

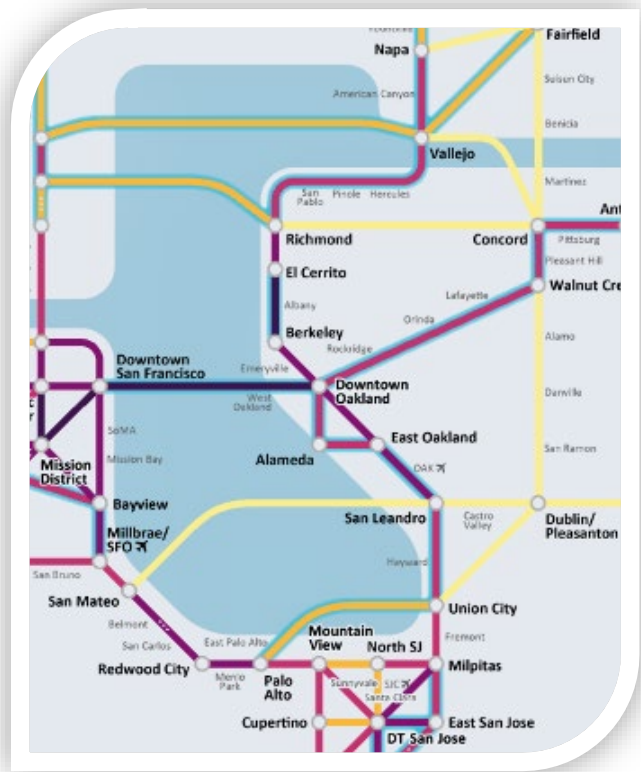
The background image shows a bus stop on the left with a blue-tinted glass shelter. To the right, a blue VTA bus is stopped at the curb. The bus has "522 RAPID PALO ALTO" on its destination sign, the number "4307" on the front, and the VTA logo. The license plate is "1390110".

Transit 2050+: Final Network MTC Planning Committee

December 13, 2024



Transit 2050+: Toward a More Connected Network



3	3	Advances	Advances	A
7	6	Challenges	Even	A
<0.5	6	Challenges	Even	A
6	5	Challenges	Challenges	A
<0.5	<0.5	Challenges	Even	A
1	4	Challenges	Advances	A
0.5	2	Advances	Even	A
<0.5	2	Challenges	Advances	A
6	6	Even	Even	A
3	4	Challenges	Even	A
1	3	Challenges	Challenges	A
<0.5	8	Even	Even	A
2	3	Challenges	Even	A
1	3	Advances	Even	Ch
<0.5	<0.5	Challenges	Advances	A
3	2	Advances	Advances	A
2	0.9	Challenges	Even	A
3	3	Even	Even	A
9	1	Challenges	Even	A
6	4	Even	Even	A
3	2	Even	Advances	A
1	<0.5	Challenges	Challenges	A



Analyzed Needs, Gaps, and Opportunities

to better align frequency, span, and speed with post-COVID travel demand and land use
(Fall 2023 and Winter 2024)

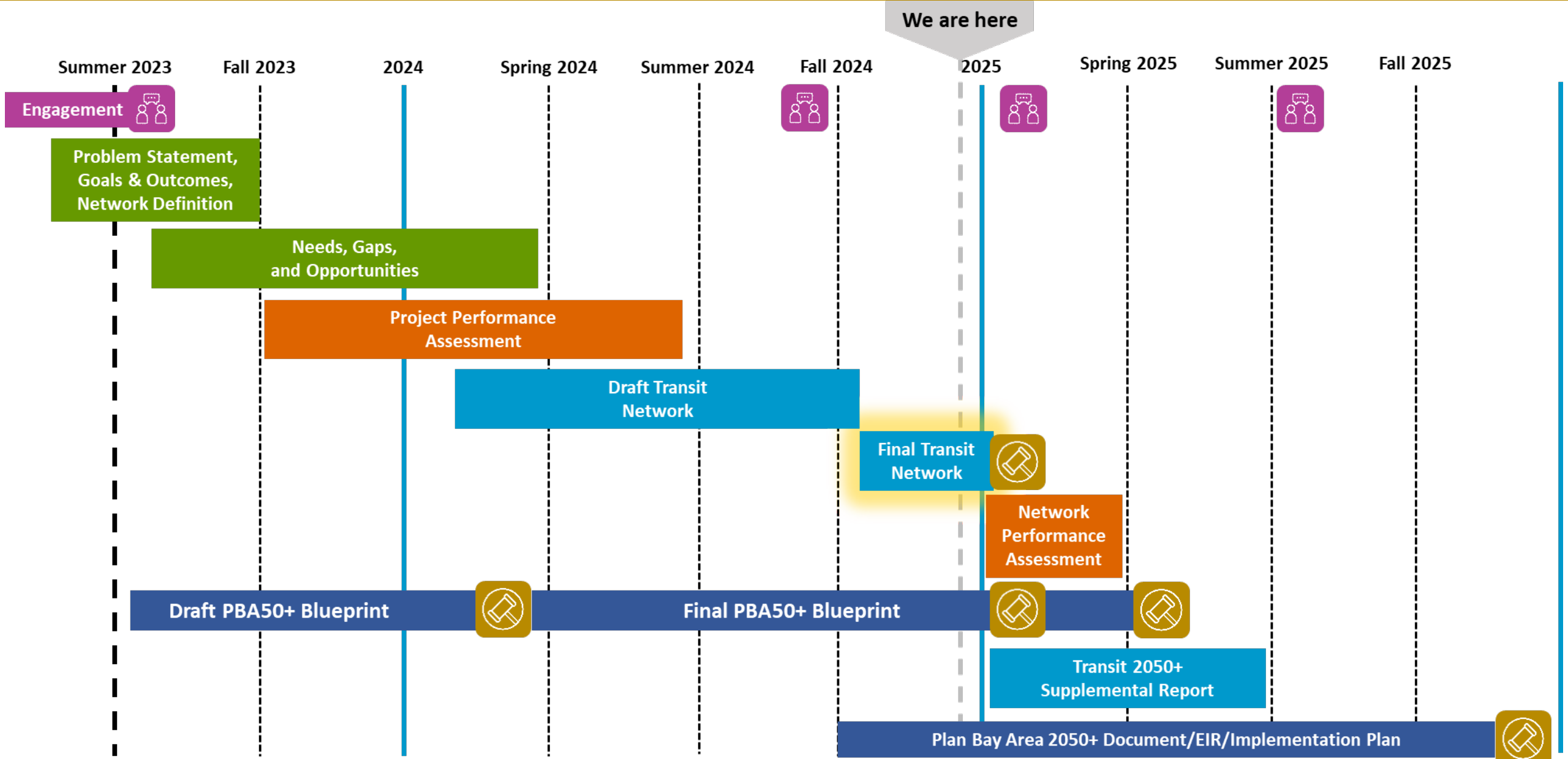
Used Robust Performance Framework within Network Context

