



Transit Ridership Forecasts from Plan Bay Area 2050+

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Transit Ridership Forecasts from Plan Bay Area 2050+



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Transit 2050+: A New Vision for the Bay Area’s Transit Network



Executive Summary

This report fulfills the requirements established by Senate Bill 63 (Wiener/Arreguín), which added Government Code Section 66513.5(a) requiring that “the [Metropolitan Transportation Commission] shall submit a report to the Legislature on or before March 31, 2026, on its forecast of the impacts to ridership on the Alameda-Contra Costa Transit District [AC Transit], the Peninsula Corridor Joint Powers Board [Caltrain], the San Francisco Bay Area Rapid Transit District [BART], and the San Francisco Municipal Transportation Agency [SFMTA] from planned transportation projects and strategies included in its adopted regional transportation plan, with an emphasis on rail connectivity projects that may increase ridership, reduce operating costs, or help with enhanced mobility.”

Plan Bay Area 2050+ is the 25-year regional plan connecting transportation, housing, the economy and the environment, fulfilling both the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) requirements established under federal and state law. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG)’s Executive Board adopted Plan Bay Area 2050+ in March 2026. The transit strategies and projects included in the Plan Bay Area 2050+ Transportation Element were developed as part of Transit 2050+, a long-range modal plan for maintaining and improving the Bay Area’s transit network. The report detailing the development of Transit 2050+ is included as Appendix A.¹

With no additional investments in transit service (i.e., maintaining and operating the existing transit network only), Bay Area transit ridership is forecast to double from just over 1 million

¹ Further details and information about Plan Bay Area 2050+ are available at <https://planbayarea.org/>.

average weekday boardings in 2023 to over 2 million in 2050. Overall, the planned transit strategies and projects included in Plan Bay Area 2050+ are forecast to increase average weekday boardings in the Bay Area by 1.2 million in 2050, for a total of almost 3.3 million. AC Transit, BART, Caltrain, SamTrans, SFMTA and VTA could see some of the largest ridership gains with plan implementation.

Of the forecasted increase of 1.2 million daily boardings, approximately 70,000 average weekday transit boardings throughout the Bay Area can be attributed to implementation of planned “rail connectivity projects,” described below. This includes 20,000 boardings on BART; 50,000 boardings on Caltrain; and 10,000 boardings on AC Transit. If only rail connectivity projects are implemented, SamTrans and SFMTA boardings may decline slightly as riders traveling along the San Francisco Peninsula may shift to Caltrain to take advantage of the Caltrain extension to downtown San Francisco.

For this report, “rail connectivity projects” are defined as planned projects that expand rail service to locations throughout the Bay Area. These projects are included in Plan Bay Area 2050+ Strategy T12, “Expand Transit Services Throughout the Region” and are as follows:

- BART to Silicon Valley Phase II, extending service to downtown San José and Santa Clara.
- Caltrain/High-Speed Rail Portal, extending service to Salesforce Transit Center in San Francisco.
- Valley Link rail service from Dublin/Pleasanton BART to San Joaquin County.
- Valley Transportation Authority (VTA) Light Rail extension from Alum Rock to Eastridge in east San José.
- Sonoma-Marin Area Rail Transit (SMART) extensions to Healdsburg and Cloverdale in northern Sonoma County.



Introduction

This report fulfills the requirements established by California Senate Bill 63 (Wiener/Arreguín, 2025), which added Government Code Section 66513.5. (a) requiring that “The [Metropolitan Transportation Commission] commission shall submit a report to the Legislature on or before March 31, 2026, on its forecast of the impacts to ridership on the Alameda-Contra Costa Transit District [AC Transit], the Peninsula Corridor Joint Powers Board [Caltrain], the San Francisco Bay Area Rapid Transit District [BART], and the San Francisco Municipal Transportation Agency [SFMTA] from planned transportation projects and strategies included in its adopted regional transportation plan, with an emphasis on rail connectivity projects that may increase ridership, reduce operating costs, or help with enhanced mobility.”

This report includes:

- A summary of the transit strategies included in Plan Bay Area 2050+, which fulfills federal and state requirements and serves as the Bay Area’s Regional Transportation Plan and Sustainable Communities Strategy.
- A description of the rail connectivity projects included in Plan Bay Area 2050+ Strategy T12, “Expand Transit Services Throughout the Region”.
- Forecasts of future transit ridership for the Bay Area’s large transit agencies, including AC Transit, BART, Caltrain, SFMTA and VTA, as well as the entire Bay Area with and without implementation of Strategy T12 and other Plan Bay Area 2050+ strategies.
- A summary of key findings regarding how implementation of planned transit strategies, including rail connectivity projects included in Strategy T12, may impact future transit ridership in the Bay Area.

Background and Context

Senate Bill 63

Senate Bill 63 (Wiener/Arreguín), signed into law by Governor Gavin Newsom in October 2025, authorizes a November 2026 ballot measure to prevent major service cuts at BART and other Bay Area transit systems and to make improvements to transit affordability, accessibility and reliability in the San Francisco Bay Area. The law allows the measure to be placed on the ballot either through action by a newly formed Public Transit Revenue Measure District governed by the same board as the MTC or via a citizen’s initiative.

The bill’s enactment clears the way for voters in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties to consider a 14-year regional transportation sales tax that would generate approximately \$980 million annually across the five counties. The bill authorizes voter consideration of a half-cent sales tax in Alameda, Contra Costa, San Mateo and Santa Clara counties and a one-cent sales tax in San Francisco.

Approximately 60% of the revenue that would be raised if voters approve the measure will be dedicated to preserving service on BART, Muni, Caltrain and AC Transit, as well as San Francisco Bay Ferry and smaller transit agencies providing service in the five counties, to keep buses, trains and ferries moving. About one-third of the revenue would go to the Santa Clara Valley Transportation Authority (VTA), SamTrans, the Alameda County Transportation Commission and the Contra Costa Transportation Authority, with flexibility to use funds for

transit capital, operations, or road paving projects on roads with regular bus service. About 4.5%, equivalent to \$43 million in fiscal year 2027-28, will go toward improving the rider experience, funding priorities identified in the 2021 Bay Area Transit Transformation Action Plan and Plan Bay Area 2050+.

The law also includes accountability and oversight provisions to ensure that tax dollars will be used responsibly. These include establishing an independent oversight committee; a financial efficiency review for BART, SFMTA, Caltrain and AC Transit; a requirement to maintain existing levels of funding for transit operations; and additional county-level oversight of transit service quality.

Plan Bay Area 2050+

Plan Bay Area 2050+ is the San Francisco Bay Area's long-range regional plan and fulfills both the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) requirements established under federal and state law. It aims to improve transportation, housing, the economy and the environment across the region by 2050 and includes 35 strategies² organized into 11 themes, under four elements: transportation, housing, economy and environment. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG)'s Executive Board are anticipated to adopt Plan Bay Area 2050+, the 25-year regional plan, in March 2026.

Transit 2050+: A New Vision for the Bay Area's Transit Network

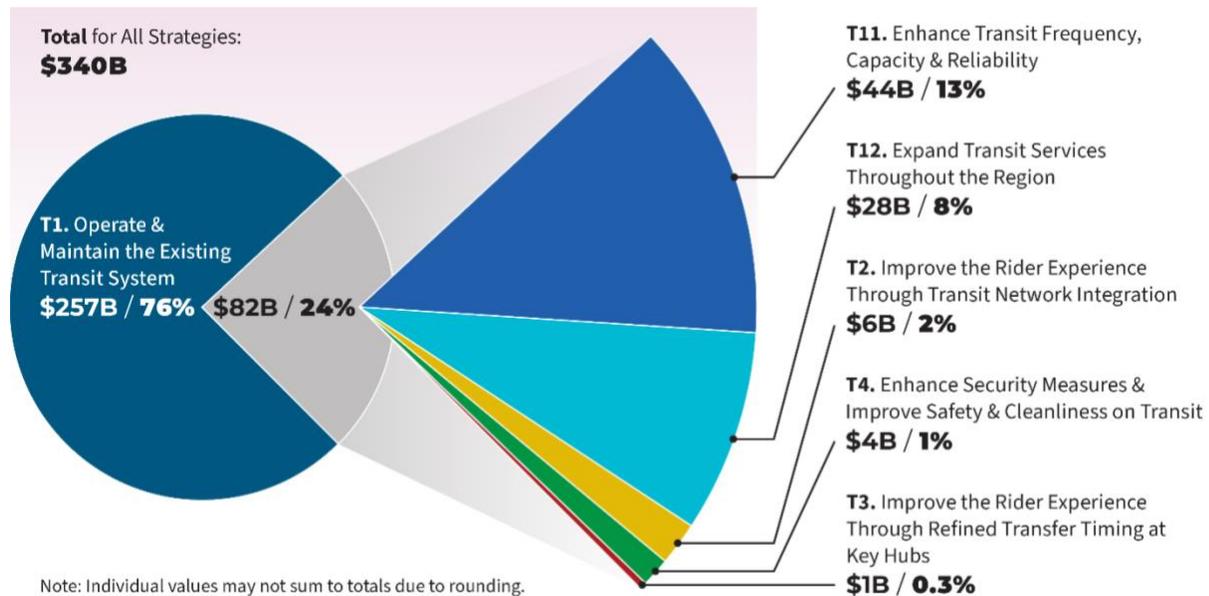
The transit strategies and projects included in the Plan Bay Area 2050+ Transportation Element were developed as part of Transit 2050+, a long-range modal plan for maintaining and improving the Bay Area's transit network. The report detailing the development of Transit 2050+ is included as **Appendix A**. (Further details and information about Plan Bay Area 2050+ are available at <https://planbayarea.org/>.)

The project and programmatic investments that make up the Transit 2050+ Network are organized into six thematic strategies.³ In total, Transit 2050+ envisions a nearly \$340 billion investment in the Bay Area's transit network over the next 25 years. **Figure 1** shows the strategies that comprise the Transit 2050+ Network and their funding amounts. Most of this investment, approximately \$257 billion, would be used to maintain existing transit service and assets. This reflects the fact that the Bay Area's transit network is expansive and relatively mature today. The remaining roughly \$82 billion would support improvements in and expansion of transit service throughout the Bay Area as well as programs to enhance the transit customer experience. Rail connectivity projects are included in Strategy T12, which is further described in the following section.

² A strategy is a public policy or set of investments that can be implemented in the Bay Area at the city, county, regional or state level over the 25-year plan horizon.

³ The Transit 2050+ strategy numbers are not consecutive since they are part of the Plan Bay Area 2050+ Transportation Element strategies, which also include non-transit strategies.

Figure 1. Transit 2050+ Network strategies and funding amounts (Year of Expenditure, \$billions).



Strategy T1. Operate and Maintain the Existing System | \$257 Billion

Commit to operate and maintain the Bay Area’s existing transit infrastructure and service levels (as of fall 2023) while transitioning to zero-emission transit vehicles.⁴

Strategy T2. Improve the Rider Experience Through Transit Network Integration | \$6 Billion

Deliver regionwide efforts to improve the rider experience, including an integrated fare structure, unified mapping and wayfinding, and improved paratransit services.

Strategy T3. Improve the Rider Experience Through Refined Transfer Timing at Key Regional Hubs | \$1 Billion

Deliver regionwide projects to improve the coordination of inter-agency schedules, refine transfer timing at key regional hubs, and upgrade facilities to encourage easier transfers.

Strategy T4. Enhance Security Measures and Improve Safety and Cleanliness on Transit | \$4 Billion

Improve infrastructure and operations around safety, personal security and cleanliness in the transit environment.

Strategy T11. Enhance Transit Frequency, Capacity and Reliability | \$44 Billion

Improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability and greater capacity to reduce wait times, decrease travel time and encourage ridership growth.

Strategy T12. Expand Transit Services Throughout the Region | \$28 Billion

Better connect communities by strategically expanding transit services to new markets and previously unserved or underserved areas, including the addition of new infrastructure.

⁴ Only the transit portion of Strategy T1 is represented here. The full cost of operating and maintaining the Bay Area’s existing transportation system is \$380 billion.

Rail Connectivity Projects in Transit 2050+ and Plan Bay Area 2050+

For this report, rail connectivity projects are defined as planned projects that expand rail service to locations throughout the Bay Area. Plan Bay Area 2050+ includes five such projects that account for \$26.9 billion of the \$28 billion for Strategy T12, “Expand Transit Services Throughout the Region”. In addition to these planned rail connectivity projects, Strategy T12 also includes funding for ongoing transit project development and transit studies.

Project sponsors provided scopes and budgets for the five rail connectivity projects listed below, and budgets and scopes were finalized for inclusion in Draft Plan Bay Area 2050+ in fall 2024. Project scopes and budgets may continue to evolve; these either will be included in subsequent amendments to Plan Bay Area 2050+ or will be included in the next regional plan update, Plan Bay Area 2060.

- **BART to Silicon Valley Phase II to downtown San José and Santa Clara (\$13.5 billion⁵)** – This project will extend BART's Green Line and Orange Line rail services between San José (Berryessa) and Santa Clara. Improvements include four new stations and park-and-ride facilities. This project is expected to become operational between 2036 and 2050.
- **Caltrain/High-Speed Rail Portal to Salesforce Transit Center in San Francisco (\$8.9 billion)** – This project will extend Caltrain rail service in San Francisco between 4th and Townsend Streets and the Salesforce Transit Center. Improvements include two new stations. This project is expected to become operational between 2036 and 2050.
- **Valley Link rail service from Dublin/Pleasanton BART to San Joaquin County (\$3.1 billion)** – The initial scope for this project would implement new rail service between San Joaquin County (Mountain House) and the existing Dublin/Pleasanton BART station, including three new stations in Alameda County and four-car trains. The Tri-Valley/San Joaquin Valley Regional Rail Authority, which oversees the Valley Link project, is considering different phasing options that may enable portions of the project to advance sooner. Any changes to the scope, cost, schedule and phasing of the Valley Link project from what is included in Plan Bay Area 2050+ would be addressed through an amendment to the plan.
- **Valley Transportation Authority (VTA) Light Rail extension from Alum Rock to Eastridge in east San José (\$0.7 billion)** – This project will extend VTA's existing Orange Line service from Alum Rock Station to the Eastridge Transit Center. Improvements include two new stations and elevated structures. This project is under construction and is expected to become operational before 2035.
- **Sonoma Marin Area Rail Transit (SMART) extensions to Healdsburg (\$0.3 billion) and Cloverdale (\$0.4 billion) in northern Sonoma County** – These projects will extend SMART rail service between Windsor and Cloverdale, including two new stations in Healdsburg and Cloverdale. Both projects are expected to become operational by 2035.

⁵ All dollar values are for the anticipated year of expenditure, including both capital and operating & maintenance costs.



Together, these projects would expand the existing transit network to better connect communities throughout the Bay Area by serving new markets or existing markets that currently are underserved. These projects also would provide fast, frequent and reliable transit options along some of the Bay Area’s most congested highway corridors, including U.S. Route 101 and Interstates 580 and 880, providing improved access to job centers and downtowns while reducing vehicle miles traveled and greenhouse gas emissions.

The following section details the forecasted transit ridership impacts resulting from implementation of the rail connectivity projects included in Strategy T12. It also includes forecasted transit ridership resulting from implementation of all Transit 2050+ Network strategies and other Plan Bay Area 2050+ strategies, including those that prioritize locating future homes and jobs near transit stops and stations.





Photo: Noah Berger

Transit Ridership Forecast

MTC uses its regional travel model to understand how implementation of Plan Bay Area 2050+ strategies will affect key outcomes, including future transit ridership. For this report, the transit ridership impacts of planned rail connectivity projects are forecast by isolating the impacts of Strategy T12, “Expand Transit Services Throughout the Region” from the 34 other Plan Bay Area 2050+ strategies.

Technical Approach Used for the Ridership Forecast

To forecast future transit ridership, staff used MTC’s Travel Model 1.6, an activity-based regional travel model that simulates the activities of all Bay Area residents on a typical weekday and predicts outcomes for the entire Bay Area transportation network⁶ for all modes of transportation. Forecasting relies on key inputs and assumptions consistent with Plan Bay Area 2050+, including the 2050 regional growth forecast (i.e., population and job forecasts), the distribution of growth across the nine-county region, and assumptions about the external forces that will affect future population and jobs growth and other conditions.⁷

For this report, transit ridership is defined as the number of boardings within the nine-county Bay Area on a typical weekday; forecasted transit passengers traveling to or from the Bay Area from other regions are not included. It is important to note that ridership forecasts completed for individual projects may differ from the forecasts included in this report because they use different modeling methodologies, different “horizon” years (i.e., 2040 v. 2050), different assumptions about baseline conditions, and different geographies.

⁶ MTC Travel Model 1.6 only forecasts transit ridership for trips with origins and destinations within the nine-county San Francisco Bay Area region. Consequently, trips made between adjacent regions and the Bay Area are not captured in ridership forecasts produced by the travel model, although these account for a relatively small percentage of overall transit trips in the Bay Area.

⁷ Detailed information about the forecasting and modeling process used in Plan Bay Area 2050+ is provided in the Forecasting and Modeling Report available at <https://planbayarea.org/>.



Forecasted Impacts of Planned Projects and Strategies

Forecasted average weekday transit boardings in 2050 are shown in **Table 1**. The 2023 baseline average weekday transit boardings are also included as a point of reference. The table shows forecasted transit ridership in 2050 for the “no plan” scenario, which represents future conditions *without* implementation of Plan Bay Area 2050+ projects and strategies⁸, as well as total forecasted transit ridership in 2050 with full implementation of Plan Bay Area 2050+.

Table 1 also shows the forecasted incremental transit ridership gains from different Plan Bay Area 2050+ strategies, including the rail connectivity projects in Strategy T12 discussed in the prior section of this report.⁹ These forecasted ridership gains represent the *additional* average daily transit boardings that would result from implementation of Plan Bay Area 2050+ strategies over and above the forecasted transit ridership for the “no plan” scenario. This includes:

- All non-transit strategies (i.e., strategies within the Housing, Economy and Environment elements of the plan as well as other non-transit strategies within the Transportation element).
- Other transit strategies *except* for Strategy T12. Expand Transit Services throughout the Region.
- Rail connectivity projects in Strategy T12.

The total 2050 forecasted average weekday transit boardings for the “no plan” scenario is approximately 2 million, representing a 96% increase over the 2023 baseline. With implementation of *all* Plan Bay Area 2050+ projects and strategies, forecasted average weekday transit boardings would increase by an additional 61% to nearly 3.3 million. This represents a 215% increase over the 2023 baseline. Approximately 70,000 average weekday transit boardings of this total increase can be attributed to implementation of the rail connectivity projects included in Strategy T12.

⁸ The “no project” scenario assumes that the existing (2023) transit network plus any committed or fully funded planned transportation projects that will become operational by 2050 are in place. It includes the same assumptions about future population and employment growth as the other scenarios (i.e., the regional growth forecast used for Plan Bay Area 2050+).

⁹ The VTA light rail extension from Alum Rock to Eastridge is included in the 2050 “No Plan” scenario as part of baseline 2050 transit ridership since the project is already under construction and is expected to begin operations in 2028.



Table 1. 2050 Average Weekday Transit Boardings Forecast

Transit Agency	2023 Baseline ¹⁰	2050 “No Plan” Scenario	Incremental Transit Ridership Gain from Plan Bay Area 2050+ Strategies Over “No Plan”				2050 with Plan Bay Area 2050+ Scenario
			All Non-Transit Strategies	Other Transit Strategies	Strategy T12: Rail Connectivity	Total Gain	
AC Transit	123,000	220,000	+20,000	+190,000	+10,000	+210,000	430,000
BART	177,000	330,000	+30,000	+30,000	+20,000	+90,000	420,000
Caltrain	33,000	100,000	+10,000	+110,000	+50,000	+160,000	270,000
SamTrans	39,000	70,000	+10,000	+80,000	(-5,000)	+90,000	160,000
SFMTA	473,000	830,000	+100,000	+300,000	(-6,000)	+390,000	1,220,000
VTA	106,000	350,000	(-50,000)	+180,000	+ < 5,000	+140,000	490,000
All Other Transit Agencies	91,000	150,000	+20,000	+130,000	+ < 5,000	+150,000	300,000
Total for All Agencies	1,042,000	2,040,000	+150,000	+1,020,000	+70,000	+1,240,000	3,280,000
Percent Increase Over 2050 “No Plan” Ridership	N/A	N/A	+7%	+50%	+3%	+61%	61%

Note: Individual values may not sum to totals due to rounding. The VTA light rail extension from Alum Rock to Eastridge is included in the 2050 “No Plan” scenario as part of baseline 2050 transit ridership because the project is already under construction and is expected to begin operations in 2028.

¹⁰ The 2023 baseline for average daily transit boardings is a travel model output. The travel model is calibrated to observed data, including transit boarding data reported by transit agencies. Using the 2023 travel model baseline (rather than actual 2023 ridership data) provides a more accurate comparison with future year model forecasts, since both are model outputs.



Key Findings

Job and population growth is forecast to increase Bay Area transit ridership by 2050.

Even in the absence of any improvement to or expansion of the existing transit network, average weekday transit boardings are forecast to roughly double from the 2023 baseline of about 1 million boardings to just over 2 million average weekday boardings in 2050 (as shown in the third column of Table 1). This is due largely to job and population growth projected to occur within the region over the next 25 years. SFMTA, VTA and BART are forecast to experience the largest ridership gains from projected population and job growth over the next 25 years, as this growth is expected to be proportionally highest in Santa Clara, San Francisco and Alameda counties.

Even if no transit improvements are made over the next 25 years, implementation of Plan Bay Area 2050+ land use and pricing strategies would further increase forecasted 2050 transit ridership by approximately 150,000 average weekday boardings (as shown in the fourth column of Table 1). This includes strategies that focus future jobs and housing growth near transit stations and stops as well as strategies that seek to better manage traffic congestion and parking demand through pricing. This forecasted increase in transit ridership is not evenly distributed among transit agencies, however. Transit boardings in San Francisco are forecast to increase the most (by approximately 100,000) as the result of changing land use patterns and pricing policies, while transit boardings on VTA may decrease.

