

# 04

## Goals, Objectives, and Performance Measures





**To:** Tyler Brown, Sergio Ruiz, and Wingate Lew; Caltrans Bay Area  
**From:** Mauricio Hernández; Alta Planning + Design  
**CC:** Doug Arseneault, Sam Corbett, Alta; Stuart Geltman, TMD  
**Date:** September 18, 2024  
**Re:** Caltrans Bay Area Transit Plan – Goals, Objectives, and Performance Measures (FINAL)

---

## Introduction

This Memorandum provides the Vision, Goals, Objectives, and Performance Measures that will help Caltrans Bay Area (District 4) enhance transit speed, reliability, and access along the State Transportation Network (STN) in the nine-county Bay Area. This document was developed based on feedback received from Caltrans staff, the Metropolitan Transportation Commission (MTC) representatives, county transportation agencies, transit providers, and other stakeholders during the first phase of the project. Additionally, the project team used key findings of the Best Practices Literature Review (Task 4A) and the Caltrans Policy and Planning Context Report (Task 4B) to inform the development of this document. The Caltrans Public Transit Policy (Transit Policy) and update to the Caltrans Strategic Plan also served as guiding documents in the development of these goals, objectives and measurable outcomes.

While Caltrans does not provide transit services, the goals, objectives and measurable outcomes included in this document have been designed to encourage and support transit operations within the State Transportation Network (STN) in the Bay Area. It is assumed that the longitudinal tracking of and reporting on goals/objectives and performance measures will require the use of data from various sources including Caltrans and partner agencies that would benefit from transit improvements.

## Vision

The Vision is a broad aspirational statement for the desired future state of transit along the STN in the Bay Area.

*Caltrans Bay Area (District 4) will support a thriving and connected Bay Area with enhanced transit service reliability, travel time savings, comfort, and access on the State Transportation Network.*

## Purpose Statement

The Purpose Statement includes a clear declaration of the intent of the Plan and the values the Plan aspires to uphold.

*Caltrans Bay Area (District 4) will support enhanced transit service on the State Transportation Network through coordination, collaboration and partnerships with transit agencies, the Metropolitan Transportation Commission, county transportation authorities, local governments, Tribes, community-based organizations, and other local and regional stakeholders in accordance with the Caltrans Director's Policy on Public Transit. These improvements will encourage more people to make more trips via transit, enhance access to opportunities, and enhance the quality of life for residents and visitors of the nine-county Bay Area Region by offering a more equitable, user-friendly, safe, healthy, resilient, and sustainable transportation system.*

## Goals

The Goals are general statements of what Caltrans, MTC, transportation authorities, transit agencies, and transit riders hope to achieve for the Bay Area transit network over time. The following is the complete list and definitions of the goals set forth:

1. **Safe and Complete Streets:** Support the planning, design, funding, and implementation of safe and complete streets that enhance and improve transit travel time competitiveness, reliability, access, and safety while encouraging increased transit usage for a wide variety of users and trip purposes.
2. **Equity:** Improve equity in transportation choices by helping to deliver transit projects on the STN that improve reliability and reduce travel times for all transit riders (all ages, abilities, ethnicities, genders, languages, races, socioeconomic statuses), while ensuring Equity Priority Communities (EPC's) and people of EPCs/disadvantaged communities who use transit regularly are meaningfully engaged throughout the design, construction, and operation of transit-supportive infrastructure and programs.
3. **Climate Action:** Advance transportation solutions that support Caltrans environmental goals and consider the context of Bay Area communities. Play an essential role in creating a greener transportation system to help the region combat climate change, increase resilience, and improve environmental quality.
4. **Transit Prosperity:** Provide support in identifying and securing long-term resources for transit-supportive projects and transit service enhancements, in accordance with Caltrans statewide project delivery and funding guidelines.
5. **Cultivate Excellence:** Establish a regional leadership role for Caltrans Bay Area with improved coordination among transit operators, MTC, cities, counties, transportation agencies, and internal Caltrans divisions involved in planning and implementing transit-supportive infrastructure on the STN. Provide consistent and efficient Caltrans review, permitting, and oversight processes to implement transit-supportive infrastructure projects and programs in Bay Area communities, in accordance with Caltrans project delivery and funding guidelines and design standards.

