

**Metropolitan Transportation Commission
Policy Advisory Council**

June 14, 2023

Agenda Item 6

Transit 2050+: Draft Goals and Network Definition Update

Subject:

Update on Tasks 1 and 2 from the Transit 2050+ modal plan.

Background:

At the March 2023 Transit Transformation Action Plan Subcommittee meeting, staff provided a summary of the anticipated work scope and schedule for Transit 2050+. Transit 2050+ will create a first-of-its-kind regional transit modal plan as part of the forthcoming Plan Bay Area update (referred to as Plan Bay Area 2050+). Transit 2050+ will be responsible for updating the six transit-related strategies in the Plan Bay Area 2050+ Transportation Element based on a comprehensive regional transit network concept.

Transit 2050+ is co-managed by MTC and transit operator staff. The MTC and transit operator staff co-project managers, Kara Vuicich (MTC) and Andy Metz (AC Transit), are responsible for overall project management, including developing consultant task orders and reviewing consultant deliverables, coordination with the broader Plan Bay Area 2050+ team, coordinated stakeholder outreach and engagement (which will be carried out in conjunction with Plan Bay Area 2050+), and coordination with advisory and decision-making bodies. The co-project managers are supported by a Project Management Team (PMT) consisting of staff representatives from seven large and four small transit operators.

Task 1 of the anticipated work scope for Transit 2050+ includes defining the regional and regionally significant transit network and identifying draft goals and objectives. Task 2 will focus on identifying potential needs, gaps, and opportunities to be addressed as part of Transit 2050+.

Draft Problem Statement and Goals and Desired Outcomes:

In May, the PMT developed an initial draft problem statement, as well as an initial draft set of goals and desired outcomes for Transit 2050+, which are included in Attachments B and C, respectively. The problem statement provides a concise explanation of the problems that Transit 2050+ is seeking to address and sets the stage for both why and how the identified problems might be addressed. The draft Transit 2050+ goals and desired outcomes are intended to

complement the overall vision and guiding principles established in Plan Bay Area 2050, which are anticipated to remain the same for Plan Bay Area 2050+.

Transit Network Definition:

The PMT also discussed potential approaches to defining the transit network for the purposes of Transit 2050+, including different transit service categories and transit hubs or nodes where passengers can easily and efficiently connect between different types of transit services and/or operators. Defining the transit network by the types of services it includes rather than by transit mode (e.g., heavy rail, light rail, bus rapid transit, bus, etc.) or operator (e.g., BART, SFMTA, County Connection, etc.) enables us to focus on the aspects of transit service that matter most to transit customers. This includes the types of connections or access the service provides, how frequent the service is, whether it runs during peak periods only or all day, seven days per week, and whether it provides a fast, direct connection to a destination, or is slower and more circuitous in order to cover a broader geographic area.

While the PMT has not yet reached consensus on a final definition for service categories and nodes or hubs, MTC staff has proposed building on draft service category definitions developed by transit operators in 2021. Task 2 of Transit 2050+ will likely focus on identifying needs, gaps and opportunities in transit network service categories that include interregional, regional, and high-capacity local transit services. Interregional transit services connect the nine-county Bay Area region to other regions in the state, regional transit services typically connect different counties and/or transit service areas within the Bay Area region, and high-capacity local transit services typically serve large volumes of passengers and provide more frequent service with fewer stops, faster travel speeds, and direct paths of travel to major activity centers. High-capacity transit services also typically include transit priority treatments, such as fully dedicated travel lanes, queue jump lanes that enable buses to bypass traffic at congested intersections, and transit signal priority at signalized intersections.

MTC will look to local planning efforts led by transit operators and/or county transportation agencies to identify needs for other local transit services. In subsequent Transit 2050+ tasks, we will use the transit network definition to develop different transit network concepts that include potential service and capital investments in all layers of the transit network.

Next Steps:

Over the next several months, staff will continue to work with the PMT to refine the draft purpose statement, goals and desired outcomes, and transit network definition. Staff will also draft initial consultant task orders based on the preliminary scope of work.

Issues:

None identified.

Recommendation:

Information.

Attachments:

- Attachment A: Presentation
- Attachment B: Draft Transit 2050+ Problem Statement
- Attachment C: Draft Transit 2050+ Goals and Desired Outcomes