

3. Update on Past Items

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

The agencies have fully executed two agreements governing restrooms, one which concludes BART's obligation to construct exclusive-use restrooms for AC Transit, and the other which provides for the installation of temporary restroom/breakrooms at select stations. Staff are now working on an umbrella MOU that will document the approach to operations, maintenance, and cost reimbursement for all types of restrooms on BART property used by AC Transit.

B. 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.

The District implemented Realign in August, which provides more frequency to Equity Priority Communities and aims to improve reliability. After receiving feedback from customers and bus operators, and reviewing performance data, staff plans to implement a package of adjustments in January, which was to be expected.

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

BART

Faregates: BART completed installation of faregates months ahead of schedule. For more info: <https://www.bart.gov/news/articles/2025/news20250926>

Ridership:

BART ridership continued its steady recovery in October, posting the highest weekday average since the pandemic began.

Ridership was 10.7% higher than October 2024, with an average of nearly 200,000 weekday riders. In total, passengers took more than 5.3 million trips during the month. On Saturday, October 18, BART recorded 150,000 trips—the highest Saturday ridership since the pandemic.

Usage of the new Tap and Ride payment system continues to grow. Nearly 10% of all trips in October used Tap and Ride, which allows riders to pay directly at the fare gates with a contactless bank card. Tap and Ride is now the second most-used payment method after Clipper Adult, with usage up 23% from September.

Special fare programs are also expanding. Clipper START, which offers a 50% fare discount to qualifying low-income riders, saw a 40% increase in usage over last October. Meanwhile, usage of Clipper BayPass, the all-in-one Bay Area transit pass, rose 13.4% in October alone and 138% compared to a year ago, surpassing 300,000 trips.

For more details, see: <https://www.bart.gov/about/reports/ridership>
<https://www.bart.gov/news/articles/2025/news20251114>

In September, BART started running longer trains on most of its lines in response to recent ridership increases. For more info: <https://www.bart.gov/news/articles/2025/news20250929>

C. 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.

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 and other elements of the Draft Plan Bay Area 2050+ Report. The Draft Report is now available for public comment on MTC's website until December 18th, 2025.

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 this summer. 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 over 86,000 paid-passes across 16 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.

Free and Discounted Transfers will launch 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., BART to Muni) 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 will be immediately available for contactless bank cards. Clipper card users must wait for their cards to be upgraded to the new system for this feature to apply, a process customers can initiate.

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.

For the August 2025 unified service change, transfer timing between operators and overall travel time for riders was improved at the four key transit hubs of Daly City BART, Palo Alto Caltrain, Dublin/Pleasanton BART, and Concord BART, the details of which were reported as part of the "Big Sync" press event with many of our transit leaders across the region. The TRANSFER Plan has also 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.

The operator-led Project Working Group is now focused on creating a Project Framework for the TRANSFER Plan that will outline how the region's transit providers can continue a unified approach to service planning and scheduling in the future.

Regional Mapping & Wayfinding

The Regional Mapping and Wayfinding Project is nearing completion of the Transit Stop Signage Design Guidelines, which will provide guidance for bus stops, and rail modes with stop designs similar to bus stops. This is a subset of the final guidelines which will also include guidance for single and multi-level stations once complete. It is planned to be presented at the January 2026 Regional Network Management Council Meeting. The project team is coordinating with County Connection, SolTrans, WestCat which have funding to implement signage upgrade projects in 2026.

The final Regional Transit Connections map is also nearing completion, with anticipated printing and distribution to regional transit centers in early 2026.

Pilot project high level concept plans are also nearing completion, which will enable the release of an RFP for detailed design, engineering, fabrication, and installation.

Bay Area Transit Priority Policy on Roadways

The goals of the Bay Area Transit Priority Policy for Roadways (Policy) are to establish a regional definition for transit priority; reinforce and strengthen interjurisdictional coordination; guide agencies to consider transit priority when making roadway improvements; inform how transit priority projects are prioritized for regional discretionary funding; inform prioritization of funding for transit

priority projects; and overall help transit better serve people's needs and move more people in the Bay Area. The Draft Policy was presented to the RNM advisory bodies in October and November 2025. Staff is seeking approval of the Policy from the RNM Council at its December 15, 2025 meeting and from the RNM Committee at its January 9, 2026 meeting and adoption of the Policy from MTC Commission at its January 28, 2026 meeting. If adopted, the Policy will establish transit review requirements for roadway projects on public right-of-way requesting MTC discretionary funding over \$250,000 or MTC endorsement.

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 will evaluate transit services with a focus on transit speed, reliability and ridership. The Assessment will also develop a Transit Priority Network (TPN), which informs regional funding priorities. Staff will conduct stakeholder engagement in developing TPN in 2026.