*Note: Caltrans role in the public transportation network is to construct and maintain infrastructure that is part of the State Transportation Network (STN) which can include access improvements, Transit Signal Priority (TSP), bus lanes, and other priority treatments that are within Caltrans purview. Caltrans does not directly operate or maintain transit service or facilities. As operators of public transportation services, transit providers will need to support Caltrans as part reporting on the performance measures to determine the extent that a project meets the goals and objectives and would be included in a Caltrans maintenance agreement.*

### **Objectives and Performance Measures**

The Objectives further define how/what actions are part of meeting the earlier mentioned Goals. The Performance measures define how the goals and objectives will be measured to determine level of success in meeting the goals. The Performance Measures have been designed to be data driven, measurable, and realistic. The Objectives and Performance Measures are detailed in the tables below.

## Goals

### Goal 1 - SAFE & COMPLETE STREETS

Support the planning, design, funding, and implementation of safe and complete streets that enhance and improve transit travel time competitiveness, reliability, access, and safety while encouraging increased transit usage for a wide variety of users and trip purposes.

Objectives	Related Documents and Policies	Performance Measures	Potential Partners
<b>A. Install transit-priority infrastructure to improve travel speeds of transit operating in mixed traffic including buses, light rail, and streetcars.</b>	<ul style="list-style-type: none"> <li>• First Last Mile Strategic Plan &amp; Planning Guidelines</li> <li>• Plan Bay Area 2040</li> <li>• Caltrans California Transportation Plan 2050</li> <li>• Making Roads Work for Transit</li> </ul>	Increase in Number of transit priority improvements integrated into Caltrans State Highway Operation and Protection Program (SHOPP) and non-SHOPP projects per fiscal year.	MTC Transit Operators Local jurisdictions
<b>B. Expand transit-access infrastructure for pedestrians, bicyclists, and micromobility users to enhance safety, comfort, and connectivity between transit stops &amp; stations and local/regional destinations.</b>	<ul style="list-style-type: none"> <li>• First Last Mile Strategic Plan &amp; Planning Guidelines</li> <li>• Caltrans D4 Bike Plan Report (2018)</li> <li>• Caltrans District 4 Pedestrian Plan for the Bay Area (2021)</li> <li>• Caltrans California Transportation Plan 2050</li> </ul>	Increase in Number of transit access improvements within a ½ mile of a transit stop integrated into Caltrans (SHOPP and non-SHOPP) projects per fiscal year.	MTC Local jurisdictions Transit agencies
<b>C. Prioritize the implementation of centralized hubs that integrate transit and other shared travel modes to support a cohesive regional transit system.</b>	<ul style="list-style-type: none"> <li>• First Last Mile Strategic Plan &amp; Planning Guidelines</li> <li>• STA Connected Mobility Guidelines, Performance Measures, &amp; Benchmarks (2022)</li> <li>• Plan Bay Area 2040</li> <li>• Caltrans California Transportation Plan 2050</li> </ul>	Increase in The number of improvements to mobility hub projects implemented per fiscal year.	MTC Local jurisdictions

Goal 2 - EQUITY

Improve equity in transportation choices by helping to deliver transit projects on the STN that improve reliability and reduce travel times for all transit riders (all ages, abilities, ethnicities, genders, languages, races, socioeconomic statuses), while ensuring Equity Priority Communities (EPC’s) and people of EPCs/disadvantaged communities who use transit regularly are meaningfully engaged throughout the design, construction, and operation of transit-supportive infrastructure and programs.

Objectives	Related Documents and Policies	Performance Measures	Potential Partners
<b>A. Invest in transit-supportive infrastructure to prioritize person throughput over single-occupancy vehicles including in EPCs/disadvantaged communities, routes serving residents of EPCs/disadvantaged communities, and other areas affected by low air quality according to CalEnviroScreen. <i>[Cross-listed with Climate Action]</i></b>	<ul style="list-style-type: none"> <li>• Caltrans 2020-2024 Strategic Plan</li> <li>• Caltrans California Transportation Plan 2050</li> </ul>	Implementation of transit priority improvements in MTC Equity Priority Communities/disadvantaged communities.	MTC  Local jurisdictions  Transit agencies
<b>B. Ensure that equity is considered in all transportation decision-making processes including the distribution of Caltrans resources and infrastructure.</b>	<ul style="list-style-type: none"> <li>• Caltrans 2020-2024 Strategic Plan</li> <li>• 2023 C/CAG San Mateo County Equity Framework Draft Report</li> </ul>	Implementation of transit service improvement in MTC Equity Priority Communities <sup>1</sup> .	MTC  Local jurisdictions  Transit agencies
<b>C. Ensure that historically underrepresented populations and residents of EPCs/disadvantaged communities are actively engaged and provide input in transit-related projects.</b>	<ul style="list-style-type: none"> <li>• Solano County Comprehensive Transportation Plan 2040</li> <li>• Caltrans California Transportation Plan 2050</li> <li>• C/CAG San Mateo County Equity Framework Draft Report</li> </ul>	Development of regionally balanced transit equity engagement, via existing regional transit equity bodies or a distinct Caltrans committee, to provide	MTC  Local jurisdictions  Transit agencies

