

### 3. Update on Past Items

#### A. AC Transit Operator Restroom Update - BART and AC Transit

BART and AC Transit remain engaged in the process of finalizing a Memorandum of Understanding regarding the use and operations of restrooms for AC Transit personnel on BART property.

The agreement will govern all types of facilities: public use restrooms, exclusive use restrooms inside BART stations, temporary portable restrooms with or without utilities, and exclusive use restrooms financed by AC Transit outside the paid area of BART stations. An initial draft of the agreement has been completed and both sides are reviewing the proposed agreement now.

#### B. Final 2025 Joint Priorities

See attachment 25-316 Item 3.B.

#### C. Paratransit Update - BART and AC Transit

During the February meeting of the AC/BART ILC staff presented our initial analysis of the impact the new realign network would have on East Bay Paratransit (EBP) paratransit service coverage. This initial analysis included all trips taken in FY 23-24. A total of approx. 1,200 trips and 76 individuals would be affected by the realign network. 8 individuals were San Mateo residents, associated with Line M. These individuals would become transfer trips between EBP and San Mateo County's Redi-Wheels.

The balance of the individuals (68) affected were split evenly between Union City and Hayward and are outside the realign buffer due to the elimination/reconfiguration of Line 215, 94 and the SB.

On April 23 the AC Transit Board received an update on the impact of the realign network, effective August 2025, limiting the coverage to a three-quarter mile buffer around the new network. Staff re-ran trip data from July 1- December 31, 2024. Only 18 individuals took trips during this period and 3 individuals took 76% of these trips.

Over the next 60 days staff will notify the affected riders and work with Union City, Hayward and Ride-On Tri-City to coordinate transfers, if necessary. The Regional Trip Coordinator at the Broker's office has been assigned the task of working with the 3 individuals that consumed the majority of the trips.

#### D. 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 Realign Service Plan for August 2025 and as such are not making any changes in June 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 in AC Transit's service area: West Oakland, Fruitvale, Richmond, Oakland International Airport, Coliseum, Warm Springs, Hayward, South Hayward, 12<sup>th</sup> Street, Downtown Berkeley, Rockridge, San Leandro, El Cerrito Plaza, El Cerrito Del Norte, MacArthur, and Lake Merritt.
- Upcoming stations in AC Transit's service area are North Berkeley, Ashby, 19<sup>th</sup> Street, Bay Fair, Castro Valley, Union City, and Fremont
- 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:**

A bus bridge will take place between Walnut Creek and Concord Stations from June 7 to 8. This bus bridge will utilize AC Transit vehicles and operators for the direct shuttle between these two stations. County Connection will be used for the hopper shuttle.

### **Schedule Change:**

BART has started coordination with transit agencies for the mid-August schedule change, and has provided draft schedules.

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>

### **Special early service Bay to Breakers (May 18)**

BART will provide four trains with limited stops before regular BART service begins for Bay to Breakers on Sunday, May 18, 2025. The special service will get race participants to Embarcadero around 7am. For more information:

<https://www.bart.gov/news/articles/2025/news20250430>

## **E. Regional Coordination Update – BART and AC Transit**

### **Regional Network Management Update**

The Regional Network 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.

### **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 (PMT) has since worked to suggest and comment on Implementation Actions as part of the Supplemental Report, a draft of which will be shared with the public in August 2025. Additionally, the Network Performance Assessment is underway and will be shared with the PMT in the coming 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.

The operator-led Project Working Group (PWG) selected four transfer hubs to analyze (Palo Alto Caltrain Station, Daly City BART Station, Concord BART Station and Dublin/Pleasanton BART Station) with the goal of an August 2025 implementation of transfer time improvements. Recommendations are currently being finalized and were shared with involved agencies at the end of April. Agencies are currently deciding what can and cannot be implemented for August 2025.

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

The Regional Mapping & Wayfinding project installed prototypes at El Cerrito Del Norte in December 2024, and Santa Rosa Transit Mall and SMART Station in February 2025. Evaluation results will be presented at the next RNM Council meeting. Options for design adjustments based on the evaluation will be discussed with transit agency staff prior to being incorporated in design guidelines. Bus Stop design guidelines are anticipated to be available in late summer 2025.

A temporary prototype will be installed at Powell Station this spring to test limited elements related to complex urban stations. MTC is coordinating with BART, SFMTA, and AC Transit, which has an 800 stop at one of the prototype bus stop locations.

Pilot Stations are currently in planning, with draft concepts planned to be ready this Summer.

Transit Priority Policy on Roadways (TPPR)

The goal of the 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. Staff began stakeholder agency engagement in February 2025 and continue through mid June. Staff plans to present Draft TPRR in Summer 2025 and the RNM advisory bodies. Staff are targeting policy adoption in late 2025.

In addition, the Regional Transit Assessment will allow a data-driven approach in implementing the TPPR. The Assessment will focus on evaluating transit services focused on transit speed, reliability and ridership. The Assessment will also develop a Transit Priority Network, which informs regional funding priorities. MTC is expected to procure consultant services and kick off the Assessment in Summer 2025.