Draft Transit 2050+ Network

AC Transit Board Meeting

October 23rd, 2024

Overview

1 Transit 2050+ Background

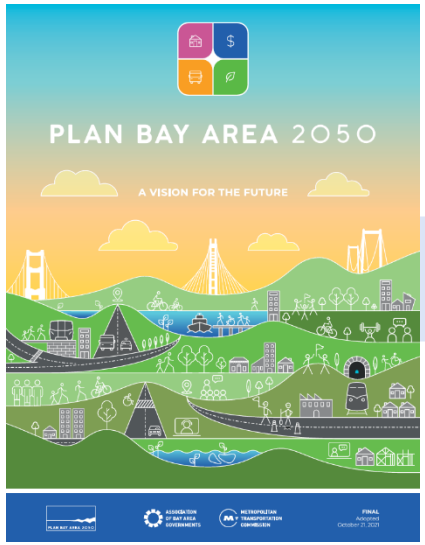
2 Needs, Gaps & Opportunities Analysis

3 Transit 2050+ Draft Network

4 Next Steps

5 Discussion + Q&A

Transit 2050+ Background and Purpose



Action #18
Fund, develop and adopt a Bay Area Connected Network Plan

TRANSIT 2050+

PLAN BAY AREA 2050+

Plan Bay Area 2050 establishes a regional **vision, strategies, and investment priorities** for the medium and long term that focus on:

- Significantly **enhancing service** across the region's transit network
- **Improving transit network connectivity** and intermodal connections
- **Reforming regional transit fare policy**

Transit Transformation Action Plan identifies 27 strategic actions to **improve transit customers' experience** and respond to the COVID-19 pandemic's effects on transit ridership that address:

- Fare policy
- Mapping and wayfinding
- Service planning and provision
- Funding

Transit 2050+ is a comprehensive update to Plan Bay Area's transit strategies and investments that seeks to:

- Develop an integrated, well-connected transit network
- Recover and grow transit ridership
- Improve transit reliability and speed
- Reduce barriers to using transit

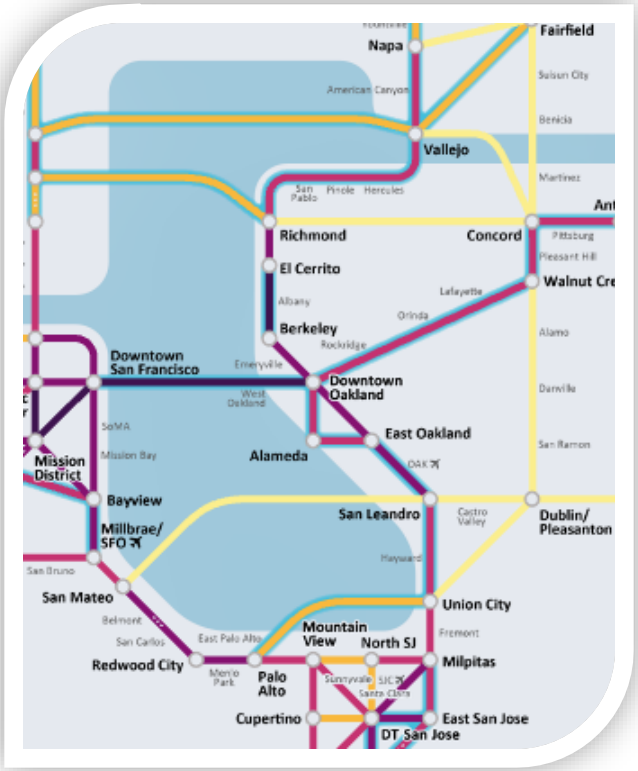
Transit 2050+ Project Management Team

The Transit 2050+ Project Management Team (PMT) includes representatives from 12 different Bay Area transit providers.

The PMT has been responsible for developing our:

- Problem Statement, Purpose + Goals
- Needs, Gaps and Opportunities Analysis
- Transit Strategies
- Criteria and principles for developing the Transit 2050+ Draft Network

Transit 2050+: Toward a More Connected Network



2	2	Challenges	Even
2	>10	Challenges	Challenges
3	5	Challenges	Challenges
3	3	Advances	Advances
7	6	Challenges	Even
<0.5	6	Challenges	Even
6	5	Challenges	Challenges
<0.5	<0.5	Challenges	Even
1	4	Challenges	Advances
0.5	2	Advances	Even
<0.5	2	Challenges	Advances
6	6	Even	Even
3	4	Challenges	Even
1	3	Challenges	Challenges
<0.5	8	Even	Even
2	3	Challenges	Even
1	3	Advances	Even
<0.5	<0.5	Challenges	Advances
3	2	Advances	Advances
2	0.9	Challenges	Even

Analyzed Needs, Gaps, and Opportunities

to better align frequency, span, and speed with post-COVID travel demand and land use

(Fall 2023 and Winter 2024)

Leveraged Robust Performance Framework

to evaluate project-level benefits while preparing for network-scale evaluation

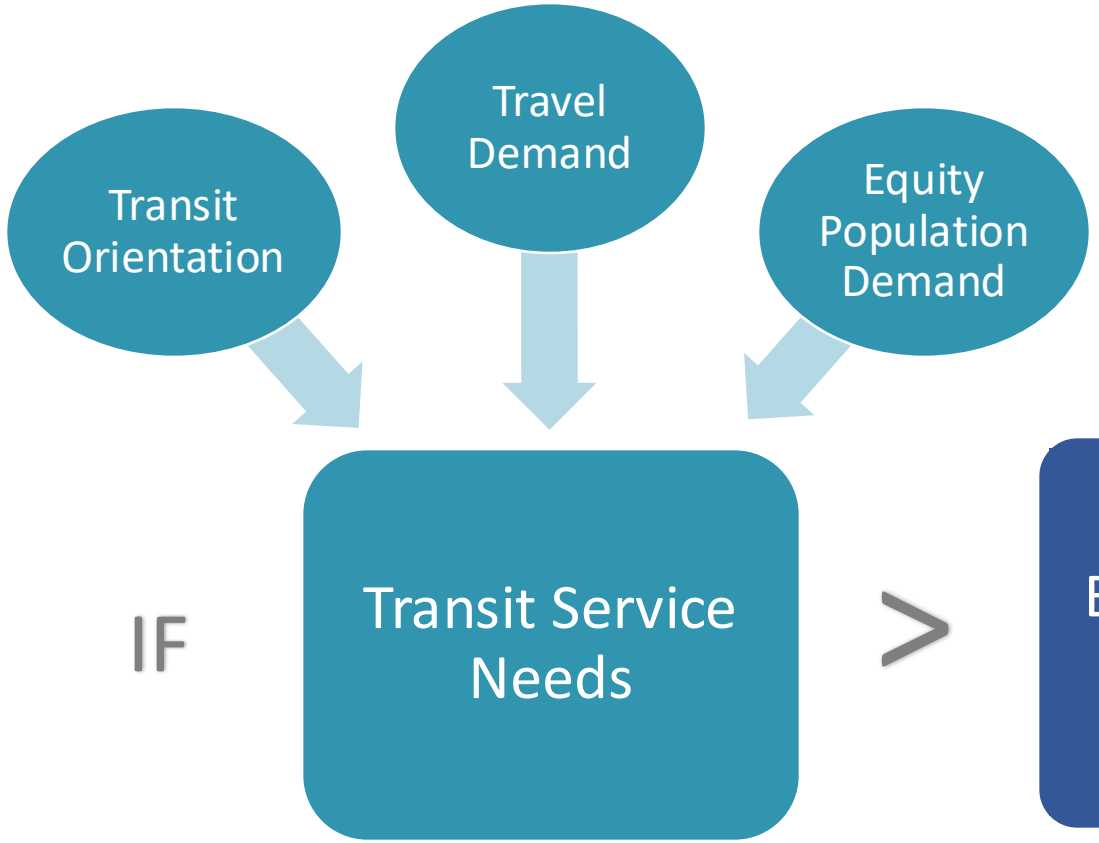
(Fall 2023 to Spring 2025)

