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# Deputy Directive

*Number:* DD-98

*Refer to  
Director's Policy:* DP-27 BRT  
Implementation  
Support  
DP-26 Intelligent  
Transportation Systems  
DP-23-R1 Energy  
Efficiency,  
Conservation, and  
Climate Change  
DP-22 Context Sensitive  
Solutions  
DP-08 Freeway System  
Management

*Effective Date:* TBD by DBFS Admin

*Supersedes:* NEW

*TITLE* Integrating Bus Rapid Transit into State Facilities

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*POLICY*

The California Department of Transportation (Department) supports the integration of Bus Rapid Transit (BRT) projects and operations on the California State Highway System (SHS) where most effective, through partnership with BRT stakeholders. Integrating BRT support elements on State facilities where appropriate, has the potential to increase the “person-throughput,” reduce the rate of congestion for all highway users, mitigate pollution, reduce greenhouse gas emissions, and improve goods movement.

The Department ensures that relevant procedures, standards, and guidance include direction that addresses BRT during the preliminary planning concept stages, and throughout the formal stages of planning, design, construction, operation, and maintenance of its facilities and properties.

Costs associated with integrating BRT into standard Department processes, (e.g., planning, design, construction, operations, and maintenance), are considered costs of delivering California’s transportation system.

*DEFINITION/BACKGROUND*

BRT is defined by the Federal Transit Administration as a rapid mode of transportation that can provide the quality of rail transit and the flexibility of buses. The Transit Cooperative Research Program also defines BRT as “a flexible, rubber-tired form of rapid-transit mode that combines stations,

vehicles, services, running ways, and Intelligent Transportation System (ITS) elements into an integrated system with a strong positive identity.” BRT applications are customized to the market served and can be incrementally implemented in a variety of environments from a dedicated right-of-way to mixed with traffic on streets and highways. Appropriate and effective BRT implementation improves overall system performance.

BRT stakeholders include federal, State and local agencies, metropolitan planning organizations, regional transportation planning agencies, tribal governments, transit operators, and the private sector.

Statewide departmental cooperation is needed to support BRT operations on the SHS. This means considering innovative solutions to improve long-term system performance.

## *RESPONSIBILITIES*

### Deputy Director, Planning and Modal Programs:

- Ensures Planning and Modal Programs work with appropriate divisions and district offices to develop, maintain, or revise policies, procedures, standards, guidance and manuals related to planning, reviewing, and integrating BRT with other modes on the SHS.
- Ensures Planning and Modal Programs review relevant planning documents and identifies potential areas where local, regional, or interregional corridors could support a BRT project on the SHS.

### Deputy Director, Maintenance and Operations:

- Ensures Maintenance and Operations Programs work with appropriate divisions and district offices to develop, maintain, or revise maintenance and operations policies, procedures, standards, guidance and manuals related to implementing and integrating a BRT system with other modes on the SHS within State right-of-way.
- Ensures BRT is considered and encouraged on the SHS where appropriate.

### Deputy Director, Project Delivery:

- Ensures Project Delivery Programs work with appropriate divisions and district offices to develop, maintain, or revise design policies, procedures, standards, guidance, and manuals related to implementing and integrating BRT with other modes on the SHS.

### District Directors:

- Ensure that BRT is considered and encouraged on the SHS where appropriate.
- Partner with local and regional BRT stakeholders to implement BRT strategies where appropriate.
- Direct appropriate staff to evaluate the effectiveness of BRT in partnership with transit providers and local jurisdictions.

- Assign a district representative to be the District BRT Coordinator.
- Ensure appropriate support of activities outlined in this directive.

Chief, Division of Mass Transportation:

- Works in cooperation with district and local and regional transportation planning agencies to advocate, propose, and implement BRT.
- Maintains and annually updates an inventory of existing, under construction, and planned BRT projects on the SHS.
- Reviews relevant Department planning documents to identify and actively facilitate BRT implementation involving the SHS.
- Coordinates with Headquarters (HQ) divisions and district representatives to develop and help implement BRT training to Department staff.
- Ensures Division of Mass Transportation HQ's BRT Coordinator works with other appropriate coordinators in HQ and in the districts to actively facilitate the resolution of BRT issues involving the SHS that cannot be resolved at the district level.
- Facilitates the establishment of performance measures and a monitoring program that can be used in evaluating the benefits or impacts of implementing BRT projects on the SHS.

Chiefs, Division of Traffic Operations and Division of Design:

- Designate a HQ's Traffic Liaison and a HQ's Design Coordinator to work with the Division of Mass Transportation's HQ's BRT Coordinator and other appropriate coordinators in HQ and in the districts to actively facilitate the resolution of BRT issues.

Chief, Division of Transportation Planning:

- Works in cooperation with districts and local and regional transportation planning agencies to advocate, propose, and implement BRT.
- Ensures the planning guidelines for reviewing and encouraging BRT proposals in regional and corridor plans include a "system approach" perspective outlining multimodal system connectivity.
- Ensures staff partner with districts and transit agencies to include current transit data in transportation models that simulate BRT projects, as they become available, to help measure person throughput, future level of service, and environmental benefits or impacts.
- Ensures the consideration of BRT-related grant proposals.

Chief, Division of Transportation Systems Information:

- Maintains an inventory of BRT routes using the SHS.
- Partners with districts to integrate transit into appropriate existing transportation models.

Deputy District Directors, Planning and Modal Programs:

- Ensure all appropriate planning documents are reviewed to identify potential local, regional, or interregional corridors from a “system approach” perspective to consider a BRT project on the SHS.

Deputy District Directors, Project Delivery:

- Direct Project Delivery Programs to work with appropriate divisions to follow design policies, procedures, standards, guidance and manuals related to implementing and integrating a BRT system with other modes on the SHS within State right-of-way.

Deputy District Directors, Maintenance and Operations:

- Ensure that SHS infrastructure and routes are operated and maintained to allow for the BRT system, in cooperation with local transit operators, cities, counties, regions, and communities.
- Ensure all appropriate district park and ride facilities be inventoried by district staff for transit potential, whether they are Department-owned or leased.

Employees:

- Work collaboratively with BRT stakeholders to make BRT a part of the built transportation environment by providing support and guidance.
- Identify impediments to BRT implementation and seek expeditious resolution.
- Identify opportunities to include BRT elements in capital projects where appropriate and provide quality and timely BRT products and services to the people of the State of California.

*APPLICABILITY*

All employees involved in the planning, design, construction, maintenance, and operation of the transportation system.



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RANDELL H. IWASAKI  
Chief Deputy Director

*October 22, 2008*

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Date Signed