<sup>1</sup> Caltrans Equity Index Tool (EQI) does not include information on racial indicators and is not being used for determining EPC for the District 4 Transit Plan

Objectives	Related Documents and Policies	Performance Measures	Potential Partners
<p><b>D. Improve access to low-cost transportation options for low-income communities and other disadvantaged populations such as Black, Indigenous, and people of color (BIPOC) and people with disabilities.</b></p>	<ul style="list-style-type: none"> <li>• Plan Bay Area 2040</li> <li>• Caltrans California Transportation Plan 2050</li> </ul>	<p>community-based insight on CT transit planning.</p> <p>Increase in Percent of transit access needs incorporated in EPCs/ disadvantaged communities.</p>	<p>Local jurisdictions</p> <p>Transit agencies</p>
<p><b>E. Implement Americans with Disabilities Act (ADA)-compliant accessibility features as part of all transportation infrastructure projects along the STN to improve safe access to transit stops and stations for people with disabilities and aging populations.</b></p>	<ul style="list-style-type: none"> <li>• Napa Valley Community-Based Transportation Plan</li> </ul>	<p>Increase in the number of projects that provide an ADA accessibility improvement to current infrastructure, per year.</p>	<p>MTC</p> <p>Local jurisdictions</p> <p>Transit agencies</p>

### Goal 3 - CLIMATE ACTION

Advance transportation solutions that support Caltrans' environmental goals and are mindful of the context of Bay Area communities. Play an essential role in creating a sustainable transportation system by supporting transit to help the region combat climate change, become more resilient, and improve environmental quality.

Objectives	Related Documents and Policies	Performance Measures	Potential Partners
A. Evaluate investment opportunities, project scoping and design, and performance metrics to help reduce per capita vehicle miles traveled (VMT).	<ul style="list-style-type: none"> <li>Climate Action Plan for Transportation Infrastructure (CAPTI)</li> <li>Caltrans System Investment Strategy (CSIS)</li> <li>Smart Mobility Framework</li> </ul>	Decrease in vehicle miles traveled (VMT) in transit investment areas.	MTC
B. Encourage transit-oriented development along the STN and adjacent Priority Development Areas (PDAs), Transit-Oriented Community Policy Areas, and Transit Priority Areas (TPAs) – as defined by MTC – by incentivizing the construction of additional housing units (particularly multi-family housing) and mixed-use developments, without parking minimums, to reduce distances between housing, work sites, and essential goods and services.	<ul style="list-style-type: none"> <li>Climate Action Plan for Transportation Infrastructure (CAPTI)</li> <li>Caltrans System Investment Strategy (CSIS)</li> <li>Smart Mobility Framework</li> </ul>	Increase in the total population within ½ mile of a high-quality transit corridor.	MTC Local jurisdictions
C. Invest in transit-supportive infrastructure to prioritize person throughput over single-occupancy vehicles in EPCs/ disadvantaged communities, routes serving residents of EPCs/ disadvantaged communities, and other areas affected by low	<ul style="list-style-type: none"> <li>Caltrans 2020-2024 Strategic Plan</li> </ul>	Increase in the number of transit supportive infrastructure projects implemented per year along the STN.	MTC Local jurisdictions



Objectives	Related Documents and Policies	Performance Measures	Potential Partners
<p>air quality according to CalEnviroScreen. <i>[Cross-listed with Equity]</i></p>	<ul style="list-style-type: none"> <li>Caltrans California Transportation Plan 2050</li> </ul>		<p>Transit agencies</p>
<p><b>D. Support the development, implementation, and maintenance of zero-emission bus and electric micromobility infrastructure as the State, Local jurisdictions, and private entities invest in electric vehicle charging network development along the STN.</b></p>	<ul style="list-style-type: none"> <li>Caltrans California Transportation Plan 2050</li> </ul>	<p>Increase in the percentage of zero-emission buses operated by partner agencies along the STN, with the goal of 100% ZE adoption by 2040.</p>	<p>MTC Local jurisdictions Transit agencies</p>

## Goal 4 - TRANSIT RESOURCE PROSPERITY

Provide support in identifying and securing long-term resources for transit-supportive projects and transit service enhancements, in accordance with Caltrans statewide project delivery and funding guidelines.

