

### 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 76% of the ridership. In the spring, we demonstrated three months of ridership growth, and we are trending to show some modest ridership growth for the past fiscal year.

The District is currently operating in the Summer Sign-up, which is a lower service level than the rest of the year due to the suspension of Supplementary Service for schools. On August 9<sup>th</sup>, AC Transit will implement its Fall Sign-up, which will include the resumption of Supplementary Service, as well as a number of schedule adjustments in an attempt to improve service reliability.

Other service changes coming in August include the relocation of bus stops around the Ashby and West Oakland BART stations to accommodate new construction. In addition, AC Transit formalized its detours for the weeknight closure of the Webster Tube due to the Oakland Alameda Access Project construction.

Lastly, AC Transit is coordinating with BART to provide Bus Bridge service between the Union City and Warm Springs BART stations in order for BART to conduct track maintenance.

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

##### BART

**Ridership:** May 2026 ridership was 12% above May 2025, continuing a strong growth trend across the system. Average weekday ridership reached 202,650 trips, the highest monthly weekday average since the pandemic.

May also included four of BART's busiest ridership days since the pandemic, underscoring the growing role transit plays in moving large crowds efficiently throughout the region. While weekday ridership is growing, some of the most notable growth occurred on weekends.

A coordinated network of VTA, BART, and Caltrain, transported more than 37,000 passengers to and from the opening FIFA World Cup match between Qatar and Switzerland, setting a new ridership record for a major event at San Francisco Bay Area Stadium (Levi's Stadium).

For more details, see:

<https://www.bart.gov/about/reports/ridership>

<https://www.bart.gov/news/articles/2026/news20260615>

<https://www.bart.gov/news/articles/2026/news20260615-0>

<https://www.bart.gov/news/articles/2026/news20260413>

**On-Time Performance:** BART's latest quarterly performance analysis finds BART achieved its highest quarterly Passenger On-Time Performance (94.4%) since early 2014, a significant milestone reflecting broad-based improvements across the system for several key indicators, including reliability, safety, and cleanliness. The report also shows March 2026 recorded the highest monthly Passenger On-Time Performance since August 2013. This metric measures the percentage of riders who reach their destination within a short time threshold of their expected arrival. For more details, see: <https://www.bart.gov/news/articles/2026/news20260518>

**Bus Bridges:** BART crews will be in the trackway near Fremont Station to replace an interlocking, which is a critical portion of the system that allows trains to safely move from one route to another. To ensure a safe workspace for the team, there will be no train service between Union City and Warm Springs/South Fremont on the following weekends: July 25-26, August 15-16, August 29-30, September 12-13, and September 26-27. For more details, see: <https://www.bart.gov/news/articles/2026/news20260623>

## 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. For more details, see: <https://mtc.legistar.com/LegislationDetail.aspx?ID=8042442&GUID=F6770758-286F-43A0-94BA-B01785A77132&Options=&Search=>

Agencies have continued to coordinate on major initiatives, including FIFA World Cup. For more details, see:

<https://mtc.legistar.com/LegislationDetail.aspx?ID=7991943&GUID=E170FF2C-747F-41FC-A58A-79E985E3ED19&Options=&Search=>

### 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 with the following updates below. 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, as well as improved access and satisfaction with transit with BayPass.

In March, the RNM Council supported an extension to the BayPass Phase 2 for three years (to Dec 31 2030) and updates to the Participation Agreement including:

- Reflecting existing fare discounts (low-income, senior, youth and RTC) in reimbursements to operators;
- Capturing BayPass administrative costs based on program operations and maintenance on an annual basis rather than a fixed amount of funding for the duration of the pilot;
- Streamlining the contracting structure and offering employers one BayPass contract that passes through costs for any existing AC Transit, Caltrain, SamTrans and VTA pass product.

The BayPass team is coordinating with operators to execute the updated Participation Agreement this summer. For more details, see:

<https://mtc.legistar.com/LegislationDetail.aspx?ID=7960196&GUID=F25FC9C6-6549-4D55-AA89-2357CF68B636&Options=&Search=>

### Regional Mapping & Wayfinding

The current phase of the Regional Mapping and Wayfinding Project is focused on implementation of pilot projects and the refinement of the full standards. The pilot projects include 9 transit hubs throughout the Bay Area, a selection of end-to-end bus routes in the North Bay, and accessibility-specific pilots to close navigation gaps for people with disabilities, with the following updates:

- Detailed pilot signage plans are currently in development in coordination with stakeholders
- The Metropolitan Transportation Commission Regional Network Management Committee approved MTC staff to negotiate and enter into a contract for progressive design build of the pilot projects, and a contract for construction management support. For more details, see: <https://mtc.legistar.com/LegislationDetail.aspx?ID=8063277&GUID=AFC322C4-A9B2-4949-99B5-5AD83C159D9E&Options=&Search=>
- The Regional Connections map has been finalized with its first regional distribution taking place this spring, with maps installed in all BART stations as well as other transit centers throughout the region.
- The project team is getting feedback from agency stakeholders on elements that will further enhance regional consistency, for inclusion in the full standards.

Agency led projects are currently moving toward implementation with the support of the Regional Mapping and Wayfinding Project, including the following:

- SolTrans is implementing regional standard bus stop signage at all of their stops in coordination with their August service change as part of their Systemwide Comprehensive Operational Analysis (COA). For more details, see: <https://www.soltrans.org/planning/systemwide-comprehensive-operational-analysis-coa-system-redesign>
- BART is fabricating regional standard bus bay numbering and loading zone visual signs, and is supporting further design development of bus bay tactile signs for implementation.
- County Connection, WestCat, and TriDelta are participating in an operations test of regional standard signs on one corridor, including signs shared by all three agencies.
- Agencies have started using regional standard icons and other elements for temporary and permanent signage and other communication materials.

### 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..

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 has three key deliverables: Existing conditions transit baseline analysis, Transit Priority Network (TPN), and Implementation Strategy. 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 presnet draft TPN in Summer/Fall 2026. Implementation Strategy will support near-term actions and recommend how often the Assessment should be updated.

As part of a technical assistance program, MTC will develop Transit-Supportive Roadway Design Toolkit, which will be a technical resource for enhancing local capacity to incorporate transit-supportive elements into projects.

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

East Bay Paratransit (EBP) successfully implemented Phase 1 of its new software platform on Friday, May 1, after operational readiness, testing, and staff training were completed in April. This new software by SPARE LABS replaces a legacy software system (ADEPT) that has been in use by EBP for 25 years and could no longer be supported. The team is now focused on monitoring the system's performance and making minor adjustments that will enhance the system's service delivery efficiency. Following this initial monitoring period, the team will begin work on the second phase of the project, which will include customer-facing improvements.