Closely Collaborated with Operator-Led Team

to balance data-driven approach with critical local knowledge in shaping the Draft Network

(Summer 2023 to Summer 2025)

Existing Needs and Gaps Assessment



The Needs Assessment focused on evaluating year 2023 data to **identify potential near-term unmet transit needs that have arisen from changes in travel patterns caused by the COVID-19 pandemic.** Future year 2050 needs were assessed as part of the Horizon initiative and Plan Bay Area 2050.

The **objective was to identify transit service and/or capital needs** to help inform Transit 2050+ network investment priorities.

Needs and Gaps:

Gap Locations

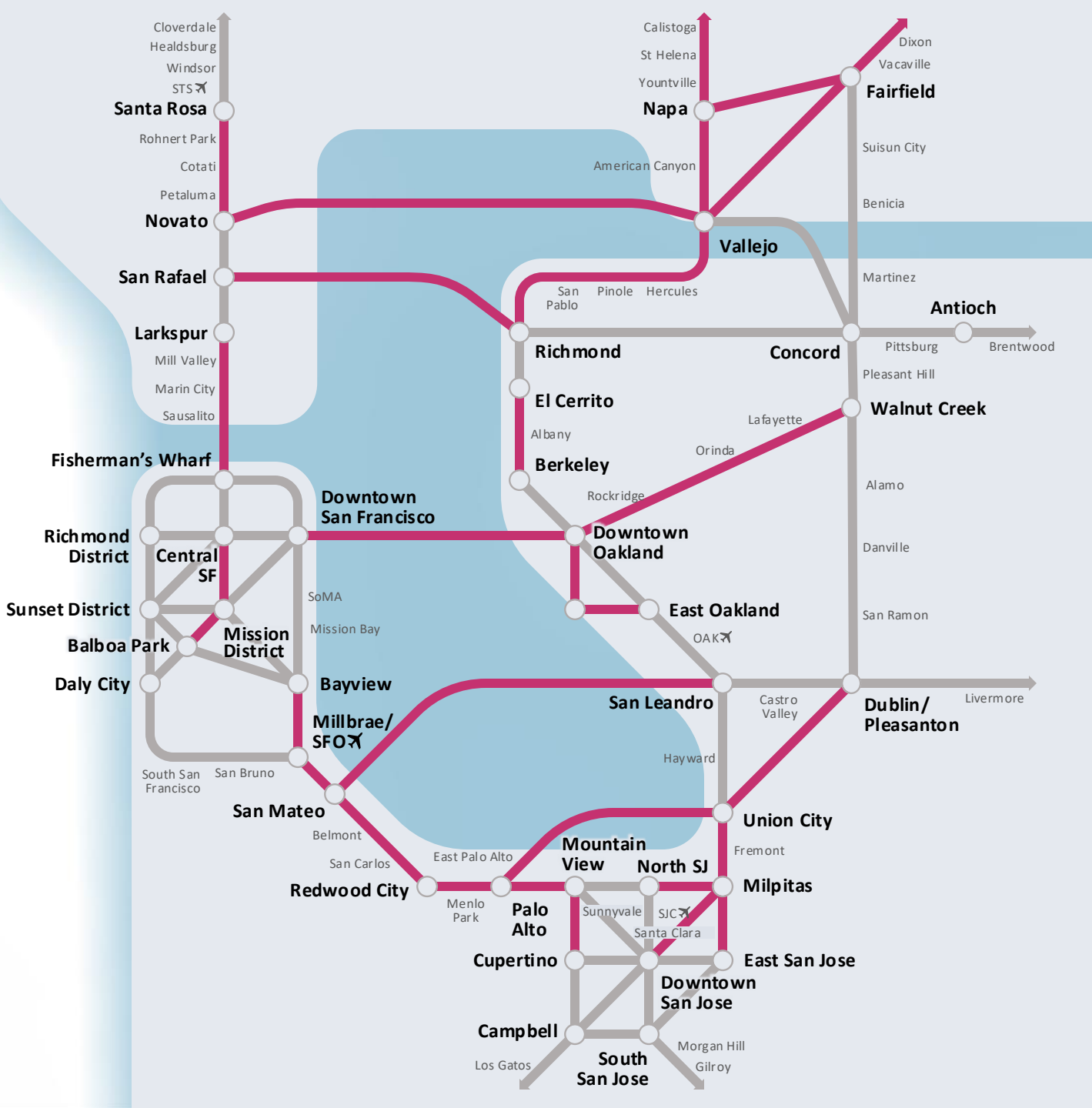
This map shows where transit frequency provided does not meet or exceed the threshold identified by the combination of transit orientation, travel demand, and EPP demand for at least one time period on weekends.

30 links in the network were identified as having a gap for at least one time period.

Note that the needs and gaps analysis is a high-level, regionwide assessment of transit service needs and does not consider crowding on individual transit lines.