Objectives	Related Documents and Policies	Performance Measures	Potential Partners
A. Increase dedicated funding for the transit-supportive infrastructure projects along the STN.	<ul style="list-style-type: none"> <li>Bay Area Transit Transformation Action Plan</li> </ul>	Positive change in the transit funding relative to the change in funding for all other transportation modes.	MTC
B. Facilitate project-level coordination between the U.S. Department of Transportation, California State Transportation Agency, MTC, and local and regional stakeholders to assist Caltrans, county transportation authorities, and transit agencies in effectively leveraging and implementing federal and state funding programs, in coordination with MTC.	<ul style="list-style-type: none"> <li>Bay Area Transit Transformation Action Plan</li> </ul>	Increase in the frequency and number of stakeholder coordination meetings to identify priorities and a funding framework for transit.	MTC Local jurisdictions Transit agencies
C. Ensure long-term maintenance of existing resources for Caltrans and local transit-supportive infrastructure projects	<ul style="list-style-type: none"> <li>Plan Bay Area 2040</li> </ul>	Increase in the allocated funding for transit facility maintenance projects along the STN to ensure State of Good Repair, such as SHOPP.	MTC
D. Incorporate transit operating cost and ridership impacts into the decision-making process for all Caltrans investments in the Bay Area.	<ul style="list-style-type: none"> <li>Santa Clara Valley Transportation Authority Transit Speed Policy</li> </ul>	Inclusion of Caltrans staff, trained to consider the impact of Caltrans investments, and project delivery on transit operations and ridership, on Project Development Teams and in Comprehensive Multimodal Corridor Plan development processes.	MTC Transit agencies

## Goal 5- CULTIVATING EXCELLENCE

Provide consistent and efficient Caltrans evaluation, permitting, and oversight processes to implement transit-supportive infrastructure projects and programs in Bay Area communities, in accordance with Caltrans statewide project delivery and funding guidelines and design standards.

Establish a regional leadership role for Caltrans to improve coordination with and between cities, counties, and agencies involved in planning and implementing transit-supportive infrastructure across multiple jurisdictions in the Bay Area.

Objectives	Related Documents and Policies	Performance Measures	Potential Partners
A. Refine design guidance and standards to prioritize context-sensitive solutions that support transit infrastructure and enhance connections to surrounding land uses.	<ul style="list-style-type: none"> <li>Complete Streets Toolbox 3.0</li> </ul>	Adoption by Caltrans of design guidance for transit priority and access facilities that standardizes and facilitates the review and implementation of transit infrastructure along the STN, in alignment with SB-960	MTC Local jurisdictions Transit agencies
B. Reduce administrative barriers to local transit project delivery along the STN.	<ul style="list-style-type: none"> <li>Caltrans Public Transit Policy</li> </ul>	Reduction in overall time for the review and approval process for implementation of transit related projects on the STN.	MTC Local jurisdictions
C. Streamline and coordinate the administrative permitting and project oversight processes for transit-supportive infrastructure projects along and intersecting with the STN in the Bay Area.	<ul style="list-style-type: none"> <li>Caltrans Public Transit Policy</li> </ul>	Implementation and utilization of updated guidelines/procedures to reduce time needed for review of transit supportive projects and transit access projects along the STN.	MTC Local jurisdictions
D. Develop a role, standards, and clear approach for Caltrans Bay Area to coordinate with transit agencies, cities, and counties when planned transit-supportive projects across multiple jurisdictions along the STN.	<ul style="list-style-type: none"> <li>Caltrans Public Transit Policy</li> </ul>	Designation of a Caltrans transit subject matter expert at the District level for each potentially-transit-relevant project, with expanded role for Transit Grants and Planning Branch, to facilitate the review process within Caltrans and partner agencies.	MTC Local jurisdictions Transit agencies

## Glossary

**Frequent Service Stop** – A transit stop that is served every 15-minutes or better.

**Linked Ridership** – Linked trips refer to the total number of riders and measures the actual number of complete trips from origin to destination, including transfers.

**Mobility Hub** – Places in a community that bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle. Built around frequent and high-capacity transit, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer from one type of transportation to another.

**Transit Stop** – A location where transit vehicles stop to load and unload passengers. Transit stops can range from a neighborhood bus stop to a transfer center and rail station.