Transbay line serving the San Pablo Avenue corridor in Pinole and Tara Hills • Consider eliminating the diversion of AS Transit Line LA to the Pivot Point Commuter Parking Facility in Albany (implemented August 2022) • Consider a new Transbay Line serving the Hilltop Park & Ride and San Pablo Dam Road • Consider eliminating AC Transit Line L service along San Pablo south of I-80 and consider an extension onto Broadway in San Pablo • Consider a new Transbay line serving the Carlson Boulevard and Pierce Street corridors as well as the Albany Park & Ride Alameda County Transbay Service Concepts: • Realign AC Transit Line G to provide more direct service to I-80 via Buchanan Street and the Albany Park & Ride, eliminating AC Transit Line G service along San Pablo Avenue and University Avenue

	• Overlay increased frequency on AC Transit Line H between The Alameda and I-80, possibly splitting the route • Consider a new Transbay line on Powell St/Stanford Ave in Emeryville • Change the terminus of AC Transit Line J to Telegraph Ave/Bancroft Way at UC Berkeley • Split AC Transit Line C into 2 routes – Line C serving 40th Street and Market Street west of SR-24, and "AC Transit Line CA" serving Piedmont Avenue and Moraga Avenue east of SR-24 • Truncate AC Transit Line F as a local route and replace its Transbay service with modifications to AC Transit Lines J, D, and C • Realign AC Transit service east of CA-24 (Line CB) to use I-580 via surface street lane and ramp modifications at the Oakland Avenue/Harrison Street and Broadway interchanges Intra-Corridor Express Bus Service Concepts: • Restore and incrementally expand express bus services to Del Norte BART, with an emphasis on prioritizing travel time competitiveness for individual routes • Consider introducing services between Vallejo/ Hercules/Richmond Parkway Transit Center and Emeryville/downtown Oakland Transit-Supportive Infrastructure Improvements: • Modernize park & ride facilities at I-80/Willow, the Hercules Transit Center, the Richmond Parkway Transit Center, and I-80/Hilltop interchanges to improve bus stop facilities, expand parking capacity, improve pedestrian, and bicycle access, and enhance security • Consider freeway access improvements for buses such as lane striping changes, extension of HOV bypass lanes, and transit signal priority at interchanges • Consider an eastbound bus direct connector (highway road) at Powell Street to complement the proposed westbound Bay Bridge Forward access project. The bus direct connector would allow buses exiting at Powell Street to avoid the two-lane bottleneck of I-80 between the HOV Lane and I-580 ramps, facilitating a faster Powell Street exit. Note: May need to be adjusted based on AC Transit Realign project outcomes.
KEY TAKEWAYS	
More info for the Localized Transit Priorities and Express Bus Service can be found in Appendixes D and E.	

East County Integrated Transit Study Final Report (2022) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
East County Integrated Transit Study	**Contra Costa Transportation Authority**	**2022**	**Contra Costa**

HIGH LEVEL INTRODUCTION/ SUMMARY

The purpose of the East County Integrated Transit Study (ECITS) is to identify solutions for improving transit services between Brentwood and Antioch in East County. The Project team started by identifying core goals that are in alignment with all related projects and initiatives in the area and made sure each goal was centered around providing seamless travel options that are sustainable, smart, user-friendly, and efficient.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Project Goals:

- Improve transit user experience
- Respond to equitable access needs
- Improve air quality
- Support economic development
- Allow for flexible expansion
- Communicate benefits of transit

PLAN/ REPORT RECOMMENDATIONS

Overall	The two highest ranked alternatives- extending Bart from Antioch to Brentwood (Alternative #1) and Express Bus from Brentwood to Antioch (Alternative #4)- were taken through a conceptual design process to identify infrastructure needs, construction costs, and operation details. The team also refined potential design treatments to support the highest ranked alternatives right-sized operating assumptions to Incorporate the latest vehicle capacity and potential passenger demand information available. Updates to the preliminary capital and O&M cost estimates were made to inform possible funding sources.
Standards	Objective: Develop Alternatives that are responsive to equity needs Opportunities and Constraints: • Coordination with Tri Delta Transit and regional transit providers to re-envision fixed route station access and connectivity • Balancing tradeoffs such as coverage and frequency desires, with local budget constraints • Incorporating first/last mile connectivity recommendations • Promoting local circulation in addition to regional connections within Antioch, Brentwood, and Oakley
Policies	N/A
Infrastructure	Formerly EB-1, Alternative 4 proposes express buses using no-emission hydrogen electric buses traveling in existing general-purpose lanes on SR-4 from the existing Antioch Station to a proposed station at the Innovation Center @ Brentwood. Travel times for Alternative 4 are dependent on the amount of traffic congestion on SR-4.

	The Brentwood station within Alternative 4 would utilize the proposed bus transfer and intermodal center adjacent to SR-4 at the future Innovation Center @ Brentwood. Buses will use the existing arterial roadways to circulate to the bus bays and enter/exit SR-4 via Lone Tree Way. Buses will travel in the general purpose/HOV lanes and exit SR-4 at Hillcrest Ave and circulate using existing arterial roadways to access the existing bus bays at Antioch Station. Since buses in Alternative 4 use the existing travel lanes on the freeway without the need to build transit-only lanes or any additional infrastructure, this is a low-cost option and has a fast implementation time. However, Alternative 4 ends at Antioch, meaning that passengers wishing to travel to Central County and/or the Bay Area will be required to transfer to BART at both the Antioch and Pittsburg/Bay Point stations.
KEY TAKEWAYS	
Plan to improve transit within east Contra Costa County. Includes top two alternatives, the second being an express bus.	

West Contra Costa County Express Bus Implementation Plan (2020) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
West Contra Costa County Express Bus Implementation Plan	**WCCTAC, AC Transit, Westcat, Caltrans**	**2020**	**West Contra Costa County**

HIGH LEVEL INTRODUCTION/ SUMMARY

The Plan proposes expanding express bus service along this corridor to provide robust transit alternatives to driving for those living in West Contra Costa County and working in Alameda County or San Francisco. These improved transit options will allow current commuters stuck in traffic to travel to work in a less stressful, more sustainable manner. Additionally, though many people do currently commute via existing transit, several important employment hubs are not well-served and require a two- or three-seat transit ride to reach. The proposed expanded service would reduce the inconvenience and uncertainty caused by multiple transfers, providing current transit riders with a better commute, and presenting those currently driving with a more attractive alternative.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Background conditions; Outreach summary; Project opportunities and needs; Proposed routes; Capital improvements; Financial plan; Marketing and branding; Performance monitoring; Next steps

PLAN/ REPORT RECOMMENDATIONS

Overall	Plan consists of proposed routes and capital improvements.
Standards	Preparation for Route Implementation: A Title VI service and fare equity analysis will need to be separately completed by each of the operators, to verify that the new service meets Civil Rights Act statutes. Project Opportunities & Needs: Expanding transit to underserved markets; Improving transit options; Passenger comfort; Prioritizing person throughput; Improving transit access; Enhancing existing amenities and facilities; Existing operator constraints; Lower transportation emissions; West County residential density
Policies	Several aspects of project funding and implementation will require regional or state evaluation or approval. Therefore, it is recommended that elected officials in the West County area (and other jurisdictions benefiting from the program) advocate for the project by emphasizing the project's need and benefits. Areas of advocacy include: • At the regional level for allocation of RM3 express bus operations funds to program needs • At the regional and state level for prioritization of Caltrans-involved projects • At the state level for legislation to facilitate part-time transit lanes operation • At the regional and state level for grant funds, such as SB1 Congested Corridors and other programs A critical follow-on step to this Plan is for local jurisdictions and regional entities to incorporate recommendations into future planning efforts. This will unlock the projects for various grant and regional funding opportunities. Examples include: • General Plan Updates (local jurisdictions) • Specific Plans (local jurisdictions)

	• Traffic Impact Fee Programs, including both the Subregional Transportation Mitigation Program (STMP) Impact Fee and local City programs • (WCCTAC and local jurisdictions) • Countywide Transportation Plan (CCTA) • Short-Range (and Long-Range) Transit Plan (transit agencies) • West County Action Plan (WCCTAC/CCTA) • Bicycle and Pedestrian Plans (CCTAC and local jurisdictions) • Corridor Plans (MTC/CCTA)
Infrastructure	Existing pedestrian and bicycle facilities within 0.25 miles of all proposed stops were analyzed to determine whether there were infrastructure gaps that would prevent easy and safe access by foot for by bicycle. Closing these gaps is especially important on the destination side of the proposed routes, as riders will need to travel between the bus stop and their place of work on foot or via bicycle (either one brought from home via an onboard bicycle rack or accessed from a bikeshare station).
	Several freeway access improvements are recommended for the interchanges where the express bus routes would access or egress I-80. These improvements would benefit transit travel times, making the riding bus more time-competitive with driving and reducing operating costs. However, they are not pre-requisites for service operations and may be implemented over time both before and after the start of service. Improvements are recommended at the following interchanges: • SR-4/John Muir Parkway/I-80 (FA1) • Richmond Parkway/I-80 (FA2) • San Pablo Dam Road/I-80 (FA3) • Ashby Avenue/I-80 (FA4)
	One of the major stakeholders whose support is required to implement the proposed Part-Time Transit Lanes is the California Highway Patrol (CHP). The CHP uses the freeway shoulder for enforcement and for clearing traffic incidents, making it central to much of their work. To obtain CHP and Caltrans support, providing pullouts, signage, or additional infrastructure may be required.
	For both the existing transit centers and new transit access points, multimodal mobility hub features are proposed. This collection of mobility hubs and transit centers would feature a comprehensive suite of mobility options to allow a range of users to access transit. The mobility hubs and transit center enhancements proposed by this project are assumed to include automobile and secure bike parking, real-time arrival displays, pick-up/drop-off areas for rideshare, mobility network information, shared micro-mobility services, and electric vehicle charging. Because safety is a key consideration for many current and potential riders, lighting, and anti-theft infrastructure to keep people and their belongings secure will be important to the success of the transit centers/mobility hubs.
KEY TAKEWAYS	
This plan for restructuring express bus services includes changes to routes and capital improvements that would occur on Caltrans infrastructure. The improvements include bus stop amenities, Transit Signal Priority (TSP), freeway access improvements, part-time transit lanes, transit centers and mobility hubs, and bicycle and pedestrian improvements.	

US 101 Part-Time Transit Lane Feasibility Study (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
US 101 Part-Time Transit Lane Feasibility Study	**Transportation Authority of Marin**	**2021**	**Marin**

HIGH LEVEL INTRODUCTION/ SUMMARY

The Transportation Authority of Marin (TAM), supported by a California Department of Transportation (Caltrans) Sustainable Communities (SB-1) Grant, evaluated the feasibility of implementing part-time transit lanes (PTTL) along US Highway 101 (US 101) in northern Marin County. The US 101 Part-Time Transit Lane Feasibility Study (Study) examined the conditions for, and feasibility of, PTTL operations along the corridor with the goal of developing an operational concept for implementation based on demonstrated travel benefits to transit travel time and reliability.