Link Frequency Gap (incorporates Equity Boost)

- Gap Identified
- No Gap Identified



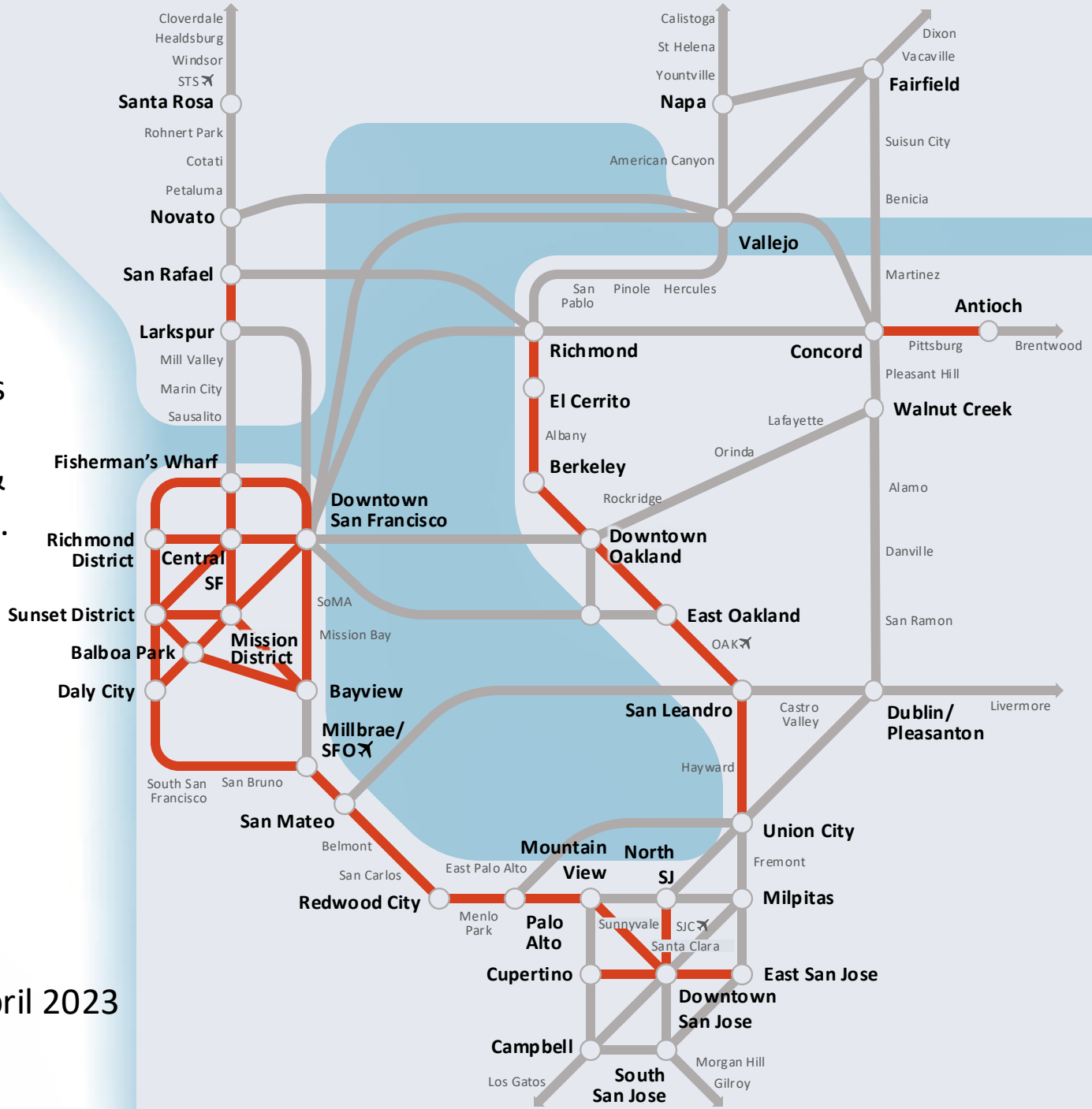
Needs and Gaps:

Arterial Transit Speeds

Key Findings (for non-freeway, arterial transit speeds only): On a link level, PM slow speeds are generally concentrated in San Francisco. Slow speeds are also common along the Peninsula all the way to San Jose, as well as throughout bayside East Bay communities. Some shorter segments are seen between San Rafael & Larkspur and Concord & Antioch also have slow speeds.

Transit Vehicle Speed

— Link contains at least one route segment with average PM speed <12 mph and which meets load thresholds



Source: Cal-ITP, California Transit Speed Maps Project, April 2023

Draft Network: Leveraging New Revenues

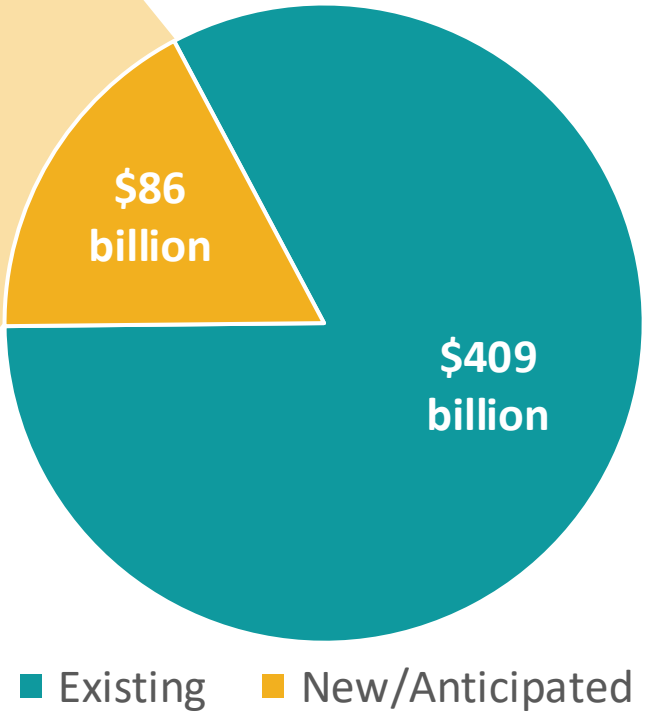
Transit 2050+, and Plan Bay Area 2050+ more broadly, integrate existing and anticipated transportation funding sources from all levels of government – federal, state, regional, and local over the **25-year planning horizon.**

New revenues and policy changes are a prerequisite to fully deliver the fiscally-constrained Draft Network, including:

- 2026 Regional Transportation Measure
- All-Lane Tolling on All Freeways
- Parking Pricing in All Growth Geographies
- Regional Mileage-Based Fee
- Future Federal/State Stimulus Bills

Leveraging all of these new sources, the Draft Network lays out a 25-year suite of strategies and investments designed not just to maintain existing service but to transform the network into a fast, frequent, reliable, and safe system – both in the near- and long-term.