Implementation of planned transit strategies and projects that improve the frequency, speed and reliability of service and make it easier, safer and more comfortable for people to use transit are forecast to deliver the greatest ridership increases. Approximately 1 million additional average weekday transit boardings are forecast to occur in the Bay Area with implementation of planned transit strategies and projects that increase the frequency of buses and trains throughout the Bay Area, including lines on AC Transit, BART, Caltrain, SamTrans, SFMTA and VTA (as shown in the fifth column of Table 1). Transit 2050+ would increase the number of transit vehicle revenue hours during the weekday AM peak, midday, and PM peak periods by approximately 60% between 2023 and 2050. These frequency improvements are further supported by planned transit priority projects that improve transit speed and reliability as well as the implementation of initiatives to reduce transfer times at key transit hubs, coordinate

fares, standardize and enhance mapping and wayfinding, and improve safety and cleanliness. These improvements (included in Strategies T2, T3, T4 and T11, as described previously in this report) comprise the greatest dollar share of planned transit investments (after operating and maintaining the existing transit network which is included in Strategy T1), with an estimated cost of some \$55 billion.

Construction of planned rail connectivity projects is forecast to increase transit ridership by about 70,000 additional weekday boardings in 2050 (as shown in the sixth column of Table 1). The five planned rail connectivity projects described previously in this report are forecast to have the greatest impact on BART and Caltrain ridership, adding approximately 20,000 and 50,000 additional boardings to those systems respectively on an average weekday. AC Transit boardings could increase by approximately 10,000. SamTrans and SFMTA boardings may decline slightly as riders take advantage of new rail service options that may better meet their needs. This shift in ridership is likely due to the extension of Caltrain to the Salesforce Transit Center in downtown San Francisco.

Altogether, implementation of Plan Bay Area 2050+ strategies, including projects nested within these strategies, is forecast to increase 2050 transit ridership by 61% compared to a scenario without implementation of the improvements in the plan (as shown in the last column of Table 1). Specifically, implementation of Plan Bay Area 2050+ strategies is forecast to increase 2050 transit ridership by an additional 1.2 million average weekday boardings to a total of almost 3.3 million boardings in 2050. This represents a 215% increase over 2023 baseline transit ridership and a 61% increase in forecasted 2050 transit ridership resulting only from projected job and population growth.



Photo: Karl Nielsen



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Appendix A

Transit 2050+: A New Vision for the Bay Area's Transit Network



TRANSIT 2050+



A New Vision for the Bay Area's Transit Network



Metropolitan Transportation Commission

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Cities of Contra Costa County

**Stephanie Moulton-Peters,
Vice Chair**

Marin County and Cities

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The report appendices are available at <https://planbayarea.org/finalplan>.



NORTH BAY

EAST BAY

SAN FRANCISCO

OAKLAND

SAN JOSÉ

SOUTH BAY

PENINSULA

PACIFIC OCEAN

REGIONAL MAPPING AND WAYFINDING PROJECT
EXISTING TRANSIT NETWORK MAP

MONTREY SALINAS TRANSIT 99 Salinas
SAN BENITO COUNTY TRANSIT Hollister

Executive Summary



PHOTO: NOAH BERGER

The Bay Area's public transit network relies on buses, trains, streetcars and ferries to serve nearly eight million residents across the region's nine geographically and demographically diverse counties. Transit enables people of all ages and abilities to access jobs, schools and medical care; visit friends and family members; and enjoy the Bay Area's many recreational spaces and events without depending on a car to get there. Transit also plays a key role in making the Bay Area a healthy place to live and work by providing an environmentally sustainable way to travel.

Transit 2050+ envisions a future where Bay Area transit is faster, more frequent, more reliable, safer and better connected. Transit 2050+ also includes continued investment in regional initiatives that make transit more affordable and easier to use and navigate. Once realized, this vision for Bay Area transit could result in 750,000 more transit trips and 660,000 fewer automobile trips each weekday; improve residents' access to jobs and other destinations; and contribute to creating a Bay Area that is affordable, connected, diverse, healthy and vibrant for all.



PHOTO: KARL NIELSEN

Why Was Transit 2050+ Developed?

The COVID-19 pandemic caused a drastic and relatively sudden change in how people worked in 2020, and its effects continue today with more people working remotely or only traveling to job sites a few days per week. More than six years after the start of the pandemic, people are riding transit to workplaces much less often or not at all. This change has had a major impact on transit ridership and fare revenue, and the Bay Area is still adjusting to a “new normal” where many residents’ travel patterns and behaviors fundamentally have changed.

To ensure that the transit network could continue to support the Bay Area’s economy, health and communities in the aftermath of the pandemic, the Metropolitan Transportation Commission (MTC) convened the Blue Ribbon Transit Recovery Task Force in May 2020, which finalized the Bay Area Transit Transformation Action Plan in July 2021.¹ This action plan recommended the development of a plan to improve transit network connectivity throughout the Bay Area. Consequently, in early 2023 MTC launched the Transit 2050+ initiative in partnership with the Bay Area’s transit agencies to undertake a comprehensive update of the transit-related strategies that would be included in Plan Bay Area 2050+, the Bay Area’s long-range regional plan for transportation, housing, the economy and the environment.

¹ More information about the Blue Ribbon Transit Recovery Task Force and the Bay Area Transit Transformation Action Plan is available at <https://mtc.ca.gov/about-mtc/committees/interagency-committees/blue-ribbon-transit-recovery-task-force>.

How Will Transit 2050+ Benefit the Bay Area?

If implemented, the Transit 2050+ Network would provide major improvements in transit service frequency, speed, reliability and connectivity² for the Bay Area. By 2050, these investments would increase regionwide transit service levels by approximately 60%.³

Collectively, these improvements have the potential to increase transit ridership in the Bay Area by 39% in 2035 and 41% in 2050, to a total of 2.6 million daily riders in 2050.⁴ Implementing the Transit 2050+ Network also will help ensure that the Bay Area can meet its state-mandated climate goals, and improve access to jobs and other destinations throughout the Bay Area, especially for those living in Equity Priority Communities⁵. According to a performance assessment of how implementation of the Transit 2050+ Network could advance its goals and benefit the Bay Area in the future, the Transit 2050+ Network could provide the following benefits by 2050:

- **Increase access to jobs.** The average household could access 31% more jobs via a 45-minute transit trip.
- **Improve people’s ability to access destinations throughout the Bay Area via transit, particularly for residents of Equity Priority Communities.** Access improvements for residents of Equity Priority Communities are up to 61% greater than that of the general population.
- **Increase transit ridership and the share of people using transit versus other modes of transportation.** Transit ridership could increase by 41%, and the share of people regionwide using transit for commute trips could increase to 20%. With improved transit options, Bay Area residents are projected to take nearly 750,000 more transit trips while taking 660,000 fewer automobile trips each weekday.
- **Reduce vehicle miles traveled and greenhouse gas emissions.** Per-capita greenhouse gas (GHG) emissions could decrease 3% by 2035 and 4% by 2050, supporting the Bay Area’s achievement of its statutorily required GHG emissions reduction goal.
- **Improve transit speed and reliability.** The share of street-running transit service miles with transit priority treatments could increase from 9% in 2023 to 40% by 2050.

If Transit 2050+ is implemented:



31% increase
in access to jobs via
45-minute transit trip



41% increase
in transit ridership



20% of work
trips made via transit



4% decrease
in per-capita
greenhouse gas
emissions

2 Frequency refers to how often the transit vehicle arrives or the time between trips on a given route. Speed refers to the time required for a transit vehicle to travel a given route. Reliability refers to how often the transit vehicle is on-time and arrives or departs when expected. Connectivity refers to how well different transit routes and systems connect with one another and enable passengers to travel throughout the Bay Area.

3 Implementation of Transit 2050+ would result in an approximate 60% increase in the number of transit vehicle revenue hours during the weekday AM peak, midday, and PM peak periods between 2023 and 2050.

4 The approximate 40% increase in regionwide transit ridership compares forecasted transit ridership and baseline transit ridership in 2050 (i.e., ridership if the Network is not implemented and only current transit service levels are preserved).

5 Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. More information is available at: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.

What Is Transit 2050+?

Transit 2050+ consists of a set of strategies, collectively referred to as the Transit 2050+ Network, to be implemented over the next 25 years. Developed in close coordination with Bay Area transit agencies, with input from policymakers, the public and other stakeholders, the Transit 2050+ Network's implementation can deliver a transit network that provides frequent, fast, reliable and connected service across the Bay Area. The Transit 2050+ Network is designed to:

- Develop an integrated, well-connected transit network.
- Recover and grow transit ridership and increase the share of people using transit for their trips.
- Improve the reliability and average travel speed of transit service.
- Reduce barriers to using transit.

Two analyses informed the high-impact transit strategies and investments included in the Transit 2050+ Network. First, an analysis of existing transit service needs was used to identify service and capital projects that should be prioritized for inclusion in the Transit 2050+ Network. Next, an assessment of how potential transit investments could provide benefits under different future conditions was used to identify transit projects with long-term benefits.

Transit 2050+ is intended to be actionable and is based on a realistic forecast of the funding available for transit over the next 25 years. It includes a set of transit strategies determined to be most effective in the near and long term given a limited amount of future funding.



Key Elements of the Transit 2050+ Network

In the first decade (through 2035), when future transit funding may be more limited, the Transit 2050+ Network prioritizes lower-cost investments that can deliver significant benefits to transit riders. These priorities include quick-build, lower-cost, high-impact improvements to transit frequency, speed and reliability, as well as improvements to transit safety and convenience. More costly, large-scale capital investments that expand transit service to new locations are prioritized for the longer term (between 2035 and 2050), when additional funding is expected to become available.



More Frequent Transit Service

Frequencies of 5 to 10 minutes or better in urban centers like San Francisco, Oakland and San Jose could enable riders in the most populated parts of the Bay Area to travel without needing to consult a schedule and could reduce transfer and wait times.

More frequent midday service could allow more people to use transit for trips made outside of typical commuting hours.

Frequencies of 15 minutes or better for routes between urban centers could make transit an attractive option for longer trips that are often made in single-occupancy vehicles.

More frequent local service in suburban centers could enable more people to use transit for shorter, neighborhood trips and provide first-mile and last-mile connections to regional transit.



Faster and More Reliable Transit Service

A focus on transit priority throughout the Bay Area could make transit trip times faster and more reliable with both corridor-level improvements and spot treatments in high-delay areas.

Investments in system-level modernization and capacity improvements, including rail grade separations, could significantly improve systemwide reliability and capacity for the Bay Area's highest ridership transit lines.



More Connected Transit Service

Coordination of service and improved infrastructure at major transit hubs could make it much easier and faster to use transit to travel throughout the Bay Area.

Strategic service expansions could address gaps in the existing transit network and improve overall network connectivity, providing new travel options for communities across the Bay Area.

New interregional transit connections between the Bay Area and locations in California's Central Valley provide new statewide connections in the long term.



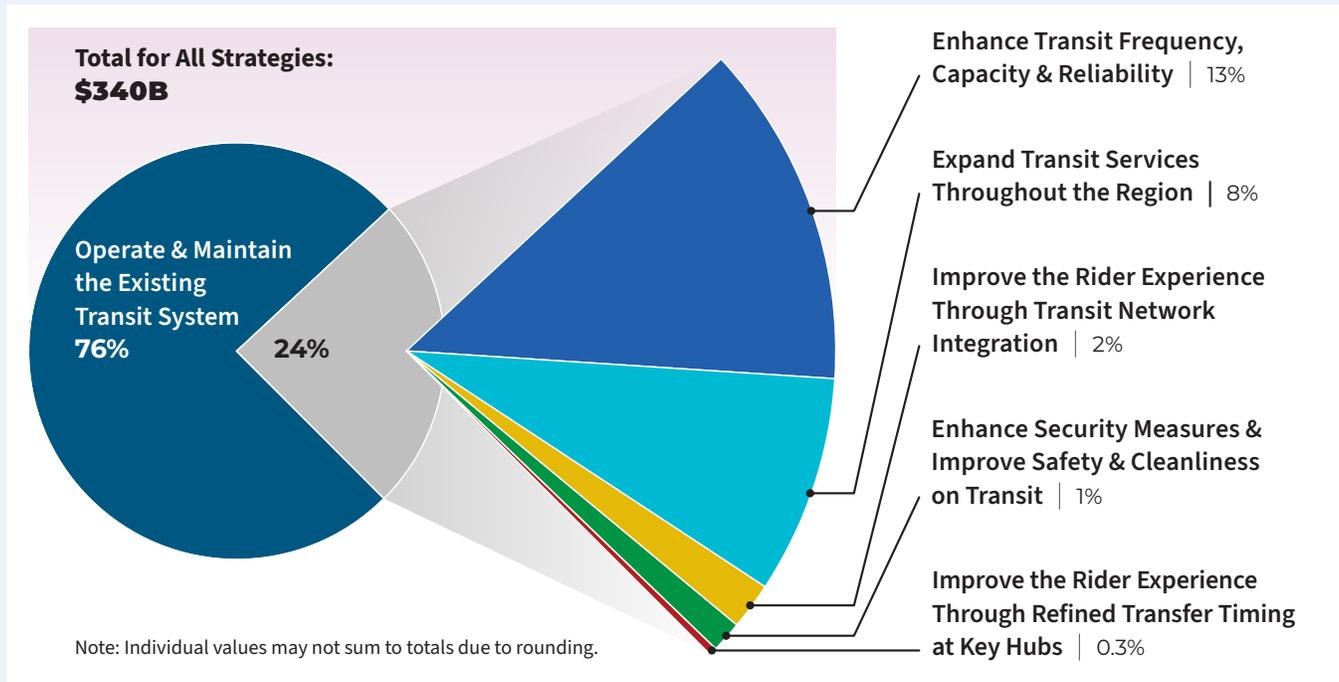
Improved Experience for Transit Riders

Regional programs that make it easier to navigate and use transit services across the Bay Area and that improve system accessibility could remove existing barriers to taking transit. These investments include regional fare coordination and improvements in mapping and wayfinding, safety and security, and paratransit and accessible transportation services for people with disabilities and older adults.

Transit 2050+ Network Strategies

In total, Transit 2050+ envisions a nearly \$340 billion investment in the Bay Area’s transit network over the next 25 years (**Figure 1**). Most of this investment, approximately \$257 billion, would be used to maintain existing transit service and assets. This large investment reflects the fact that the Bay Area’s transit network is expansive and relatively mature today. The remaining roughly \$82 billion would support improvements in and expansion of transit service throughout the Bay Area and programs to enhance the transit customer experience.

Figure 1. \$340 billion total in funds will be distributed between six Transit 2050+ Network Strategies.⁶



■ Strategy T1. Operate and Maintain the Existing System | \$257B

Commit to operate and maintain the Bay Area’s existing transit infrastructure and service levels (as of fall 2023) while transitioning to zero-emission transit vehicles.⁷

■ Strategy T2. Improve the Rider Experience Through Transit Network Integration | \$6B

Deliver regionwide efforts to improve the rider experience, including an integrated fare structure, unified mapping and wayfinding, and improved paratransit services.

■ Strategy T3. Improve the Rider Experience Through Refined Transfer Timing at Key Regional Hubs | \$1B

Deliver regionwide projects to improve the coordination of inter-agency schedules, refine transfer timing at key regional hubs and upgrade facilities to encourage easier transfers.

■ Strategy T4. Enhance Security Measures and Improve Safety and Cleanliness on Transit | \$4B

Improve infrastructure and operations around safety, personal security and cleanliness in the transit environment.

■ Strategy T11. Enhance Transit Frequency, Capacity and Reliability | \$44B

Improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability and greater capacity to reduce wait time, decrease travel time and encourage ridership growth.

■ Strategy T12. Expand Transit Services Throughout the Region | \$28B

Better connect communities by strategically expanding transit services to new markets and previously unserved or underserved areas, including the addition of new infrastructure.

⁶ Strategy numbers are non-consecutive since they are part of the Plan Bay Area 2050+ Transportation Element strategies.

⁷ Note that only the transit portion of Strategy T1 is represented here. The full cost of operating and maintaining the Bay Area’s existing transportation system is \$380 billion.

How Will Transit 2050+ Be Implemented?

Delivering the Transit 2050+ Network will require significant investment over the next 25 years to both operate and maintain the Bay Area's existing transit network and to enhance and expand it. Current local, regional, state and federal transit revenues are insufficient, and new revenues are needed to deliver the potential benefits of the Transit 2050+ Network. Plan Bay Area 2050+ anticipates additional new revenues from sources such as the implementation of parking and roadway pricing to become available after 2035, a portion of which will fund transit improvements during that timeframe.

To ensure the successful operation and improvement of the Bay Area's transit network now and into the future, MTC and its partners are working to identify and secure funding for transit service and rider improvements. MTC and its partners advocated and secured enabling legislation (Senate Bill 63 (Wiener/Arreguín)) for a regional transit funding measure on the November 2026 ballot that would provide some of the resources necessary to sustain transit service and make progress on key rider-focused improvements outlined in the Transit 2050+ Network.

In addition to funding, delivering the Transit 2050+ Network will require continued partnership between MTC, transit agencies, all levels of government, other non-governmental stakeholders like advocacy organizations and labor groups, and the public. Near-term actions to advance implementation of the Transit 2050+ Network include:

- Advancing fare integration, regional mapping and wayfinding, paratransit improvements and identification and implementation of transit priority improvements (near-term priorities identified in the Bay Area Transit Transformation Action Plan).
- Implementing improvements to safety, security and cleanliness on transit vehicles and at transit facilities.
- Improving prioritization and delivery of major transit projects, including updating MTC's Major Project Advancement Policy and exploring approaches to improve the efficiency and cost-effectiveness of transit project delivery.

The Transit 2050+ Network provides an attainable vision for the Bay Area's transit network over the next 25 years, but it will require MTC, transit agencies, all levels of government, partner organizations and the public to prioritize resources and make the changes necessary to advance its implementation. Investing in making the Transit 2050+ Network a reality has the potential to transform the way residents and visitors travel around the Bay Area. Its implementation would advance the Plan Bay Area 2050+ vision of creating a more affordable, connected, diverse, healthy and vibrant Bay Area for everyone by significantly reducing the need to rely on private automobiles for transportation.



PHOTO: NOAH BERGER



PHOTO: NOAH BERGER

1. Introduction

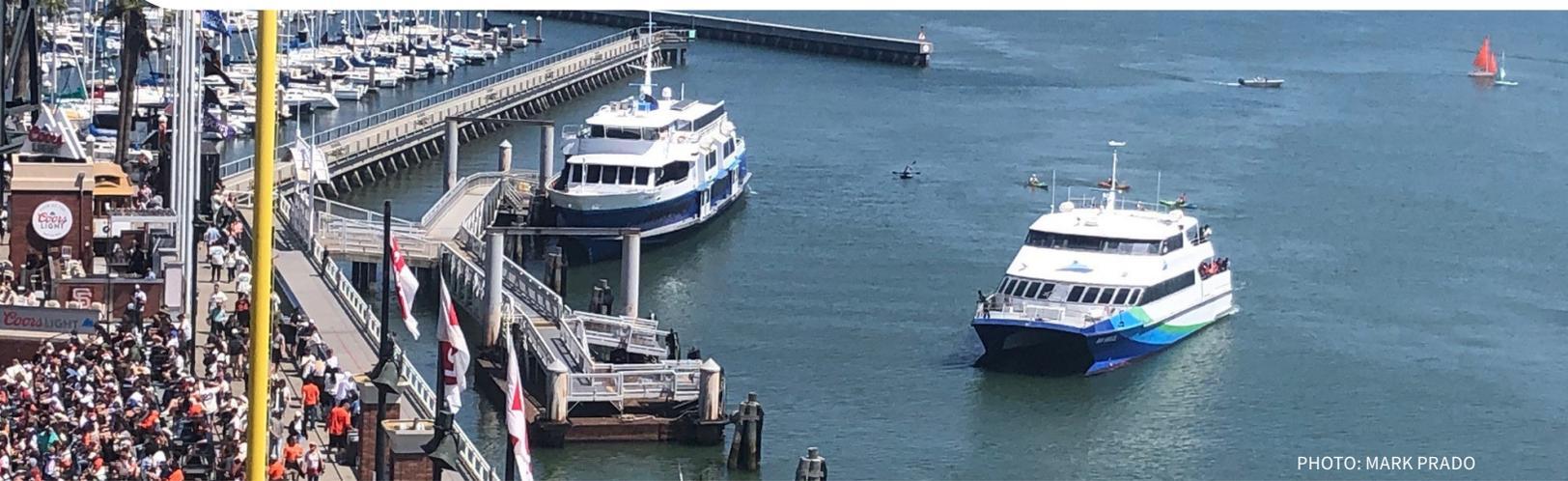


PHOTO: MARK PRADO

The Bay Area's Transit Network Faces Both Old and New Challenges

The COVID-19 pandemic resulted in drastic declines in Bay Area transit ridership that have yet to recover to previous levels on most systems, particularly for commute-oriented transit services, due to changes in how Bay Area residents work and travel. But even prior to spring 2020, transit service that was sometimes infrequent, slow, unreliable, disconnected or unsafe posed serious challenges for transit customers and made transit a less attractive option than driving alone. The Bay Area's auto-oriented land use and development patterns make transit stops and stations difficult to access for pedestrians and cyclists and negatively impact transit's efficiency and effectiveness. Inadequate transit service particularly affects disadvantaged and vulnerable populations, including households with low incomes, youth, older adults and people with disabilities, many of whom rely on transit as their primary means of transportation.

A history of insufficient funding for transit operations, compounded by the drastic decline in fare revenue caused by the COVID-19 pandemic, has led to significant financial shortfalls that threaten the day-to-day operations of the Bay Area's current transit network. Bay Area transit's slow ridership and fare recovery is resulting in much lower anticipated revenues over the current 25-year long-range planning horizon. Lower anticipated revenues, combined with increasing labor, operating and capital costs, challenges the Bay Area's ability to maintain the current system, let alone deliver service expansions, service increases and other investments focused on improving customers' experiences and increasing ridership.