As part of this Study, TAM, and the project team:

- Determined the suitability of shoulders, slip lanes, and auxiliary lanes for bus use
- Developed concept plans and identified improvements
- Evaluated travel benefits
- • Formulated next steps for implementation and assessed relationships to other ongoing projects along US 101

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

N/A

PLAN/ REPORT RECOMMENDATIONS

Overall	As part of the Highway Systems Plan contained in this chapter, consideration is given to the relationship between the various planned improvements and how they may influence the timing and configuration of PTTL. These projects include: • Marin-Sonoma Narrows • HOV Hours of Operations • Ramp Metering Phases I and II • Highway 101 Interchange and Approaching Roadway Study • SR-37 Corridor Projects
Standards	N/A
Policies	Caltrans is currently developing design guidance and recommended policy revisions for PTTL operations that will define project parameters. These legislative and guidance processes will shape the design, delivery, and operations of a PTTL pilot.
Infrastructure	MARIN-SONOMA NARROWS The Marin-Sonoma Narrows (MSN) project consists of a series of facility upgrades along US 101 from SR-37 in Novato to Corona Road in Petaluma, including HOV lane construction, interchange modifications, bridge construction, ramp improvements, and highway widening.
	RAMP METERING PHASES I AND II Phase 1 consists of metering the US 101 northbound corridor and installing traffic operations systems, including changeable message signs and traffic detection loops. Phase II consists of metering the US 101 southbound corridor and remaining northbound on-ramps.
	SR-37 CORRIDOR PROJECTS • SR-37 Pavement Rehabilitation CAPM • SR-37 Resilience Project and SR-37 Flood Reduction Project

	• SR-37 Ultimate SLR Resilience Design Alternatives Assessment • SR-37 Corridor Sea Level Rise and Complete Streets • SR-37 Corridor PEL Study
	GEOMETRIC IMPROVEMENTS Proposed Restriping Improvements to accommodate PTTL will require lane restriping to increase outside shoulder widths along the freeway. Caltrans standard taper lengths at the beginning and end of the restriping areas are recommended to provide lane consistency and driver comfort. Condition: • Outside shoulder less than 10', or 10' adjacent to a vertical barrier; inside shoulder between 2' and 8' or 15' or greater Proposed Restriping: • Restripe corridor segment shifting up to 3' from the inside shoulder to the outside shoulder Condition: • Outside shoulder less than 10'; inside shoulder 2' or less or between 8' and 15' Proposed Restriping: • Reduce width of #2 and/or #3 lanes by 1'; maintain 12' for the outside general-purpose lane and HOV lane to accommodate larger vehicles Pavement Markings New pavement markings and signage will be required to denote the beginning and end of PTTL operations in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the California Traffic Control Devices Committee (CTCDC). It is noted that the term "transit bus" is not currently defined by the California Vehicle Code and thus may not be enforceable without further state action. Drainage Inlets These inlets are currently unlikely to be suitable for smooth travel for PTTL operations and will require pavement transitions for smooth operation. The inlet grates will be adjusted to be structurally reinforced and to eliminate bumps within PTTL. No drainage system modification is anticipated for the pilot implementation. Structural Pavement It is recommended the shoulder have Hot Mix Asphalt (HMA) overlay to fix the uneven pavement. Besides the overlay, the existing outside shoulder structural section and the mainline structural section are similar in the southbound direction. Structural testing will be required in a subsequent project phase to confirm pavement suitability for a pilot project. CHP Enforcement Areas A 16-foot-wide by 75-foot-long CHP enforcement area is proposed adjacent to shoulders, in the middle of two interchanges where shoulder-running PTTL are proposed. The enforcement areas shall be placed in consultation with CHP and at locations without adjacent soundwalls and with adjacent traversable slopes.

KEY TAKEWAYS

These investment projects will provide improved access and benefit to inter-regional trips, mainline operations for autos, pedestrians and bicyclists, and transit operations. PTTL is unique amongst the projects identified in that it primarily benefits local trips, and particularly local trips most frequently taken by historically disadvantaged populations, which provides clear equity benefits. PTTL can also uniquely serve as a catalyst for encouraging a sustainability shift from auto drive-alone trips to transit. Therefore, PTTL serves as a critical component of the overall US 101 mobility strategy.

Napa Valley Community-Based Transportation Plan (2020) (Draft)

PLAN NAME	AGENCY	YEAR	COUNTY
Napa Valley Community-Based Transportation Plan	**Napa Valley Transportation Authority**	**2020**	**Napa**

HIGH LEVEL INTRODUCTION/ SUMMARY

The goal of the CBTP effort is to identify Communities of Concern (COC) resident-perceived transportation gaps or needs in Napa County, provide example projects identified by those residents, and provide a list of improvements such as infrastructure projects or social service programs that can provide a solution to the identified need.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Community of Concern Analysis; Communities of Concern; Community Engagement; Needs Assessment

PLAN/ REPORT RECOMMENDATIONS

Overall	NVTA's outreach resulted in the following four major themes to improve transportation for Napa's Communities of Concern: 1. Pedestrian Safety • Improve Pedestrian Safety • Improve pedestrian access to schools and transit 2. Mobility Options • Improve transportation options to healthcare • Expand mobility options for low-income, senior, and disabled residents 3. Transit-related • Increase local transit evening frequencies • Increase transit amenities Decrease transit fares for low-income individuals 4. American with Disabilities • Increase transit ADA access
Standards	N/A
Policies	Applicable CTP Projects identified in Vision 2040 – Moving Napa Forward Improve transportation options to healthcare: • Evaluating cost/benefit of either transit options, including a shuttle/vanpool • TNC subsidies for Calistoga residents to access Kaiser Santa Rosa Expand mobility options for low-income-, senior-, and disabled-residents • Evaluate and expand transportation accessibility options for seniors and disabled such as mileage reimbursement program, shared vehicle, etc. • Conduct annual education programs for seniors and disabled Increase local transit evening frequencies • Evaluation of increased service hours in City of Napa (Healthcare, Education, Supportive Services) Increase transit amenities • Create a ridership-based priority list of high-use transit stops to then allocate funds adding amenities such as benches, shelters Decrease transit fares for low-income individuals • Evaluating implementation of means-based fares for low-income individuals who are not seniors/youth riders Increase transit ADA access • Evaluate transit ADA access effectiveness:

	○ On smaller buses ○ At high ADA boarding stops, ○ Typical driver routines/accommodations
Infrastructure	Applicable CTP Projects identified in Vision 2040 – Moving Napa Forward Improve pedestrian safety: • High visibility crosswalks • RRFB at mid-block crosswalks • Add/repair sidewalks Improve pedestrian access to schools and transit: • Prioritizing sidewalks infrastructure around schools and transit, as identified in the countywide transportation plan and pedestrian plan
KEY TAKEWAYS	
The CBTP process is intended to empower residents in COCs by providing a platform to propose potential solutions that will address missing transportation needs, identifying projects and programs that have the potential for bridging gaps in the transportation network as perceived by disadvantaged Napa County residents.	

Vine Transit Express Bus Corridor Study Final Report (2017) (Draft)

PLAN NAME	AGENCY	YEAR	COUNTY
Vine Transit Express Bus Corridor Study Final Report	**Napa Valley Transportation Authority**	**2017**	**Napa**

HIGH LEVEL INTRODUCTION/ SUMMARY

The study identifies solutions to optimize the express bus system, including route alignments and destinations, stop locations, infrastructure, and technology enhancements to improve travel times, and fare structure. The goal of the Vine Transit Express Bus Corridor Study is to identify strategic investments that will improve the Vine Transit express bus system, encourage new ridership, and reduce overall highway congestion in Napa County. This report summarizes the recommended improvements and their benefits to regional mobility for the residents and workers of Napa County.

In addition to seeking out improvements to existing routes, this study also examined geographic areas that are not currently served by Vine express bus routes and assessed the potential need for serving those areas.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Identified Needs; Potential Improvement Options; Evaluation of Potential Improvement Options

PLAN/ REPORT RECOMMENDATIONS

Overall	Recommendations address route alignments, existing stop locations, new stops, stop improvements, intersection priority improvements, trip planning, scheduling, and Soscol Gateway Transit Center parking.
Standards	The following needs and recommended solutions are outlined in Table ES-1: Summary of Improvement Needs – Increase ridership by increasing service on high ridership corridors • Recommended Solution: Increase service frequency on Route 29 between Redwood Park & Ride and El Cerrito del Norte BART Station during peak commute hours More directly provide convenient express bus service for western Napa • Recommended Solution: Utilize the Imola Park & Ride for service on the SR-29 corridor. Expand park and ride opportunities • Recommended Solution: Identify opportunities to expand parking near the Soscol Gateway Transit Center or north of the transit center along Soscol Avenue, in St Helena, and American Canyon Reduce travel time on Route 29 in Vallejo • Recommended Solution: Modify Route 29 alignment between Interstate 80 and the Vallejo Ferry Terminal Improve transit connections to employment areas • Recommended Solution: Provide direct express bus service to downtown Napa. Improve the customer experience and system connectivity • Recommended Solution: Through a comprehensive operations analysis, evaluate feasibility of a pulse-type operation for key transfer pairs out of the Soscol Gateway Transit Center, including the express buses with Routes 8, 10, and 11 Increased reliability on Route 29 • Recommended Solution: Splitting the route in Napa to avoid delays north of Napa from impacting service south of Napa. Time transfers at Soscol Gateway Transit Center to maintain connectivity.

	Expand regional connectivity and transit integration • Recommended Solution: Provide service to Curtola Park & Ride and to Downtown Petaluma SMART Station
Policies	N/A
Infrastructure	The following needs and recommended solutions are outlined in Table ES-1: Summary of Improvement Needs – Reduce the impact of congestion on trip time and variability on Route 29. Average transit speeds between Vallejo and Napa are very low due primarily to congestion on SR-29. • Recommended Solution: Signal technology and running way improvements on SR-29, SR-221, and SR-12, such as transit signal priority and queue jumps Make transit travel times more competitive with auto travel times on Route 29 • Recommended Solution: Eliminate route deviations through in-line stops at American Canyon Post Office and Napa Valley College Reduce travel time and variability on Route 29 north of Napa • Recommended Solution: Place in-line stops in Yountville on SR-29 Improve connectivity with Solano County, a major potential ridership generator • Recommended Solution: Improve connections with SolTrans and FAST routes, including service Sereno Transit Center, Curtola Park & Ride, and the planned SR-37/Fairgrounds Park & Ride. Serve additional destinations from American Canyon and Napa to the I-80 corridor in Solano County (Fairfield/Vacaville) Make transit travel times more competitive with auto travel times on Route 25 • Recommended Solution: Construct an in-line stop on SR-29 at Imola Park & Ride Improved stop facilities at express bus stops • Recommended Solution: Provide pedestrian and bicycle access pathways, shelters, benches, lighting, wayfinding signage, route information signage, and NextBus signage or text-based real-time bus arrival information were warranted by ridership and access patterns
KEY TAKEWAYS	
The objectives of this study are: • Identify needed improvements to existing express bus service • Examine the demand for expanded express bus service • Identify operational and capital improvements which address the reliability, travel time, and competitiveness challenges of the existing express bus service • Evaluate these improvements and present the results to enable decision makers to strategically select and implement them	

Making Roads Work for Transit (2023) (Final)

PLAN NAME	AGENCY	YEAR	
Making Roads Work for Transit	**San Francisco Bay Area Planning and Urban Research Association**	**2023**	**San Francisco**

HIGH LEVEL INTRODUCTION/ SUMMARY

This report proposes policies, investments, and institutional reforms to support faster delivery of bold transit priority roadway changes that will get buses (and other forms of roadway transit) out of traffic. It details 16 broad actions that would demonstrate regional and state leadership, support transit operators, and create strong incentives for local jurisdictions to prioritize transit on their roadways.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Delivering on Transit Equity and Sustainability Goals; Making Transit Faster and More Reliable; Recommendations: Delivering Bold Transit Priority Interventions

PLAN/ REPORT RECOMMENDATIONS

Overall	• Caltrans, MTC, and California counties and cities should establish explicit transit priority policies.
	  ○ Caltrans should issue a state policy directive that provides clear guidelines to Caltrans districts on how to support transit priority on the state highway network.
	  ○ MTC should establish an overarching regional policy to define performance goals for transit efficiency, define funding incentives, and provide guidelines for coordination between jurisdictions and operators.
	  ○ Counties and cities should establish tailored local policies, including transit-first policies that direct staff to elevate transit needs in roadway design and operations.
	• Caltrans should prioritize transit performance when making changes to the state highway network and should improve staffing and procedures to better support local efforts to implement transit priority treatments.
	• MTC should establish funding incentives that support local jurisdictions and transit operators to design and implement transit priority treatments. Local funding should be conditioned on jurisdictions' willingness to efficiently approve transit priority projects.
	• Local jurisdictions should streamline the delivery of bus projects by defining basic transit priority improvements that can be approved at the staff level.
	• Transit operators should proactively design transit priority treatments to address delay and reliability problems and support regional transit priority network design, and they should play a greater role in enforcement of transit priority along transit routes.