to evaluate project-level benefits while preparing for network-scale evaluation
(Fall 2023 to Spring 2025)

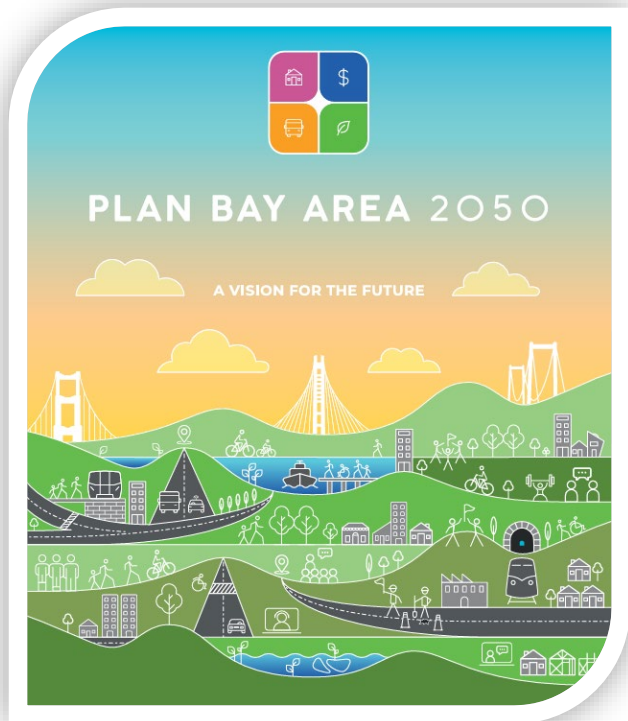
Closely Collaborated with Operator-Led Team

to balance data-driven approach with critical local knowledge in shaping the Draft and Final Network
(Summer 2023 to Fall 2025)

Transit 2050+: Process To-Date



Transit 2050+: Fiscal Realities & Prioritization



\$40 billion LESS
in anticipated revenue,
compounded by cost
increases (e.g., inflation)

Prioritized Transit 2050+
investments based on:

- ✓ Network organizing principles
- ✓ Needs/gaps assessment
- ✓ Project performance
- ✓ Network connectivity
- ✓ Local priorities

Plan Bay Area 2050 Transit
Strategies (excluding operations
and maintenance):
\$122 billion TOTAL

Transit 2050+ Strategies
(excluding operations and
maintenance):
\$82 billion TOTAL



Photo Credit: Joey Kotfica

Round 2 Public Engagement

- Pop-up events in all nine counties and community focus groups in late summer
- Strong support for transit investment, including service improvement and expansion
- Improved cleanliness and security remain important



Photo Credit: Karl Nielsen

Partner Feedback & Operator-Led Project Management Team (PMT)

- Feedback received from CTAs and project sponsors; September workshops
- Presentations to RNM Council, Policy Advisory Council, Planning Committee
- Reconvened PMT in September & October to review feedback and finalize strategies, projects, and programs

Leveraging feedback received through these various forums, MTC staff and the Project Management Team integrated the following notable changes since September:

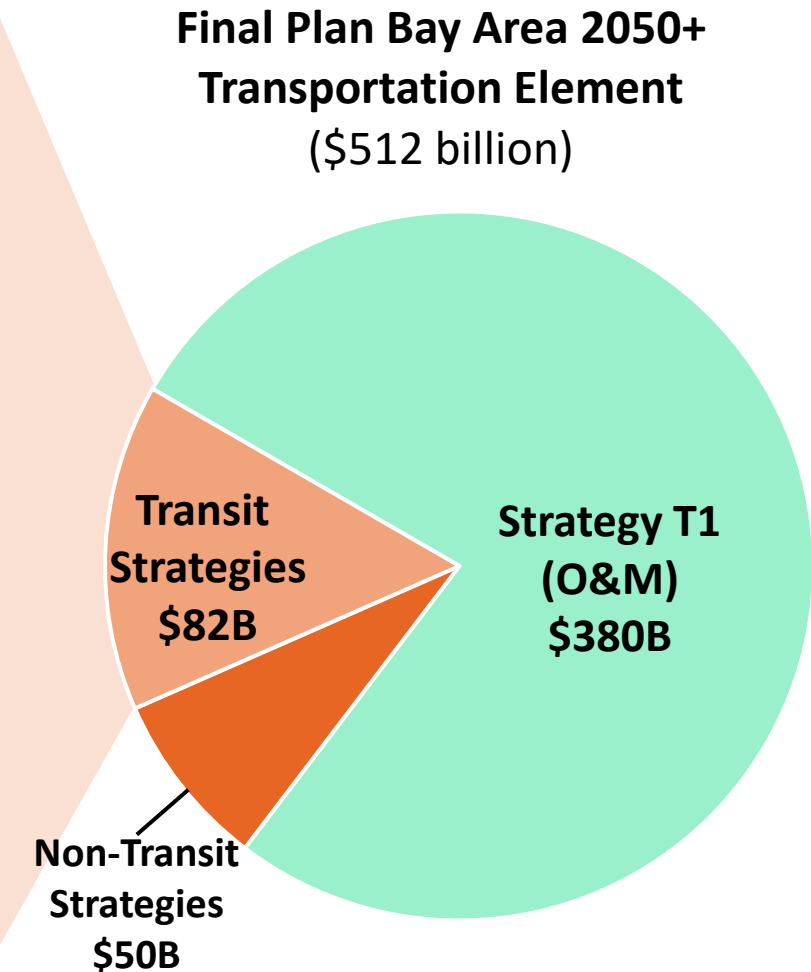
- ✓ **Expanded transit priority investments in the South Bay to complement VTA frequency boosts**
- ✓ **Accelerated initial phases of AC Transit rapid improvements and ACE frequency boosts**
- ✓ **Integrated South Bay Connect, US-101 bus lanes in Marin, and WETA ferry service to Berkeley into the Final Network**
- ✓ **Delineated critical programmatic investments, including rail grade separations, station upgrades, and project development**

Final Network: Strategies



Fully funding **Strategy T1 (Operations & Maintenance of the Existing System)** remains a top priority under MTC's longstanding **Fix-It-First policy**. Transit strategies focus on investing in our existing transit network to improve customers' experience and address post-pandemic changes in travel behavior, while making strategic investments in future expansion.

Strategy T2	Improve the Rider Experience through Transit Network Integration	\$6 billion
Strategy T3	Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs	\$1 billion
Strategy T4	Enhance Security, Safety and Cleanliness on Transit	\$4 billion
Strategy T11	Enhance Transit Frequency, Capacity and Reliability	\$44 billion
Strategy T12	Expand Transit Services throughout the Region	\$27 billion



