

3. Update on Past Items

A. Paratransit Update - BART and AC Transit

Broker RFP

Staff will be recommending that the contract for the East Bay Paratransit (EBP) Broker/Service Providers be awarded to Transdev, Inc at the upcoming AC Transit Board meeting on November 13 and the BART Board meeting on November 21. The contract with Transdev (Broker) will be for a 4.5-year base period and a 5-year option period. Transdev has proposed utilizing the three (3) existing Service Providers (SP's), First, MV and Rydetrans as well as two (2) taxi/community service providers, AP3 and Bell, for the provision of service.

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. However, we are trending upward in terms of operator availability and have been able to increase our service provided and service reliability as a result. The District is scheduled to increase its available operator count for the upcoming service change going into effect on Sunday December 15, 2024

Highlights of changes:

- Line 6: Early morning weekday service adjusted to every 20 minutes. Minor schedule changes throughout the weekend service.
- Line F: Trip added to reduce crowding.
- Line L: Trip added to reduce crowding.
- Line NX: Trip added to reduce crowding.
- Line 96: Long-term detour to avoid construction in Alameda Point
- Line 76: Adjust schedules to coordinate with Golden Gate Transit on Cutting for a combined 15-minute frequency.
- Improve runtimes and layover on Lines 1T, 51A, 56, 72R, and O
- Minor schedule adjustments to lines 7, 10, 12, 14, 18, 19, 20, 21, 28, 29, 34, 39, 40, 46L, 51B, 54, 57, 60, 62, 72, 73, 90, 98, 99.

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, and San Francisco International Airport.
- Work is currently underway at Coliseum, Montgomery, and Powell with plans to begin the installation process at Warm Springs, and 12th Street/Oakland City Center stations in November.
- By the end of February 2025, BART will have installed new fare gates at more than half its 50 stations. 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:

Fall dates for the Bus Bridge between 19th St, MacArthur, and Rockridge were postponed. Work on this project will resume in February 2025, with Bus Bridges taking place monthly through November 2025. The following dates are currently planned: February 15-17, March 22-23, April 26-27, May 24-25-26, June 21-22, July 19-20, August 16-17, September 13-14, October 18-19, November 1-2.

January Schedule Change:

The next coordinated regional schedule change, including BART's (on January 13th), will take place around the second weekend of January. This schedule change will entail only minor travel time changes for BART that will not impact most passengers, but will support on-time service.

Drop in Crime: The latest numbers from the BART Police Department show through the end of August overall crime in the system is down 15% compared with the same period in 2023. The trend includes a 10% drop in violent crime. The decline in the crime rate comes as BART has been experiencing an increase in ridership. All of BART's top 10 post-pandemic ridership days were in September, driven by special events including the Dreamforce conference in San Francisco and the final Oakland A's homestand. Read the full [Chief's Report](#) with all the latest safety numbers.

For more info: <https://www.bart.gov/news/articles/2024/news20241009>

C. Accessibility Improvement Project – BART

The Accessibility Improvement Project has now completed all work affecting AC Transit operations as of the end of October. Work is still being completed on other aspects of the project through the end of the year. BART appreciates the close coordination with AC Transit staff at all levels to complete this important work to bring BART into compliance with Americans with Disabilities Act requirements.

D. Regional Coordination Update – BART and AC Transit

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 team has recently completed the last version of the fiscally-constrained Draft Transit 2050+ Network, that factors in results from the Project Performance Assessment (benefit-cost ratio), whether projects serve an Equity Priority Community, and if projects address speed and frequency gaps surfaced from the Needs, Gaps and Opportunities analysis. Additionally, agency priorities, geographic spread and whether a

project already has federal funding associated with it were factors considered for if a project should be included in the Draft Transit 2050+ Network.

The Transit 2050+ Network will be presented to the Bay Area Partnership Board, Joint MTC Planning and ABAG Administrative Committee, RNM Council, Policy Advisory Council, and Small Operator General Managers in December.

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 we're implemented with the service change in August for the pilot hubs of San Rafael Transit Center and El Cerrito del Norte BART Station. Additional recommendations will be implemented for Golden Gate Transit, AC Transit, Marin Transit, NVRTA and potentially SMART for the Winter 2024/2025 Service Change.

The TRANSFER Plan has continued efforts to improve service change alignment between the 27 Bay Area transit providers as well. From 2021 to 2024, there has been a 250% increase in the number of transit operators who adjusted their service change calendar to match the agreed upon dates in August and January. Additional alignment is expected for 2025, which will be updated in the next couple of months.

Regional Transit Priority Policy

The purpose of the Regional Transit Priority Policy is to establish a regional vision to support the implementation of transit priority initiatives for surface transit (i.e., buses, light rail, and streetcar) and address barriers such as project delivery processes, multi-agency coordination challenges, data availability, and limited agency resources.

The Regional Transit Priority Policy work was kicked off at the December 2023 workshop. In early 2024, the Regional Transit Priority Policy Development Working Group (Working Group), including staff from transit agencies, Caltrans, county transportation agencies, cities, advocacy organizations, and MTC, was formed. The Working Group will help develop the draft policy and refine the policy based on feedback from stakeholder agencies. The policy framework was presented at Regional Network Management advisory bodies in October/November. Staff will begin developing the Draft Policy in Winter and aim for policy adoption in mid 2025.

The Regional Transit Priority and Complete Street Policies are closely linked in promoting roadways that serve all users. Staff will closely coordinate with the MTC's Regional Planning Program section as they are planning to update the Complete Streets Policy in 2025.

Regional Mapping & Wayfinding

The Regional Mapping and Wayfinding Project will make it easier to ride transit in the Bay Area by making wayfinding materials (maps, signs, screens, etc.) more consistent and easy to identify. Whether you are traveling by bus, rail, ferry, or a combination, the signs and communication systems will be the same across all nine Bay Area counties.

The complex process of designing new regional wayfinding standards is being led by MTC, with the partnership of transit riders, Bay Area cities and counties and all 27 Bay Area transit agencies.

Project updates to the RNM Council, Committee, and Customer Advisory Group have been provided as follows:

Date	RNM Body	Topic	Presentation
9/13	RNM Committee	Pilot sites	https://mtc.legistar.com/gateway.aspx?M=F&ID=f2a23040-1073-4b6b-aeb4-60603299b86d.pdf
9/23 and 9/24	RNM Council and Customer Advisory Group	Maps & bus stop signs	https://mtc.legistar.com/gateway.aspx?M=F&ID=410287bc-16f0-45c8-87ba-f88dde7d4cb0.pdf

Additionally,

- Prototype installation is currently in going through final permitting. An update on the timing of installation will be provided at the meeting.
- Update of the project website including an online survey, will be posted by the end of 2024. <https://mtc.ca.gov/operations/transit-regional-network-management/regional-mapping-wayfinding>
- Planning for the first phase of 9 pilot sites throughout the region has kicked off.