To address these challenges, the Metropolitan Transportation Commission (MTC) convened the Blue Ribbon Transit Recovery Task Force in May 2020. The 32-member Task Force brought together local and state elected officials as well as advocates for people with disabilities, transit agencies, business and labor groups, and transit and social justice advocates who ultimately developed the Bay Area Transit Transformation Action Plan (TAP).⁸ TAP implementation actions included developing a plan to improve transit network connectivity throughout the Bay Area. MTC in 2023 initiated Transit 2050+ in partnership with the Bay Area's transit agencies to complete a comprehensive update of Plan Bay Area 2050+'s transit strategies and investments with an overall focus on better transit network connectivity and service improvements for transit riders.

As a critical first step in ensuring the successful operation and improvement of the Bay Area's transit network now and into the future, MTC and its partners are working to identify and secure funding for transit service and rider improvements. In September 2025, MTC and its partners secured enabling legislation for a potential November 2026 regional transit funding ballot measure that would provide some of the resources necessary to sustain and improve the Bay Area's transit network.

Transit 2050+: Rethinking the Bay Area's Transit Strategies

Transit 2050+ is a comprehensive update of regional transit strategies that seeks to address the challenges described in the last section by identifying near- and long-term investments that will:

- Improve transit network connectivity throughout the nine-county Bay Area.
- Recover and grow transit ridership and increase transit mode share.
- Improve transit reliability and average operating speeds.
- Reduce barriers to using transit.

For the first time, MTC and transit agencies co-led the development of the regional plan's transit strategies. The transit strategies developed through Transit 2050+ and ultimately woven into Plan Bay Area 2050+ identify investments in transit service, infrastructure and other programs that aim to deliver a more robust, connected Bay Area transit network and improve the transit customer experience through complementary investments in fare integration, regional mapping and wayfinding, safety and security, and accessibility improvements for people with disabilities.

8 More information about the Blue Ribbon Transit Recovery Task Force and the Bay Area Transit Transformation Action Plan is available at <https://mtc.ca.gov/about-mtc/committees/interagency-committees/blue-ribbon-transit-recovery-task-force>.

This report describes the development and outcomes of Transit 2050+ and is organized as follows:

Chapter 2: Background and Planning Approach describes the key challenges and issues the Transit 2050+ planning effort sought to address and the relationship between the Bay Area Transit Transformation Action Plan, Transit 2050+ and Plan Bay Area 2050+. It also provides an overview of the approach used to develop the Transit 2050+ Network, including how MTC partnered with Bay Area transit agencies throughout Transit 2050+'s development, including on the identification of its goals and outcomes, and determining key technical inputs.

Chapter 3: Identifying Needs, Gaps and Opportunities describes the Needs, Gaps and Opportunities Analysis conducted for Transit 2050+. The analysis identified 2023 (i.e., existing) transit needs and developed new project concepts where known transit service and/or capital projects did not already address an identified deficiency or gap in transit service or slower than average transit operating speeds.

Chapter 4: Evaluating Project Performance describes the Project Performance Assessment, a federally-required analysis that evaluates the potential future benefits and limitations of proposed regionally significant transportation projects (defined as projects with total costs of \$250 million or more) the vast majority of which are transit capital or service expansion projects in the nine-county Bay Area.

Chapter 5: Developing the Transit 2050+ Network details the key steps and inputs the project team (i.e., the transit agency-led Project Management Team, MTC staff and the consultant team) used to develop the Transit 2050+ Draft and Final Network. This chapter provides further detail on how non-governmental partner organization and public feedback was used in developing the Transit 2050+ Network as well as the guiding principles and other key inputs used by the project team.



Chapter 6: The Transit 2050+ Network describes the transit strategies, including the programs and projects contained within them, that would help local and regional transit agencies build a more connected, reliable and effective regional transit network. This chapter also describes the key improvements that would result for riders from the implementation of the Transit 2050+ Network.

Chapter 7: Transit 2050+ Network Performance Assessment provides a quantitative assessment of the Transit 2050+ Network to enable the public, decisionmakers and stakeholders to understand how implementation of the transit strategies and investments that make up the Transit 2050+ Network could affect future outcomes for the Bay Area, including forecasted changes in transit ridership and mode share.

Chapter 8: Transit 2050+ Implementation describes near-term actions that MTC and its partners can undertake within the next five years to advance implementation of the Transit 2050+ Network.

Chapter 9: Conclusion summarizes the key benefits that implementing the Transit 2050+ Network could provide and reiterates the need for ongoing partnership to overcome barriers to successful implementation.

How is Transit 2050+ different from other state and regional transit plans and policies?

Transit 2050+ is a long-range plan for maintaining and improving the Bay Area's transit network. The Transit 2050+ Network, which includes strategies to operate and maintain the existing transit system, improve the transit customer experience, and enhance and expand transit service, was incorporated into the Transportation Element of Plan Bay Area 2050+, the Bay Area's long-range regional plan.

While Transit 2050+ provides a comprehensive set of long-range transit strategies for the Bay Area, MTC is also working with the region's transit agencies, local jurisdictions and the California Department of Transportation (Caltrans) on implementing the following near-term policies and action plans focused on improving transit operations and access:

- **The [Caltrans Director's Transit Policy](#)** (2026) serves as a high-level guide that outlines the Department's commitment to supporting public transit on the state highway system by setting internal Caltrans transit policies and processes along Caltrans rights-of-way. Caltrans will develop an accompanying implementation plan for the policy with specific steps and actions.
- **The [Caltrans District 4 Transit Plan](#)** (2025) identifies transit priority and access needs on the state transportation network and provides a best practices toolkit for improving transit access and operations on state-owned roadways in the Bay Area. Transit priority improvements support transit speed, reliability and cost effective operations by enabling transit vehicles to bypass traffic congestion on roadways.
- **The [Bay Area Transit Priority Policy for Roadways](#)** (2026, MTC) seeks to enhance the transit rider experience by supporting implementation of transit priority infrastructure and policies and promoting the interagency coordination required to do so.
- **The [Transit Priority Roadway Assessment](#)** (forthcoming, MTC) will complement the Transit Priority Policy for Roadways by evaluating the need for — and guiding future investments in — transit priority projects in the Bay Area. It will include an assessment of existing transit operations and develop a Transit Priority Network to inform regional transit priority investments.

2. Background and Planning Approach



PHOTO: KARL NIELSEN

The COVID-19 pandemic resulted in fundamental changes in the way many Bay Area residents work and travel. While the persistence of hybrid and remote work has provided people with more flexibility and job opportunities, transit ridership and fare revenues remain considerably lower than pre-pandemic, even as operating and capital costs continue to rise.

The Bay Area's future looks quite different than it did in 2021 when MTC and the Association of Bay Area Governments (ABAG) adopted the region's most recent long-range plan, Plan Bay Area 2050, and as a result a comprehensive rethinking of the plan's transit vision was needed. Transit 2050+ sought to address that critical need by creating a fiscally constrained transit plan while leveraging a new approach: connected network planning.

Plan Bay Area 2050: Preparing for an Uncertain Future

Every four years, federal and state laws require that MTC and ABAG update the long-range regional plan, known as Plan Bay Area. This plan serves as the Bay Area’s Regional Transportation Plan and Sustainable Communities Strategy⁹ and integrates land use and transportation planning. To date, MTC and ABAG have adopted three such regional plans, with the latest iteration, known as Plan Bay Area 2050, adopted in October 2021. Plan Bay Area 2050 was the most comprehensive regional planning effort to date, assessing the resilience of policies and investments under divergent future scenarios and introducing a set of 35 strategies across four elements: transportation, housing, economy and the environment.

The transit strategies included in Plan Bay Area 2050’s Transportation Element anticipated that pre-pandemic travel behavior and transit ridership would rebound by mid-decade (2025), much sooner than currently forecast. While the plan introduced new strategies such as schedule coordination at regional transfer hubs and an integrated transit fare structure across agencies, the transit strategies also focused on building a next-generation transit network that included infusing tens of billions of dollars into modernizing and expanding transit and included new rail lines, a new transbay rail connection and an expanded express bus service network. While some long-term transit needs remain, a very different post-pandemic environment — where higher rates of hybrid and remote work have persisted and with less funding for transit operating and capital needs — required the development of a new transit modal plan that could inform substantive changes to these transit strategies.



PHOTO: KARL NIELSEN

9 California Senate Bill 375 (Chapter 728, Stats. 2008) requires regional metropolitan planning organizations in California to develop Sustainable Communities Strategies (SCS), or long-range plans, which align transportation, housing and land use decisions toward achieving greenhouse gas emissions reduction targets set by the California Air Resources Board (CARB).

Transit Transformation Action Plan: The Impetus for Transit 2050+

In 2020, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force), which included representatives from transit agencies; local, state and regional agencies; business and labor; and advocacy organizations to address the COVID-19 pandemic's significant impacts on public transit across the Bay Area. In July 2021, the Task Force released the Bay Area Transit Transformation Action Plan, which included a set of 27 actions designed to set a course for Bay Area transit's recovery and long-term improvement.¹⁰ Action 18 called for a new Connected Network Plan for the region, as described below:

18. Fund, develop and adopt a Bay Area Connected Network Plan that includes transit service and hub categories, core service networks (such as Rapid Transit), funding requirements and next steps.

Simultaneously, due to the continued financial challenges faced by transit agencies, the slow recovery of transit ridership and the need to re-evaluate legacy (i.e., pre-COVID pandemic) transit projects, transit agencies and other non-governmental partner organizations expressed interest in refreshing the region's transit strategies in the next regional plan update, Plan Bay Area 2050+. To avoid crafting two conflicting transit visions for the Bay Area, MTC staff recommended that the core elements of the Connected Network Plan be developed through the Transit 2050+ process.

What is a Connected Network Plan?

Currently, over two dozen different agencies provide transit service in the Bay Area. Some agencies, like BART, SMART, Caltrain or AC Transit, serve multiple cities and counties, but many other agencies focus on local transportation needs and provide service to a single city, a single county or several cities within the same county. This can sometimes lead to “gaps” in transit service for people who use transit to travel between multiple cities and counties. Service gaps can include no service between two areas, but more often gaps reflect insufficient service levels (i.e., frequency) given the demand between origins and destinations. Additionally, services from different agencies may not be well coordinated, leading to long transfer or wait times for riders reliant upon multiple transit agencies to complete their trips. Lastly, gaps can exist in terms of travel speed and, by extension, travel times, as congested roadways can impede the ability of bus operators to offer a time-competitive alternative to the car.

Connected network planning is when transit agencies work together to coordinate and plan their services to better meet transit customers' needs. It can happen at both regional and subregional levels. The connected network planning approach used for Transit 2050+ focused on identifying existing travel needs and gaps between major origins and destinations throughout the Bay Area. Transit agencies were consulted to inform recommendations on how to close those gaps to improve regionwide transit connectivity and make transit a viable transportation option for more people.

¹⁰ More information about the Blue Ribbon Transit Recovery Task Force and Transit Transformation Action Plan is available at <https://mtc.ca.gov/about-mtc/committees/interagency-committees/blue-ribbon-transit-recovery-task-force>.

Collaborative Planning Approach

The Transit 2050+ process began in winter 2023 and was led by both an MTC and transit agency co-project manager as well as a Project Management Team (PMT) comprised of staff from both large and small Bay Area transit agencies.¹¹ This co-project management approach enabled a more coordinated and collaborative re-envisioning of the transit network and its composite strategies, within the context of limited future funding.

Partnering With the Region's Transit Agencies

The Project Management Team met biweekly throughout Transit 2050+'s development and provided guidance and feedback on both the planning approach and key work products. The PMT included representatives from 12 Bay Area transit agencies, including all seven of the largest regional transit agencies and five smaller agencies (**Table 1**):

Table 1. Participating Bay Area transit agencies.

Bay Area Transit Agencies Representatives	Agency Size
Alameda-Contra Costa Transit District (AC Transit)	Large
Bay Area Rapid Transit District (BART)	Large
Caltrain	Large
Central Contra Costa Transit Authority (County Connection)	Small
Golden Gate Bridge Highway and Transportation District (Golden Gate Transit)	Large
Napa Valley Transportation Authority (Vine Transit)	Small
San Francisco Municipal Transportation Agency (Muni)	Large
San Mateo County Transit District (SamTrans)	Large
Santa Clara Valley Transportation Authority (VTA)	Large
Sonoma Marin Area Rail Transit (SMART)	Small
Tri Delta Transit	Small
Water Emergency Transportation Authority (San Francisco Bay Ferry)	Small

The co-project managers also sought feedback on key work products from transit agency general managers and the MTC Regional Network Management Council, which includes executive leadership from transit agencies and MTC, throughout the duration of Transit 2050+.

¹¹ Transit agencies are generally defined as “large” or “small” based on the levels of transit service provided, levels of transit ridership, and size of agency budget.

Coordination With County Transportation Agencies and Other Stakeholders

While the Transit 2050+ project team worked directly with multi-county transit agencies to gather project details, County Transportation Agencies (CTAs) in all nine Bay Area counties also played a critical role in identifying local priorities and coordinating with smaller transit agencies. The Transit 2050+ project team engaged with CTA staff and executives on key work products, including through a series of county-level meetings in summer 2024 to review the Transit 2050+ Draft Network.

MTC also hosted two rounds of technical workshops for partner agencies and organizations in summer 2023 and fall 2024 as part of broader engagement efforts for Plan Bay Area 2050+. In summer 2023, workshops focused on introducing the Transit 2050+ planning effort and sharing the goals and desired outcomes established by the Transit 2050+ Project Management Team. In fall 2024, workshops sought feedback on the Transit 2050+ Draft Network and potential implementation actions for the first five years after Plan Bay Area 2050+'s adoption.

transit: convenience, travel time, frequency, safety and cleanliness. So, we drafted a transit network plan that identifies key strategies and investments that will advance these priorities.

es lo que más les importa a la hora de decidir si viajan en transporte público: comodidad, tiempo de viaje, frecuencia y limpieza. Por eso, redactamos un plan para la red de transporte público que identifica estrategias e inversiones clave que impulsarán estas prioridades.

此項公共運輸計畫的決定性因素包括：便利性、出行時間、班次頻率、安全性和衛生情況。因此，我們起草了一份公共交通網絡計劃，確定關鍵策略及投資以推動這些優先事項。

Which transit service improvements do you like most? (Pick two)
¿Qué mejoras al servicio de transporte público le gustan más? (Elija dos)
您喜歡哪些公共交通改善措施？(請選擇兩項)

5-minute frequency in urban areas
Frecuencias de 5 minutos en zonas urbanas
市區 5 分鐘一班

More frequent midday service
Servicio de mediodía más frecuente
增加日間班次頻率

15-minute frequency connecting cities and suburbs
Frecuencias de 15 minutos para conectar ciudades y suburbios
連接海峽各城市間的公共交通 15 分鐘

Express bus service between suburbs
Servicio de autobuses expresos nuevo/mejorado entre los suburbios
改善/新增的速公車服務

Additional Transit Services
其他公共交通改善措施

Fleet Modernization
Modernización de la Flota
車輛更新

Mapping and Wayfinding
Señalamiento y orientación
地圖繪製及導航

Learn more and provide feedback on the Draft Network
Conozca más y envíe sus comentarios sobre el Borrador

瞭解更多並針對網絡草案提供意見

DECIR? 選擇?



Engaging the Public

Transit 2050+ public engagement focused on informing the public about the Transit 2050+ planning process, gathering information about people's current travel needs and preferences and seeking feedback on priorities for improving transit in the Bay Area. MTC gathered input via two rounds of public engagement conducted jointly with the parallel Plan Bay Area 2050+ effort in summer 2023 and summer 2024.

Outreach in 2023 asked participants how the “new normal” after the COVID-19 pandemic was impacting their lives. This included a public survey available in English, Spanish, Chinese and Vietnamese, and pop-up workshops in 15 communities across all nine Bay Area counties.

The second engagement round in 2024 focused on introducing the Transit 2050+ Draft Network to the public and sought public feedback on which transit strategies and investments to prioritize. A combined 13,800 residents and partner agencies participated in pop-up events, an online survey, a webinar and two technical workshops. MTC partnered with 17 community-based organizations (CBOs) to expand outreach in Equity Priority Communities, resulting in additional pop-up events, discussion groups and community presentations. CBO-led outreach elevated the voices of youth, older adults, people with disabilities and residents with low incomes.

The Transit 2050+ project team also sought feedback from the MTC Policy Advisory Council, a 27-member group that advises MTC on transportation policies and brings forward a range of environmental, economic and social equity perspectives. A detailed description of Plan Bay Area 2050+ engagement is available in the [Plan Bay Area 2050+ Engagement Report](#).

Key Themes From Partner and Public Engagement

The project team incorporated feedback from partner agencies and the public during development of the Transit 2050+ Draft and Final Networks. The following key themes that emerged from the multiple rounds of engagement were reflected in the strategies and investments included in both the Draft and Final Networks.

Safety, security and cleanliness on transit vehicles, at stops and in stations were a priority for nearly all members of the public and other stakeholders. Safety, security and cleanliness were particularly important for youth, those who depend on transit for most of their trips and for those who reported riding transit less frequently. Participants expressed support for investments in better lighting, additional staffing and security infrastructure.

Improving the frequency of transit service and reducing travel times were also high priorities for the public and stakeholders. Participants who relied on transit expressed strong support for frequency improvements on local transit lines and in more suburban locations where service is often less frequent. Participants also wanted faster trip times, including improvements that would prevent buses from getting stuck in traffic, and a shortening of transfer and wait times.

Fare integration and reducing the costs of fares could improve transit affordability and accessibility. Participants wanted to reduce transfer costs and see further implementation of daily/monthly passes, family fares and the ability to pay fares directly with debit/credit cards.

Expanding service to close gaps; providing longer hours of service; extending service to locations with little or no transit service; and improving first-last mile connections to rail, ferry and express bus service could improve transit connectivity. Participants, particularly in the North Bay and more suburban locations, expressed a need for expanding transit routes and service hours.

Equity should be a key consideration. Both the public and stakeholders expressed the need to center equity when planning and prioritizing transit improvements. This includes prioritizing the needs of households with low incomes, people with disabilities, seniors, youth and others who rely on transit.

Goals and Desired Outcomes

Over a series of workshops and meetings in spring 2023, the Transit 2050+ PMT created draft goals and desired outcomes to guide the Transit 2050+ process. To develop the goals and desired outcomes, the PMT started by creating a problem statement to clearly identify the issues and concerns they thought Transit 2050+ should address. The PMT also incorporated the Transit Transformation Action Plan’s problem statement and action plan.

The PMT in fall 2023 finalized the goals and desired outcomes, listed in **Table 2**, after incorporating feedback from the MTC Policy Advisory Council and Planning Committee in June and July 2023. These goals also served as the framework for the performance metrics used in the Network Performance Assessment described in Chapter 7.

Table 2. Transit 2050+ goals and desired outcomes.

Transit 2050+ Goals	Desired Outcomes for Each Goal
<p>1. Develop an integrated, well-connected transit network that:</p> <ul style="list-style-type: none"> • Improves access, particularly for equity priority and transit-reliant populations. • Improves connections between different transit modes and agencies. • Enables transit to be the preferred mode of travel for more types of trips. 	<ul style="list-style-type: none"> • Increase the number and share of all Bay Area jobs that are accessible via a 45-minute transit trip (including access, transfer and wait time).
<p>2. Recover and grow transit ridership and mode share.</p>	<ul style="list-style-type: none"> • Increase transit ridership. • Increase transit mode share for commute and non-commute trips. • Reduce personal vehicle miles traveled (VMT) and its environmental impacts (i.e., greenhouse gas emissions).
<p>3. Improve the reliability and average travel speed of transit service.</p>	<ul style="list-style-type: none"> • Reduce transit versus auto travel times between representative origin-destination pairs. • Increase the average travel speed for surface transit relative to average auto travel speed on select roadway segments. • Improve reliability.
<p>4. Reduce barriers to using transit, including:</p> <ul style="list-style-type: none"> • Long and/or unpredictable wait or transfer times • Lack of accurate, readily available real-time transit vehicle arrival information • Insufficient safety and security at stops, stations, and on transit vehicles • Insufficient customer information, wayfinding and other signage • Lack of universal design features at stops and stations 	<ul style="list-style-type: none"> • Increase customer satisfaction. • Increase the percentage of transit stops providing at-stop traveler information. • Decrease the number of reported safety and security incidents in the Bay Area transit system (vehicles and facilities). • Increase the percentage of stops and stations fully equipped with universal design features.

Technical Inputs

To allow for seamless integration of the Transit 2050+ Final Network into Plan Bay Area 2050+, the two planning processes shared key technical assumptions and inputs.

Financial Assumptions

MTC updated the estimated amount of funding needed to operate and maintain the existing transportation system, including transit operations and asset maintenance to maintain existing (2023) levels of service and comply with state mandated zero-emission vehicle requirements. The transportation needs forecast for Plan Bay Area 2050+ identified a total of \$257 billion needed to maintain the existing transit system, split between operating and capital needs.¹²

MTC updates the transportation revenue forecast for each Plan Bay Area cycle based on current conditions, existing and potential local and regional funding sources, and the potential availability of state and federal funding. The forecast anticipates that major new revenue sources will become available from parking, roadway and congestion pricing as well as a regional transit funding ballot measure, particularly in the later years of the Plan Bay Area 2050+ planning horizon.

After accounting for other transportation operating and maintenance needs, as well as other non-transit transportation expansions and enhancements, the estimated funding available for transit enhancement and expansion is \$82 billion, with approximately one-third (\$27 billion) anticipated to be available by 2035¹³ and the remaining amount (\$55 billion) expected to be available in the later years of the plan (2036 through 2050).

Project Definitions and Costs

MTC solicited transportation project and program proposals for inclusion in both Transit 2050+ and the Plan Bay Area 2050+ Transportation Element through a collaborative, multi-phase process.¹⁴ County Transportation Agencies, transit agencies and other multi-county project sponsors submitted projects for consideration in 2023 and 2024.