Draft **Plan Bay Area 2050+ Transportation Element**
($496 billion)

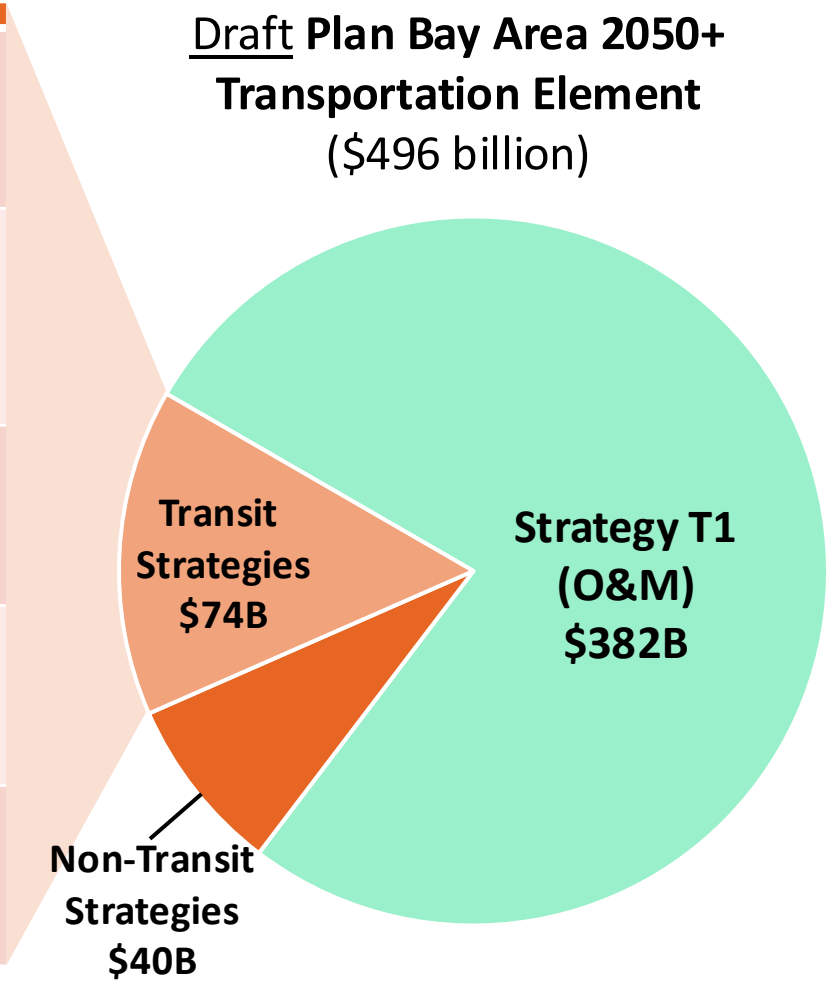


Transportation Needs & Revenue data will be finalized in fall 2024. Numbers may not total due to rounding.

Draft Network: Prioritizing O&M and Strategic Priorities

Fully funding Strategy T1 (Operations & Maintenance of the Existing System) remains a top priority under MTC's longstanding Fix-It-First policy. Available transportation revenues to fund all other transportation strategies, including composite projects and programmatic categories, are roughly half what was available in Plan Bay Area 2050.

Strategy T2	Improve the Rider Experience through Transit Network Integration	$8 billion
Strategy T3	Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs	$1 billion
Strategy T4	Enhance Security, Safety and Cleanliness on Transit	$4 billion
Strategy T10	Enhance Transit Frequency, Capacity and Reliability	~$35 billion
Strategy T11	Expand Transit Services throughout the Region	~$25 billion



Non-transit strategies include electrification, demand management, active transportation, safety, pricing, highways, etc.

Draft Network: Organizing Principles to Advance Goals

Near-Term: "Quick and Impactful Upgrades"

Opening Year: 2025 through 2035

1. Projects with more impactful and immediate benefits for equity priority communities
2. Quick-build, lower-cost, and high-impact service enhancements, transit priority improvements, and improvements to customer experience & accessibility
3. Targeted capital investments that improve operational efficiency/effectiveness and better utilize existing infrastructure (versus expansion)

Long-Term: "Expansions for Future Generations"

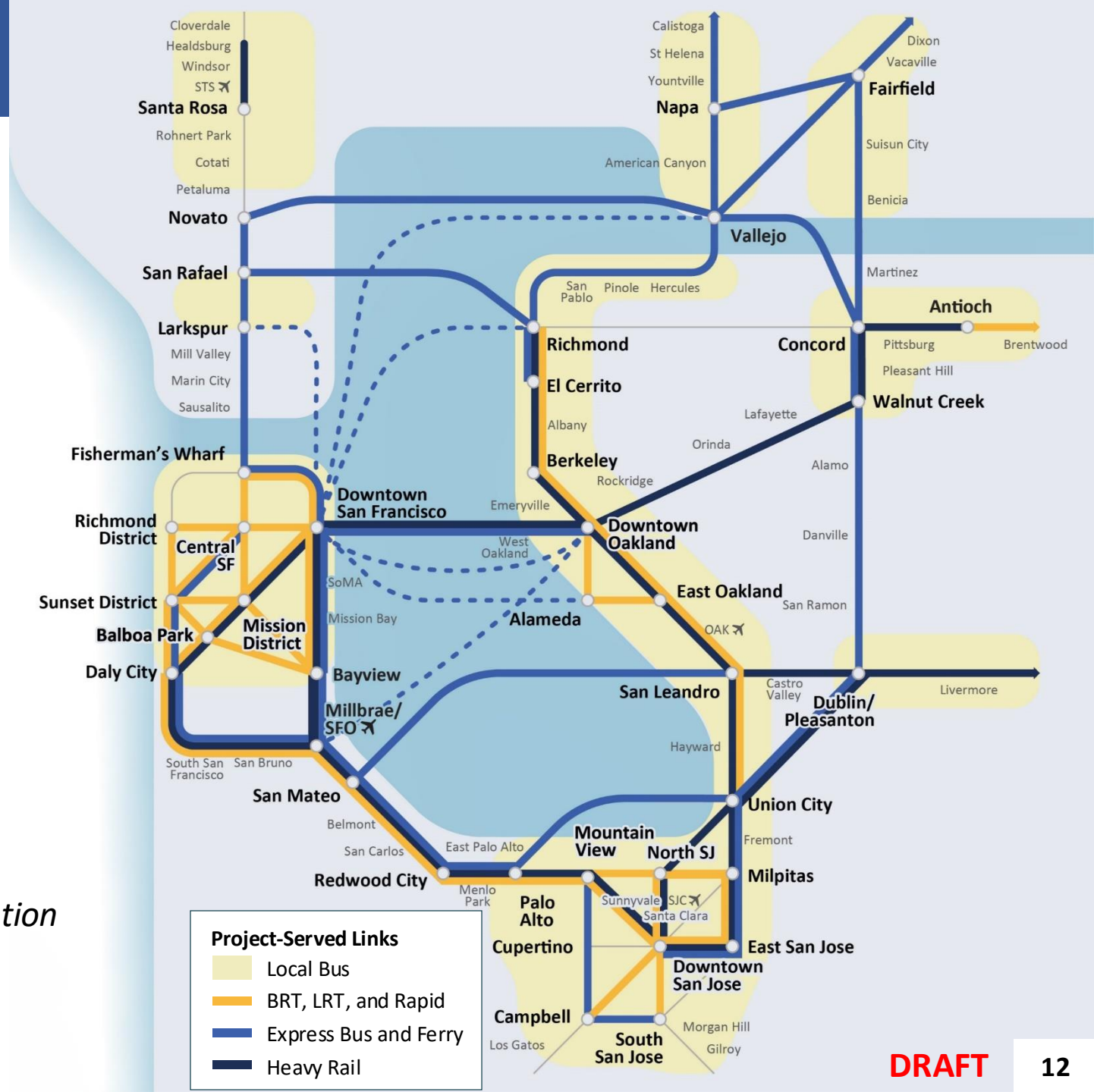
Opening Year: 2036 through 2050

1. "Phase 2" service enhancements, transit priority improvements, customer experience & accessibility
2. Capital projects that improve system capacity, enhance connectivity, and improve access (with a focus on growth/expansion)
3. "Transformative" capital projects

Draft Network: "Big Picture"

- **Supports cost-effective ridership recovery and growth** by accelerating bus investments—from BRT and rapid bus improvements in the urban core to critical express bus connectivity in suburban and rural areas.
- **Improves network integration by advancing high-priority rail** projects to completion, such as BART to Silicon Valley Phase 2, Caltrain/HSR Portal, Valley Link, and SMART to Healdsburg.
- **Includes complementary strategies beyond projects** to advance network integration with fares and mapping & wayfinding, improve timing at key nodes, and invest in safety & security for existing and new customers.