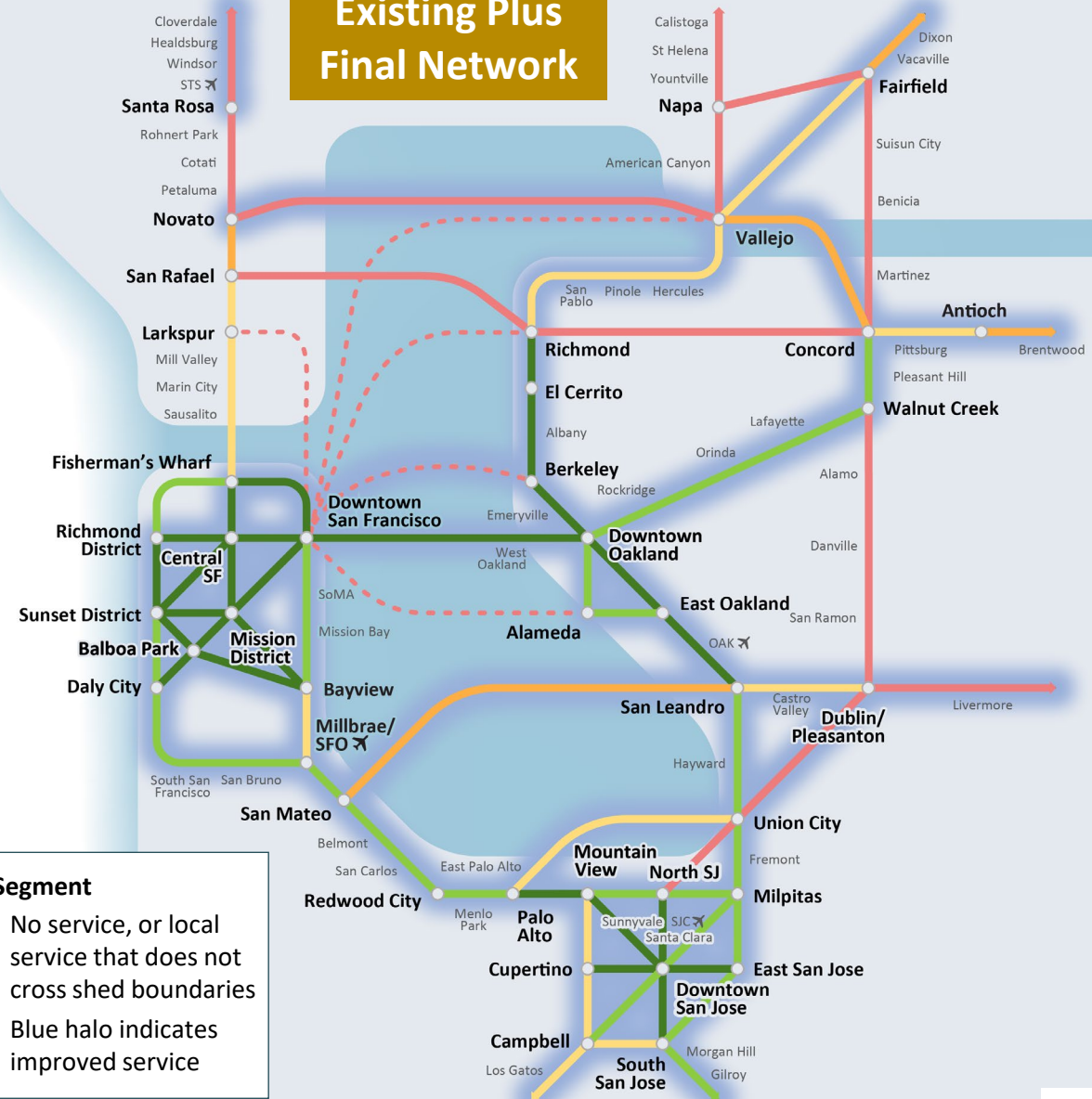
Final Network: Frequency Improvements (All Modes – Mid-Day)