Standards	• Establish transit-priority performance metrics and targets. • Promote inclusion of high-ridership and other priority routes in a regional transit priority network.
Policies	• Establish policies that prioritize transit. • Help regional and subregional experts support transit priority designs. • Prioritize fast and reliable transit on the state highway system. • Support transit priority through strong Caltrans staffing.

	• Create a permanent regional funding program to support delivery of transit priority projects. • Encourage local jurisdictions to streamline transit priority approvals. • Streamline local approval for simple transit priority actions. • Empower staff to approve basic transit priority treatments. • Create a one-stop permit approval. • Invest in bus-mounted automated enforcement cameras.
Infrastructure	• Embrace spot improvements and quick-build techniques. • Establish a regional transit priority network. • Make transit priority enhancements a routine part of ongoing roadway and traffic signal projects. • Develop a pipeline of transit priority roadway project designs.

KEY TAKEWAYS

Policy changes and funding programs are necessary to get transit out of traffic congestion and to improve bus speed and reliability on city streets and arterials. Interventions must acknowledge the immense challenges transit agencies currently face in trying to deliver transit priority projects. Regional and state funding programs must inspire transit operators and local jurisdictions to collaborate on fixing road conditions that delay transit vehicles. Programs are needed to support both coordinated transit corridor investments (such as bus lanes, transit signal priority, and arterial HOV lanes) and hot-spot and quick-build solutions for locations that experience consistent transit delay.

Geneva Harney BRT Feasibility Study (2015) (Draft)

PLAN NAME	AGENCY	YEAR	COUNTY
Geneva Harney BRT Feasibility Study	**San Francisco County Transportation Authority**	**2015**	**San Mateo County & San Francisco**

HIGH LEVEL INTRODUCTION/ SUMMARY

The project's purpose is to improve public transit service and mobility on the Geneva-Harney corridor. The project would provide the cities of Daly City, Brisbane, and San Francisco with improved fixed-guideway east-west transit service between the Balboa Park BART/Muni Station, Bayshore Caltrain Station, and Hunters Point Shipyard neighborhood. The overall goal of the proposed project is to improve mobility in the corridor by enhancing the existing transit lines that operate along Geneva Avenue, and to determine options for a near-term bus rapid transit alignment that heralds the long-term vision for rapid transit connections in the corridor.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Project Goals:

1. Increase transportation choices in the bi-county area by improving multimodal performance of the corridor.
2. Improve near- and long-term transit solutions on the corridor.
3. Close the rapid transit network gaps in the bi-county area between transit projects east of Geneva Ave and west of Santos St.
4. Improve the bi-county area transit connectivity between regional transit system hubs & planned developments.
5. Enhance corridor livability and community vitality through urban design.
6. Ensure consistency with local and regional plans and policies.

PLAN/ REPORT RECOMMENDATIONS

Overall	Through this study we have clearly demonstrated that there are, in fact, feasible options. However, there are several questions remaining that must be addressed before the most beneficial option for each segment of the corridor can be selected. The preferred alternative will not be selected until the environmental phase since it will require environmental and cost analysis information.
Standards	N/A
Policies	N/A
Infrastructure	ALTERNATIVE 1 Geneva: 4-lane General Purpose/Side Running BRT Bayshore: 4-lane General Purpose/Side Running BRT Little Hollywood: Blanken/Lathrop Couplet Option 1
	ALTERNATIVE 2 Geneva: 2-lane General Purpose/Center Running BRT Bayshore: 4-lane General Purpose/Side Running BRT Little Hollywood: Blanken/Lathrop Couplet Option
	ALTERNATIVE 3 Geneva: 2-lane General Purpose/Center Running BRT Bayshore: 4-lane General Purpose/Side Running BRT Little Hollywood: Beatty

KEY TAKEWAYS

Each alternative achieves the overall project goal while addressing key tradeoffs differently, and each is technically feasible.

Vision Zero SF Action Strategy (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Vision Zero SF Action Strategy	**San Francisco Municipal Transportation Agency**	**2021**	**San Francisco**

HIGH LEVEL INTRODUCTION/ SUMMARY

Vision Zero SF lays out the strategic actions for city departments and agencies to reach the city's Vision Zero goal. This fourth version of the Action Strategy reflects a need for a paradigm shift—outlining the substantial changes needed in policy, politics, and resources to get to zero.
Building on lessons learned and best practices since 2014, this citywide plan lays out the highest impact strategies to get closer to zero traffic deaths. Through Quick-Build projects and corridor-wide safety improvements, every street on the High Injury Network will be improved with safety measures by 2024.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Commitment to Equity; Transformative Changes to Reduce Crashes; Tools for Slowing Speeds and Safer Crossings; Safe Streets Actions

PLAN/ REPORT RECOMMENDATIONS

Overall	Action strategies for safer streets, people, and vehicles are provided.
Standards	N/A

Policies	Advancing Equity
	To advance equity for vulnerable populations and road users, the City will prioritize safety improvements where vulnerable users travel and in Communities of Concern and will strengthen community engagement to build trust and foster traffic safety champions. This strategy commits to:
	• Deepening community engagement
	• Prioritizing and monitoring improvements
	• Ensuring Vision Zero strategic actions consider and address equity impacts
	• Implementing data-driven, culturally competent, multilingual education, engagement, and enforcement campaigns
	• Developing and institutionalizing an injury surveillance system
	
	Transformative Changes to Reduce Crashes
	• Major street redesign
	  ○ Car free zones, Quick-Build projects, protected bike lane network, and transit only lanes
	• Speed safety cameras
	  ○ Using speed cameras to enforce speed limits
	• Mode Shift and pricing tools
	  ○ Moving to active transportation modes, using tools like pricing
	• Advanced vehicle technologies
	  ○ Advance driver-assisted systems and smaller vehicles
	• Increased housing density
	  ○ Housing near jobs/services, especially affordable housing, and services for unhoused populations

Infrastructure	Slowing Vehicle Speed • Apply the Quick-Build toolkit on the entire HIN by 2024* (see map on pages 30-31 for more details).

	• Develop a comprehensive speed management plan with the goal of slowing vehicle speeds on the HIN using tools such as speed limit reductions (as authorized by AB 43), traffic signal re-timing, installing traffic calming devices, and re-purposing travel lanes (road diets). The Plan will include complementary tools like education and outreach and high visibility enforcement to slow speeds (see pages 34-35 for more details). • Complete 100 traffic calming devices annually, including locations focused on areas that have been prioritized for seniors, people with disabilities, and schools. • Expand active transportation network for biking and walking, including low-car and car-free streets, Slow Streets, and protected bike lanes, with community support (see map on pages 38-39 for more details).
	Improving Visibility & Reducing Conflicts for Vulnerable Road Users • Ensure all intersections on the HIN have high visibility crosswalks by 2024 and daylighting by 2023. • Modify all eligible signals on the HIN for slower walking speeds and leading pedestrian intervals. • Upgrade 40% of signals on the HIN with Accessible Pedestrian Signals (APS) and 95% of signals on the HIN with Pedestrian Countdown Signals (PCS). • Evaluate Tenderloin No Turn on Red (NTOR) policy and develop expansion plan based on results. • Develop expansion for installation of left-turn traffic calming at 35 new high priority locations on the HIN. • Expand red light camera program with eight new locations.
KEY TAKEWAYS	
This Vision Zero Action Strategy identifies the significant shifts needed to advance Vision Zero and outlines the actions Vision Zero San Francisco will take to end traffic deaths in San Francisco.	

ConnectSF Transit Strategy (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
ConnectSF Transit Strategy	**Multiple**	**2021**	**San Francisco**

HIGH LEVEL INTRODUCTION/ SUMMARY

ConnectSF is a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future. ConnectSF identifies policies, major transportation investments, and land use opportunities that help us reach our priorities, goals, and aspirations as a city.

The Transit Strategy describes the major capital projects and programs that will help the city's transit system meet the existing and future travel needs of residents, workers, and visitors.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Transit keeps our city moving; Investment strategies; Benefits; Getting it done, together

PLAN/ REPORT RECOMMENDATIONS

Overall	Investment Strategies: 1. Make the system work better; 2. Deliver a five-minute network; 3. Renew and modernize our rail system; 4. Build more rail to San Francisco's busiest places
Standards	1. Make the System Work Better • Restore service equitably ○ Increase access to jobs ○ Increase paratransit
Policies	N/A
Infrastructure	• Tackle the backlog to strengthen the current system with repairs/replacements ○ Fix the most heavily used parts of our rail and trolley bus systems: tracks and switches, train turnarounds, overhead wires, and electrical systems. ○ Replace antiquated systems like the automatic train control system in the subway—30 years old—that still runs on floppy disks. ○ Continue to replace our aging rail fleet with new models (underway since 2019). 2. Deliver a Five-Minute Network • Implement transit priority • Support regional transit connections (and street improvements) • Build on success ○ Muni Forward ○ Headway Management ○ Temporary emergency transit lanes 3. Renew and Modernize Our Rail System • Implement Muni subway renewal program • Improve Muni Metro reliability on the surface 4. Build More Rail to San Francisco's Busiest Places • Geary/19th Avenue Subway • Central Subway Extension • Bayview Caltrain Station

KEY TAKEWAYS

Provides strategies to connect Bay Area transit systems like one combined system.

C/CAG San Mateo County Equity Framework Draft Report (2023) (Draft)

PLAN NAME	AGENCY	YEAR	COUNTY
2023 C/CAG San Mateo County Equity Framework Draft Report	**City/County Association of Governments of San Mateo County**	**2023**	**San Mateo County**

HIGH LEVEL INTRODUCTION/ SUMMARY

Addresses historical inequity in transportation infrastructure and land use by taking concrete steps to advance equity through C/CAG's planning efforts, projects, programming, and role as a countywide funder that allocates millions of dollars into various programs and projects each year.

C/CAG commits to focusing on both process and outcome equity in its equity advancement journey. Process equity prioritizes access, influence, and decision-making power for vulnerable and underserved communities, while outcome equity is the result of successful process equity and is demonstrated by tangible benefits for vulnerable and underserved communities (Amended from Interstate Bridge Replacement Program Definition of Equity, 2021).