Project sponsors provided project cost estimates that included capital, operations and maintenance costs. MTC and Arup, an independent consultant, performed a cost audit on regionally significant transit projects, which are defined as projects with total costs of \$250 million or more. The audit estimated costs using a uniform methodology that relied on work breakdown structure with per-unit cost estimates for project components. The cost audit sought to ensure that project cost estimates used in subsequent benefit-cost analyses were consistent across all projects. MTC reviewed any cost discrepancies identified by the cost audit with project sponsors who then updated project scopes and/or costs, if needed.

12 The Plan Bay Area 2050+ Technical Assumptions Report provides additional details on both the needs and revenue forecast and development of project definitions and costs.

13 This includes anticipated revenue from a potential new regional funding measure to support transit operations and rider-focused improvements.

14 The Plan Bay Area 2050+ Technical Assumptions Report provides additional details on the project solicitation and review process.

3. Identifying Existing Needs, Gaps and Opportunities



In alignment with connected network planning principles, Transit 2050+ included a first-ever Needs, Gaps and Opportunities Analysis. This phase of the planning process assessed 2023 (i.e., existing) travel patterns and transit service levels, land use and sociodemographic characteristics, and transit operating speeds along the links connecting hubs or nodes of regional significance.¹⁵ It then identified potential transit service needs or gaps and developed new project concepts where known transit service and/or capital projects did not already address an identified gap in transit service or transit operating speeds. **Appendix 1**¹⁶ provides a detailed, technical description of the analysis that is summarized in this chapter.

¹⁵ Hubs or nodes represent significant regional transfer or terminal points, which could either be a singular place or a cluster of nearby places. Links represent conceptual connections between nodes, which could consist of multiple transit lines connecting different hubs or nodes.

¹⁶ Appendices are available online at: <https://planbayarea.org/finalplan>.

Because the Needs, Gaps and Opportunities Analysis focused on identifying existing regional transit service and operating speed gaps between hubs or nodes of regional significance, it did not analyze local transit service needs in many locations, nor did it assess potential transit service needs related to capacity or overcrowding on specific transit lines. Transit projects that addressed local transit service needs and existing or future overcrowding were identified as part of the call for projects described in the prior chapter and considered during a subsequent phase of the Transit 2050+ Network development alongside projects identified through this analysis.



PHOTO: NOAH BERGER

Existing Needs and Gaps

To identify potential regional transit service needs and gaps, the analysis:

1. Identified hubs or nodes of regional significance across the Bay Area and the corridors that connect them. These hubs or nodes represented the locations that most people were traveling to or from across the region.
2. Analyzed travel patterns for all types of trips (e.g., work, school, shopping, etc.) between the geographic areas where the hubs or nodes are located. This analysis estimated the average number of people traveling between different locations throughout the Bay Area for four weekday time periods (AM and PM peak periods, midday and evening) for all types of trips.
3. Analyzed the levels of existing transit service between the hubs and nodes.
4. Assessed the potential demand for transit services based on travel patterns and population and employment densities, as well as the needs of historically transit-reliant populations, including residents of Equity Priority Communities.¹⁷
5. Compared the potential demand for transit services against existing transit service levels to identify potential transit service gaps across four weekday time periods: AM and PM peak periods, midday and evening.

Transit Service Needs and Gaps

Figure 2, on the following page, shows the hubs or nodes of regional significance and the links or corridors that connect them.¹⁸ It also shows where the analysis identified transit service gaps during the four weekday time periods.

Of the 29 links that had a service level gap for at least one of the four time periods, 16 links had gaps in all four time periods. These include:

- Gaps in the North Bay between Solano, Napa and Marin counties and between Marin and Sonoma counties
- Gaps between communities on the San Francisco Peninsula from southern San Francisco to Santa Clara County
- Transbay gaps, including the Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge, Carquinez Bridge and Dumbarton Bridge

¹⁷ Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. More information is available at: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.

¹⁸ To understand overall network connectivity, the project team created a conceptual map of regional nodes and links (i.e., generalized travel corridors) connecting these nodes. Nodes represented significant regional transfer/terminal points, which could either be a single place or a cluster of nearby places. Links represented conceptual connections between nodes, which could consist of multiple transit lines and/or travel corridors.

Figure 2. Existing (2023) transit service level gaps for AM, PM, midday and evening weekday time periods.

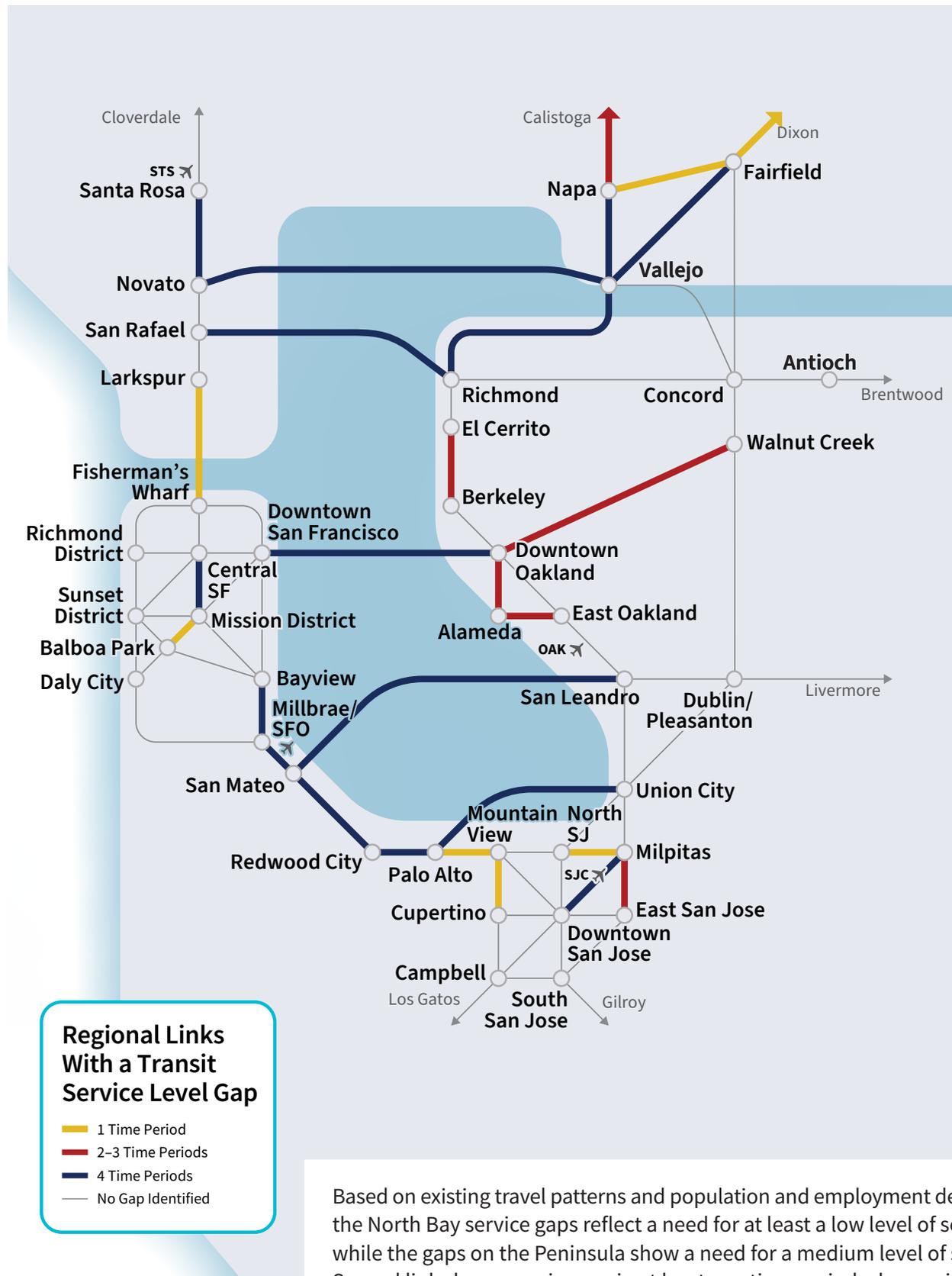


Figure Source: Fehr & Peers, 2023

Based on existing travel patterns and population and employment densities, the North Bay service gaps reflect a need for at least a low level of service, while the gaps on the Peninsula show a need for a medium level of service. Several links have a major gap in at least one time period where existing service may not be meeting potential demand. These include links between Downtown San Francisco and Downtown Oakland, Novato and Vallejo, and San Mateo and San Leandro.



PHOTO: KARL NIELSEN

Transit Operating Speed Needs and Gaps

To identify locations where traffic congestion slows down buses and light-rail vehicles and therefore may negatively impact transit operations and riders, the analysis:

- Identified corridors where buses or light-rail vehicles were traveling at an average speed of less than 12 miles per hour for arterial streets and less than 46 miles per hour for freeways during the weekday PM peak period from 3-7 p.m.
- Assessed transit ridership on these “slow speed” corridors to prioritize locations where slow transit operating speeds had the greatest impact on the greatest number of transit riders.

For arterial streets, the analysis found that transit vehicles generally got stuck in traffic in areas with higher intersection density such as the inner East Bay, Peninsula, South Bay and especially San Francisco, as shown in **Figure 3**¹⁹ (on the following page). San Francisco had the highest concentration of arterial roadways with slower than average transit operating speeds, followed by Downtown Oakland, Berkeley and Downtown San Jose. Many of these gaps are found on multi-lane arterials that parallel major freeways or expressways.

Key gaps in San Francisco include Geary Boulevard, Mission Street, Van Ness Avenue and 19th Avenue. It is important to note that in dense, urban areas like San Francisco, achieving faster transit operating speeds may require more than just dedicated bus lanes. For example, San Francisco is exploring fully grade separated subway improvements along its busiest transit corridors like Geary and 19th Avenue.

In the East Bay, key gaps include San Pablo Avenue, MacArthur Boulevard and University Avenue. In San Jose, key gaps include North/South 1st Street, East/West Santa Clara Street and Story Road/Keyes Street/Willow Street. El Camino Real also consistently exhibits slow speeds along the entire Peninsula.

Slow freeway-running transit segments were among some of the very highest transit ridership segments in the Bay Area and were clustered around the Bay in San Francisco, Marin and the inner East Bay as shown in **Figure 4**²⁰ (page 27). These gaps were concentrated in San Francisco County, Marin and the inner East Bay, and represent five freeways: U.S. Highway 101, Interstate 280, Interstate 80, Interstate 580 and State Route 1.

19 The analysis included routes that serve more than one travel shed and roadway segments where the sum of passenger loads across transit routes is greater than or equal to 500 riders for Low to Moderate Transit Orientation sheds, 1,500 for High Transit Orientation sheds and 3,000 for Very High Transit Orientation sheds. Low operating speed segments (average PM period speed is less than or equal to 12 mph) are identified in red. The PM peak period is between 3 p.m. and 7 p.m.

20 The analysis included routes that serve more than one travel shed and freeway segments where the sum of passenger loads across transit routes is greater than or equal to 500 riders. Low operating speed segments (average PM period speed is less than or equal to 46 mph) are identified in red. The PM peak period is between 3 p.m. and 7 p.m.

Figure 3. Regional links with slow transit operating speeds on arterial streets during the weekday PM peak period.

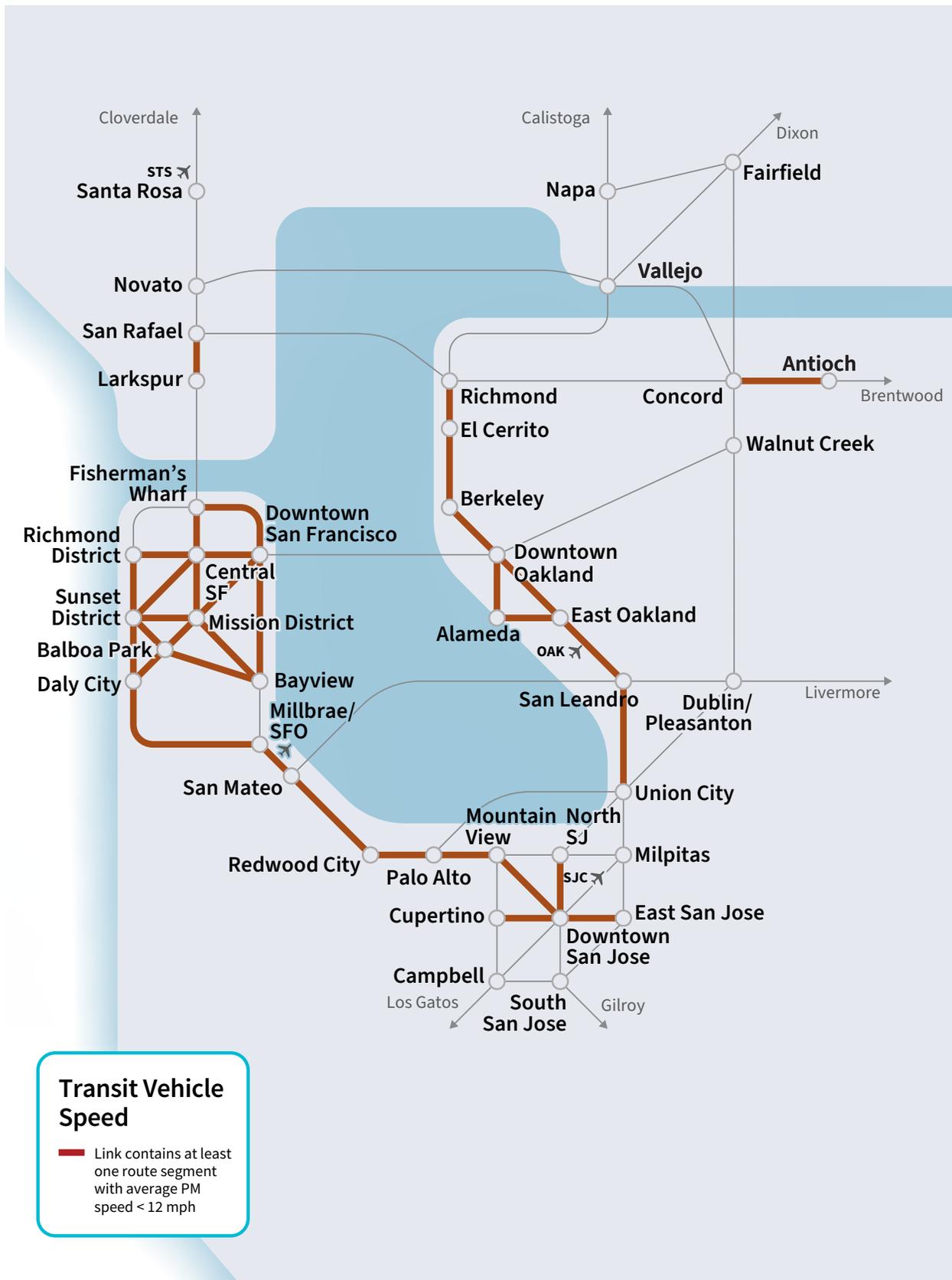


Figure Source: Cal-ITP, California Transit Speed Maps Project, April 2023; Fehr & Peers, 2023

Figure 4. Regional links with slow transit operating speeds on freeway segments during the weekday PM peak period.

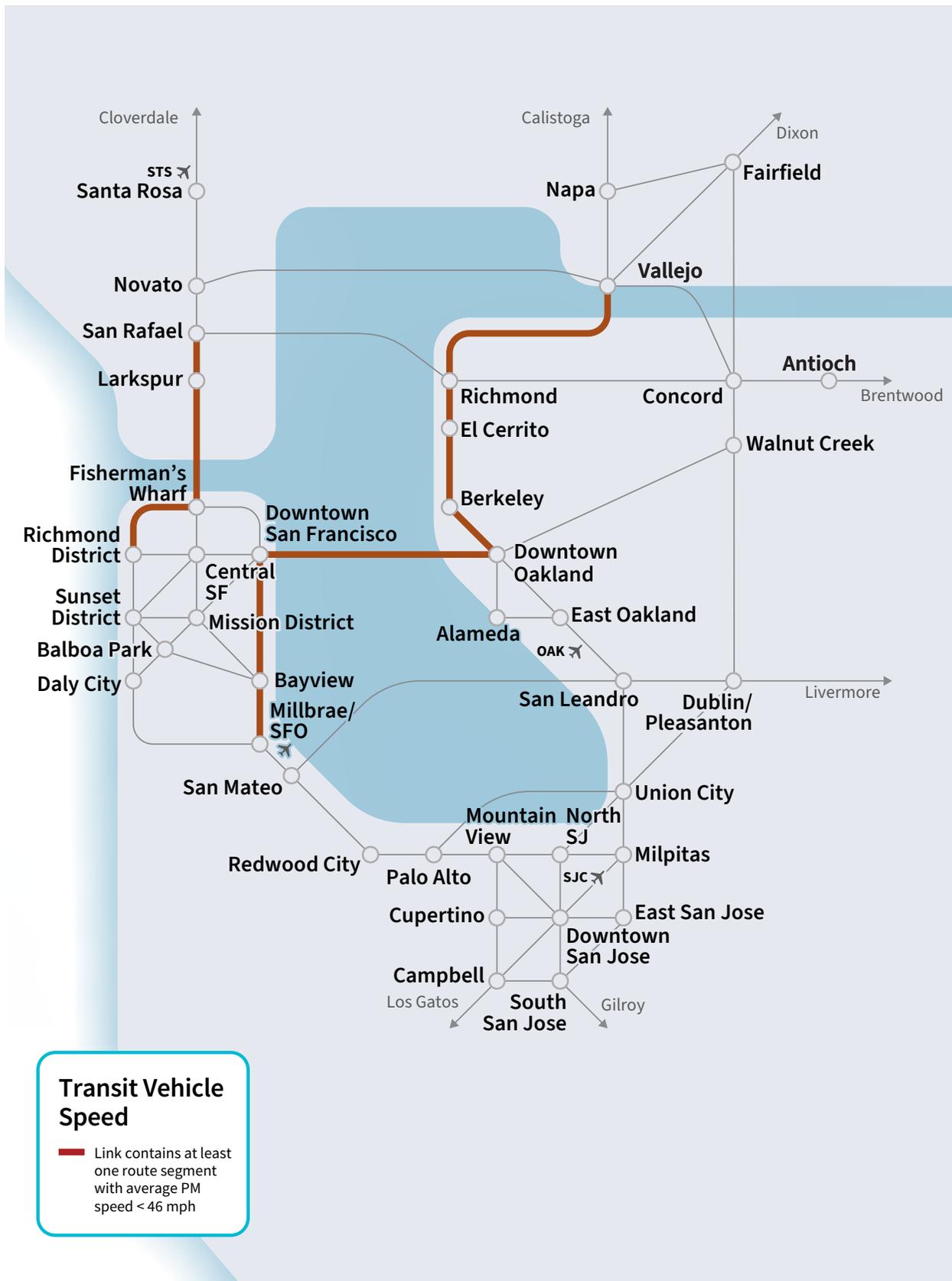


Figure Source: INRIX, April 2023; Fehr & Peers, 2024

Opportunities: Matching Gaps With Projects and Identifying New Project Concepts

To identify opportunities to close gaps and improve transit network connectivity, the project team compared the list of transit projects identified during the call for projects to the identified transit service and operating speed gaps. The project team applied the following assumptions when determining whether a project addressed an identified gap:

- For service gaps, a project that could improve service on a link for a time period with a gap was assumed to sufficiently address that service gap.
- For arterial speed gaps, a bus or light-rail transit priority project that could serve a slow speed link was assumed to address that gap.
- For freeway speed gaps, a project, including high-occupancy vehicle and toll lanes and bus-on-shoulder lanes, that could serve a slow speed link was assumed to address that freeway speed gap.

Of the 56 links with identified transit speed or service gaps (shown on **Figure 2**, **Figure 3** and **Figure 4**), 48 were addressed by a project submitted as part of the call for projects (i.e., projects included in Plan Bay Area 2050 or other local and county plans adopted subsequently to Plan Bay Area 2050). The PMT used these findings to identify and prioritize projects for inclusion in the Transit 2050+ Draft Network.²¹

For any transit operating speed gaps on arterial roadways that were not addressed by already identified projects, the project team identified where smaller-scale transit priority improvements could be applied to address these gaps. For any outstanding transit service gaps, the project team developed new project concepts to fill the remaining transit service gaps by reviewing existing transit routes and schedules; origin-destination screen line maps that showed the spatial distribution of trips; transit orientation; and existing roadway configurations.

The project team developed new project concepts to address two remaining service gaps along the San Mateo-Hayward Bridge and Dumbarton Bridge corridors:

- For the San Mateo-Hayward Bridge corridor, the project team identified an opportunity to add a new bus route connecting Castro Valley BART and Hayward BART with the Foster City and Hillsdale Caltrain Stations. While this project was included in the Draft Network, it was not ultimately included in the Transit 2050+ Final Network due to fiscal constraints and the need for further project development.
- For the Dumbarton Bridge corridor, the project team identified an opportunity to increase frequencies on the existing Dumbarton Express bus route and pair it with a new bus route between Union City, Ardenwood Park and Ride, Menlo Park, Stanford Redwood City Campus and Redwood City Caltrain. This project was included in the Transit 2050+ Final Network.

²¹ Although already identified projects could address most gaps, several service and operating speed gaps remained. The project team was unable to address two transit operating speed gaps on freeway segments between Marin and San Francisco counties and within San Francisco due to insufficient right-of-way for new transit-only or high-occupancy vehicle lanes.

4. Evaluating Transit Project Performance



PHOTO: KARL NIELSEN

While the Needs, Gaps and Opportunities Analysis identified existing transit network gaps across the Bay Area, the Project Performance Assessment helped show how major projects (whether locally or regionally identified) could meet transportation needs through 2050, while simultaneously fulfilling performance-based planning requirements established in federal law. By evaluating projects individually, this assessment provided information about how specific projects could enhance the existing transit network, including the benefits that an individual project could provide.

