



Potential Investments tied to Next Generation Transit Program Strategies

Note: The lists below of example potential investments is not meant to be exhaustive. More Next Generation Transit Strategies and investment examples can be found at:

<https://www.sacog.org/planning/transportation/transit-strategies/next-generation-transit-study>

Transit Design and Delivery

Potential Investments:

- Speed up transit by reducing headways and implementing other tools that can move riders to their destination(s) in less time.
- State of Good Repair and Fix it First projects that improve system and infrastructure reliability, vehicle refurbishment and replacement, real time vehicle location, etc.
- Intercity rail improvements that strongly complement local transit services (e.g., Capitol Corridor Third Track, ACE/SJRRRC Valley Rail). Focus on investments that will leverage other federal or state grants.
- Community-based transit services that can increase travel choice and reduce travel time and cost burden for disadvantaged communities*/travelers.
- Microtransit and micromobility pilots in urban, suburban, and rural areas
- Piloting demand-responsive or on-demand service for difficult-to-serve locations, such as small communities or rural areas
- Spot improvements (e.g., pop-up bus lanes, queue jumps, signal priority) in cooperation with local jurisdictions. The object is to prioritize transit in traffic operations and road space allocations in ways that speed-up services
- Means-based transit fare subsidies
- Securing and building upon partnerships between operators and other partners (e.g., private mobility, health care, and non-profit or human service transportation providers) to maintain, expand or pilot new services

*SACOG is defining “disadvantaged communities” as: including but not limited to those communities that have high proportions of their population made up of Black, Indigenous, and People of Color (BIPOC), low-income households, households headed by seniors and/or people with disabilities. This definition is based on the SACOG MTP/SCS and may be more expansive than other state funding program definitions.

Seamless User Experience

Potential Investments:

- Projects that simplify fares and enhance trip planning.
- Projects that make stations and stops attractive, safe and easy to navigate.
- Projects that coordinate the regional transit network and minimizing wait times, allowing seamless transfers, and coordinated schedules at key transfer points in the regional transit network.

- Projects for mobility hubs that not only provide transit enhancements (e.g., passenger amenities, traveler information) but also include carshare, micromobility, and EV charging features
- Projects for co-branding transit services at stops and on buses (e.g., Causeway Connection example)
- Connect Card 2.0 security upgrades to make the fare system less vulnerable to hacking

Planning and Funding

Potential Investments:

- Data and tool development to support transit operator service analyses efforts (e.g., SRTP and TAM integration)
- A micro-mobility + transit integration study
- Create regionwide traveler info tools (e.g., single system map)
- Prepare a regional fare integration study with operators
- A regional means-based fare study and pilot program using Connect Card.
- Technical analyses to create consistent route classifications that streamline service planning, decision-making and funding needs
- REMIX service scenarios for transit operational analyses (note: annual license fee covered separately)
- On-call technical assistance to operators (e.g., ZEV, Title VI compliance, procurements, data analysis)