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

N/A

PLAN/ REPORT RECOMMENDATIONS

Overall	Informed by the equity analysis, C/CAG will be taking the following steps to implement the report findings, including: • Applying an Equity Approach and using an Equity Evaluation Review tool to help create standardized processes and practices around achieving equitable processes and outcomes across projects, plans, and programs. • Committing to an Action Plan (Appendix VI), which includes 7 Equity Goals, 13 Outcomes, and 36 Actions.
Standards	N/A

Policies	Category 1: Internal Equity (Organization and Administration)
	• Goal 1: Create and maintain internal equity reporting, feedback, coordination, and collaboration structures.
	  ○ Outcome: The Equity Framework and Action Plan's intent, commitments, and progress is communicated and in a constant state of implementation, with learning and adaptation along the way.
	• Goal 2: Continually strengthen and maintain internal organizational understanding, resources, and capacity.
	  ○ Outcomes:
	  ▪ An increase in the number of staff, board, and committee members that are representative of EFA demographics and/or geographies.
	  ▪ Staff, board, and committee members have a greater depth of credentials and/or lived experience relevant to equity advancement work.
	• Goal 3: Promote economic justice and shared prosperity through procurement opportunities.
	  ○ Outcome: C/CAG creates more procurement opportunities for Disadvantaged Business Enterprises (DBE).

	Category 2: C/CAG-Led Plans, Projects, Policies, Programs, and Grant Funding Opportunities • Goal 4: Infuse a pro-equity approach in C/CAG-led or sponsored projects, programs, plans, and grant funding opportunities to maximize benefits for Equity Focus Area (EFA) geographies and demographics. ○ Outcomes: ▪ Equity is integrated in the design of projects, programs, funding calls, and other actions and initiatives. ▪ All applicable planning efforts, projects, and programs assess equity needs, impacts, and benefits, and convey results to the public, C/CAG committees & board. ▪ C/CAG staff, board, and committees have a clear understanding of how and which programs, projects, plans, and grant funded programs and projects are advancing equity. ▪ C/CAG-led or sponsored programs, projects, plans, and funding improves outcomes in EFA communities. Category 3: EFA Community Engagement, Empowerment, & Accountability • Goal 5: Build and maintain trust, transparency, and lasting relationships with EFA-serving CBOs. ○ Outcomes: ▪ Create an organized and centralized repository of CBO and community leader contacts for partnership, information sharing, and other engagement opportunities. ▪ Decision makers, EFA stakeholders, and the broader community are informed of progress towards meeting Equity Framework goals. ▪ EFA-serving CBOs are resourced to support C/CAG in reaching impacted and underserved populations and to ▪ provide valuable input and perspective. ▪ C/CAG projects, programs, planning efforts, and funding calls are increasingly effective at meaningfully engaging EFA-serving CBOs and other equity stakeholders. • Goal 6: Use data and mapping to increase understanding and awareness of existing disparities and opportunities to advance equity. ○ Outcome: C/CAG staff leverage data, mapping, and analytical tools that are improved over time. Category 4: Countywide Leadership, Coalition Building, & Advocacy • Goal 7: Provide countywide leadership. ○ Outcome: Through actions within the agency and as part of its role as a regional convener, C/CAG is increasingly seen as a leader in equity advancement efforts in San Mateo County.
Infrastructure	N/A
KEY TAKEWAYS	
C/CAG's framework incorporates equity considerations into its organization, planning efforts, and community engagement practices.	

El Camino Real Bus Speed and Reliability Study (2022) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
El Camino Real Bus Speed and Reliability Study	**SamTrans**	**2022**	**San Mateo**

HIGH LEVEL INTRODUCTION/ SUMMARY

The El Camino Real Bus Speed and Reliability Study seeks to increase bus speeds and improve reliability on El Camino Real. By identifying near-term and long-term improvements in the areas of bus operations, technology, infrastructure and policy, this study establishes a vision that will:

- Enhance the experience of existing riders
- Attract new riders
- Increase operational efficiency
- Improve the driving environment for bus operators

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

The roles of El Camino Real; Bus speed & reliability challenges on El Camino Real; Recommendations; Implementing projects on El Camino Real

PLAN/ REPORT RECOMMENDATIONS

Overall	SamTrans identified a package of operational and capital improvements based on feedback from bus riders, bus operators, and community stakeholders. By implementing these improvement measures, SamTrans aims to increase bus speeds by 30 percent along the El Camino Real corridor while achieving a bus rapid transit-like experience for riders and bus operators. Full recommendations are detailed in Chapter 4 of this report.
Standards	N/A
Policies	The following near-term operational enhancements are recommended: • SamTrans should maintain the Daly City route alignment changes implemented in August 2022 (eliminating the diversion north of John Daly Boulevard into San Francisco). • SamTrans should expand transit signal priority (TSP) technology on its fleet and partner with Caltrans to maximize travel time savings associated with the TSP system on El Camino Real. • SamTrans should reduce the overall number of bus stops on Route ECR by 20 percent through bus stop balancing. • SamTrans should accelerate customer adoption of cashless fare collection methods, including Clipper Cards and mobile payments, to speed up the boarding process and reduce delays.
Infrastructure	The following capital improvements are recommended: • SamTrans should partner with cities and Caltrans to install bus bulbs and queue jumps. Most pullout bus stops should be replaced with in-lane stops at bus bulbs along the El Camino Real corridor. • SamTrans should work with cities and Caltrans to address gaps in pedestrian infrastructure that impede bus stop access and deter bus riders. • SamTrans should seek to improve the efficiency of Route ECR circulation at transit centers. • SamTrans should pursue bus lanes along high priority segments on El Camino Real (identified in South San Francisco, San Bruno, Millbrae, and northern Burlingame; San Mateo; and San Carlos).

KEY TAKEWAYS

Modernizing El Camino Real will require a range of implementation approaches, from small-scale projects that improve individual bus stops to multi-city projects that revamp several miles of streetscape. While El Camino Real presents complex challenges, it also provides many opportunities to realize a transit-oriented, pedestrian and bicycle-friendly grand boulevard for San Mateo County.

SamTrans Service Policy Framework (2022) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
SamTrans Service Policy Framework	**San Mateo County Transit District**	**2022**	**San Mateo**

HIGH LEVEL INTRODUCTION/ SUMMARY

With this document, SamTrans staff will have a guidebook to implement and refine the new and existing SamTrans bus service when responding to requests and making service design choices in the future. The SamTrans Board of Directors (BOD), advisory, and stakeholders' groups will have weighed in and approved the framework. Stakeholders and the public will have access to the framework to better understand how SamTrans makes service planning, and design decisions – balancing requests, resources, and needs.

SamTrans will also use this document in coordination with the BOD-approved Title VI Program to help monitor and ensure that programs and actions are not purposefully or accidentally discriminatory towards minority or low-income populations. Equity considerations will be interlaced with everything that SamTrans does.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Chapter 2 provides an overview of the *guiding principles* staff developed as the baseline for the Reimagined Network and will be used for service planning and evaluation.
Chapter 3 establishes a new *family of services* based on route purpose and characteristics and discusses the role *equity* in service planning at SamTrans.
Chapter 4 details principles of effective *route design* employed by SamTrans.
Chapter 5 memorializes *customer communications guidelines* for service planning and changes.
Chapter 6 establishes *metrics to evaluate* SamTrans' fixed-route service.
Chapter 7 provides an overview of the *service planning process*.

PLAN/ REPORT RECOMMENDATIONS

Overall	The metrics identified below tie to the four established guiding principles of: delivering a customer-focused experience, being an effective mobility provider, providing transportation supporting social equity, and designing service that can be reasonably delivered by our workforce. • Boardings per revenue hour • Boardings per revenue mile • Boardings per trip • Load-Percentage • On-time performance • Missed trips • Complains per boarding • Cost per passenger • Subsidy per passenger
Standards	Key Route-Level Performance Indicator Targets* On-time Performance: • 85% (frequent transit, local, community) • 90% (express & limited, school-oriented) • 85% (Owl) Max Load: • 150% (frequent transit, local, community, school-oriented) • 100% (Express & limited, Owl) Missed trips:

	• 99.98% Complaints per 10,000 boardings: • (1) **The following are listed as TBD or N/A:* • *Minimum boardings per revenue hour; Minimum boardings per revenue mile; Minimum boardings per trip; Cost per passenger; Subsidy per passenger* Route Comparisons *Composite Score = Sum of all metrics added together* Frequent, Local, Community, Owl: • (Route Boardings per Median Boardings) per hour + per mile + • (Median Cost per Route Cost) per passenger + • (Median subsidy per Route Subsidy) per passenger Express, Limited, School: • (Route Boardings per Median Boardings) per trip + • (Median Cost per Route Cost) per passenger + • (Median Subsidy per Route Subsidy) per passenger Key Network Level Performance Indicators*: • On-time Performance: 85% • Complaints per Boarding: <1 per 10,000 • Missed trips (service availability): <1% • Mean distance between failure: >25,000 miles • Mean distance between accidents: >100,000 miles • Equity Neighborhoods served by all day service (lifeline, local, and/or frequent): 85% within ¼ mile **The following are listed as TBD:* • *Passengers per hour; Passengers per mile; Cost per passenger; Subsidy per passenger; Farebox recovery; Operator absences*
Policies	Equity Priority Areas Equity Priority Areas are spatially identified areas of highest need, determined using US Census block-group level data and mapping. Understanding these areas can be used in: • Future visioning and investment exercises • Route design and stop siting decisions • Service enhancement or elimination decisions • Identifying priority outreach locations • Identifying priority infrastructure and demonstration project locations
Infrastructure	N/A
KEY TAKEWAYS	
The Service Policy Framework provides SamTrans staff, leaders, stakeholders, and the public with a clear and transparent vision and methodology for how SamTrans designs and evaluates its mobility services.	

US-101 Express Bus Feasibility Study Final Report (2018) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
US-101 Express Bus Feasibility Study Final Report	**SamTrans, Caltrans**	**2018**	**San Mateo**

HIGH LEVEL INTRODUCTION/ SUMMARY

The purpose of the project is to provide a direct, fast, frequent, and reliable choice of transportation for long distance commute trips within and between San Francisco, San Mateo, and Santa Clara counties.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Project Goals:

1. Provide mobility options for regional trips
2. Increase transit market share in the corridor
3. Develop a cost-effective service
4. Improve transportation equity
5. Enhance access to jobs and population center
6. Support sustainable land use and transportation policies

PLAN/ REPORT RECOMMENDATIONS

Overall	Preliminary analysis of the detailed evaluation results revealed a clear set of six top-performing routes (2, 3, 6, 8, 11, 12). The Study team re-modeled these six routes with the following changes: - Adjusted service frequency from 15-minute headways to 20-minute headways - Truncated Route 2 in East Palo Alto, removing a segment in Santa Clara County - Shortened Route 11 to terminate in Burlingame - Shortened Route 12 to focus on service to the CA-92/US-101 park-and-ride
	This Study recommends implementation of express bus service in three phases. The recommended phasing plan introduces and expands express bus service in the Study area over five years. Phase 1: Pilot Project; Phase 2: Managed Lanes Launch; Phase 3: Future Growth
	Moving Forward: Work together with partner agencies in the Study area; Create a more detailed funding strategy; Develop partnerships with public and private entities; Determine a fare structure for new express bus service; Examine SamTrans local routes for opportunities to align with express routes; Retrofit existing fleet to offer comfort and technological amenities; Launch pilot express bus service; Plan for infrastructure to support zero emission vehicles; Expand the network of park-and-ride facilities as needed; Seek opportunities to maximize impact of managed lanes projects; Stay nimble to spot opportunities to adjust service
Standards	Goal 4: Improve Transportation Equity 4A-Ability to serve Communities of Concern 4B-Ability to Serve Communities Without Access to Frequent and Affordable Fixed Rail Service 4C-Percentage of Potential Riders Under 200% of Federal Poverty Level
Policies	Goal 6: Support Sustainable Land Use and Transportation Policies 6A-Ability to Serve Priority Development Areas 6B-Alignment with Environmental and Sustainability Policies and Practices
Infrastructure	Improvements along the route, such as park-and-ride facility expansion, multimodal amenities like secure bike parking, and bus stop improvements.