In contrast, the Network Performance Assessment, described in Chapter 8, assessed the potential combined future benefits that all the projects and investments included in the Transit 2050+ Final Network could provide.²²

²² This chapter focuses on how the Project Performance Assessment informed development of the Transit 2050+ Network. The Plan Bay Area 2050+ Performance Report provides further details on overall plan performance as well as the Project Performance Assessment. For more information on how performance findings informed non-transit project selection, please see the Plan Bay Area 2050+ Transportation Project List Report.

Methodology Overview

Transit 2050+ leveraged the robust evaluation framework²³ established in Plan Bay Area 2050 (2021) for regionally significant transportation projects defined as projects with total costs of \$250 million or more. Projects were evaluated under three divergent Futures²⁴ with differing demographic, economic and environmental assumptions to understand how different future conditions might affect project benefits.

The assessment had three components:

- **Benefit-cost assessment:** Evaluation of the benefits and costs of individual projects across three divergent 2050 Futures: Rising Rides, Falling Fortunes; Clean and Green; and Back to the Future. The benefit-cost ratio compared project benefits (e.g., improvements in regionwide accessibility; freeway reliability and vehicle ownership; transit crowding; emissions and natural land loss; and health and safety) to project lifecycle costs that included construction, operations and maintenance.
- **Equity assessment:** Evaluation of the potential distributive impacts of project-level accessibility benefits across income groups for three divergent 2050 Futures and whether projects provide a point of access,²⁵ such as a station or a new roadway facility, located within Equity Priority Communities.
- **Guiding principles assessment:** Evaluation of alignment with Plan Bay Area’s five Guiding Principles — affordable, connected, diverse, healthy and vibrant — using specific project-focused criteria and flagging areas of potential concern.

Forty-one transit projects were evaluated as part of the Project Performance Assessment. These projects were grouped into two categories by project type:

1. Enhance Transit Frequency, Capacity and Reliability (30 projects)

Projects in this category included:

- Frequency improvements
- Bus rapid transit
- New ferry terminals
- Infill stations
- System modernization and capacity improvements
- Express bus service improvements

2. Expand Transit Services Throughout the Region (11 projects)

Projects in this category included:

- Completion of phased service extensions
- Expansions of the transit network to improve capacity and connectivity, including major capital “megaprojects” that would provide new regional and interregional transit connections

23 Documentation of the Project Performance Assessment methodology is available here: <https://planbayarea.org/digital-library/memo-final-ppa-methodology-pba50pdf>.

24 More information about the Futures is available here: https://mtc.ca.gov/sites/default/files/Horz_Futures_Report.web_.pdf.

25 The analysis indicates whether a project provides an access point (such as a station or new roadway facility) in an Equity Priority Community (EPC definition using both 2014–2018 and 2018–2022 ACS data). However, unlike the equity score, this does not reflect which population groups may actually benefit from the project.

Projects were considered cost-effective when the benefit-cost ratio was equal to or greater than one, indicating that benefits outweighed costs, especially across multiple divergent Futures. This approach enabled an “apples-to-apples” order of magnitude comparison across different types of major transportation investments, including both capital and service projects.

While the Project Performance Assessment served as an important tool in developing the Transit 2050+ Network, it is important to understand its limitations. Projects were assessed individually for consistency; however, some projects could have greater or lesser benefits if assessed as a package along with other projects in the same general vicinity or travel corridor. Further, this assessment did not capture certain economic benefits (e.g., land value or job agglomeration) that projects, such as major rail investments, may generate. It is also worth noting that the cost-benefit scores from the Project Performance Assessment are not directly comparable to project assessments for state or federal funding, as they reflect benefits under a range of future scenarios.



PHOTO COURTESY LAVTA

Key Findings

MTC staff produced a synthesis of findings at the conclusion of the Project Performance Assessment process that is included in **Appendix 2**.²⁶ These detailed tables show the benefit-cost ratios and equity scores across the three Futures as well as the Guiding Principles assessment for each project. The results also feature a breakdown of forecasted lifecycle benefits and costs of the projects. The following key findings from the assessment informed development of the Transit 2050+ Network.



Transit projects that enhance the existing system are generally more cost-effective than those that expand services to new locations. Twenty-six of the 30 projects that focused on enhancing the frequency, reliability and capacity of the existing transit network had benefit-cost scores of one or more in the Rising Tides, Falling Fortunes future compared to only five of the 11 projects focused on expanding the transit network. This finding reflects decades of prior investment in the Bay Area’s relatively mature transit network and indicates that improvements which leverage or use existing transit infrastructure may provide significant benefits at a lower cost, making them better suited for near-term prioritization.



Lower-cost, less capital-intensive projects may be a safer bet in an uncertain future. Projects predominantly include those that boost frequencies or modernize existing infrastructure. These projects had benefit-cost ratios greater than one in all Futures, which indicates their resilience across scenarios. While some projects that expand service provide significant benefits, their higher capital costs adversely impact their benefit-cost ratios, particularly in a future where future job and population growth is not as robust. Capital-intensive transit expansion projects may still have an important role in supporting sustainable growth in the Bay Area, but they must be closely coordinated with land use planning and development, as well as complementary transportation strategies such as expanded road pricing, to maximize their potential benefits.

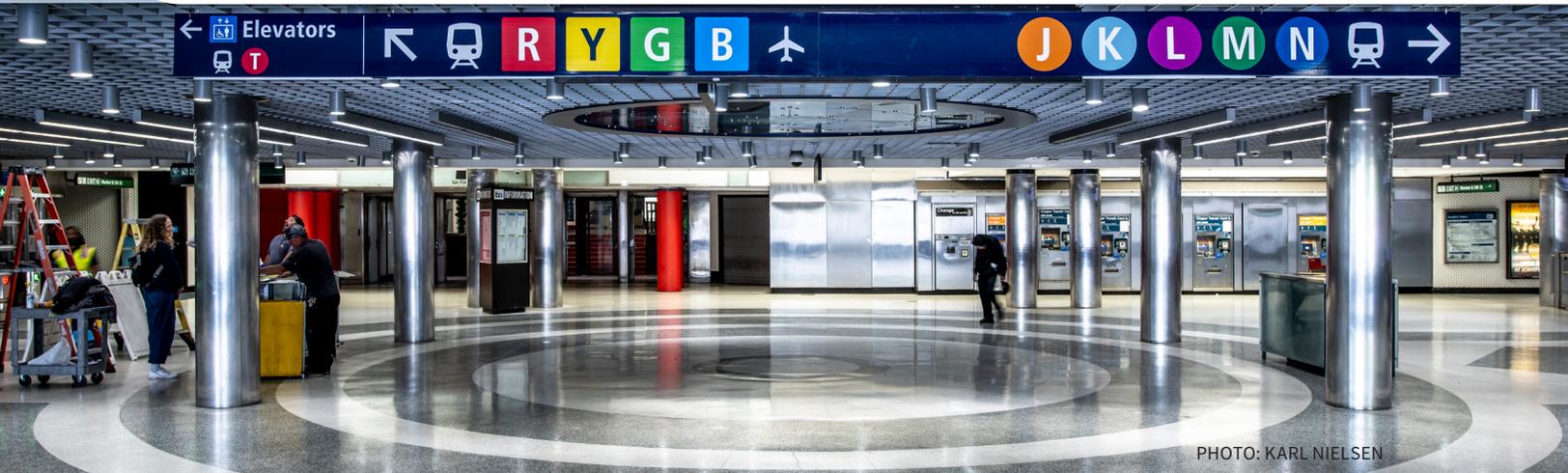
Using Project Performance Assessment Findings to Develop the Transit 2050+ Network

The PMT used findings from the Project Performance Assessment to prioritize transit service and capital projects for inclusion in the Transit 2050+ Draft Network, focusing on the benefit-cost analysis associated with the “Rising Tides, Falling Fortunes” Future and the Equity Priority Community “point of access” analysis. “Rising Tides, Falling Fortunes” best aligned with more conservative assumptions about population and job growth and other post-pandemic conditions. Furthermore, the geographic or “point of access” component of the equity analysis was simpler and easier to interpret than the more complex findings associated with distributive impacts by household income.

The Project Performance Assessment’s overall finding that less costly, less capital-intensive frequency, reliability and capacity projects provided significant regionwide benefits informed the organizing principles for the Transit 2050+ Network, which will be discussed in Chapter 5.

²⁶ The assessment included 13 additional non-transit projects that were evaluated as part of Plan Bay Area 2050+ but not within the scope of Transit 2050+.

5. Developing the Transit 2050+ Network



The Transit 2050+ goals and desired outcomes, input from the public, policymakers and partner agencies and findings from the Needs, Gaps and Opportunities Analysis and Project Performance Assessment all informed development of the Draft and Final Transit 2050+ Networks. The Transit 2050+ Network organizing principles, which focused on identifying near-term quick and impactful upgrades and long-term expansions for future generations, further shaped transit strategies and investment priorities.

Key Steps and Inputs in Developing the Transit 2050+ Network

Table 3 summarizes the key steps and inputs the transit agency-led Project Management Team, MTC staff and the consultant team used to develop the Transit 2050+ Draft and Final Networks.

Table 3. Summary of key steps and inputs in Transit 2050+ Network development.

Inputs	Draft Network (Summer 2024)	Final Draft Network (December 2024)	Final Network (January 2025)
Policymaker, Partner Agency & Public Feedback			
Goals, Desired Outcomes & Organizing Principles			
Existing Needs, Gaps & Opportunities Analysis			
Project Performance Assessment			
Other Considerations	<ul style="list-style-type: none"> • Review and feedback from Project Management Team • Geographic balance of investments across the transit network 	<ul style="list-style-type: none"> • Incorporation of smaller-scale, non-regionally significant projects to develop group project listings • Final updates to project costs and scopes provided by CTAs and project sponsors 	<ul style="list-style-type: none"> • Targeted county-level project adjustments to reflect local transit priorities

Organizing Principles for the Transit 2050+ Network

Building on the Transit 2050+ goals, desired outcomes, and partner agency and public feedback, the project team developed organizing principles to guide selection of specific service and infrastructure projects to include in the fiscally constrained Transit 2050+ Draft Network. The organizing principles prioritize lower-cost investments that have the potential to deliver significant benefits to transit customers during the first 10 years (2025 through 2035) of Plan Bay Area 2050+ when anticipated revenues available to fund improvements may be more limited. More costly, large-scale capital investments are prioritized for the later years (2036 through 2050) of the plan when higher levels of available revenue are anticipated.

Transit 2050+ Organizing Principles

Near-Term: “Quick and Impactful Upgrades”

Project Opening Year: 2025 through 2035

Types of investments prioritized:

1. Projects with more impactful and immediate benefits for Equity Priority Communities
2. Quick-build, lower-cost, and high-impact service enhancements; transit priority improvements; and improvements to customer experience and accessibility
3. Targeted capital (i.e., infrastructure) investments that improve operational efficiency/effectiveness and better use existing infrastructure (versus expansion)

Long-Term: “Expansions for Future Generations”

Project Opening Year: 2036 through 2050

Types of investments prioritized:

1. Additional service enhancements, transit priority improvements and customer experience and accessibility improvements
2. Capital projects that improve system capacity, enhance connectivity and improve access (with a focus on growth and expansion)
3. “Transformative” capital projects that significantly expand or extend the transit network

Draft and Final Network Development

Using the goals and desired outcomes; initial partner agency and public feedback; findings from the Needs, Gaps and Opportunities Analysis; and the Project Performance Assessment, as well as the organizing principles, the project team developed the draft set of transit strategies — including transit service and infrastructure projects — that would ultimately form the Transit 2050+ Network. Strategies function as an organizing framework for the transit investments that make up the Transit 2050+ Network and enabled a smooth integration of Transit 2050+ into the broader Plan Bay Area 2050+ Transportation Element at the end of this modal planning process.

The project team sought feedback on the initial Draft Network from County Transportation Agencies and project sponsors as well as from the Regional Network Management Council and Policy Advisory Council in summer 2024. The project team incorporated feedback from this round of review before presenting the Draft Network to the MTC Planning Committee in September 2024. The second round of public and stakeholder engagement held in summer and fall 2024, described in Chapter 2, also focused on soliciting feedback on the key elements of the Transit 2050+ Draft Network.

Changes Made Between the Transit 2050+ Draft and Final Networks

Before finalizing the Transit 2050+ Network, the project team incorporated feedback from public and partner organization engagement in summer and fall 2024 and feedback from policymakers in fall 2024. The project team also held an additional meeting with the PMT to review the feedback received and request further input from transit agency representatives. Lastly, the project team incorporated updates to project definitions, costs and revenue assumptions.

The following key changes were made between the Draft and Final Networks:



Updated cost estimates reduced the estimated funding need for investments included in the strategy “Improve the Rider Experience Through Transit Network Integration” by approximately \$2 billion, which allowed for greater investment in transit capital and service improvement projects in the Final Network.



Modification and phasing of some capital and service improvement projects by the project team in coordination with project sponsors. These changes were made in response to stakeholder and project sponsor feedback regarding modifications to project delivery timelines.



Addition of project investments to the Transportation Project List that were initially included in the Draft Network for project development only. Several of these projects had already advanced through initial project development stages and anticipated pursuing funding for construction and operations within the plan’s 25-year timeframe.



Further consideration of local investment priorities resulted in modifications to transit project investments. In December 2024, the project managers presented the Transit 2050+ Final Network to the MTC Regional Network Management Council, Policy Advisory Council and Planning Committee. Two projects (the Redwood City Ferry and the SMART extension to Cloverdale) were added to the network based on feedback from committee members and regional stakeholders, recognizing that they were local priorities. These projects also addressed identified needs and gaps but had not initially been included in the Draft Network due to their higher capital costs (compared with alternative bus service projects). County Transportation Agencies worked with project sponsors to identify other projects within their county to remove or scale down to accommodate the additions within the financial constraints of the plan.

6. A Faster, More Frequent, More Connected Transit Network



The Transit 2050+ Network envisions a fast, frequent, reliable and connected transit network for the Bay Area. Implementation of the Transit 2050+ Network would result in substantial improvements to transit frequencies, speed, connectivity and reliability, as well as overall transit customer convenience and comfort.

The Transit 2050+ Network

Transit 2050+ envisions an approximately \$340 billion investment in maintaining, enhancing and expanding the Bay Area's transit network over the next 25 years. Because of the Bay Area's expansive and relatively mature transit network, most of this investment, about \$257 billion, will be used to maintain existing transit service and assets and implement state-mandated zero-emission bus regulations. The roughly \$82 billion remaining will support improvements in and expansion of transit service throughout the Bay Area and programs to enhance the transit customer experience. Overall, the Transit 2050+ Network:



Increases frequency on most local and regional agencies for bus, rail and ferry services

In addition to frequency improvements, the Transit 2050+ Network also invests in new transit priority infrastructure like transit-only lanes and transit signal priority to make transit faster and more reliable.



Prioritizes lower cost, high impact investments in the near term

These lower cost, high impact investments include new and improved bus rapid transit, rapid bus, and express bus services as well frequency improvements on existing transit lines to accelerate ridership recovery in both the Bay Area's urban core and suburban areas.



Expands regionwide access by advancing high-priority rail projects

Projects such as BART to Silicon Valley Phase II and the Caltrain/High-Speed Rail Portal significantly enhance connectivity across the regional transit network, while projects like Valley Link and the SMART extensions to Healdsburg and Cloverdale expand access to high-quality transit to new communities.



Invests in regional programs that advance network integration and improve accessibility

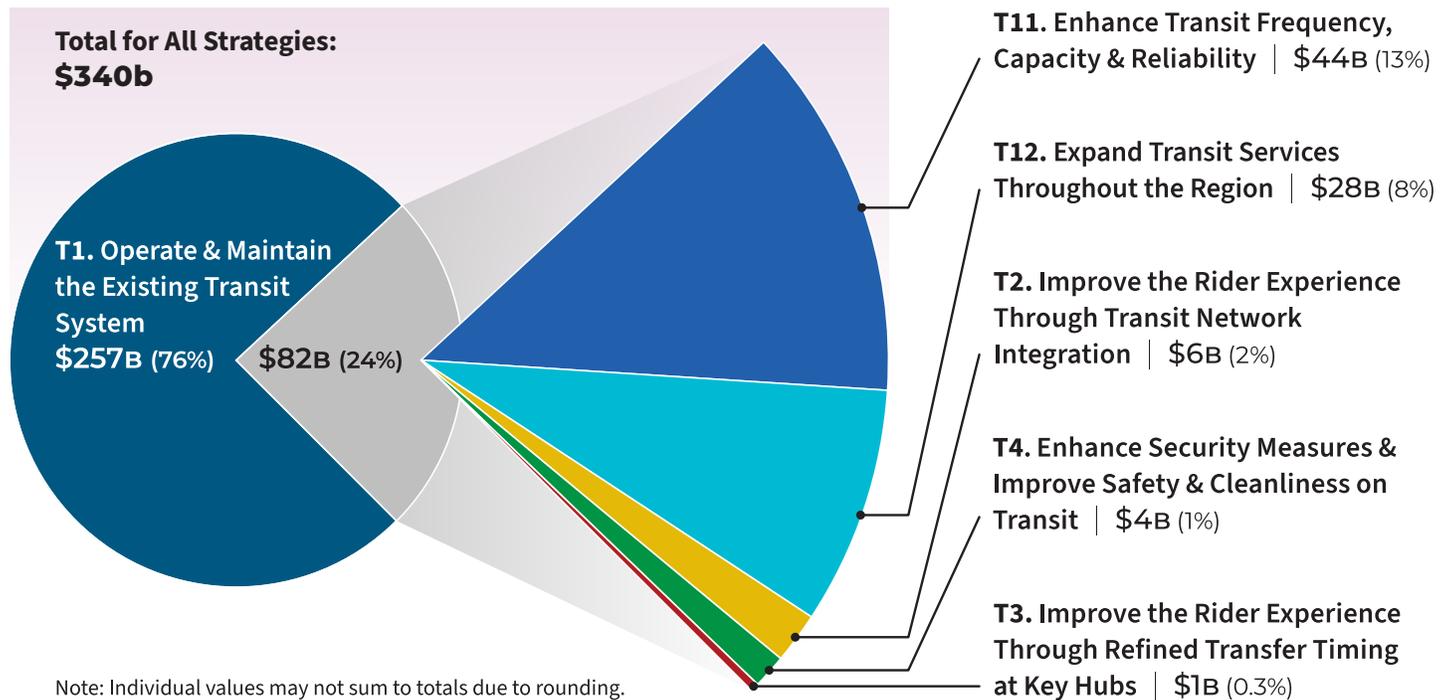
These include improvements to safety, security and cleanliness; regional fare coordination and transfer timing; mapping and wayfinding; and improvements to paratransit and accessible transportation services for people with disabilities and older adults.



PHOTO: JOEY KOTFICA

The project and programmatic investments that make up the Transit 2050+ Network²⁷ are organized into thematic strategies. A strategy is a public policy or set of investments that can be implemented in the Bay Area at the city, county, regional or state level over the 25-year plan horizon. **Figure 5** shows the strategies that comprise Transit 2050+ Network and their approximate funding amounts. The remainder of this chapter describes the strategies and the investments included within them. **Appendix 3**²⁸ includes an excerpt of the Plan Bay Area 2050+ Transportation Project List that was developed via the Transit 2050+ planning process and that provides additional information about the Transit Strategies (i.e., Strategies T1, T2, T3, T4, T11 and T12).

Figure 5. Transit 2050+ Network strategies and funding amounts (Year of Expenditure, \$ billions).



27 MTC and the ABAG Executive Board approved the Transit 2050+ Final Network as part of the Transportation Element of the Plan Bay Area 2050+ Final Blueprint on January 22, 2025.

28 Appendices are available online at: <https://planbayarea.org/finalplan>.

Strategies to Maintain Existing Transit Service

STRATEGY T1: Operate and Maintain the Existing System | \$257B

Objective: Provide a strong base upon which new transportation strategies can build. This strong base includes ensuring that the region’s road and transit assets are kept in a condition that is similar to what we have in the Bay Area today.²⁹

In alignment with MTC’s “Fix It First” policy, Strategy T1 prioritizes funding to maintain existing conditions for freeways, bridges, local streets, and transit assets and to operate the same number of transit service hours that were in operation as of 2023. This strategy includes investments that make transit stations and vehicles safer, cleaner and more accessible — with investments targeted at meeting the needs of transit-dependent or limited-mobility passengers. It also includes the transition to zero-emission transit vehicles, given new state requirements to decarbonize the public transit sector. The specific transit programs within this strategy include funding to:

- Operate the Bay Area’s baseline transit services. Improvements include operations and routine preventative maintenance. Funding assumes and accounts for continuation of the regional means-based fare program, Clipper START. (\$183 billion)
- Maintain and replace the Bay Area’s baseline transit capital assets. Improvements include vehicle rehabilitation or replacement, reconstruction or renovation of transit buildings and structures, and rehabilitation or reconstruction of track. (\$66 billion)
- Support and maintain the Bay Area’s zero-emission fleet transition. Improvements include zero-emission transit fleets, facilities and vehicle rehabilitation or replacement. (\$8 billion)



²⁹ Note that only the transit portion of Strategy T1 is represented here. The full cost of operating and maintaining the Bay Area’s existing transportation system is \$380 billion.

Strategies to Improve the Transit Customer Experience

STRATEGY T2: Improve the Rider Experience Through Transit Network Integration | \$6B

Objective: Increase ridership by making transit easier to navigate and use, while reducing the cost burden of taking transit for all riders, particularly those with low household incomes.