Draft Transit Network maps integrate multimodal investments proposed to be funded by other Transportation Element Strategies such as transit service funded by congestion pricing, Forward bus lines along bridge corridors, and new express bus service along SR-37.



Draft Network: Projects in Draft Transit 2050+ Network

Near-Term: "Quick and Impactful Upgrades"

Total Funding: $26 billion

Opening Year: 2025 through 2035

Local and Express Bus

Muni 5-Minute Network/Rapid
AC Transit Local Frequency
AC Transit San Pablo BRT
Dumbarton Bridge Express Bus + Busway
VTA Frequency (Phase 1)
County Connection Frequency
NVTA Frequency
Sonoma Frequency
Soltrans Frequency

Rail and Ferry

BART Core Capacity
Caltrain Frequency (Phase 1)
WETA Frequency
SMART (Windsor-Healdsburg)
Caltrain Bayview Station
Hercules Rail Station

Long-Term: "Expansions for Future Generations"

Total Funding: $48 billion

Opening Year: 2036 through 2050

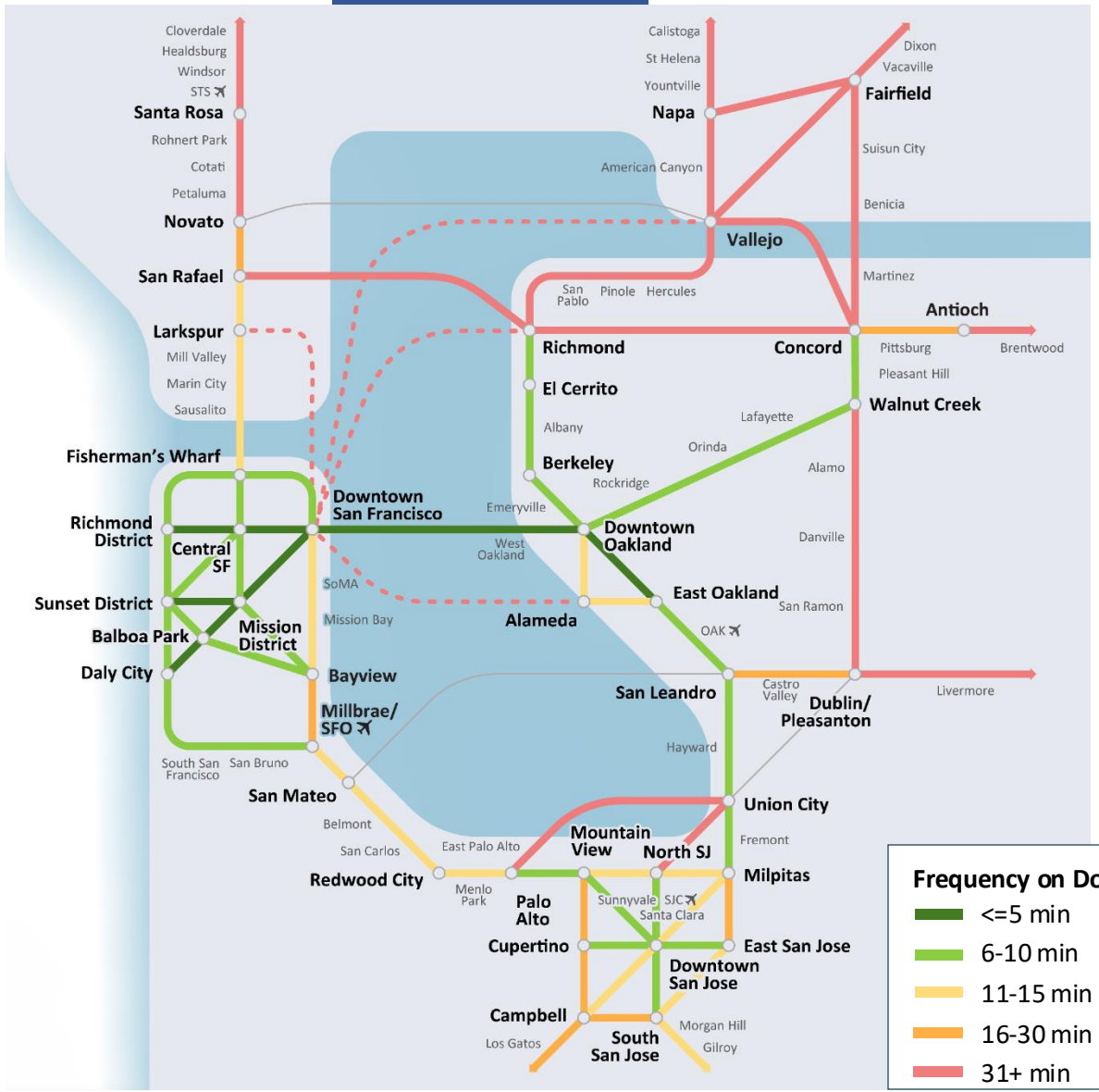
Funding includes both individual projects as well as programmatic categories for groups of similar projects. Specific definitions for programmatic categories will be developed over summer and fall.