KEY TAKEWAYS
Plan to adjust 6 top-performing routes; Adding EV buses; Includes funding constraints

Bus Stop & Passenger Facility Design Criteria and Standards (Final) (2020)

PLAN NAME	AGENCY	YEAR	COUNTY
Bus Stop & Passenger Facility Design Criteria and Standards	**Santa Clara Valley Transportation Authority**	**2020**	**Santa Clara**

HIGH LEVEL INTRODUCTION/ SUMMARY

The purpose of this document is to provide uniform criteria and standards for the design and construction of bus related facilities and amenities in the VTA transit service area. These criteria and standards are intended to satisfy specific design considerations for transit facilities rather than provide a complete engineering design solution for each facility element. It is anticipated that the final design of an individual improvement would be conducted in conjunction with other VTA requirements and in compliance with appropriate local jurisdiction standards.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Transit Facilities:

- Bus stop configuration; Park & ride facilities; Transit centers; Accessible Facility Design Elements; Transit Vehicle Specifications; Bikeways at bus stops

PLAN/ REPORT RECOMMENDATIONS

Overall	This document provides specific, technical standards and diagrams for the listed transit facilities.
Standards	The guidelines for establishing these transit facilities standards are based on the following: • Basic bus operations and safety requirements; Current engineering practices at VTA; Current standards used by other transit operators in the US; Americans with Disabilities Act; Amenities necessary for attracting and maintaining transit patronage; Anticipated benefits to developers or local agencies in providing transit services to their future residents, tenants, and customers; Compatibility of the improvements with other roadway uses
Policies	VTA Policies & Guidelines The standards in this manual are derived from other VTA policy, plans, and guidelines. These include the following related VTA documents: Transit Service Guidelines, Pedestrian Access to Transit Plan, BRT Criteria and Guidelines, Transit Passenger Environment Plan, Santa Clara Countywide Bicycle Plan, Bicycle Technical Guidelines, Complete Streets Policy, Transit Speed Policy, and Station Access Policy,
Infrastructure	Bus Stop and Passenger Facility Design Criteria: 1. Design for Safety a. Safety must be the first and foremost consideration in transportation facilities design. 2. Design for Accessibility a. Good passenger accessibility and circulation is not only desirable, but also a requirement under the Americans with Disabilities ACT (ADA) and California Title 24. 3. Design for Ease of Operation a. Be aware that the design standards are basic minimum requirements. The design should include adequate allowances that facilitate comfortable transit vehicle circulation and operation. 4. Design for Positive Transit Experience a. Transit has to compete with automobiles. The design of an aesthetically pleasant environment with good passenger amenities will enhance transit experience. 5. Design for Traffic Compatibility

	a. Transportation facilities, particularly the "on-street facilities", should be designed to minimize conflicts between vehicles, pedestrians, and bicyclists. 6. Design for Ease of Maintenance a. Avoid, as much as practicable, the use of unusual materials, shapes, dimensions, and locations that could pose potential procurement and/or maintenance problems. These standards provide criteria, dimensions, space requirements, typical layouts and designs for the following transit facilities and amenities: • Bus stops; Bus turnout; Bus stop passenger pads; Pedestrian accessway; Bus benches; Bus shelters; Bus stop pavements; Transit Centers; Bus boarding islands; Park and Ride facility Because transit vehicles are different than other vehicles using streets or highways, the following information related to these transit vehicles is also included: • Vehicle characteristics; Bus turning radii; Road grade
KEY TAKEWAYS	
This document provides standards and policies from other VTA documents to provide technical guidelines for transit facilities.	

Pedestrian Access to Transit Plan (2017) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Pedestrian Access to Transit Plan	**Santa Clara Valley Transportation Authority**	**2017**	**Santa Clara**

HIGH LEVEL INTRODUCTION/ SUMMARY

The Plan identifies twelve Focus Areas in Santa Clara County—areas with high VTA bus ridership and high need for pedestrian infrastructure improvements—and by identifying 165 capital projects that can improve pedestrian access to transit in these Focus Areas. The Plan also prioritizes those projects and describes implementation goals and objectives that will guide VTA staff actions over the next several years. While the responsibility for implementing most projects lies with local agencies, the Plan identifies a handful of projects for VTA to take a more proactive role in advancing. Lastly, this plan provides the foundation for a continual effort to improve access to transit through VTA's service area.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Existing Conditions; Focus Areas; Community Outreach; Recommended Projects; Next Steps

PLAN/ REPORT RECOMMENDATIONS

Overall	The Plan identifies 165 capital improvement projects in twelve Focus Areas and provides order-of-magnitude costs for each project. Project costs vary, with 83 projects under $500,000, 43 projects between $500,000 and $5 million, and 39 projects over $5 million. The most expensive projects typically involve major infrastructure changes, such as reconstructing freeway ramps or improving the streetscape of an entire corridor. Projects were developed using information from the field review and customer survey, with input from VTA Bicycle and Pedestrian Program staff, Task Force and VTA Committees. City and county staff reviewed the draft recommendations to ensure the recommendations are supported by local plans. Analysis for each Focus Area includes a map of deficiencies, a map of recommended projects and an associated table that describes each project.
Standards	Next Steps Strategies: 1. Continue to better understand existing conditions for walking in Santa Clara County 2. Continue to better understand the needs of customers who walk to/from transit 3. Work with Member Agencies and other stakeholders to implement improvements identified in the *Pedestrian Access to Transit Plan* 4. Monitor progress and proactively seek new areas for improvement
Policies	N/A
Infrastructure	Specific project improvements can be found in the following 12 focus areas: A. Alum Rock (Capital Ave @ Alum Rock Ave), pg. 5-8 B. East San Jose (Capitol Expwy @ Story Rd), pg. 5-19 C. Central Gilroy, pg. 5-27 D. San Antonio (San Antonio Rd @ El Camino Real), pg. 5-39 E. Mountain View El Camino Real Corridor (Shoreline Blvd @ El Camino Real), pg. 5-49 F. El Camino Real at State Route 85, pg. 5-49 G. Bascom Corridor (Bascom Ave @ Moorpark Ave), pg. 5-65 H. Downtown San Jose – Including Diridon Station, pg. 5-76 I. King Road Corridor – Tully Rd to Alum Rock Ave, pg. 5-90 J. Stevens Creek Blvd and Stelling Rd, pg. 5-101

	K. Central San Jose (Keyes St @ First St), pg. 5-110 L. El Camino Real and S. Fair Oaks Ave-Remington Dr, pg. 5-123

KEY TAKEWAYS

The Plan supports VTA's overall mission to "provide solutions that move you," and vision, "to innovate the way Silicon Valley moves." It also uses input from current transit riders and community stakeholders to understand and address the challenges people have when walking to or from their transit stop. VTA identifies twelve Focus Areas in the Plan—areas with high transit ridership and high need for pedestrian infrastructure improvements –and proposes pedestrian infrastructure improvements in these Focus Areas.

Transit Speed Policy (2019) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Transit Speed Policy	**Santa Clara Valley Transportation Authority**	**2019**	**Santa Clara**

HIGH LEVEL INTRODUCTION/ SUMMARY

The Transit Speed Policy establishes planning and investment priorities for the Santa Clara Valley Transportation Authority (VTA) to address the long-standing trend of declining speeds and reliability across VTA's bus and light rail network. The policy is a commitment to align VTA's internal planning, design, funding, and operating practices, and strengthen partnerships with local jurisdictions to make transit fast and reliable.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Policy section includes guiding principles and strategies for implementation.

PLAN/ REPORT RECOMMENDATIONS

Overall	Providing fast and reliable transit service is critical to operating an efficient and attractive transit system. Faster transit will increase ridership, reduce operating costs, and rely on building effective partnerships in the cities in which VTA operates. Successful implementation of the policy demands VTA show proactive leadership to prioritize transit speed and reliability.
Standards	N/A
Policies	Guiding Principles: • Increase ridership • Reduce operating costs • Build effective partnerships Strategies for Implementation: • Remove sources of delay within VTA's control • Work with local jurisdictions to reduce transit delay on streets and at intersections • Fund and implement • Monitor, measure, report
Infrastructure	Reduce operating costs: • Consider life cycle costs including capital and maintenance costs in the design of speed improvements and investments in technology, infrastructure, and services that speed up transit. Build effective partnerships: • Encourage local jurisdictions to incorporate transit first policy statements into their own mobility policies or adopt their own transit speed policy that supports the technology, infrastructure, right-of-way optimization, and signal priority necessary to move transit vehicles faster along city streets. Work with local jurisdictions to reduce transit delay on streets and at intersections: • Pursue infrastructure changes and policy actions that minimize delay to help transit move faster such as queue jumps, leading bus lights, bulb outs, in lane stopping, removing parking, eliminating turning conflicts, implementing bus lanes, and enforcement of loading zones.

KEY TAKEWAYS

Policy created to address declining speeds and reliability to make transit fast and reliable.

Solano County Comprehensive Transportation Plan 2040 (2020) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Solano County Comprehensive Transportation Plan 2040	**Solano Transportation Authority**	**2020**	**Solano**

HIGH LEVEL INTRODUCTION/ SUMMARY

The purpose of the Comprehensive Transportation Plan (CTP) is to help STA fulfill its mission by envisioning a safe, multi-modal transportation system that meets Solano's diverse mobility needs and sustainable development goals, and then identifies anticipated funding, and prioritized investments to advance the Vision as noted in STA's Sustainable Communities plan. This CTP addresses the period between now and 2050. It is an update of the previous CTP, which was adopted in 2005.