Strategy T2 funds regionwide initiatives intended to improve transit customers' experience through transit network integration. Investments include the implementation of a free and discounted inter-agency transfer policy with Next Generation Clipper and additional measures to move toward an integrated fare structure. Investments also include the development of regionally maintained tools, such as the Regional Mapping Data Services system, and the installation of new, more consistent transit signs. Paratransit investments include implementation of one-seat paratransit ride pilots across the region, full integration of Americans with Disabilities Act (ADA) paratransit services on Next Generation Clipper and additional reforms recommended by the Coordinated Public Transit-Human Services Transportation Plan. The specific programs within this strategy include funding to:

- Implement a free and discounted interagency transfer policy with Next Generation Clipper® and additional measures to move toward an integrated fare structure. (\$3 billion)
- Develop regionally maintained tools, such as the Regional Mapping Data Services system, and the installation of new unified regional transit signs. (\$1 billion)
- Implement one-seat paratransit ride pilots across the Bay Area, full integration of ADA paratransit services on Next Generation Clipper and additional reforms recommended by the Coordinated Public Transit-Human Services Transportation Plan. (\$2 billion)

STRATEGY T3: Improve the Rider Experience Through Refined Transfer Timing at Key Regional Hubs | \$1B

Objective: Increase the viability and attractiveness of transit by providing a more seamless experience for riders to transfer between different services at key transfer points throughout the Bay Area.

Strategy T3 funds service enhancements to facilitate schedule coordination and improved transfer timing at key regional hubs, while achieving synergies with co-located mobility hub investments funded elsewhere in Plan Bay Area 2050+. Investments include enhancements to the physical infrastructure at 15 key regional hubs to improve the transfer experience for transit riders and better connect riders to biking, micro-mobility and walking options. Investments also include short-term operating assistance and technical resources to allow for increased service for key transfer routes.

STRATEGY T4: Enhance Security Measures and Improve Safety and Cleanliness on Transit | \$4B

Objective: Establish a safe, secure and clean environment for riders onboard transit vehicles and those waiting at transit facilities, while simultaneously reducing a key barrier to transit for all residents, particularly those currently less inclined to ride transit due to concerns about safety and cleanliness.

Strategy T4 funds improvements to safety and security measures as well as infrastructure related to transit stations, stops and vehicles. Investments include the installation of security cameras and improved lighting at stations and stops and additional improvements in facilities to support safety and security. Investments also include additional funding for security and police staff, non-sworn positions such as ambassadors and crisis intervention specialists, and janitorial and custodial staff. Additionally, investments will be dedicated to public awareness safety campaign programs.

Strategies to Enhance and Expand Transit Service

Specific transit service and capital projects are contained within the last two strategies, Strategy T11: Enhance Transit Frequency, Capacity and Reliability and Strategy; and T12: Expand Transit Services Throughout the Region. Strategies T11 and T12 include two types of projects:

- Named projects that add capacity to the transit network, including new lines, new stations and additional frequency on existing services
- Programmatic categories that group similar types of projects together and do not alter transportation system capacity, including replacement or preservation of transit assets

STRATEGY T11: Enhance Transit Frequency, Capacity and Reliability | \$44B

Objective: Improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability and greater capacity to reduce wait time, decrease travel time, and encourage ridership growth.

Strategy T11 funds service enhancements on existing transit systems and infrastructure that improve frequency, reliability and capacity throughout the Bay Area. Increased frequency and capacity on BART, Caltrain, Muni, AC Transit, VTA, San Francisco Bay Ferry, SamTrans and more will provide faster and more reliable regionwide travel options, while new stations and grade separations on BART, Caltrain and Capitol Corridor will increase access, safety and reliability. New bus rapid transit, express bus and ferry terminals in Berkeley and Redwood City will connect communities across the Bay Area, including in Alameda, Contra Costa, San Mateo, Santa Clara and Sonoma counties. Modernizations and expansions for local bus networks — including improved frequencies, longer spans of service, and priority treatments for Muni, VTA, AC Transit, SamTrans, County Connection, SolTrans, NVRTA and Sonoma County operators — will help Bay Area residents travel within and between their communities.

Enhancements include both operational and capital investments in transit priority improvements that would decrease travel time for transit riders with a particular focus on serving Equity Priority populations. This strategy consists of both specific projects as well as programmatic investments that include funding for the following:

- Improvements to existing transit stations, centers and stops
- Smaller-scale investments in transit reliability, frequency and capacity
- Enhancements and modernization of transit facilities
- Rail grade separations and modernization improvements

STRATEGY T12: Expand Transit Services Throughout the Region | \$28 B

Objective: Encourage a mode shift from personal vehicles to transit by providing reliable transit services to connect riders to areas of the Bay Area that have previously not been effectively served by existing transit options.

Strategy T12 advances and funds transformational capital projects that will expand the existing network to better connect communities throughout the Bay Area by serving new markets or currently underserved markets. These projects will seize on the opportunity to catalyze areas of population growth in the region, position the Bay Area for an increase in transit ridership and provide competitive alternatives to driving. These projects include:

- BART to Silicon Valley Phase II to downtown San Jose and Santa Clara (\$13.5 billion)
- Caltrain/High-Speed Rail Portal to Salesforce Transit Center in San Francisco (\$8.9 billion)
- Valley Link rail service from Dublin/Pleasanton to San Joaquin County (\$3.1 billion)
- VTA Light Rail extension from Alum Rock to Eastridge in east San Jose (\$0.7 billion)
- SMART extensions to Healdsburg (\$0.3 billion) and Cloverdale (\$0.4 billion) in northern Sonoma County

In addition to specific projects, this strategy also includes a programmatic category to fund transit studies and project development. Studies will identify service and capital improvements to address customer needs, improve the customer experience and increase transit ridership. Project development activities can include alternatives analyses, design and technical activities, and environmental review initiation.



PHOTO: KARL NIELSEN

Interregional Transit: California High-Speed Rail and Beyond

California High-Speed Rail is designed to connect the Bay Area, Central Valley and Los Angeles in under three hours. Approved by California voters in 2008, construction is underway in the Central Valley, where new viaducts are being built that will enable travel at more than 200 miles per hour. When completed, the project will allow Bay Area residents, commuters and visitors to reach destinations throughout California much faster while avoiding congested highways and busy airports. Importantly, high-speed rail (HSR) also aligns with state and regional climate goals, providing a lower-emissions alternative to driving or flying.

High-speed rail will create new opportunities for communities across the Bay Area, but none more so than in the four cities with HSR stations: San Francisco, Millbrae, San Jose and Gilroy. As Plan Bay Area 2050+ Growth Geographies, these hubs will provide the opportunity for new jobs and housing, along with affordable connections and easy access to destinations not just in the Bay Area but in the megaregion and beyond. When combined with the Bay Area's other interregional services, high-speed rail will provide new levels of connectivity across northern California. The Transit 2050+ Final Network also includes upgrades to Amtrak's Capitol Corridor and Altamont Corridor Express (ACE) and support for the new Valley Link service, which will expand access for Bay Area residents to Sacramento and San Joaquin County.

Because not every Bay Area resident will be able to live within walking or biking distance of these four HSR stations, existing regional rail systems like Caltrain, BART, VTA and Muni will provide connectivity at HSR rail hubs — creating a connected rail network across the Bay Area. Caltrain's electrified service has already improved speeds and frequencies for Bay Area residents along the San Francisco Peninsula corridor, and the Transit 2050+ Network includes additional Caltrain frequency and capacity improvements that provide enhanced connectivity at all stations, including those that will be served by HSR. In the decades ahead, the Transit 2050+ Network identifies a suite of dual-purpose improvements to provide better access to HSR, including the Portal in downtown San Francisco, BART to Silicon Valley Phase II with connectivity to San Jose Diridon Station, and select grade separations along the Caltrain corridor to improve safety and performance.



Artist's rendition of the proposed redesign of San Jose's Diridon Station and plaza.



Artist's rendition of high-speed rail along the Caltrain corridor.

Key Benefits of the Transit 2050+ Network

The Transit 2050+ Network could significantly improve the Bay Area's transit network relative to today. This section provides a description of those anticipated improvements and how they may benefit transit riders. The Network Performance Assessment (see Chapter 7) provides an additional quantitative assessment of the potential benefits that the Transit 2050+ Network could provide. More information on specific projects can be found in Plan Bay Area 2050+ Transportation Project List in **Appendix 3**.

Improved Service Frequencies on All Modes

Five- to 10-minute frequencies throughout the Bay Area's most populous cities would help riders in the region's densest parts travel without needing to consult a schedule. These improvements come from projects like the Muni Forward Five-Minute Network, AC Transit Local service frequency improvements and the VTA Visionary Network, which would improve transit frequencies in and around the Bay Area's three largest cities.

Improved frequencies of 15 minutes or better between urban centers could make transit an attractive option for longer trips that are often driven on highways. Projects like the SamTrans Express Bus Expansion and Golden Gate Transit Express Bus Modernization provide these improvements to residents across four counties and connect Sonoma, Marin, San Mateo and San Francisco counties.

More frequent local service within suburban centers could enable more people to use transit for shorter, neighborhood trips and provide better first- and last-mile connections to regional transit. For example, County Connection's local service improvements boost frequencies within central Contra Costa County and would make connections to BART easier, while SolTrans and VINE local service frequency boosts enhance connections between Solano and Napa counties and to the ferry terminal in Vallejo.

More frequent midday and peak period service would allow more people to use transit for regional trips made throughout the day. For example, Caltrain's Enhanced Growth program doubles train frequencies in peak hours, while BART's Core Capacity improvements, as well as enhancements to SF Bay Ferry and Golden Gate ferry services, would increase the frequency of all-day transbay services.

Systemwide, improved transit service frequencies could provide transit riders with **shorter wait times, more choices and more freedom** to travel when and where they want. **Figure 6** and **Figure 7** show how the Transit 2050+ Network could improve transit frequencies during the PM peak period. **Figure 8** and **Figure 9** show how the Transit 2050+ Network could improve transit frequencies during the midday period. (Figures appear on the following pages.)

Figure 8. Conceptual overview of existing midday transit frequencies on key links throughout the Bay Area's transit network.

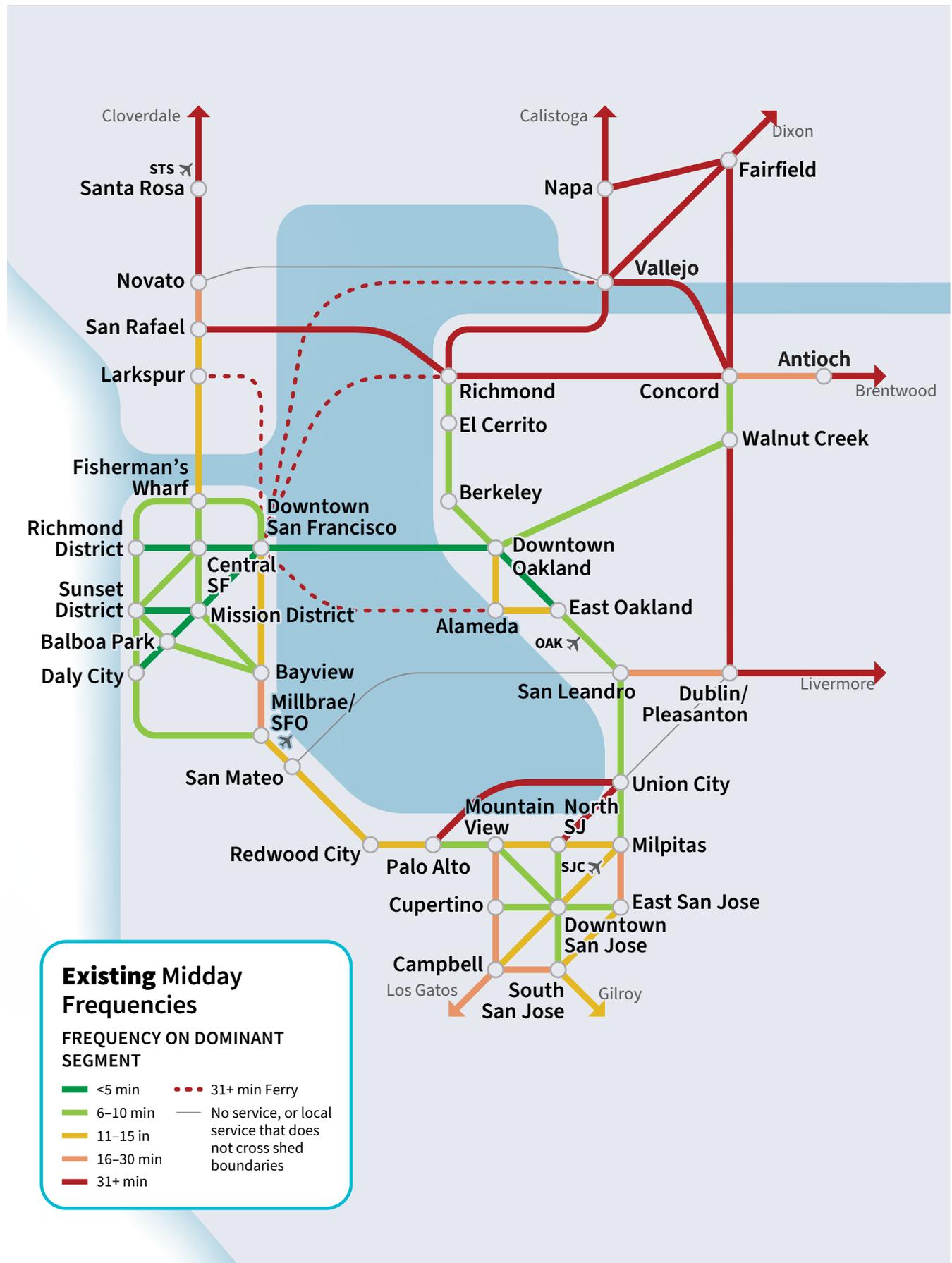


Figure 9. Frequency improvements resulting from implementation of the Transit 2050+ Network during the midday period.



Improved Transit Speed and Reliability

A focus on transit priority throughout the Bay Area would make transit trip times faster and more reliable with both corridor-level improvements and spot treatments in high-delay areas. New rapid bus and bus rapid transit (BRT) routes for AC Transit and Tri Delta Transit riders could improve the speed of transit service on key travel corridors in the East Bay and make it easier to connect to BART and other regional services. Improvements to light-rail infrastructure, including signaling and control systems, and implementation of transit priority infrastructure and traffic signal priority for trains and buses in San Francisco and San Jose would reduce delays and provide more reliable service. Transit priority improvements on El Camino Real would improve service reliability and speeds for SamTrans and VTA passengers throughout the Peninsula and South Bay. Express bus services on key freeway corridors in the North Bay and East Bay would benefit from new part-time transit lanes that enable buses to bypass traffic congestion during peak periods. **Figure 10** (on next page) and **Figure 11** (on page 52) show existing conditions and key links in the transit network that would benefit from transit priority improvements included in the Transit 2050+ Network.

Modernization projects at the system level would update the Bay Area's transit network with 21st century technology that would improve reliability and increase system capacity. These include train control systems upgrades and infrastructure improvements that would significantly improve capacity and reliability for BART trips through the Transbay Tube and enhance Muni Metro service within the Market Street Subway. Grade separations would improve the safety and reliability of rail operations while facilitating future high-speed rail service along the Caltrain corridor. New ferry terminals in Berkeley and Redwood City would expand transit options for those traveling across the San Francisco Bay. **Figure 12** and **Figure 13** (on pages 53 and 54) show existing conditions and the heavy rail and ferry connections that would benefit from implementation of the Transit 2050+ Network.

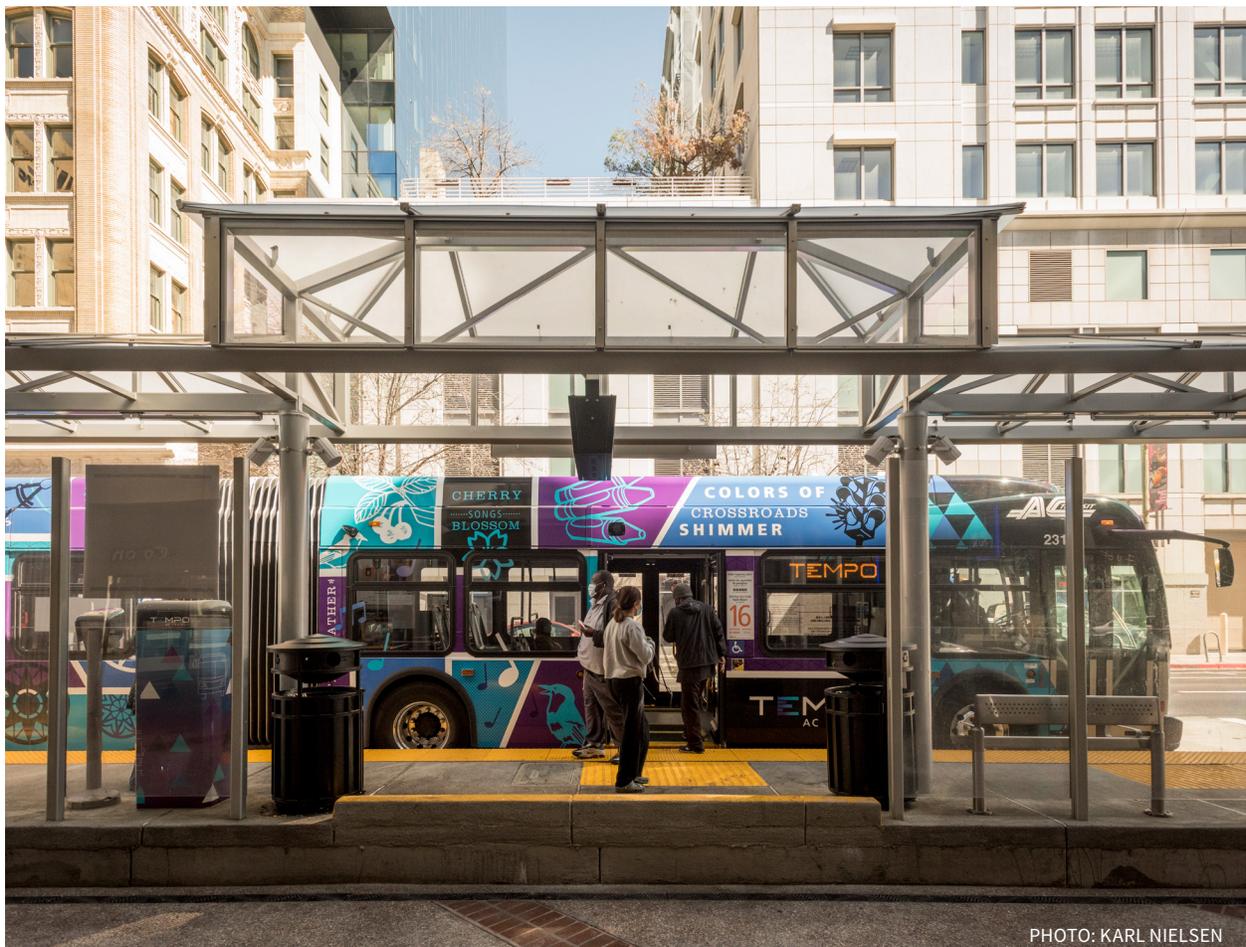
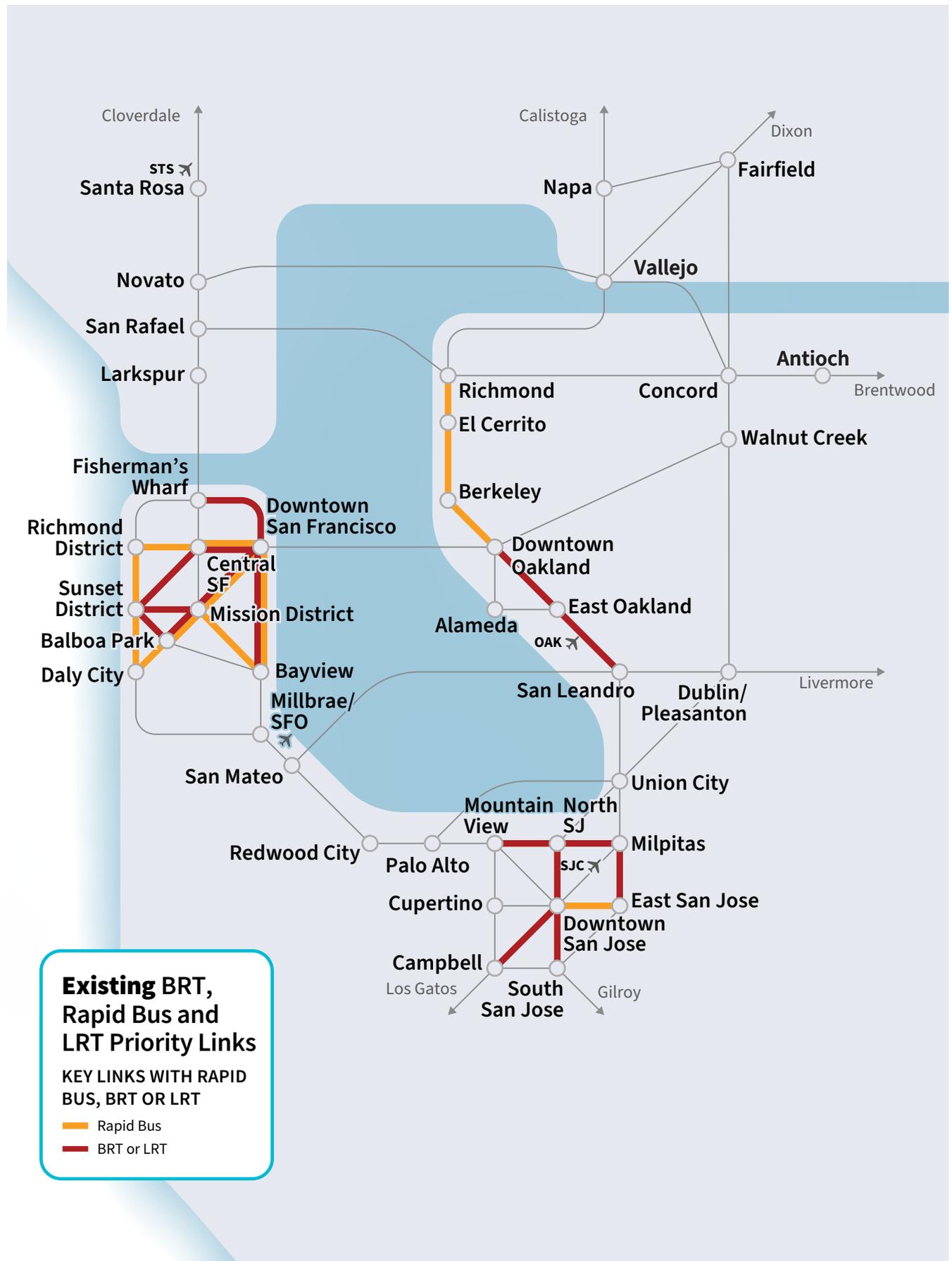


PHOTO: KARL NIELSEN

Figure 10. Existing bus rapid transit (BRT), rapid bus and light-rail transit (LRT) priority on key links in the Bay Area transit network.



