

3. Update on Past Items

A. Draft 2025 Joint Priorities

See attachment SR 25-173 Item 3.A.

B. Paratransit Update - BART and AC Transit

Broker RFP

The AC Transit and BART Board of Directors approved the award of a contract for East Bay Paratransit (EBP) Broker/Service Provider services to Transdev on November 13 and November 21, respectively. The term of the contract will be for 4.5 years beginning on January 1, 2025. The five (5) year Option Period will be reviewed in Year 4 of the Base Period.

C. Service and Operations Updates - BART and AC Transit

AC Transit:

AC Transit continues to operate at about 85 percent of pre-pandemic service and the primary limitation to achieving 100 percent of pre-pandemic service is a shortage of bus operators. We are working on implementation of the Board-approved major service changes for August 2025 and as such, are making minimal changes in March 2025.

BART:

Faregates: BART is moving rapidly to install Next Generation Fare Gates at more stations.

- New faregates have now been installed at the following stations: West Oakland, Civic Center, Fruitvale, Richmond, Oakland International Airport, 24th St/ Mission, Antioch, 16th St/ Mission, San Francisco International Airport, Coliseum, Powell, Warm Springs, Montgomery, Dublin/Pleasanton, Hayward, and South Hayward.
- Work is currently underway at 12th Street/Oakland City Center, Embarcadero and Downtown Berkeley stations
- Upcoming stations are Rockridge, Concord, Glen Park, San Leandro, El Cerrito Plaza, Pittsburg Center, Lafayette, and Orinda.
- Full deployment systemwide will be completed by the end of 2025. Learn more about the project at <https://www.bart.gov/about/projects/fare-gate>.

Bus bridges:

The bus bridges scheduled to take place in the first half of 2025 have been postponed.

Schedule Change:

On January 13, 2025, BART made schedule changes to accommodate the launch of construction to replace BART's aged train control system with a modern Communications Based Train Control System. The schedule change is happening in coordination with the region's other transit systems as part of a collective effort to sync schedules, reduce impacts, and improve transfers for transit riders in the Bay Area. After 9pm, Millbrae station will be served by a train that will run every 15 minutes between Millbrae and SFO only and riders will have an easy cross platform transfer at SFO to board a Yellow Line

train to finish their trip. Further information can be found at <https://www.bart.gov/news/articles/2024/news20241216-0>

BART has started sharing information about “The Big Sync”, where Bay Area transit agencies are synchronizing schedules with a focus on improving transfers between systems and making schedule changes at the same time. This is part of the ongoing regional coordination efforts. BART’s news item is shared here: <https://www.bart.gov/news/articles/2025/news20250116>

D. Regional Coordination Update – BART and AC Transit

Regional Network Management Update

The Regional Network Committee continue to meet monthly and discusses items that advance through the RNM Council.

Both the Council and the Committee continue to advance actions from the Transformation Action Plan and will continue to advance initiatives related to regional network management.

Transit 2050+

The region’s transit operators and MTC are working closely together on a transit-focused long-range planning effort in parallel with Plan Bay Area 2050+. Transit 2050+ originated from The Transit Transformation Action Plan and the Plan Bay Area 2050 Implementation Plan, and is in the process of developing the first-of-its-kind plan to re-envision the future of the public transit network in the nine-county Bay Area.

After presenting the Final Transit 2050+ Network to a number of committee meetings (including the RNM Council) in December, the Plan Bay Area 2050+ Final Blueprint was approved by the Metropolitan Transportation Commission on January 22nd, 2025. The operator-led Project Management Team is now working to suggest and comment on Implementation Actions as part of the Supplemental Report and will give feedback on the Network Performance Assessment in the next 4-6 weeks.

Bay Area TRANSFER Plan

The Bay Area Transit Reliability and Accessibility Network Scheduling Framework and Equitable Regional Plan (TRANSFER Plan) is a transit-provider led, near-term, operations-focused regional transit plan for the nine-county Bay Area. The primary objectives of the plan are to develop a framework for better schedule alignment throughout the region, improve transfer timing for customers within the existing transit network, surface efforts made by service providers to improve regional connectivity, and advance service change alignment for all Bay Area transit providers.

Select transfer timing recommendations from the TRANSFER Plan were implemented with the service change in January 2025 for key routes that serve the El Cerrito del Norte BART Station and San Rafael Transit Center. The operator-led Project Working Group is now analyzing potential transfer improvements for the Palo Alto Caltrain Station, Daly City BART Station, Concord BART Station and Dublin/Pleasanton BART Station with the goal of an August 2025 implementation.

The TRANSFER Plan has continued efforts to improve service change alignment between the 27 Bay Area transit providers. From 2022 to 2025, there has been a 400% increase in the number of transit operators who adjusted their service change calendar to match the agreed upon dates in August and January.

Regional Mapping & Wayfinding

See agenda item 2.D.

Regional Transit Priority Policy

The goal of the Regional Transit Priority Policy is to support and promote faster, more reliable transit that moves more people in the Bay Area. The Regional Transit Priority Policy framework was presented to the RNM advisory bodies in October/November 2024. Based on feedback received from stakeholders, the draft Policy is being developed. Staff will begin stakeholder agency engagement in Spring 2025. Staff are targeting Fall 2025 for policy adoption.

In addition, the Regional Transit Assessment will allow a data-driven approach in implementing the Policy. The Assessment will focus on evaluating transit services focused on transit speed, reliability and ridership. The Assessment will develop a Transit Priority Network, which informs regional funding priorities.