The Solano CTP – Transit and Rideshare Element is the STA's foundational document for planning and supporting the intercity Transit and Ridesharing system projects and programs serving the seven cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo) and the County of Solano. It is designed to serve the following purposes:

- Define what is meant by Transit and Rideshare.
- Compare the Transit and Rideshare system in place today with the system desired by 2040 and find the most important gaps between the current reality and the future vision.
- Identify and prioritize projects and programs to maintain the current system while filling in the most critical gaps.
- Identify the resources that can help both maintain and expand the Transit and Rideshare system, establish policies to help allocate these resources, and identify milestones and performance measures to guide us on our way.
- Coordinate Transit and Rideshare activities with other aspects of the Solano CTP.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Solano's Land Use Ties to Transportation; Equitable Transportation Access, Benefit, and Participation
Transit and Rideshare Element (Appendix): Transit & Rideshare Components, Goals, and the Goal Gap Analysis; Transit & Rideshare Element Goal Gap Analysis; Transit & Rideshare Element Resources; Policies, Performance Measures and Milestones; Projects, Programs and Priorities

PLAN/ REPORT RECOMMENDATIONS

Overall	The Transit and Rideshare Element of the Solano CTP defines the five major Transit Strategies. describes both the existing facilities (fixed locations and rolling stock) and the desired future facilities and services; establishes policies to help move from what exists to what is desired; and finally, identifies priority projects.
Standards	N/A
Policies	Big Picture Policies T&R Policy 1: Continue to focus investments in maintaining and, where appropriate expanding, the existing Solano Express and rideshare/vanpool system as its primary means of providing mass transit. When fund sources with multiple uses are available, the Solano-Express and rideshare/vanpool system will be given priority in receiving those funds. T&R Policy 2:

	Make appropriate investments in facilities that support regional transit providers; specifically, Capitol Corridor intercity rail and WETA ferry service. T&R Policy 3: Expand the availability of services to older adults and persons with disabilities through the Solano Mobility Management program as a co-equal priority with conventional transit services. Detailed Policies T&R Policy 7: STA's Countywide Bicycle and Pedestrian Plans, and PDA Plans financially supported by STA, will identify access improvements around Transit Centers of Regional Significance and local transit centers to help fill the "first mile/last mile" gap. STA will support the purchase of Solano Express buses with adequate bicycle storage features. STA will support expansion of bike sharing projects throughout the Bay Area, including in Solano County. T&R Policy 12: To meet the mobility needs of the ambulatory and non-ambulatory ADA certified individuals and to ensure long-term viability of existing and new programs, evaluate ADA services (paratransit and intercity taxi programs) on at least an annual basis. T&R Policy 13: Evaluate and modify currently implemented ADA in-person assessment model to improve convenience for new and recertifying applicants and to improve efficiencies on at least an annual basis. T&R Policy 14: Conduct a study, or studies, to identify the transportation needs of Solano seniors, people with disabilities, and the low-income population. Update the study or studies no less frequently than every 6 Years. T&R Policy 15: Partner, and outreach to, a diversity of community stakeholders such as public, private, and non-profit organizations serving seniors, people with disabilities, and the low-income population.
Infrastructure	Goal: Develop and Maintain Infrastructure 1. Maintain and develop conveniently located transit and rideshare facilities and policies that support public transit services while leaving opportunities for private sector transit and support services to operate. 2. Continue to build upon Solano residents' high rate of commuter carpool and vanpool participation by identifying convenient park and ride lot locations, constructing, or expanding park and ride lots, and implementing an Express Lane system on major freeways. a. Continue to provide innovative rideshare services through Solano Mobility and employer programs. b. Increase the inventory of park and ride spaces. c. Identify and construct park and ride lots in areas that are currently underserved. d. Monitor developments and best practices in both the private and public sectors that encourage shared rides and evaluate how they may impact carpooling and vanpooling services for commuters and others in Solano County.

- Focus transit and rideshare infrastructure investments into Transit Facilities of Regional Significance. “Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards, guideways, and the roadways used by transit vehicles, “Regional Significance” means connecting Solano County and its communities with the greater northern California region or connecting communities within Solano County. Transit Facilities of Regional Significance are:
    a. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
    b. All passenger ferry facilities, including terminals, maintenance docks and fueling stations, local water channels, current or planned, identified in an adopted STA Plan.
    c. Bus stations providing all the following services:
        i. Routes to destinations outside Solano County or between two or more cities in Solano County
        ii. Peak hour headways of one hour or less
    d. Maintenance and parking facilities for buses providing services identified in a, b, or c above.
    e. Interchanges that provide access to and from the highway system for stations identified in a, b, or c above.
- Improve safety by reducing accidents and injuries (motorists, pedestrians, bicyclists, and others) in the vicinity of significant transit facilities, develop a strategic plan to address the issue.
    a. Quantify, and periodically update, accident statistics for roads, trails, and intersections within ¼ mile of Transit Facilities of Regional Significance.
    b. Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.
- Implement effective paratransit services.

KEY TAKEWAYS

The Solano County Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County. The Transit and Rideshare Element, which includes a table of specific projects, is additionally provided as a separate appendix.

Solano Rail Hub Advanced Planning Study Phase I Final Report (2022) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Solano Rail Hub Advanced Planning Study Phase I Final Report	**Solano Transportation Authority**	**2022**	**Solano County**

HIGH LEVEL INTRODUCTION/ SUMMARY

The Solano Rail Hub Project — located at the site of the current Suisun-Fairfield Amtrak/Capitol Corridor Station — seeks to upgrade and expand the current station and create seamless connections between the two cities. The project will enhance train passenger safety and comfort, unify the two downtowns by reestablishing a viable and accessible pedestrian and bicycle connection between downtown Fairfield and downtown Suisun City, and support and enable each city's vision for downtown development.

The purpose of the current study is to define design options to advance into further study and participate in the state's grant and funding process.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

N/A

PLAN/ REPORT RECOMMENDATIONS

Overall	Principles: • Infrastructure improvements will adhere to the relevant codes and design criteria of Amtrak, California Public Utilities Commission, Capitol Corridor, SMART, UPRR, Caltrans, and the cities of Fairfield and Suisun City. • Caltrans SR 12 structures will not be relocated, moved, or significantly affected. • Stairs and ADA-compliant ramps are preferred over mechanically operated elevators or escalators for vertical circulation to reduce one-time capital and recurring operating/maintenance costs. • A "program of projects" that allows for phased implementation of improvements is desired, if feasible. In addition to confining the station and pedestrian improvements within the current or public right-of-way, adhering to the various agency and railroad standards results in the following: • Provision for a separate SMART rail terminal within the station (future project by others) • Extension of the grade separation facilities to enable ADA-compliant pedestrian and bicycle use between the Suisun City and Fairfield central business districts • Improvement and potential relocation of automobile parking facilities • Improvement of bus connection areas and bus facilities in both Suisun and Fairfield • Contiguous criteria-consistent security fencing and infrastructure hardening to prevent unauthorized access onto the UPRR corridor
Standards	N/A
Policies	Policy Considerations Engineering Considerations: • Station Platform Location — The UPRR-required third track results in significant changes to track geometry, which, in turn, requires the station platform either moving south of the current location or north of the SR 12 columns. The platform cannot encroach on the highway columns due to required column setbacks. The placement of the station platform is a policy issue that should be considered because it may either improve or diminish the perception of "closeness" to residents of Fairfield or Suisun City.

Infrastructure	N/A

KEY TAKEWAYS

This project aims to address Suisun-Fairfield Station design deficiencies, allow for future expansion of the station, reestablish a viable and accessible pedestrian and bicycle connection between downtown Fairfield and downtown Suisun City, and support and enable each city's vision for downtown development.

STA Connected Mobility Guidelines, Performance Measures, & Benchmarks (2022) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
STA Connected Mobility Guidelines, Performance Measures, & Benchmarks	**Solano Transportation Authority**	**2022**	**Solano**

HIGH LEVEL INTRODUCTION/ SUMMARY

Transportation agencies in Solano County use these guidelines and measures to optimize the efficiency and effectiveness of their programs while maintaining or improving service. Service standards are intended to serve as a decision-making tool to assist the STA and other transit agency staff, management, and Board members when considering service and programmatic changes.

As a part of its Connected Mobility Implementation Plan, STA seeks to utilize key service standards, performance measures, and benchmarks to determine the ongoing relevance, usability, adaptability, and sustainability of the mobility programs currently offered in Solano County. Specifically, the goals and objectives of the Connected Mobility Implementation Plan will support the recently delivered recommendations of the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force, which provide comprehensive guidance for regional mobility programs in delivering effective services in an environment shaped by the ongoing COVID-19 pandemic.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Overarching guidelines for connected mobility; Mobility policy benchmarks; Mobility program design standards and performance measures

PLAN/ REPORT RECOMMENDATIONS

Overall	• Of the 27 Blue Ribbon Transit Recovery Trask Force recommendations presented 9 are actionable and 9 are relevant. The remaining 9 are already being done by STA. The status of each of the recommendations is presented in the report as of June 2022. Each of the items are presented below.
Standards	Equity & Access • Solano County should have a defined set of transit equity principles and a clear process for their application. Regional or STA-Level Benchmarks • Solano County should have a liaison to better coordinate trips for customers across multiple transit agencies and mobility programs. • Solano County should adopt standardized eligibility practices for programs that benefit people with disabilities, including paratransit and Clipper RTC cards.
Policies	N/A
Infrastructure	Transit Design Standards • Routing: To provide efficient and effective service that offers competitive travel times, routes across Solano County in different service tiers should be strategically aligned on corridors that support tier-specific purposes, based on the following criteria: ○ Intercity Express, BRT/Rapid Bus and Rural Intercity routes should run on rights-of-way less prone to delays, including freeways, HOV lanes, High Occupancy Toll (HOT) lanes, Business Access, and Transit (BAT) lanes, and HOV direct access ramps. When operating in mixed traffic, routes should use designated limited access highways and

major regional arterials. Express routes should avoid operating on secondary arterials and collector/distributor streets, except when necessary to access transit centers, HOV facilities, significant trip generators, or turnaround loops.
    - Local routes should run on a variety of right-of-way types to fulfill community-based service needs but should maximize service directness and be oriented around transit-supportive corridors wherever possible, such as those that minimize delay with fewer traffic signals or with transit signal priority infrastructure to provide competitive travel times.
    - Microtransit should provide service to neighborhoods that have densities to justify providing transit service (at least four dwelling units per acre)1 but either have street patterns that prohibit efficient fixed route alignments or densities that cannot support minimum fixed route productivity standards.
- Key Connecting Points: Across Solano County, the service network should be coordinated through key mobility hubs to provide efficient and effective transfers between regional and community service tiers.
- Coordination of Corridor Service: Operation of more than one route of the same tier on the same street (or a closely parallel corridor) should be avoided, except where there is a high demand, an HOV lane, or special transit priority treatment.
- Route Anchors: All Intercity Express, BRT/Rapid, and Rural Intercity Local routes and microtransit, should be anchored at current and planned key transit generators.

KEY TAKEWAYS

This document explains STA's overarching guidelines for connected mobility and mobility policy benchmarks, which not only comprise a policy framework for enhancing transportation network connectivity countywide, but also offer means of assessing the effectiveness of existing policy-level aspects of Solano County's mobility services. In addition, design standards and performance measures are discussed, providing quantitative measurement bars for assessing current Solano County transportation network performance and connectedness.

Moving Forward 2050 Sonoma County Comprehensive Transportation Plan (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Moving Forward 2050 Sonoma County Comprehensive Transportation Plan	**Sonoma County Transportation Authority**	**2021**	**Sonoma**

HIGH LEVEL INTRODUCTION/ SUMMARY

The plan examines the current state of transportation in the county and looks at future needs and goals and provides information on how these needs and goals can be met. The CTP is updated frequently enough to ensure that the plan is still relevant, useful, and represents the current transportation needs and goals of SCTA and Sonoma County jurisdictions.

SCTA is committed to equitable transportation planning. To avert underinvestment in disadvantaged communities, SCTA identified targeted areas for prioritizing funding to provide safe, accessible, and affordable mobility. This plan serves also as an update to the Community Based Transportation Plans.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Our Transportation System (Roads and highways; Bicycle and pedestrian infrastructure; Public transit services; Mode shift programs; Transportation projects)
Moving Forward, Meeting Our Goals (Assessing performance of the project list; Performance results – CTP 2050; Reaching further – meeting our goals; Transportation pricing and affordability; Climate change and transportation; Funding challenges; How SCTA will implement the 2050 CTP)

PLAN/ REPORT RECOMMENDATIONS

Overall

Moving Forward 2050 Goals

Goal 1 – Connected and Reliable:

- Provide a robust and well-coordinated local and regional transit system.
- Create a high-quality bike and pedestrian network.
- Optimize roadway operations to allow efficient movement of people.
- Ensure effective transportation options for youth and older adults.
- Guide innovation to the transportation system.

Goal 2 – Safe and Well-Maintained:

- Employ Vision Zero policies and strategies.
- Use maintenance dollars efficiently and effectively.
- Design infrastructure for all ages and abilities.
- Deploy innovative technologies and best practices.