Muni Southeast Waterfront
Muni Geneva-Harney BRT
AC Transit Rapid Network
AC Transit Alameda Point
AC Transit E 14th/Mission BRT
AC Transit 23rd St BRT
Golden Gate Bus Frequency
I-680 Express Bus
San Mateo Bridge Express Bus
SamTrans Express Bus
VTA Frequency (Phase 2)
SR-85 Express Bus + Transit Lanes
El Camino BRT + Rapid
Antioch-Brentwood BRT

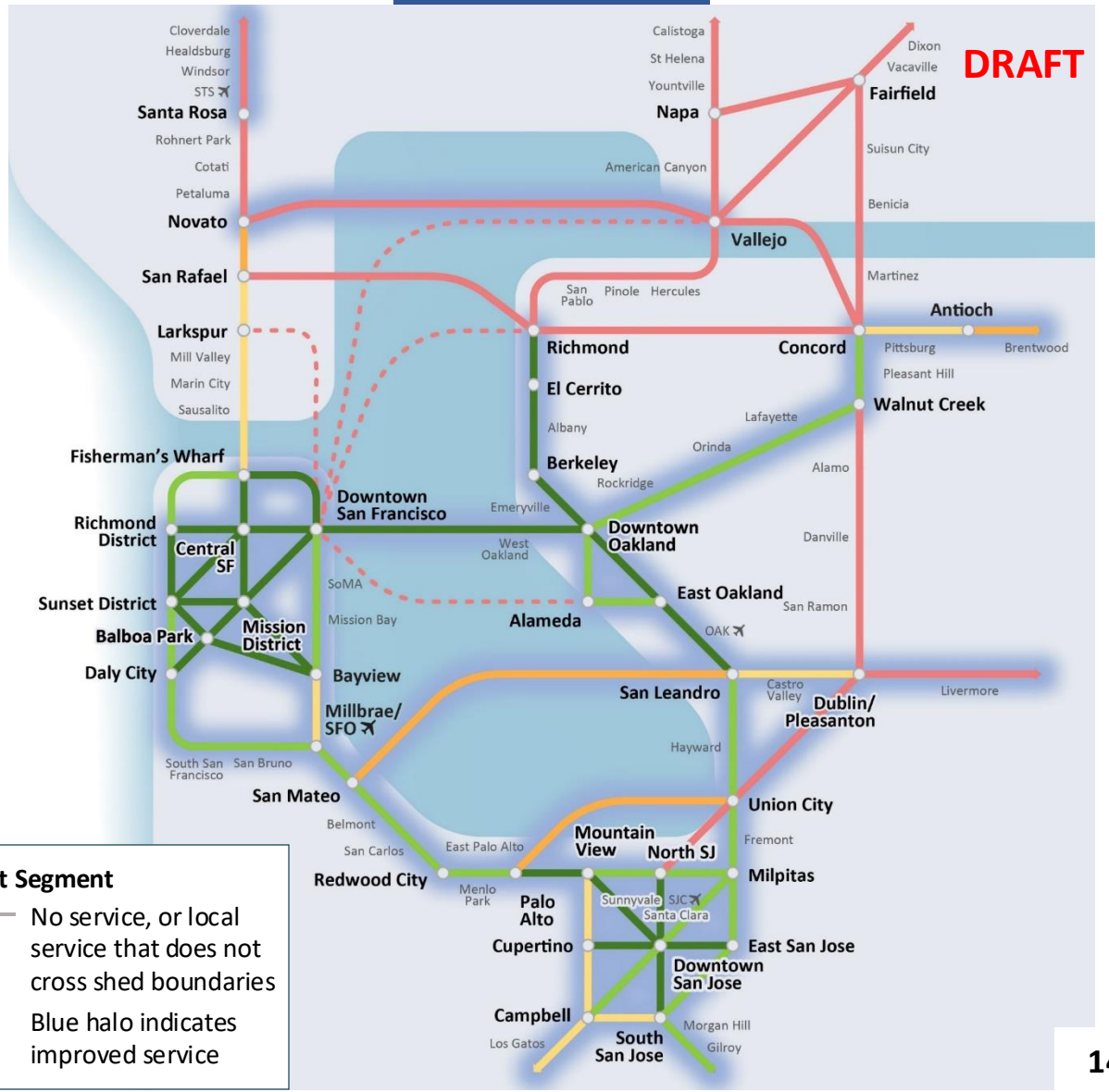
BART to Silicon Valley (Phase 2)
Caltrain/HSR Portal
Valley Link (IOS)
Muni Metro Modernization
Irvington BART
Golden Gate Ferry Frequency
Caltrain Frequency (Phase 2)
ACE Frequency

Draft Network: Frequency Improvements (All Modes – Mid-Day)

Existing



Existing Plus Draft Network



Frequency on Dominant Segment

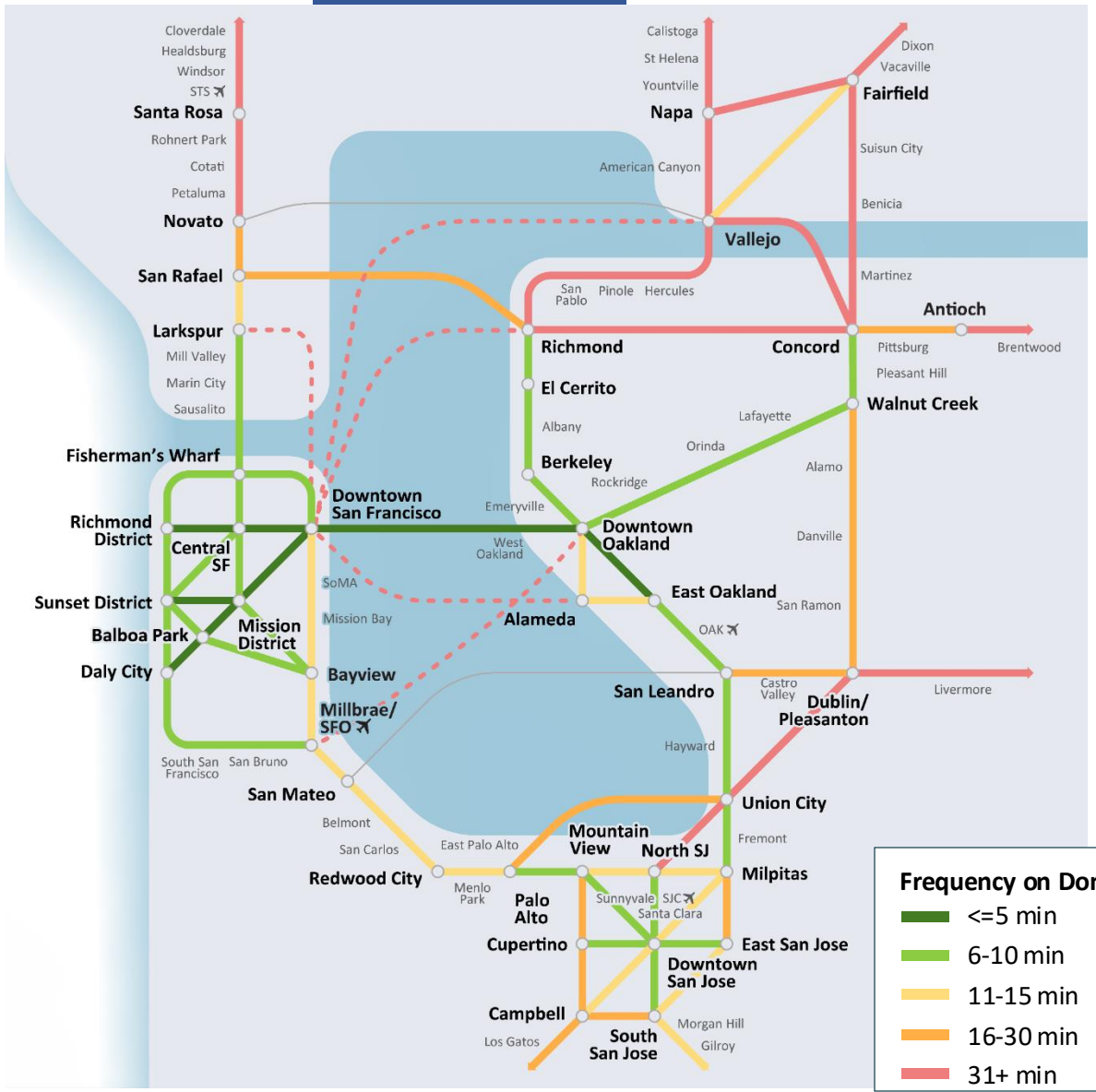
- <=5 min
- 6-10 min
- 11-15 min
- 16-30 min
- 31+ min