Improved Transfers and Regional Connectivity

Strategies T3, T11 and T12 could provide major improvements to overall transit connectivity through fast, seamless transfers at key transit hubs and transit frequency improvements throughout the transit network. Enhanced transit service coordination and improved hub infrastructure could make inter-agency transfers faster and more seamless for riders traveling across the Bay Area. Building on existing efforts like the Marin-Sonoma Coordinated Transit Study (MASCOTS) in the North Bay and regionwide coordinated service scheduling (e.g., the “Big Sync”) among transit agencies could continue to improve transit travel times, reduce delays and long wait times at transfer points, and improve reliability for transit riders.

Moreover, planned service improvements across the transit network could enable more people to use transit for more of their trips. New east-west express bus service in the North Bay as part of the State Route 37 improvement project would fill a longstanding gap for residents in that part of the Bay Area. Extension of SMART to Cloverdale could provide new transit options in the U.S. 101 corridor through Marin and Sonoma counties. Improved transbay service to the Peninsula, including BART’s extension to downtown San Jose and Santa Clara, the new Redwood City ferry terminal and improvements to Dumbarton Express bus service, including a new busway between Menlo Park and Redwood City, could support continued job growth and economic development in San Mateo County and elsewhere. Lastly, new interregional connections to San Joaquin County and the Sacramento Valley via Valley Link and enhancements to ACE and Capitol Corridor service could support intercity passenger rail travel within California. **Figure 14** (on page 57) provides a conceptual overview of which key links across the Bay Area’s transit network would be served by the planned transit service and capital investments included in the Transit 2050+ Network.



PHOTO: JEREMY LIPPS/CALTRAIN

Improved Customer Experience

Improvements in safety, security and cleanliness respond to concerns expressed during multiple rounds of public engagement during the development of Transit 2050+ as well as multiple rounds of randomized polling conducted by MTC since 2020. Many people stated that improved lighting, stop and station amenities, additional staffing, and other safety and security enhancements could allow them to be more comfortable on transit and to take transit for more of their trips. Investments in safety and security improvements at stops, stations and on vehicles not only benefit existing transit riders but also encourage more people to use transit in the future.

Fare integration and standardized regional mapping and wayfinding could make it easier for customers to navigate and use the Bay Area's transit network, which often includes transfers between transit agencies, particularly for longer trips across county lines. Fare integration could also reduce the cost burden of multi-agency trips and allow customers to use the transit modes that provide them with the fastest, most direct service to their destinations instead of relying on more circuitous or slower local services because of the cost.

Improvements in paratransit and other accessible transportation services could significantly enhance access and mobility for people with disabilities and older adults. Investments included in Strategy T2 also could deliver operational efficiency enhancements for paratransit service providers that also will benefit their customers.



PHOTO COURTESY CALTRANS DISTRICT 4

Figure 14. Key links between Bay Area locations served by planned transit service and capital investments included in the Transit 2050+ Network through 2050.

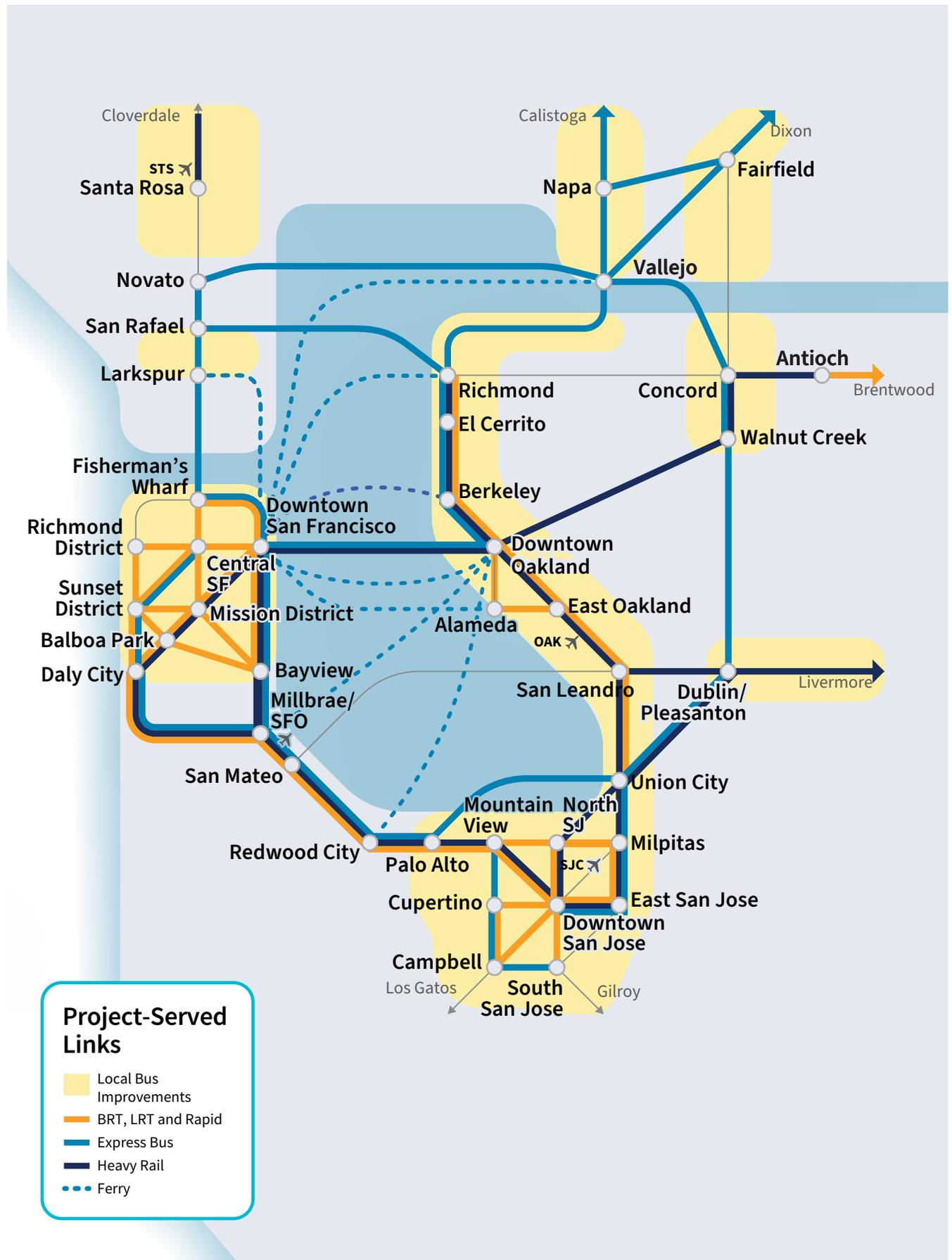




PHOTO: KARL NIELSEN

7. Transit 2050+ Network Performance Assessment



The Network Performance Assessment seeks to understand how implementation of the Transit 2050+ Network may benefit the Bay Area. Using MTC’s travel demand model, the assessment compares what might happen in the years 2035 and 2050 if the Final Plan Bay Area 2050+ is implemented *with* the Transit 2050+ Network and if the Final Plan is implemented *without* the Transit 2050+ Network (i.e., the current transit network remains unchanged from what it is today).

Network Performance Assessment Findings

The performance indicators presented in this chapter reflect the Transit 2050+ goals and are used to understand how implementation of the Transit 2050+ Network can help the Bay Area:

- Develop an integrated, well-connected transit network.
- Recover and grow transit ridership and increase the share of people using transit for their trips.
- Improve the reliability and average travel speed of transit service.
- Reduce barriers to using transit.

The assessment forecasted outcomes for both 2035 and 2050 to understand how the planned timing of transit investments — where lower cost, high-impact investments are implemented before 2035, and larger capital investments are implemented in the later years of the plan — could affect potential outcomes. **Appendix 4**³⁰ provides additional details on the assessment methodology and findings.

Increased Access to Jobs

By implementing the Transit 2050+ Network, the average household may be able to access 78,000 additional jobs within a 45-minute transit journey in 2035, marking a 20% increase relative to 2035 without implementation of the Transit 2050+ Network (see **Table 4**). Frequency improvements on core regional services like BART and Caltrain, five-minute or less frequencies in major urban centers that make transfers easier and faster, and transit priority treatments could unlock more job opportunities for Bay Area residents. Households in Equity Priority Communities, which can already access more jobs via transit than average households, may be able to access an additional 92,000 jobs in 2035.

Transit outcomes may improve even further by 2050, when the average household may be able to access 136,000 additional jobs as new connections such as BART to Silicon Valley Phase II, the Caltrain/ High-Speed Rail Portal and Valley Link open for passenger service, further improving access to major job centers.

Table 4. Forecasted number of regionwide jobs that could be accessed within a 45-minute transit journey.

Households	2023	2035 Final Plan Without Transit 2050+	2035 Final Plan With Transit 2050+	Change With Transit 2050+	2050 Final Plan Without Transit 2050+	2050 Final Plan With Transit 2050+	Change With Transit 2050+
All Households	293,000	398,000	476,000	+78,000 jobs (+20%)	435,000	571,000	+136,000 jobs (+31%)
EPC Households	383,000	549,000	641,000	+92,000 jobs (+17%)	593,000	718,000	+125,000 jobs (+21%)
Zero-car Households	578,000	825,000	903,000	+78,000 jobs (+9%)	837,000	962,000	+125,000 jobs (+15%)
Car-Light Households	496,000	655,000	747,000	+92,000 jobs (+14%)	631,000	762,000	+131,000 jobs (+21%)

NOTE: The forecasted total number of jobs in the region is 4.9 million in 2035 and 5.4 million in 2050.

30 Appendices are available online at: <https://planbayarea.org/finalplan>.

Table 5. Forecasted average weekday transit trips³¹ and transit mode share.³²

Transit Trips & Mode Share	2023	2035 Final Plan Without Transit 2050+	2035 Final Plan With Transit 2050+	Change With Transit 2050+	2050 Final Plan Without Transit 2050+	2050 Final Plan With Transit 2050+	Change With Transit 2050+
Daily Transit Trips	907,000	1,558,000	2,165,000	+607,000 (+39%)	1,821,000	2,568,000	+747,000 (+41%)
Transit Commute Mode Share	9%	14%	19%	+5%	14%	20%	+6%
Transit Non-Commute Mode Share	5%	7%	7%	+<1%	7%	8%	+1%

Increased Transit Ridership

The Transit 2050+ Network could increase transit ridership in the Bay Area by 39% in 2035 and 41% in 2050, to a total of nearly 2.6 million daily riders in 2050 (see **Table 5**). In 2050, Bay Area residents are projected to take nearly 750,000 more transit trips while taking 660,000 fewer automobile trips each weekday as a result of Transit 2050+ implementation. New and expanded transit services could lead to more Bay Area residents and visitors taking transit, with most of the increase occurring by 2035 due to the implementation of high-impact strategies like local bus frequency boosts and transit priority treatments included for implementation by 2035. This is a significant increase over 2023, when regionwide daily transit ridership was approximately 900,000. With improved transit options, Bay Area residents are projected to take nearly 750,000 more transit trips each day while taking 660,000 fewer automobile trips each day.

Greater Transit Mode Share

The Transit 2050+ Network could increase the share of people who use transit to get to work due to enhanced and expanded transit services and improved access to jobs. By 2050, 1 in 5 Bay Area commuters could take transit to work, compared with just one out of every 11 in 2023 (see **Table 5**). The share of non-work trips made using transit, which historically have a much lower transit mode share, could increase from about 5% to about 8% by 2050. Non-work trips, which include trips for shopping, recreation, medical appointments and other errands, often do not occur on a regular schedule. Because people usually seek greater flexibility when making these types of trips, and because they can occur during “off-peak” times when there is less traffic congestion, a much higher proportion of these trips occur via private autos. Improvements in the frequency of midday transit service included in the Transit 2050+ Network would provide better transit options for non-work trips made during midday. Overall, these forecasted increases in the share of people using transit mean that more Bay Area workers could choose to get out of their cars and onto buses, trains and ferries if the Transit 2050+ Network is implemented.

31 These are daily linked transit trips. In other words, the number of complete trips from origin to destination, not counting transfers as their own trips.

32 Mode share refers to *tours* and not trips. A tour is a complete round trip, for example, to work and back home, including any intermediate stops that might be made along the way.

Table 6. Forecasted total and per capita passenger vehicle miles traveled (VMT).

VMT & Emissions	2023	2035 Final Plan Without Transit 2050+	2035 Final Plan With Transit 2050+	Change With Transit 2050+	2050 Final Plan Without Transit 2050+	2050 Final Plan With Transit 2050+	Change With Transit 2050+
Average Daily Passenger VMT	107 million	114 million	110 million	-4 million (-3.5%)	119 million	114 million	-5 million (-4.1%)
Average Daily Passenger VMT per Person	14.4	13.4	13.0	-0.4 miles (-3%)	12.4	11.9	-0.5 miles (-4%)
Modeled Daily CO ₂ Emissions	61,800 tons	68,900 tons	67,000 tons	-1,900 tons (-3%)	79,500	76,700	-2,800 tons (-4%)

Reduced Vehicle Miles Traveled (VMT)

With more residents choosing transit due to Transit 2050+ investments, daily per capita VMT is forecasted to decrease by 3% in 2035, highlighting the improved mobility and environmental benefits of the Transit 2050+ Network (see **Table 6**). Lowering VMT can reduce congestion, pollution and emissions, which in turn supports a healthy and vibrant Bay Area. Since passenger vehicles like cars and trucks are the largest cause of transportation-related greenhouse gas emissions in the Bay Area, the Transit 2050+ Network’s VMT reductions contribute to meeting the Bay Area’s state-mandated 19% per capita greenhouse gas emissions reduction target for Plan Bay Area 2050+.

More Transit Priority Treatments

The Transit 2050+ Network includes a variety of transit priority treatments³³ that would speed up transit by bypassing traffic congestion, including dedicated transit lanes and transit signal priority at intersections. Implementation of the Transit 2050+ Network could increase the share of street-running bus and light-rail service miles with transit priority treatments from 9% in 2023 to 31% in 2035 and 40% in 2050, reducing interruptions that delay riders and impact the efficiency of transit operations.

³³ More information about MTC’s transit priority program is available on the MTC website: <https://mtc.ca.gov/operations/transit-regional-network-management/transit-priority>.

Faster Transit Travel Times

The Transit 2050+ Network speeds up transit services throughout the Bay Area, with improvements to evaluated corridors ranging from 2% to 19% during the AM peak period (see **Figure 15** and **Figure 16**). The assessment selected the following four city pairs to illustrate changes in travel time due to their overall transit trip density (i.e., high numbers of transit trips) and to understand the potential benefits of specific Transit 2050+ projects that serve them:

- Fremont/Union City – San Jose
- Mountain View/Palo Alto – San Jose
- Oakland – Richmond
- Oakland – San Francisco

Travel times between these cities improve due to projects such as BART Core Capacity, San Pablo BRT and Caltrain frequency boosts. Trips where the transit ride itself is a larger part of the overall trip may experience a much greater travel time reduction, while other trips with a longer walk or drive to access transit stops or stations may see lower reductions and therefore contribute to a seemingly low average. The one exception is San Jose – Fremont/Union City, where travel times may increase by 2035 due to increasing traffic congestion but then decrease by 2050, in large part due to the envisioned completion of BART’s extension to downtown San Jose after 2035. Similar time savings to these AM peak period savings are expected in the midday and are included in **Appendix 4**. While transit travel times improve, competing with driving remains difficult under the Transit 2050+ Network, with only moderate improvements along many less congested corridors where driving is still fast and convenient. More information on auto competitiveness is included in **Appendix 4**.

Figure 15. Forecasted improvements in 2050 AM peak period (6-10 a.m.) transit travel times in the peak commute direction.

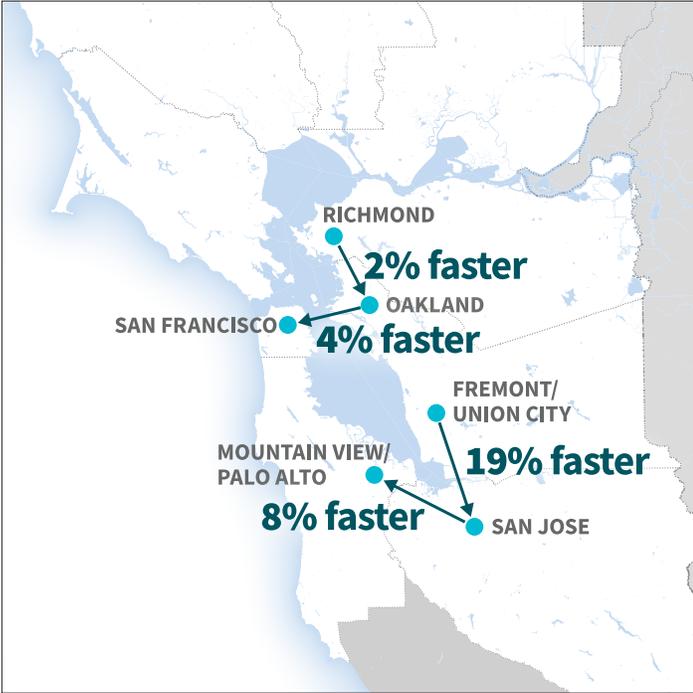
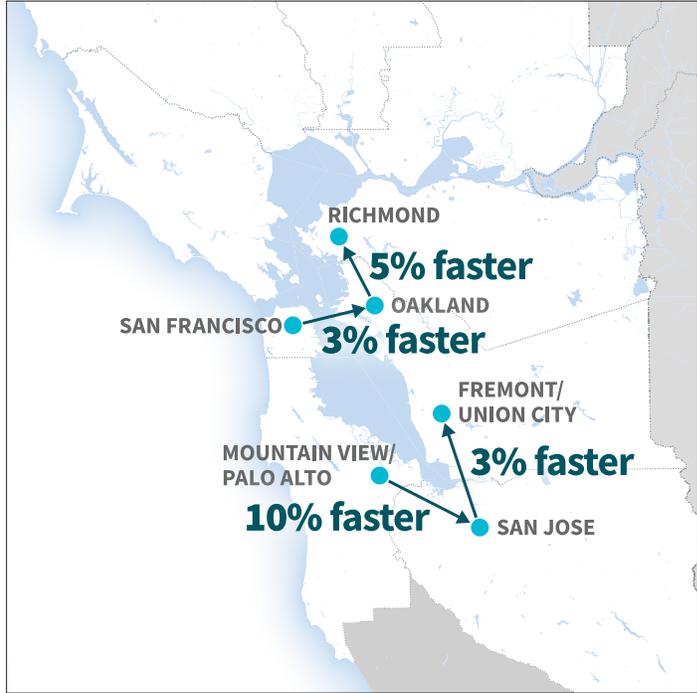


Figure 16. Forecasted improvements in 2050 AM peak period (6-10 a.m.) transit travel times in the reverse commute direction.



Fewer Barriers to Using Transit

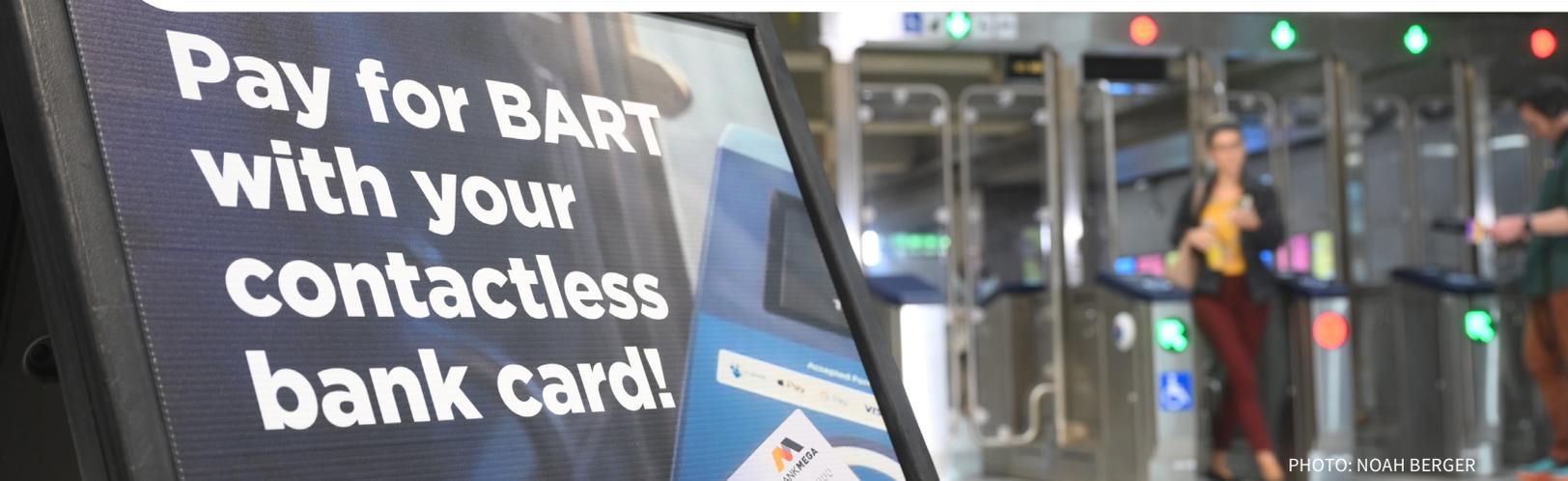
Improving the customer experience is essential to maintaining transit's existing riders and attracting new ones. Enhancements included with the Transit 2050+ Network seek to reduce or eliminate a range of barriers.