Goal 3 – Community Oriented and Place-Based:

- Target high-traffic areas with right sized solutions to improve access.
- Focus on strategies that support high density, walkable and transit-oriented communities.
- Prioritize resilient infrastructure in areas at risk for flooding, fire, and other environmental challenges.
- Employ Complete Street policies and strategies that support a diversity of uses.

Goal 4 – Zero Emissions:

- Prioritize transportation funding for zero-emissions strategies.
- Emphasize strategies that incentivize transit and shared mobility.
- Take bold steps to achieve a zero-emission transportation network.
- Support climate-friendly land use practices through ongoing coordination and alignment.

	Implement the Shift Sonoma County Low Carbon Transportation Plan.
Standards	N/A
Policies	N/A
Infrastructure	Key [transit] expansion projects included in the updated plan are: • Transit fleet and facility electrification • Service increases for all transit systems • SMART rail service to Cloverdale, including purchase of new vehicles and maintenance facilities • Additional SMART stations in Petaluma, Windsor, Healdsburg, and Cloverdale • SMART Pathway construction providing first/last mile access to SMART stations • Rapid bus projects • Maintenance shops, bus yards, and bus stop improvements • Technology — passenger information and fare technology, transit signal priority projects CTP local roads projects represent a diverse set of projects including: • Southern Crossing at Caulfield Lane • Northpoint Parkway Improvements — Bellevue Avenue to S. Wright Road • Sebastopol Rd Corridor Plan — Dutton Ave to Stony Point Rd • Petaluma Hill Rd — widen from Aston Ave to Santa Rosa City limit • Bodega Corridor Project • Old Redwood Highway: Windsor Road to Arata Lane Adobe Road Reconstruction
KEY TAKEWAYS	
Long range transportation plan outlining how to meet goals and objectives. A specific project list, including road, highway, and multimodal streetscape improvements, is provided in the appendix.	

SCTA Countywide Bicycle and Pedestrian Master Plan (2014) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
SCTA Countywide Bicycle and Pedestrian Master Plan	**Sonoma County Transportation Authority**	**2014**	**Sonoma**

HIGH LEVEL INTRODUCTION/ SUMMARY

This planning process assists in informing jurisdictions on priorities for bicycle and pedestrian improvements, identifying strategies for the implementation of associated projects and programs, and supporting countywide bicycle and pedestrian coordination.

The primary emphasis of this planning effort is to facilitate transportation improvements for bicyclists and pedestrians. The role of the SCTA is in advocating, planning, coordinating, and funding, whereas local agencies, such as cities, towns, the County, transit agencies, Caltrans, and the non-profit and private sectors, will be chiefly responsible for implementing projects and programs, realizing the objectives, and carrying out the policies in this Plan. The Plan includes recommendations for physical improvements and programs to enhance and expand existing facilities, connect gaps, address constraints, provide for greater local and regional connectivity, and increase the potential for walking and bicycling as transportation modes.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Benefits of Walking and Bicycling (Transportation Benefits); Countywide Bicycle and Pedestrian Network (Relationship to Other Transportation Modes)

PLAN/ REPORT RECOMMENDATIONS

Overall	Countywide Objectives: Objective 1.0 The Countywide Bicycle and Pedestrian Network • *Establish a comprehensive countywide bicycle and pedestrian transportation system.* Objective 2.0 Design • *Utilize accepted design standards and complete streets principles for the development of bicycle and pedestrian facilities.* Objective 3.0 Multimodal Integration • *Develop and enhance opportunities for bicyclists and pedestrians to easily access other modes of transportation.* Objective 4.0 Comprehensive Support Facilities • *Encourage the development of comprehensive support facilities for walking and bicycling.* Objective 5.0 Education and Promotion • *Develop programs and public outreach materials to promote bicycle and pedestrian safety and the benefits of bicycling and walking.* Objective 6.0 Safety and Security • *Create countywide pedestrian and bicycle networks that are, and are perceived to be, safe and secure.* Objective 7.0 Land Use • *Encourage smart growth land use strategies by planning, designing, and constructing bicycle and pedestrian facilities in new development.* Objective 8.0 Planning • *Plan for the ongoing expansion and improvement of the countywide bicycle and pedestrian system.* Objective 9.0 Maintenance

	• *Maintain and/or improve the quality, operation, and condition of bicycle and pedestrian infrastructure.* Objective 10.0 Funding • *Maximize the amount of funding for bicycle and pedestrian projects and programs throughout Sonoma County, with an emphasis on implementation of these objectives.*
Standards	N/A
Policies	Proposed Programs: • Comprehensive signing • Bicycle parking • Bike share study
Infrastructure	Proposed Projects: There are a total of 1027 projects detailed in this plan, which represent all jurisdictions in Sonoma County. There are a total of 277 miles of Class I facilities (separated bicycle/pedestrian paved paths); a total of 511 miles of Class II facilities (bike lanes); a total of 264 miles of Class III facilities (signed, shared routes) from all jurisdictions. Together these facilities total 1052 miles of proposed Class I-II-III facilities throughout all jurisdictions in Sonoma County. Furthermore, all jurisdictions have identified proposed pedestrian crossing enhancements at numerous locations throughout the county. The countywide project list can be found in Appendix A here: https://scta.ca.gov/wp-content/uploads/2016/07/BikePedPlanUpdate2014_appendices_final.pdf

KEY TAKEWAYS

The purposes of the *SCTA Countywide Bicycle & Pedestrian Master Plan* are to:

- Assess the needs of bicyclists and pedestrians throughout Sonoma County to identify a set of local and countywide improvements and implementation strategies that will encourage more people to walk and bicycle.
- Identify local and countywide systems of physical and programmatic improvements to support bicycling and walking.
- Provide local agencies that adopt the Plan with eligibility for various funding programs, including the State Bicycle Transportation Account (BTA), which is now part of the State Active Transportation Program (ATP).
- Function as a resource and coordinating document for local actions and regional projects.
- Foster cooperation between entities for planning purposes and to create Geographic Information System (GIS) maps and a database of existing and proposed facilities countywide.

AC Transit Strategic Plan (2019) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
AC Transit Strategic Plan	**AC Transit**	**2019**	**Alameda/Contra Costa**

HIGH LEVEL INTRODUCTION/ SUMMARY

Strategic planning can help the Alameda-Contra Costa Transit District (also known as AC Transit or the District) concentrate its time and resources on those activities that are its primary focus. This is particularly important as new passenger transportation alternatives emerge and seek to take root.

To guide the actions of AC Transit, the Strategic Plan must be able to change with changing circumstances. The agency's staff and Board should consider it when making budget and routine day-to-day decisions. The Plan should be updated periodically to reflect current and anticipated conditions and to serve as a roadmap to help AC Transit shape the future.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

N/A

PLAN/ REPORT RECOMMENDATIONS

Overall	Strategic Initiatives: 1. Service Quality 2. Infrastructure Modernization 3. Employee Recruitment, Training and Retention 4. Zero Emission Programs 5. Financial Efficiency and Revenue Maximization
Standards	NA
Policies	N/A
Infrastructure	Infrastructure Modernization: This Initiative would rebuild or replace three operating Divisions (D2—Emeryville, D4—Oakland, D6—Hayward) to create efficient, state of the art, environmentally sustainable facilities.

KEY TAKEWAYS

Staff at all levels should use the Strategic Plan to guide decision making. This is true of both the transformative decisions involving great sums of money and the participation of multiple departments and the routine decisions made every day.

Although exceptions to the Plan may have to be made on occasion, these exceptions should always be discussed and debated instead of accepted routinely. In this way, the Strategic Plan will do what it was designed to do, guiding the District along a path to its desired future role in the region.

Marin Transit Short Range Transit Plan (2020) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Short Range Transit Plan	**Marin Transit**	**2020**	**Marin**

HIGH LEVEL INTRODUCTION/ SUMMARY

An up-to-date Short Range Transit Plan (SRTP) guides Marin Transit's investments in the future. It is a living document that uses current information, financial resources, and performance targets to plan for local public transit services. The SRTP balances Marin Transit's projected costs and revenues over a five-year time and is designed to provide a ten-year vision of the future.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

System overview; Goals, targets, and performance; Service Plan; Capital Plan; Financial Plan

PLAN/ REPORT RECOMMENDATIONS

Overall	This SRTP service plan is the basis for the ten-year financial and capital planning. The plan identifies delivery challenges and opportunities and aligns them to financial projections to estimate the state of local transit in Marin County over the ten-year period. To achieve the goals laid out in this plan, Marin Transit will focus on these initiatives: • Increase Efficiency of Operations • Plan for the Expanding Need for Marin Access Programs and Services • Evaluate Unfunded Service Needs
Standards	Performance Goals 1) Systemwide Performance: 3. Relieves congestion and provides mobility as measured in total ridership. 4. Ensures high levels of customer satisfaction with services. 5. Provides accessible and reliable transit services with Marin County. 6. Ensures services are provided in a reliable manner. 7. Provides service levels to prevent overcrowding. 8. Promotes environmental justice based on demographic analysis; and 9. Meets cost efficiency standards based on cost per revenue hour. 2) Corridor-Level Performance a. Provides adequate service frequency in priority transit corridors. b. Provides adequate span of service in priority transit corridors; and c. Provides competitive travel times to promote transit usage. 3) Route-Level Performance: a. Meets service typology productivity standards based on passengers per hour. b. Meets service typology cost effectiveness standards based on subsidy per passenger trip; and c. Establish funding agreements for Partnership services. 4) District Performance: a. Attracts outside funding sources, including federal and state revenue, as well as discretionary grants and other local funds. b. Operates the system in a manner that encourages public involvement and participation; and

	c. Maintains a capital plan to minimize air quality issues and provide quality amenities and vehicles.
Policies	In developing this Service plan, staff acknowledges several challenges and opportunities. Challenges include: • Lack of permanent operations and maintenance facilities. • Attracting and retaining labor, including drivers and maintenance staff. • Supporting transportation for special needs populations; and • Defining transit's priority within the county's transportation hierarchy. To respond to these challenges, Marin Transit has: • Benefited from an extension to the local transportation sales tax (Measure A/AA) for an additional 30 years. • Continued to diversify the District's planning and operations to better match service levels to demand. • Controlled costs through competitive bidding. • Leveraged regional transit expansion activities. • Provided congestion relief through student transportation services, and • Evaluated potential private sector partnerships to increase and expand mobility.
Infrastructure	Delivering safe and cost-effective transit service requires adequate numbers of well-maintained vehicles, bus stops, and other supportive capital facilities and equipment. The capital plan addresses clean-fueled and electric vehicles, bus stop amenities and accessibility, major transfer locations, passenger information, and communications. The District has established a program of expenditures that identifies sufficient funding sources and the expected period for each project. The capital plan also describes needed capital projects that will require additional funds - as unfunded capital needs. These include infrastructure along major transit corridors such as Highway 101, Sir Francis Drake Boulevard, 4th Street/Miracle Mile, and the Canal areas.
KEY TAKEWAYS	
This SRTP provides information on operations, performance goals, and budgeting.	