Existing



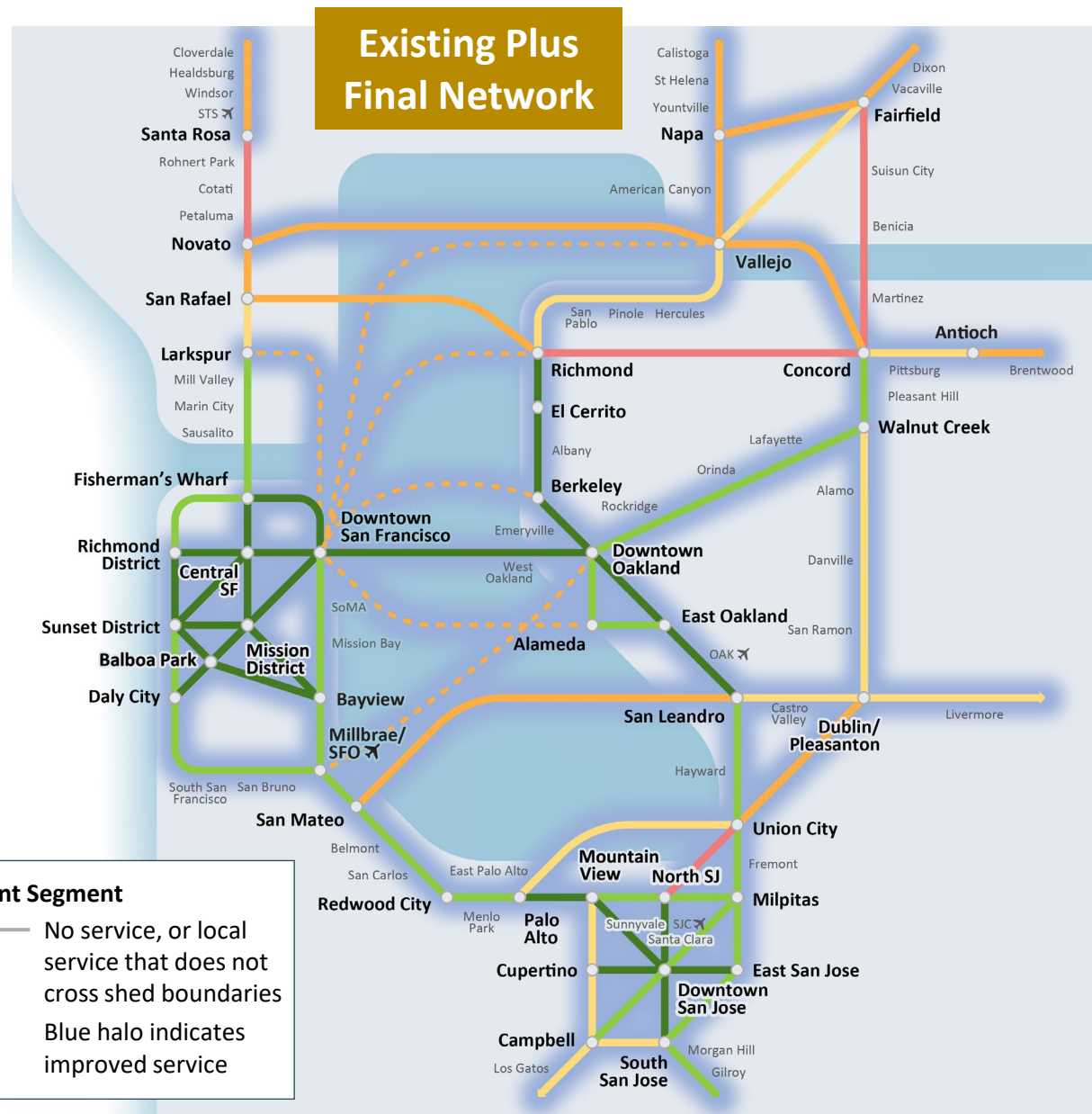
Existing Plus Final Network



Frequency on Dominant Segment

- █ <=5 min
- █ 6-10 min
- █ 11-15 min
- █ 16-30 min
- █ 31+ min
- No service, or local service that does not cross shed boundaries
- █ Blue halo indicates improved service

Final Network: Frequency Improvements (All Modes – PM Peak)



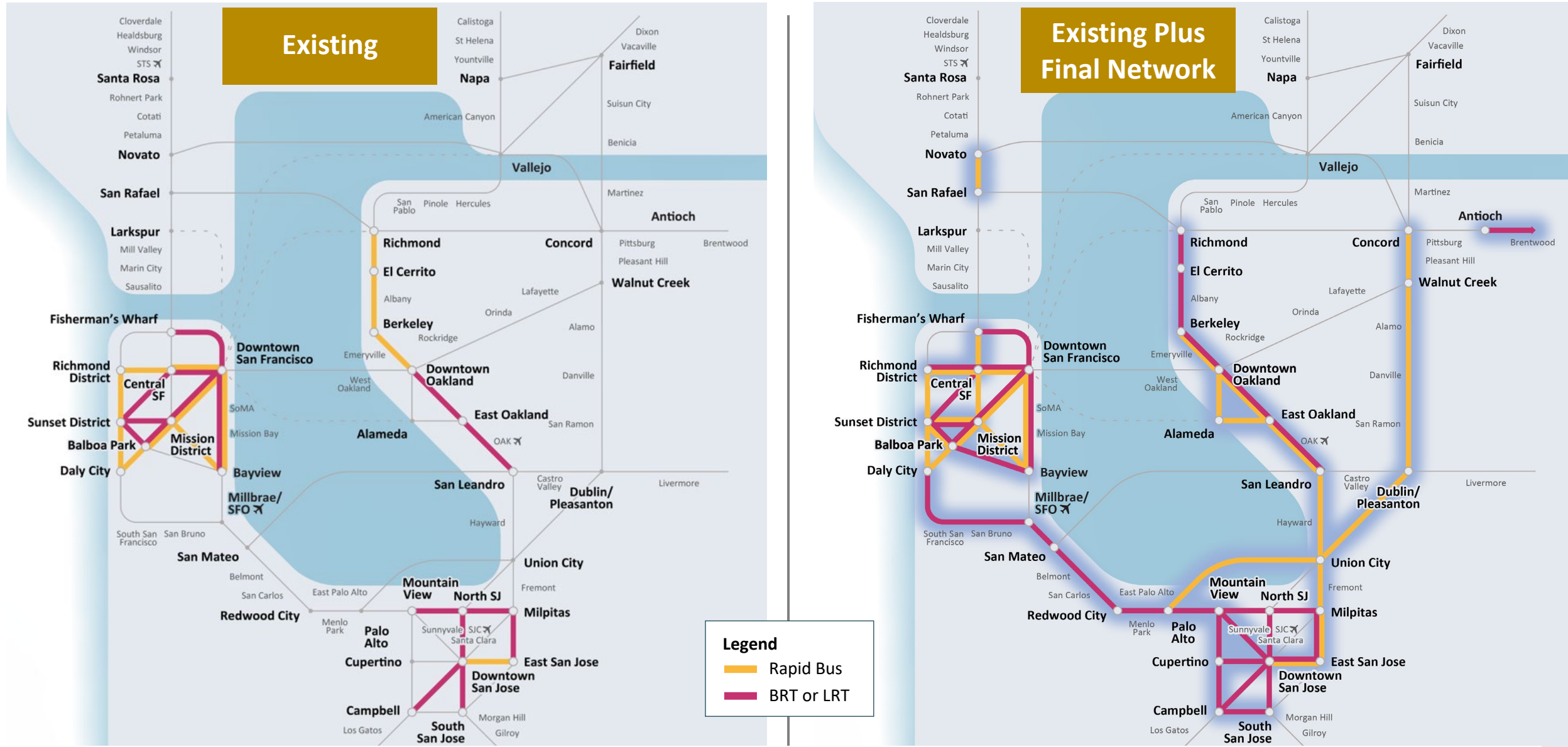
Frequency on Dominant Segment

- Dark Green: ≤ 5 min
- Light Green: 6-10 min
- Yellow: 11-15 min
- Orange: 16-30 min
- Red: 31+ min