No service, or local service that does not cross shed boundaries

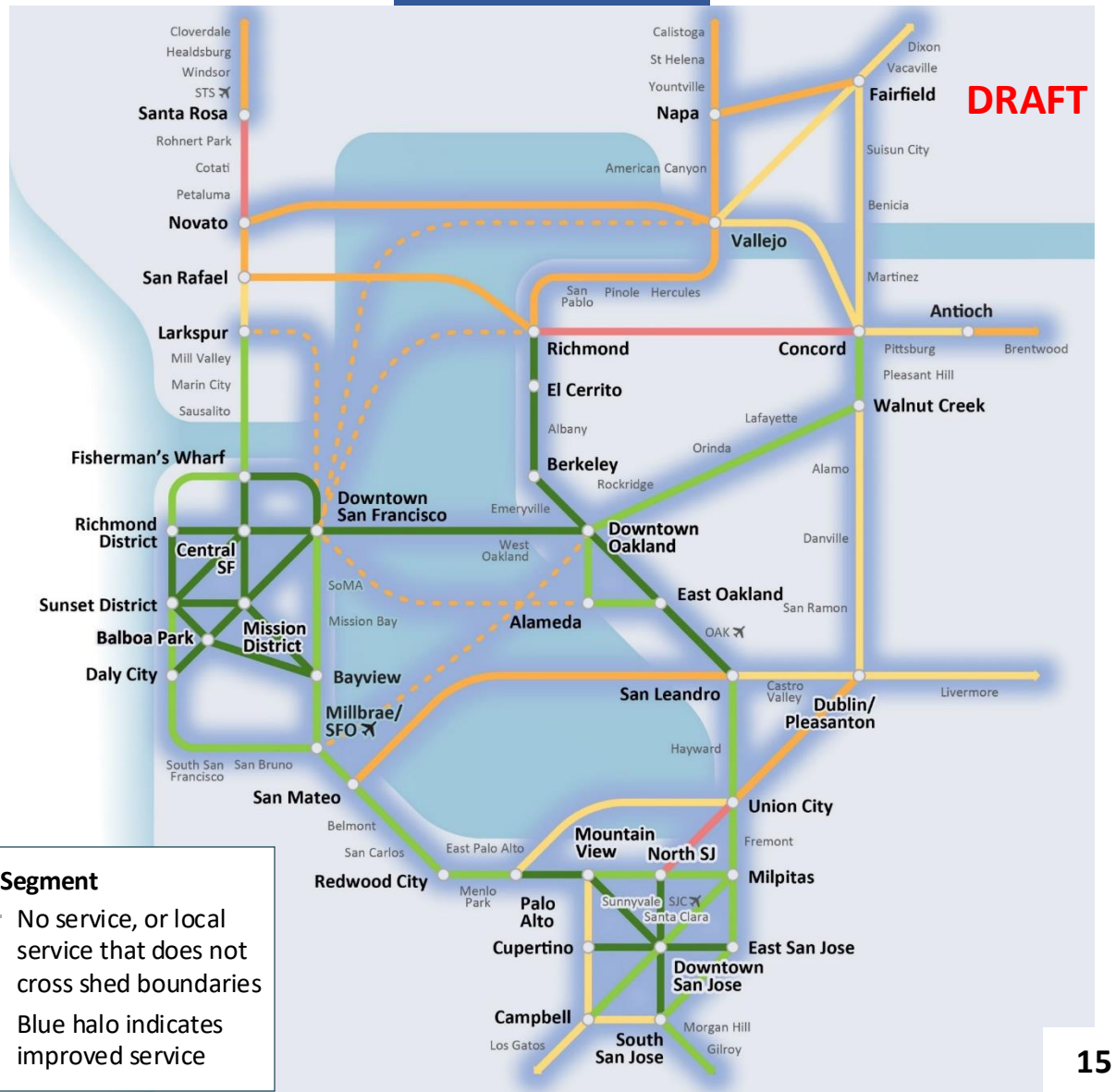
Blue halo indicates improved service

Draft Network: Frequency Improvements (All Modes – PM Peak)

Existing



Existing Plus Draft Network



Frequency on Dominant Segment

- <=5 min
- 6-10 min
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- 16-30 min
- 31+ min

