

### 3. Update on Past Items

#### A. Service and Operations Updates - BART and AC Transit

##### AC Transit:

AC Transit continues to operate at about 85 percent of pre-pandemic service and carries 75% of the ridership

The District implemented Realign in August, which provided more frequency to Equity Priority Communities and aimed to improve reliability. After receiving feedback from customers and bus operators, and reviewing performance data, staff implemented a package of adjustments on February 1st to address any overcrowding and reliability issues.

Attached is a report on performance statistics for AC Transit routes.

##### BART

**Ridership:** December ridership rose 13.5% year over year, capping a year of steady growth for BART. The new year started on a positive note, with January counts showing continued growth, including several weekdays that surpassed 200,000 trips. February continued to see year over year growth with ridership 12.6% higher than a year ago.

Tap and Ride usage grew 15.5% in January compared to December and another 6.8% in February over January despite it being a shorter month, as more riders used contactless bank cards or mobile wallets to pay at the fare gates.

Usage of Clipper START, the 50% fare discount for low-income riders, rose 25.4% year over year in February.

For more details, see: <https://www.bart.gov/about/reports/ridership>  
<https://www.bart.gov/news/articles/2025/news20250109-1>  
<https://www.bart.gov/news/articles/2026/news20260224>

**Bus Bridges:** BART is currently planning a bus bridge between Rockridge, Orinda, and Lafayette over Memorial Day Weekend, May 23-25<sup>th</sup>. BART is coordinating with AC Transit staff on operations.

**Free Wi-Fi:** BART riders can now access free Wi-Fi 6E at five heavily travelled stations, ensuring seamless connectivity for passengers. West Oakland is currently the only station within AC Transit's service area. Other stations are in downtown San Francisco and SFO. For more details, see: <https://www.bart.gov/news/articles/2026/news20260202>

**Crime:** Overall crime on BART dropped 41% in 2025 compared to the previous year, with violent crime down 31% and property crime down 43%. Additional highlights include auto thefts decreasing by half year over year and robberies decreasing by 60%. For more details, see: <https://www.bart.gov/news/articles/2026/news20260129>

**Event for blind and low-vision riders:** BART invites members of blind and low-vision community to a sensory orientation. If you are a member of the blind or low-vision community and would like to explore

BART in a relaxed environment, we invite you to our sensory orientation event from noon to 1:30pm on Wednesday, March 25, at 19th St. Station in Oakland. For more details, see: <https://www.bart.gov/news/articles/2026/news20260302-0>

## B. Regional Coordination Update – BART and AC Transit

### Regional Network Management Update

The Regional Network Management Committee continues to meet monthly and discusses items that advance through the RNM Council in addition to items that previously went to the MTC Operations Committee for review and approval.

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. In addition, MTC is in the process of evaluating the RNM structure and its performance.

### Transit 2050+

The region's transit operators and MTC worked 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 developed the first-of-its-kind plan to re-envision the future of the public transit network in the nine-county Bay Area.

Plan Bay Area 2050+ sought and achieved final approval from the Metropolitan Planning Commission on March 25<sup>th</sup>, 2026, including the approval of the Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050+, the amended 2025 Transportation Improvement Program (TIP), and the Final Plan Bay Area 2050+ Environmental Impact Report.

### Regional Fare Coordination and Integration

Clipper BayPass continues to expand with new customers for an unlimited pass for all bus, rail and ferry services in the Bay Area. The pilot has two phases: phase 1 was a randomized control trial funded by MTC that completed in 2025. Phase 2 started in 2024 and is ongoing through 2027. Phase 2 is funded by participating employers and institutions and does not have any MTC or operator subsidy. The pilot has about 82,000 paid-passes across 19 active contracts, with additional companies launching in 2026. Initial findings show that employees with BayPass took 35% more transit trips in 2024 than in 2023. The MTC-BART project team is coordinating with all transit operators now on an update to the Participation Agreement to extend through 2030.

Free and Discounted Transfers began its launch on December 10 with the rollout of the Next Generation Clipper system. Riders who use more than one transit agency in a single trip (e.g., AC Transit to BART) will only be charged full fare on the first operator. A transfer discount of up to \$2.85 will apply on any additional transit agency the rider uses within a two-hour window. This feature is immediately available for contactless bank cards, also known as open payments. Clipper card users can access these discounts

once their cards are upgraded to the new system. Customers are encouraged to initiate this upgrade through the Clipper app or website to ensure they receive the inter-agency transfer credits.

### 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.

The number of transit providers with service changes aligned with the regional service change dates of January and August has increased from 4 in 2022 to 22 in 2026. More importantly, all Bay Area transit providers are able to hold service changes in January and August without potential restrictions from internal agreements.

The TRANSFER Plan operator-led Project Working Group is now in the final phases of drafting the Project Framework, which highlights the benefits achieved by the TRANSFER Plan, and details how interagency schedule coordination across the Bay Area can continue and improve in the future.

### Regional Mapping & Wayfinding

At their February meeting, the Regional Network Management Council unanimously approved use of the Transit Stop Signage Design Guidelines and the Regional Network Identity Style Guide for use in Regional Mapping and Wayfinding Project pilots and for voluntary use by transit agencies in agency led and funded initiatives. For more details see : [Bay Area Transit Agency Leaders OK Standardized Sign Designs | Metropolitan Transportation Commission](#)

The Metropolitan Transportation Commission released a request for proposals (RFP) for engineering and implementation of pilot projects at nine transit hubs throughout the region and a selection of end-to-end bus routes in Sonoma and Solano Counties.

The regional connections map has been finalized and will see its first distribution beyond the prototype locations in El Cerrito and Santa Rosa in mid-April.

Additional prototypes of combined tactile bus bay number and QR code signs have been developed based on feedback from the El Cerrito Del Norte prototype. These will be shared with blind/low vision users at BART's sensory orientation event at 19<sup>th</sup> St Station on March 25 for feedback from users. Once these designs are finalized, BART plans to install at bus bays throughout the district.

### Bay Area Transit Priority Policy on Roadways

The Bay Area Transit Priority Policy for Roadways (Policy) was adopted by the MTC Commission at its January 28, 2026 meeting. Staff are currently working on implementation phase activities, including developing a technical assistance program.

In addition, the Regional Transit Priority Roadway Assessment (Assessment), which provides a data-driven approach in implementing the Policy, was initiated in Summer 2025. The Assessment evaluates transit services with a focus on transit speed, reliability and ridership. The Assessment will also develop a Transit Priority Network (TPN), which informs regional discretionary funding priorities. TPN will inform which roadway projects should incorporate best-practice transit-supportive design elements. Staff will begin stakeholder engagement starting in May/June 2026.

### C. Paratransit Software Update – BART and AC Transit

East Bay Paratransit (EBP) is in the final stages of implementing Phase 1 of a new software platform. The launch of SPARE is currently planned for as soon as Friday, May 1, with the final launch date to be determined based on an operational readiness assessment conducted in April. SPARE replaces a legacy software system (ADEPT) that has been in use by EBP for 25 years and will no longer be supported after 2027. Training sessions (for Train-the trainer, eligibility/certification analysts, call takers/reservationists, dispatch, schedulers, customer service and finance) began in late March and will continue through mid-April. Hardware installation and wiring for the in-vehicle tablets is underway. Following a successful launch, the team will begin work on the second phase of the project, which will include customer-facing improvements.