— No service, or local service that does not cross shed boundaries

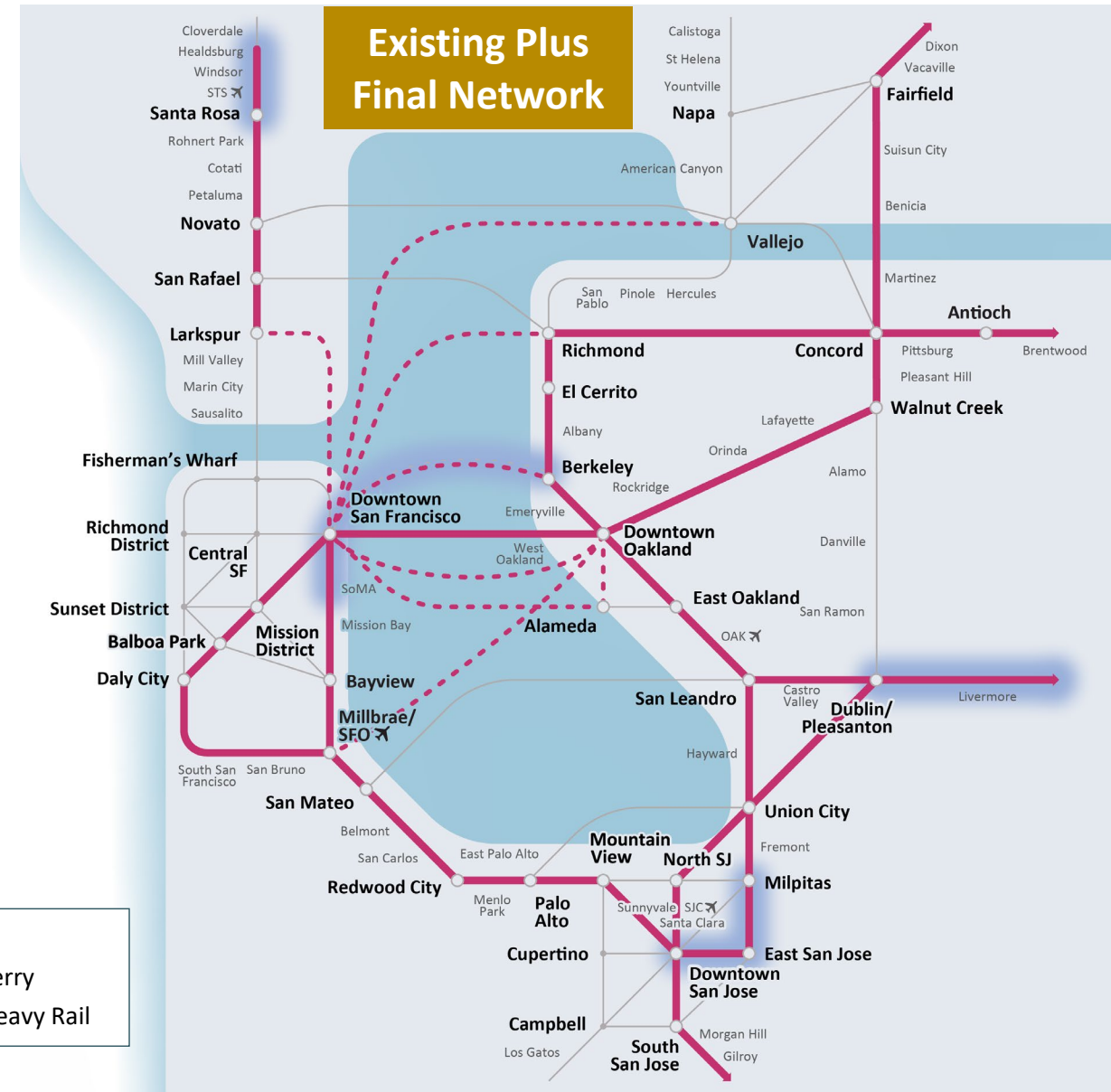
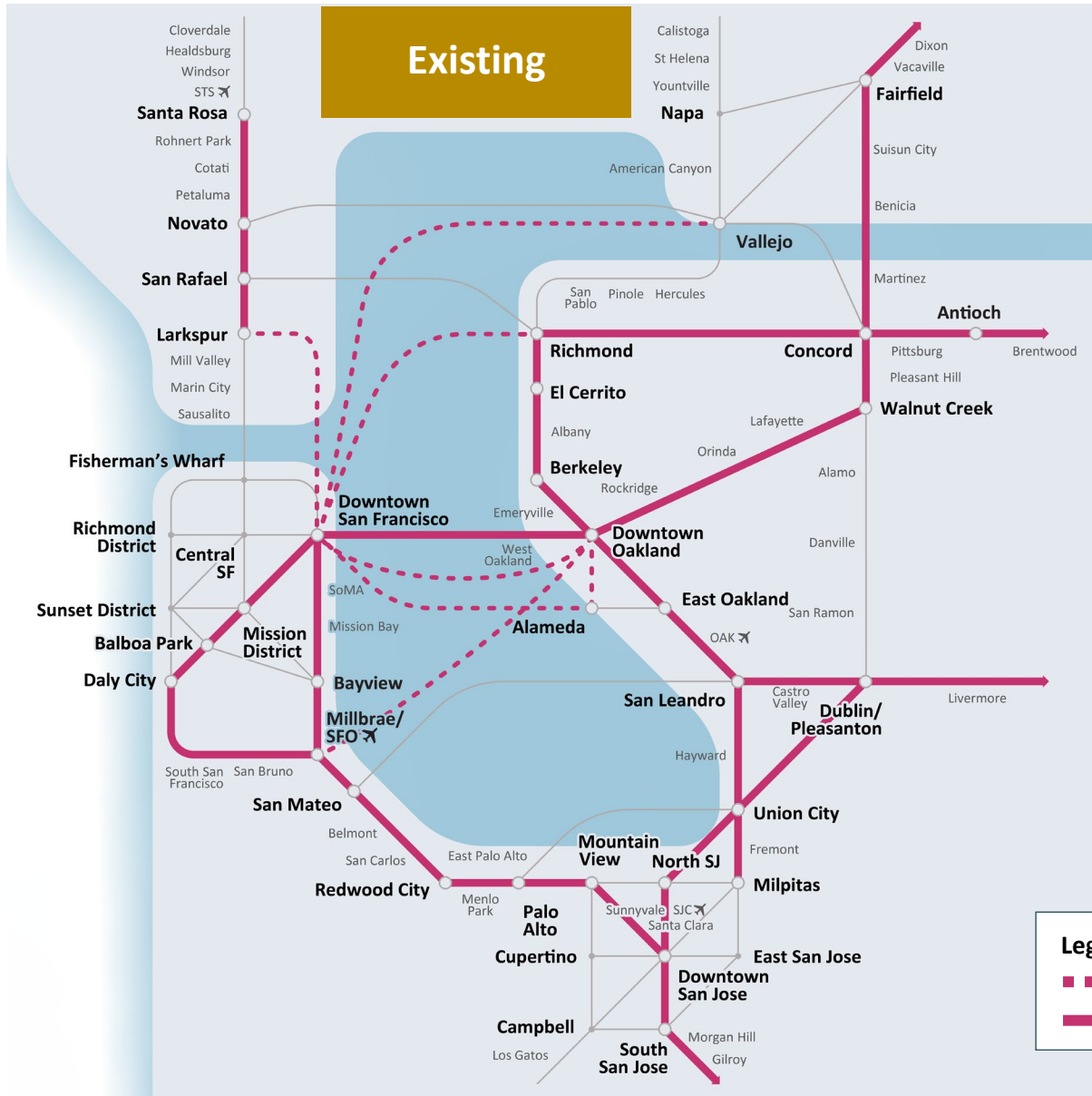
Blue halo indicates improved service