- **Safety, security and cleanliness:** Strategy T4 includes investments to make transit vehicles and transit facilities cleaner, safer and more secure, including new transit ambassadors, security personnel, lighting improvements and security cameras. These investments address riders' and the public's major safety concerns to increase the transit ridership base.
- **Long and unpredictable wait times:** The Transit 2050+ Network increases transit frequencies across the system, including projects like Sonoma County local bus frequency boost and Caltrain Enhanced Growth. Additionally, transfer timing improvements from Strategy T3 reduce wait times at transfer stations.
- **Transit information and wayfinding:** The Transit 2050+ Network includes updated and regionally consistent mapping and wayfinding systemwide, design improvements at major hub and transfer stations that make it easier to find information, and new investments in transit information, like with Valley Link, that will have real-time information from opening.
- **Lack of universal design:** The Transit 2050+ Network includes universal maps and wayfinding materials, updated and accessible designs at transfer hub stations, and improvements to existing transit facilities to make them more accessible for all.

Overall, the Transit 2050+ Network, including transit service, capital projects, and other investments, would significantly increase the number and share of people who use transit to travel to work, school and other activities and help the Bay Area achieve its climate goals. These investments could also improve Bay Area residents' ability to access destinations throughout the region, particularly for those who may not have access to or are unable to drive a car. The Transit 2050+ Network's priority on implementing high-impact strategies before 2035 deliver meaningful improvements to Bay Area residents sooner by speeding up transit trips, increasing transit frequency and connectivity, and accelerating the region's transit recovery.



8. Implementing the Transit 2050+ Network



Transit 2050+ does not just delineate a new vision of how transit can evolve over the next 25 years to better meet the needs of Bay Area residents; it also identifies near-term commitments to turn that vision into reality. To implement the Transit 2050+ Network, MTC will need to work together with transit agencies and other federal, state and local agency partners and organizations.

This chapter outlines anticipated challenges to enacting the Transit 2050+ Network and identifies the partners that will be key to making the network a reality. The chapter then outlines the roles of MTC and partners for each of the six strategies, concluding with a set of specific actions over the next five years that are consistent with the [Plan Bay Area 2050+ Implementation Plan](#).

Implementation Challenges

Coordinating transit service and capital improvements among the fragmented governance of the Bay Area's transit agencies and jurisdictions can be a challenge in and of itself, but the region has made substantial progress in improving coordination through implementation of the Bay Area Transit Transformation Action Plan (2021).

Implementing the Transit 2050+ Network will require concerted effort from MTC and its partners to address the following key challenges:



Inadequate and unreliable funding for transit operations and capital improvements.

Plan Bay Area 2050+ and Transit 2050+ anticipate that additional new money will become available in the future, but MTC and its partners will need to continue efforts to ensure these revenues come to fruition as existing funding will not be sufficient to maintain and expand Bay Area transit. Sources could include a new sales tax measure as well as new user pricing mechanisms such as road user charges, congestion pricing zones, all-lane tolling and parking pricing.



Lengthy and unpredictable project delivery timelines and cost escalation. Funding, environmental review and permitting, especially across jurisdictions, can delay projects, escalate labor and materials costs, and make timely and cost-effective delivery of infrastructure projects especially difficult.



State requirements that may inadvertently increase the cost of transit operations and lead to service reductions. California's Innovative Clean Transit (ICT) zero-emission vehicle regulations, requiring all transit agencies to transition to a 100% zero-emission bus fleet by 2040, could hinder climate goals by diverting scarce resources away from transit frequency and reliability improvements. Implementing the ICT rule under the current timeline would come at the expense of high-impact investments in service and transit priority improvements that would more efficiently reduce emissions while also improving safety, mobility and access.



Meeting workforce needs for transit operators, mechanics and maintenance workers.

Operator staffing shortages have made it difficult to provide reliable transit service and have led to service cancellations. Mechanics and maintenance workers, many of whom are reaching retirement age,³⁴ are vital for keeping transit vehicles and facilities in a state of good repair.



Inadequate provision of social support services. Transit agencies expend significant resources addressing the needs of people experiencing health crises but do not receive financial support for these services for their customers. These obligations consume agency funding for transit safety and make it difficult to maintain a safe, clean operating environment.

³⁴ The American Public Transportation Association found that in 2021, 43% of the transit workforce was over the age of 55, compared to just 24% for all transportation sectors. Further information available at <https://www.apta.com/wp-content/uploads/APTA-Transit-Workforce-Shortage-Report.pdf>.



PHOTO: NOAH BERGER

Key Partners for Implementation

In addition to transit agencies and MTC, many other agencies and organizations also are important partners in implementing the Transit 2050+ Network:



State and federal agencies like the Federal Transit Administration, California State Transportation Agency and Caltrans provide funding and maintain state assets like highways. Partnership with funding agencies is crucial for the Bay Area to acquire the money needed to implement the Transit 2050+ Network and ensure shared infrastructure is maintained.



State and federal elected officials pass laws that affect the Bay Area's transit system. Continued partnership with legislators is necessary to ensure uninterrupted transit funding and provide MTC and other partners the authority to build, operate and maintain effective transit services and infrastructure.



Local agencies and jurisdictions like cities and county transportation agencies develop plans and fund projects within their jurisdiction. They can support coordination between smaller agencies and are often the sponsors for projects within the Transit 2050+ Network. Partnership with local agencies is important to implement improvements on local streets and in the communities we serve.



Social service providers are an integral part of the transportation network, especially for riders with disabilities who rely on paratransit or other specialized transportation. Social service providers also work with transit agencies to deliver services to unhoused riders.



Local stakeholders include community-based organizations, advocates, non-profits, labor organizations and business groups. These organizations provide local expertise, advocate for communities and represent economic interests across the Bay Area. Their support is critical to ensure that implementation of the Transit 2050+ Network meets the needs of residents, workers and visitors throughout the region.

MTC and Partner Roles in Implementing Transit 2050+ Strategies

MTC worked with transit agency staff and other stakeholders to identify near-term actions that would support the implementation of the Transit 2050+ Network's six strategies. These actions are intended to take place in the first five years after the plan is adopted.

Specific actions are organized by strategy in **Table 7** of the following section.

Securing Funding to Support All Transit Strategies

To prevent major transit service cuts and make improvements to transit affordability, accessibility and reliability, MTC and regional partners must ensure that the Bay Area's transit agencies have reliable sources of funding. In 2025, MTC worked with state legislators, local advocates and transit agencies to develop Senate Bill 63 (Wiener/Arreguín, 2025), which will allow voters in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties to consider a regional transportation sales tax in 2026 to sustain and improve transit. If passed by voters, MTC will allocate generated revenue according to the expenditure plan outlined in SB 63.

Additionally, MTC will continue to seek new partnerships and advocate for additional or more flexible federal and state funding to sustain and improve critical transit services. MTC will coordinate funding strategies for priority projects and work with partners to make operating transit service more efficient. Advocacy work could include reevaluating grant match requirements, expanding transit agencies' eligibility for social services funding and increasing flexibility for transit and active transportation funding.

Implementation Plan actions in **Table 7** pertaining to funding include Actions 1 and 3.

STRATEGY T1: Operate and Maintain the Existing System

The Bay Area's diverse transit network moves millions of residents and visitors every year and provides a vital engine for economic activity and personal mobility. SB 63 will enable residents in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties to consider a 14-year regional transportation sales tax to prevent major service cuts and improve transit affordability, accessibility and reliability. MTC is also seeking partnerships, funding flexibility and new state and federal funds to maintain and expand the Bay Area's transit network.

Meanwhile, MTC and partner agencies are working to maintain the existing transit system, improve its effectiveness and keep it affordable for all. MTC in May 2025 approved a resolution to make the Clipper START pilot program an ongoing fare product that offers a uniform 50% discount for lower-income adults age 19 to 64 for rides on all systems that accept Clipper. With the recent launch of Next Generation Clipper, MTC can explore additional ways to offer recurring discounts and affordability programs to the region's residents. MTC also is partnering with transit agencies and county agencies to improve the effectiveness of existing transit service where multiple agencies provide overlapping services, including efforts such as the [Marin-Sonoma Coordinated Transit Service Plan \(MASCOTS\)](#).

As much of the existing workforce nears retirement age, transit agencies and state partners are working to maintain a robust transit workforce, including vehicle operators, maintenance workers and other professionals, with support from MTC. Additionally, MTC is coordinating with state and local partners to advocate for modifications to implementation timelines for state Innovative Clean Transit requirements due to vehicle reliability and availability issues. Transit agencies are transitioning to zero-emissions fleets, but current mandates could force a reduction in transit services if not addressed appropriately.

Implementation Plan actions in **Table 6** pertaining to Strategy T1 include Actions 4, 7, 8 and 9.

STRATEGY T2: Improve the Rider Experience Through Transit Network Integration

The Bay Area [Transit Transformation Action Plan](#) (TAP) provides a roadmap for better integrating the Bay Area's transit services into a comprehensive regional network that can better serve transit customers' needs. MTC is working with the region's transit agencies on Regional Network Management initiatives to improve riders' experiences and make it easier and more affordable to get around the Bay Area. MTC plans to update the TAP in partnership with transit agencies, county transportation agencies, advocates and other local stakeholders to revise timelines, prioritize new actions and refine performance metrics.

MTC currently is partnering with transit agencies to test new mapping, wayfinding and customer information as part of the Regional Mapping and Wayfinding Project, with plans to expand regionwide. These new, easier-to-understand materials will provide a consistent and familiar experience to riders at thousands of transit stops and stations throughout the region. Transit agencies, cities and counties will continue to support maintenance of bus stops and transit stations in their jurisdictions, while MTC will support local agencies in implementing and updating transit signs and information.

Improvements to fare payments, including free and discounted interagency transfers and instant availability of added values, continue to roll out as the transition to Next Generation Clipper accelerates. These enhancements provide more fare options and seamless regional transit access for residents and visitors throughout the Bay Area. Next Generation Clipper can accommodate integrated fares for ADA paratransit services, making trips easier for riders with disabilities. MTC also will continue to advance actions prioritized in the [2021 Transit Fare Policy Vision Statement](#) in partnership with transit agencies.

Other improvements to ADA paratransit service, including implementing recommendations from the [Coordinated Public Transit-Human Services Transportation Plan](#), are included in Transit 2050+, including mobility management and travel training. Accessibility improvements for fixed-route services aim to help riders with disabilities use regular transit services, and MTC plans to support one-seat ride pilots where appropriate to improve the rider experience on paratransit services. MTC will work with the region's paratransit providers to develop a single regionwide eligibility system, booking and dispatching software and other operational improvements.

Implementation Plan actions in **Table 7** pertaining to Strategy T2 include Actions 10, 11, 12 and 13.



STRATEGY T3: Improve the Rider Experience Through Refined Transfer Timing at Key Regional Hubs

Because the Bay Area’s transit network is operated by more than two dozen independent agencies, riders often need to transfer between multiple agencies to complete their daily journeys. MTC is working with transit agencies to make these transfers more convenient, using the TAP as a guide for implementing these actions.

To improve existing high-volume transfers, transit agencies will build on recent collaborative efforts including the Big Sync and the TRANSFER Plan³⁵ to better coordinate schedules where their services overlap, allowing riders to efficiently move between services. Transit agencies and MTC will work together to identify transit hubs with significant transfer activity where schedule timing, service plans and capital infrastructure can be improved.

Transit agencies and county transportation agencies will lead coordinated subregional planning efforts with resources and support from MTC, including real-time performance monitoring tools and data analysis. Improvements to transit schedule coordination will prioritize transfer hubs and the quality of real-time rider information. MTC will use those tools to improve accountability, including monitoring and reporting requirements established in SB 125 and SB 63.

Implementation Plan actions in **Table 7** pertaining to Strategy T3 include Action 14.

STRATEGY T4: Enhance Security Measures and Improve Safety and Cleanliness on Transit

MTC is working with transit agencies and other partners to improve safety, security and cleanliness on transit. BART completed the installation of its [Next Generation Fare Gates](#) in summer 2025, which are improving safety at stations and on trains while also increasing revenue recovery for BART’s operations. Other Transit 2050+ initiatives include expanding transit ambassador programs around the region to help passengers find their rides and deter antisocial behavior without a police presence. For situations when more serious intervention is necessary, Transit 2050+ also proposes new funding for transit security and police personnel where needed.

Transit agencies also will continue to find ways to improve transit safety, security and cleanliness; identify where improvements should be prioritized; and measure the effectiveness of strategies. Transit agencies, advocates and state agencies also will identify new and innovative funding sources to promote safety, security and cleanliness on transit, including funding to provide outreach and other services to unhoused individuals and those experiencing health crises on transit and an adopt-a-stop program to fund station cleanliness and maintenance. MTC will support these efforts through assistance with funding and coordination.

Implementation Plan actions in **Table 7** pertaining to Strategy T4 include Action 15.

35 The TRANSFER Plan is a joint effort between MTC and transit agencies to synchronize transfer times at major transit hubs throughout the Bay Area. The most recent Big Sync, when schedule changes take effect, was in August 2025. More information is available on MTC’s website at <https://mtc.ca.gov/news/bay-area-transits-latest-big-sync-improves-transfers-saving-riders-20-minutes-trip>.

STRATEGY T11: Enhance Transit Frequency, Capacity and Reliability

MTC and transit agencies are working together to advance actions from the TAP that will enhance existing transit services and implement new services. In addition to working together to secure additional funding that will allow transit agencies to optimize and expand service, MTC and partner agencies also will continue advancing efforts to improve transit priority infrastructure and enforcement.

MTC will work with transit agencies and county transportation agencies to adopt the Bay Area Transit Priority Policy for Roadways. Transit agencies, county transportation agencies and local jurisdictions will use this policy to make improvements to local streets and arterial roadways that improve transit speed and reliability. MTC will also conduct a regional Transit Priority Roadway Assessment to identify where investments in transit priority improvements should be prioritized.³⁶ To promote regional knowledge sharing, MTC will establish technical assistance programs to train transit agency and local jurisdiction staff.

MTC will work with lawmakers and state partners to advocate for administrative changes that will increase transit reliability and efficiency, including automated enforcement for transit lane violations, streamlined design exceptions and cooperative processes for transit-supportive projects, and optimized HOV lane hours and occupancy requirements in corridors with transit service.

Implementation Plan actions in **Table 7** pertaining to Strategy T11 include Action 23.

STRATEGY T12: Expand Transit Services Throughout the Region

To deliver transit megaprojects, MTC and regional partners will work together to ensure effective project delivery and consistent funding. Building on earlier actions, MTC will partner with stakeholders, including project sponsors, to advocate that large regional rail projects with existing or earmarked FTA funding do not have those funds revoked or delayed by the current federal administration. Advocacy in conjunction with state agencies will be necessary to protect funding for California transit projects.

To improve project delivery and cost-effectiveness, transit agencies and project sponsors will continue to identify cost efficiencies while MTC will convene project sponsors, industry experts and other stakeholders to recommend actions that can accelerate megaproject delivery and mitigate risks. Using past experiences, market conditions and anticipated trends, participants can help ensure that project funding is spent responsibly.

MTC also will identify ways to improve project prioritization by updating the region's Major Project Advancement Policy³⁷ in conjunction with transit agencies, county transportation agencies and project sponsors. Enhancing megaproject development policies and refining the stage gate evaluation framework will help MTC and regional partners deliver major projects on time and on budget.

Implementation Plan actions in **Table 7** pertaining to Strategy T12 include Actions 24, 25 and 26.

36 The Bay Area Transit Priority Policy for Roadways and the Transit Priority Roadway Assessment are led by MTC's Regional Network Management team. More information can be found on MTC's website at <https://mtc.ca.gov/operations/transit-regional-network-management/transit-priority>.

37 The Major Project Advancement Policy was adopted via MTC Resolution No. 4537. More information can be found on MTC's website at <https://mtc.ca.gov/digital-library/5032034-mtc-resolution-no-4537-revised>.

Implementation Actions for Transit 2050+

Table 7 outlines specific actions for implementation of the Transit 2050+ Network over the next five years. These actions are a subset of actions identified in the Plan Bay Area 2050+ Implementation Plan Report. More details on each action, as well as other non-transit actions, can be found in that report. MTC staff will provide annual progress updates on actions to MTC and ABAG committees to promote transparency and accountability.

Table 7. Implementation Actions for Transit 2050+.

Plan Bay Area 2050+ Action Number	Implementation Action	Relevant Strategy
1	Prepare for a new regional transportation revenue measure for 2026 and beyond.	All
3	Identify and pursue other diverse funding sources to accelerate transportation system enhancements.	All
4	Expand and align affordability and equity programs across transit fare strategies.	T1
7	Improve effectiveness of existing transit service with low-cost and cost-neutral coordinated improvements between transit agencies.	T1
8	Collaborate with transit agencies and other partners, including the state, to attract and retain transit workers.	T1
9	Address challenges with the California Air Resources Board's Innovative Clean Transit (ICT) implementation timeline.	T1
10	Update the 2021 Transit Transformation Action Plan (TAP) and continue collaboration with transit operators and stakeholders to implement TAP initiatives.	T2
11	Collaborate with transit operators and other partners to transition the current Regional Mapping and Wayfinding pilot project into an ongoing program.	T2
12	Advance integration of regional fare programs through Clipper improvements and policy implementation.	T2
13	Streamline and improve paratransit services and fixed-route transit to enhance access and mobility for seniors and people with disabilities.	T2
14	Partner with transit operators to analyze existing transit transfers, implement key improvements at transit hubs, support subregional coordinated service planning and improve quality and accuracy of real-time rider information.	T3
15	Explore opportunities to align regional standards for transit safety, security and cleanliness.	T4
23	Advance regional transit priority policies, infrastructure and enforcement.	T11
24	Explore approaches to improve the efficiency and cost-effectiveness of transportation project delivery with partners.	T12
25	Update how MTC prioritizes and sequences large transportation capital projects following Plan Bay Area 2050+ adoption.	T12
26	Advocate for maintaining existing federal funding commitments to major rail investments in the region.	T12

9. Conclusion



PHOTO: NOAH BERGER

The Transit 2050+ Network has the potential to transform the way residents and visitors travel around the Bay Area. Its implementation would advance Plan Bay Area 2050+'s vision of creating a more affordable, connected, diverse, healthy and vibrant Bay Area for everyone by significantly reducing the need to rely on private automobiles for transportation.

Overall, the Transit 2050+ Network, including transit service, capital projects and other investments, would significantly increase the number and share of people who use transit to travel to work, school and other activities and help the Bay Area achieve its climate goals. These investments could also improve Bay Area residents' ability to access destinations throughout the region, particularly for those who may not have access to or are unable to drive a car. The Transit 2050+ Network's emphasis on implementing high-impact strategies before 2035 delivers meaningful improvements by speeding up transit trips, increasing transit frequency and connectivity, and accelerating the region's transit recovery.

Collectively, these improvements have the potential to increase transit ridership in the Bay Area by 36% in 2035 and 41% in 2050, to a total of 2.6 million average weekday riders in 2050. Implementing the Transit 2050+ Network would help ensure that the Bay Area can meet its state-mandated climate goals, reducing vehicles miles traveled and decreasing per-capita greenhouse gas emission by 4% in 2050. With improved transit options, each weekday Bay Area residents are projected to take nearly 750,000 more transit trips while taking 660,000 fewer automobile trips. And the Transit 2050+ Network would increase access to jobs for the average household by 31% and improve access to more destinations via transit throughout the Bay Area, especially for those living in Equity Priority Communities.

However, the Bay Area faces unprecedented challenges in implementing the Transit 2050+ Network. The region's largest transit agencies have not recovered from the loss of ridership and revenue caused by the COVID-19 pandemic, and they face major funding shortfalls that threaten their ability to provide existing transit services, let alone improve or expand service. Many of the challenges that existed before the pandemic, such as inadequate funding for transit operations and slow travel and wait times, remain as well.

MTC and its local, regional and state partners are working to address these challenges by identifying and securing funding for transit service and rider improvements. This year, MTC and its partners advocated and secured enabling legislation (Senate Bill 63) for a regional transportation funding measure on the November 2026 ballot that if passed by voters in five Bay Area counties, would provide the resources necessary to sustain transit service and make progress on key rider-focused improvements essential for implementation of the Transit 2050+ Network. Likewise, implementation of the Bay Area Transit Transformation Action Plan since its completion in 2021 has resulted in unprecedented cooperation and coordination that has advanced efforts on fare coordination, regional mapping and wayfinding, and transit priority improvements.

The Bay Area will need additional money for both transit capital projects and operations to realize its vision of a faster, more frequent, better connected transit network that serves people of all ages and abilities. At the regional and local levels, new revenues from parking, roadway and congestion pricing will be instrumental in funding the improvements outlined in the Transit 2050+ Network after 2035. Ongoing support from the state and federal governments is needed in both the near and the long term, and the Bay Area will need to advocate for this support with one voice, clearly making the case for why transit is an integral part of creating a vibrant and healthy region, state and nation.

Lastly, partnership is needed not only to fund implementation of the Transit 2050+ Network but to continue enacting necessary reforms and changes that will result in cost-effective delivery of transit projects and service. Local and state governments, who own and operate the rights-of-way on which buses and light-rail travel, play a key role in ensuring that transit can operate efficiently and safely on roadways and that stops and stations are comfortable and easily accessible. Local communities can help grow transit ridership by supporting land uses and urban design that makes it easy, safe and comfortable to choose transit for more types of trips.

It is time to double down and build on the successful partnerships forged through the adversity of the COVID-19 pandemic, both now and for the long term. The Transit 2050+ Network provides an attainable vision for the Bay Area's transit network over the next 25 years, but it will require MTC, transit agencies, all levels of government, partner organizations and the public to prioritize resources and make the changes necessary to advance its implementation.

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