GGBHTD Short-Range Transit Plan Final Report (2022) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Short-Range Transit Plan Final Report	**Golden Gate Bridge, Highway, & Transportation District**	**2022**	**San Francisco, Marin, Sonoma, Del Norte, Napa, Mendocino**

HIGH LEVEL INTRODUCTION/ SUMMARY
The SRTP final report highlights the history, organization, and overview of the agency and its operations. It additionally includes system financial performance as well as operating budgets and plans.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS
Transit Service Performance (service metrics, service evaluation); Transit System Status (pre-pandemic service structure, pandemic period service changes, service changes identified in previous SRTP, current service structure); Transit Service Plan (current operating budget and plan, projected operating budget and plan, MTC planning scenarios)

PLAN/ REPORT RECOMMENDATIONS	
Overall	The previous SRTP indicated that the GGBHTD would prepare a comprehensive operational analysis (COA) of bus service in 2020. However, a COA was not conducted due to the pandemic. The report also identified several bus and ferry service changes that would be considered in the future: • Expand Larkspur Ferry service • Implement ferry service to Chase Center for special events • Discontinue Route 31 • Replace Route 44 with enhanced service on Routes 38 and 58 • Modify the alignments of Routes 54 and 56 in Novato • Adjust the balance of service on Routes 24 and 24X • Modify the alignment of Route 27 • Review bus and ferry service levels in Tiburon • Establish “recreational” service levels on Route 2 and add service to Vista Point • Adjust service levels on Regional routes
Standards	Equity Considerations Equity priority communities in the GGBHTD service area include: • San Francisco – portions of the SOMA, Tenderloin, Civic Center, Financial District, and Fisherman’s • Wharf neighborhoods • Marin City • San Rafael – Canal and to the southeast, Terra Linda • Richmond – all except Point Richmond • Rohnert Park – northwest area • Santa Rosa – downtown and near GGT’s Piner & Industrial facility
Policies	N/A
Infrastructure	N/A

KEY TAKEWAYS

Aside from an overview of the agency, this final report primarily provides an update on transit productivity from a financial perspective. Performance measures are evaluated by comparing actual data to service standards. Recommendations from the previous SRTP are provided.

SamTrans Short Range Transit Plan (2019) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
SamTrans Short Range Transit Plan	**San Mateo County Transit District**	**2019**	**San Mateo County**

HIGH LEVEL INTRODUCTION/ SUMMARY

SRTP includes a Transit system overview; Vision, guiding principles, and performance metrics (including fixed route and paratransit service strategies); Service and system evaluation (including planning efforts for special needs/disadvantaged communities); Operations plan and budget; and Capital improvement program.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

N/A

PLAN/ REPORT RECOMMENDATIONS

Overall	Fixed Route Service Strategies:
	• Reimagine SamTrans COA
	  ○ Vehicle right-sizing with the 2022/23 bus replacement
	  ○ Expansion of microtransit or technology-enabled services in lower density communities to replace unproductive bus service
	  ○ Updated route classifications and performance metrics for fixed route and non-traditional modes or services
	• El Camino Real Bus Rapid Transit & ECR Rapid
	  ○ Phased approach to future BRT service; Pilot launched 2018
	  ○ In spring 2019, staff will review the performance data and customer feedback to propose any further applicable recommendations for the service.
	• Pacifica Microtransit Pilot (SamTrans On-Demand)
	  ○ Replaces existing FLX-P route with a fully on-demand, curb to curb service (piloted 2019)

Standards	MTC's Community-Based Transportation Planning Program (CBTP) • A collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, county congestion management agencies (CMAs), and MTC. • 2019: RFPs for (2) community updates including a community needs assessment, collaborative planning and outreach, and the development of transportation strategies and an implementation plan.
Policies	N/A

Infrastructure	Fixed Route Service Strategies:
	• Grand Boulevard Initiative (GBI)
	  ○ Efforts are underway to define a future course for the GBI effort which could include a transit bottleneck study, among others
	• US 101 Express Bus Feasibility Study
	  ○ *Referenced in this document above*

KEY TAKEWAYS

The SRTP provides a range of studies and projects expected to take place by 2028 and includes updates on current projects.

SamTrans Short Range Transit Plan – Revised (2023) (Final)

.	AGENCY	YEAR	COUNTY
SamTrans Short Range Transit Plan – Revised	**San Mateo County Transit District**	**2023**	**San Mateo County**

HIGH LEVEL INTRODUCTION/ SUMMARY

Revised SRTP in response to COVID-19 pandemic impacts on transit.

This document presents service plans corresponding to the following four scenarios. Scenarios 1-3 listed below were prescribed with operating figures provided by MTC. Scenario 4 is an additional scenario developed by SamTrans.

1. Robust Recovery: There is adequate funding to return overall revenue to 100 percent of pre-pandemic levels, with escalation.
2. Revenue Recovery, with Fewer Riders: Federal relief funds are eventually exhausted, although other funds recover to pre-pandemic levels. However, farebox revenue remains stagnant (20 percent below pre-pandemic levels) for the next five years.
3. Some Progress: Federal relief funds are eventually exhausted and total revenue available to the agency is 15 percent below pre-pandemic levels for the next five years.
4. SamTrans-Generated Scenario: Using FY 2023 as the baseline year, this scenario considers all of SamTrans' revenues considering both operating and major capital project commitments and presents an operating plan consistent with internal financial planning exercises.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

This SRTP presents an overview of the SamTrans transit system and services it provides in Chapter 1. Chapter 2 presents information about SamTrans' pre-pandemic service, followed by information about pandemic period service impacts and approaches in Chapter 3 (FY 2020 – 2022). Chapter 4 goes into detail about the current state of SamTrans system (FY 2023) and Chapter 5 outlines the strategies and service plans associated with each of the four scenarios.

PLAN/ REPORT RECOMMENDATIONS

Overall	Scenario 1: Robust Recovery – 100% of Pre-Pandemic Revenue Levels, With Escalation • Deliver the fully adopted Reimagine SamTrans new fixed route bus network, which includes an expanded service plan and portfolio compared to pre-pandemic service. Includes more frequent service on many routes, additional midday and weekend service, and new limited stop routes serving college campuses, equity priority areas, and major employment destinations, as well as the service and frequency restorations included in Scenario 2.
	Scenario 2: Revenue Recovery, With Fewer Riders – 20-50% Below Pre-Pandemic Fare Box Revenue Levels

	• Increase in fixed route service provided, compared to FY 2023, but does not include all the new routes and services identified in the Reimagine SamTrans plan. Service is restored on certain peak-only or all-day routes primarily serving traditional commute purposes that were discontinued during the pandemic. Additionally, a new express route is introduced, connecting residents from East Palo Alto to San Bruno BART station, with some trips extending to downtown San Francisco. Lastly, frequency is increased on many routes in the system as identified in Reimagine SamTrans, primarily on higher ridership routes or routes serving equity priority areas.
	Scenario 3: Some Progress – 15% Below Pre-Pandemic Revenue • As the most constrained scenario, it reflects an environment in which SamTrans revenues are far lower than during the pre-pandemic period. Service on SamTrans' most productive routes and service to equity priority areas are the top priorities within this system. Other routes, particularly typical commute-focused routes, like express or limited stop routes, may have reduced service compared to pre-pandemic levels.
	Scenario 4: SamTrans-Generated Scenario • Includes more frequent service on many routes, additional midday and weekend service, and new limited stop routes serving college campuses, equity priority areas, and major employment destinations, as well as the service and frequency restorations made to some routes during the pandemic. More routes would be classified as Frequent or Local due to the increase in frequencies on many of the routes.
Standards	N/A
Policies	N/A
Infrastructure	N/A
KEY TAKEWAYS	
This updated SRTP does not go into as much detail as the previous 2019-2028 SRTP. It does, however, provide four different scenarios dependent upon ridership, revenue, and operators. These factors will determine how much of the *Reimagine Samtrans* project will move forward.	

101 Corridor Connect North County Multimodal Strategy Fact Sheet (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
101 Corridor Connect North County Multimodal Strategy Fact Sheet	**San Mateo County Transportation Authority**	**2023**	**San Mateo County**

HIGH LEVEL INTRODUCTION/ SUMMARY
Two-page fact sheet that describes the San Mateo County Transportation Authority's (TA) vision for Highway 101 which is to be an interconnected corridor which serves the needs of all travelers in San Mateo County, no matter how they choose to travel. To meet this goal, the TA is developing the 101 Corridor Connect North County Multimodal Strategy which will identify underfunded but necessary projects that improve and encourage the use of different types of transportation.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS
N/A

PLAN/ REPORT RECOMMENDATIONS	
Overall	Project Benefits: • Relieve traffic congestion and improve travel through more sustainable modes of transportation • Identify how transportation along the 101 corridor can be improved • Develop a strategy for long-term transportation investments that aligns with community priorities
Standards	N/A
Policies	N/A
Infrastructure	N/A

KEY TAKEWAYS
Two-page fact sheet including project overview, benefits, location, and timeline for improvements along the Highway 101 corridor.

Transit Service Guidelines (2023) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
Transit Service Guidelines	**Santa Clara Valley Transportation Authority**	**2023**	**Santa Clara**

HIGH LEVEL INTRODUCTION/ SUMMARY

This Transit Service Guidelines document guides the provision of VTA's transit service by establishing:

- A framework to objectively design, monitor, and evaluate VTA's transit services.
- A process to develop service change recommendations for the VTA Board of Directors to consider that are based on best practices in the transit industry.
- Objective measures to guide service planning decisions that are equitable, systematic, timely, and move VTA toward achieving the goal of providing Faster Frequent Reliable Transit from the VTA Strategic Plan.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

Ridership and coverage balance; The Ridership Recipe; VTA's family of services; Route design guidelines; Service level guidelines; Service productivity guidelines; Service planning process

PLAN/ REPORT RECOMMENDATIONS

Overall	Provides guidelines for service planning for route design, service level, and service productivity.
Standards	The main components of the service planning process are: 1. Regular performance monitoring of VTA's transit network 2. In-depth route evaluations to comprehensively assess individual routes 3. Development of service change recommendations 4. Development of an annual Transit Service Plan for each calendar year 5. Ongoing community engagement for service change recommendations
Policies	N/A
Infrastructure	Route Design Guidelines: • Routes should be simple and consistent • Routes should be fast • Routes should operate along a direct path • Route deviations should be minimized • Rapid and frequent routes should operate along arterials • Routes should be symmetrical • Routes should be coordinated • Stops should be placed appropriately

KEY TAKEWAYS

Provides guidelines for service planning for route design, service level, and service productivity.

STA Connected Mobility Implementation Plan Staff Report (2021) (Final)

PLAN NAME	AGENCY	YEAR	COUNTY
STA Connected Mobility Implementation Plan Staff Report and SOW STA TAC	**Solano Transportation Authority**	**2021**	**Solano**

HIGH LEVEL INTRODUCTION/ SUMMARY
STA is seeking to align Solano mobility programs, transit service, and projects with recommendations from MTC's Blue Ribbon Transit Recovery Task Force. This will necessitate a comprehensive assessment of current plans and programs. Metrics that achieve the Blue-Ribbon Task Force recommendations will be at the forefront of the analysis, these may include cost-effectiveness, governance, sustainability, reduction in VMT & GHG, etc.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS
N/A

PLAN/ REPORT RECOMMENDATIONS	
Overall	This study is ongoing. Recommendations will look at services, policies, and infrastructure to support connected mobility throughout Solano County as well as connections outside of the county.
Standards	N/A
Policies	N/A
Infrastructure	N/A

KEY TAKEWAYS
STA recommends compiling a comprehensive Connected Mobility Implementation Plan for Solano County. This plan will provide a framework for how to integrate mobility options for Solano commuters in a post-COVID world. The goal is to provide a data-driven implementation plan with 2, 5, and 10-year framework with benchmarks for success, and a list of prioritized capital projects and programs that can be implemented if funding is made available.