Final Network: Transit Priority (Bus/Light Rail)



Notes: Slide shows specific investments delineated in project scopes from operators. Spot treatments for transit priority are included in program of "Other Investments to Enhance Transit Reliability, Frequency, and Capacity". Blue "halo" shading indicates that an investment is proposed on this link; projects under construction are included on the Final Network map.

Final Network: Transit Priority (Heavy Rail/Ferry)



Note: Blue "halo" shading around specific links indicates that an investment is proposed on this link

Final Network: Summary of Customer Benefits



Improved **customer experience:**

- ✓ Fare integration
- ✓ Regional mapping and wayfinding
- ✓ Paratransit enhancements
- ✓ Safety and security at stations, stops, and on vehicles

Improved **transit frequency:**

- ✓ 5-minute or better frequencies in urban cores
- ✓ More frequent service midday
- ✓ 15-minute or better frequencies between urban centers
- ✓ More frequent local service in suburban centers

Improved **transit connectivity:**

- ✓ Coordination of service and improved infrastructure at hubs
- ✓ New east-west service in the North Bay
- ✓ New transbay service to Peninsula
- ✓ New interregional connections

Improved **transit speed and reliability:**

- ✓ Corridor-level and “spot” transit priority investments throughout the region
- ✓ System-level modernization and capacity investments, including grade separations

Transit 2050+: Investment in Project Development



The Transit 2050+ Final Network also integrates a programmatic category with funding for “vision” transit projects and their ongoing project development; benefits include:

- Ability to continue planning and initial design
- Ability to complete CEQA documents and initiate NEPA documents
- Elevates project for consideration in future regional plans (e.g., Plan Bay Area 2060) if transportation revenue picture improves

Projects include:

- **Ferries** to Redwood City and East Contra Costa
- **SMART extensions** to Cloverdale & Suisun City
- **New rail lines in San Francisco & Oakland**, including Geary/19th Subway, Central Subway Extension, and Link21
- **Improvements to South Bay rail network**, including San Jose Airport Connector, Diridon Station, and Caltrain/High-Speed Rail Corridor South of Tamien



Transit 2050+: Adding Projects to Final Network?



Issue:

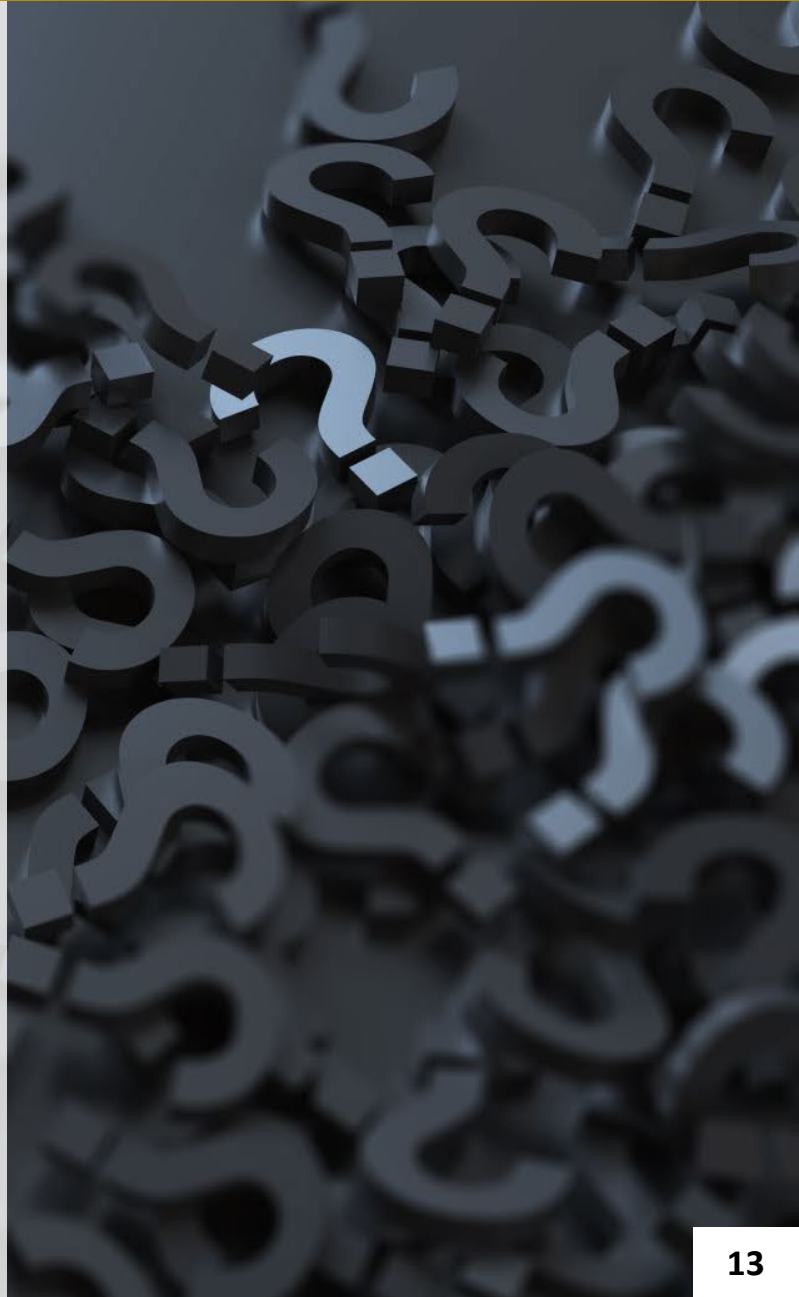
- Per Project Management Team recommendation, projects such as the SMART extension from Healdsburg to Cloverdale, WETA Redwood City Ferry, and the San Jose Airport Connector, are not included in Transit 2050+ Final Network for construction but are eligible for continued project development funding and activities.
- Yet these remain priorities for individual project sponsors and/or county transportation agencies in their respective counties.

Tradeoffs:

- Transit 2050+ is a fiscally-constrained plan, leveraging existing and reasonably-anticipated monies, including a potential 2026 transportation revenue measure.
- **Projects already recommended for inclusion in the Transit 2050+ Final Network would have to be removed to add new projects to the fiscally-constrained plan.**
- Trade-off considerations include impacts on cost-effectiveness, ridership potential, and service for equity priority communities.

Key Question for Commission This Month:

- Revise the Project Management Team recommendation to add one or more of these projects and remove investments of equivalent cost?





After the Final Network is approved in early 2025, the **Network Performance Assessment** will commence to further quantify benefits, such as: **How will the Transit 2050+ Final Network...**

- Improve **overall accessibility** throughout the region?
- Improve **accessibility for residents of Equity Priority Communities** compared to the general population?
- Affect the **total number of transit trips, mode share, vehicle miles traveled?**
- Reduce **transit travel times as compared to auto travel times?**
- Increase the average **travel speed for surface transit** relative to average auto travel speed on select roadway segments and decrease **transit crowding?**



Over the next year, staff will also develop the **Transit 2050+ Report** to document the process used to develop the Final Network and to identify near-term steps to accelerate implementation of the Final Network, in collaboration with the operator-led Project Management Team.



Thank you:

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