No service, or local service that does not cross shed boundaries

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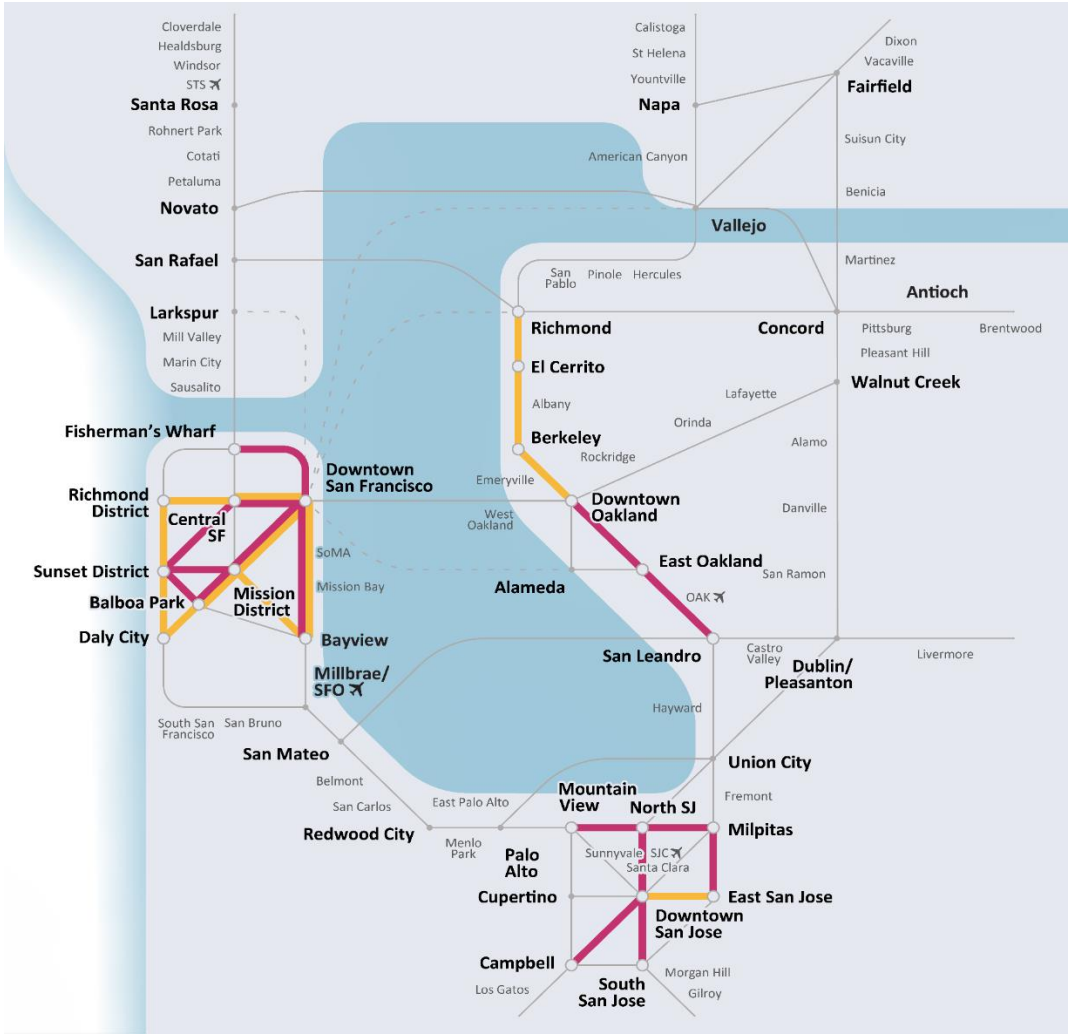
Draft Network: Transit Priority Features

Existing BRT, LRT, and Rapid Network of Links



Proposed BRT, LRT, and Rapid Network of Links

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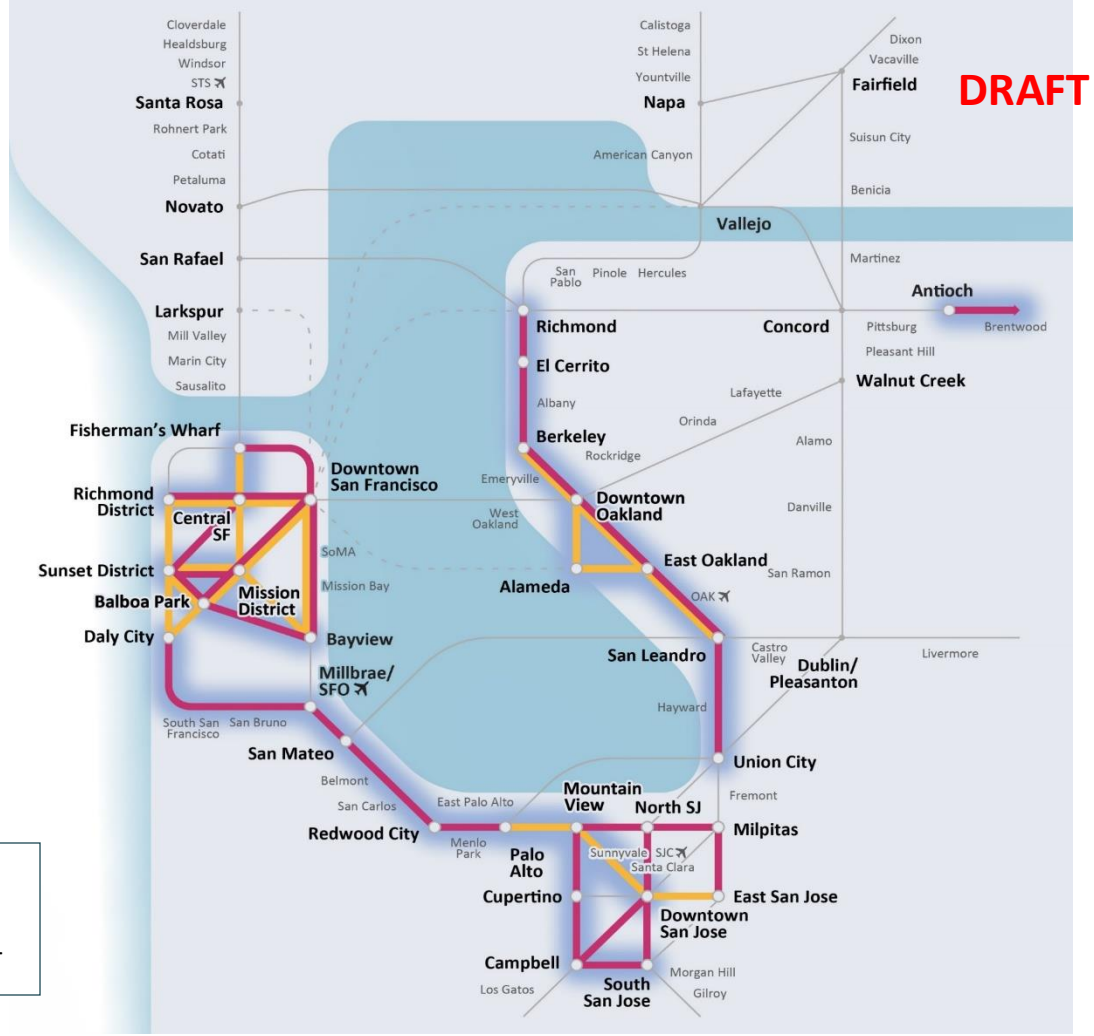


Legend

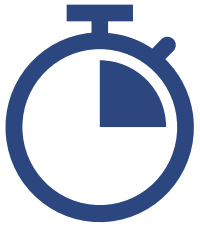
- Rapid Bus
- BRT or LRT

Notes: Spot treatments for transit priority can be featured as part of a programmatic category; this slide reflects specific investments delineated in project scopes from operators. Blue "halo" shading around specific links indicates that an investment is proposed on this link; projects under construction are included on the "Proposed" map. BRT projects contained entirely within a single node/travel shed are not shown.

Draft Network: Transit Customer Benefits

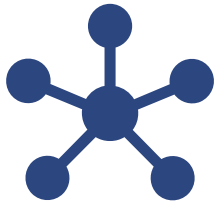
Improved **customer experience**:

- ✓ Fare integration
- ✓ Regional mapping and wayfinding
- ✓ Paratransit enhancements
- ✓ Safety and security at stations, stops and on vehicles



Improved **transit frequency**:

- ✓ 5-minute or better frequencies in urban cores
- ✓ More frequent service midday
- ✓ 15-minute or better frequencies between urban centers
- ✓ More frequent local service in suburban centers



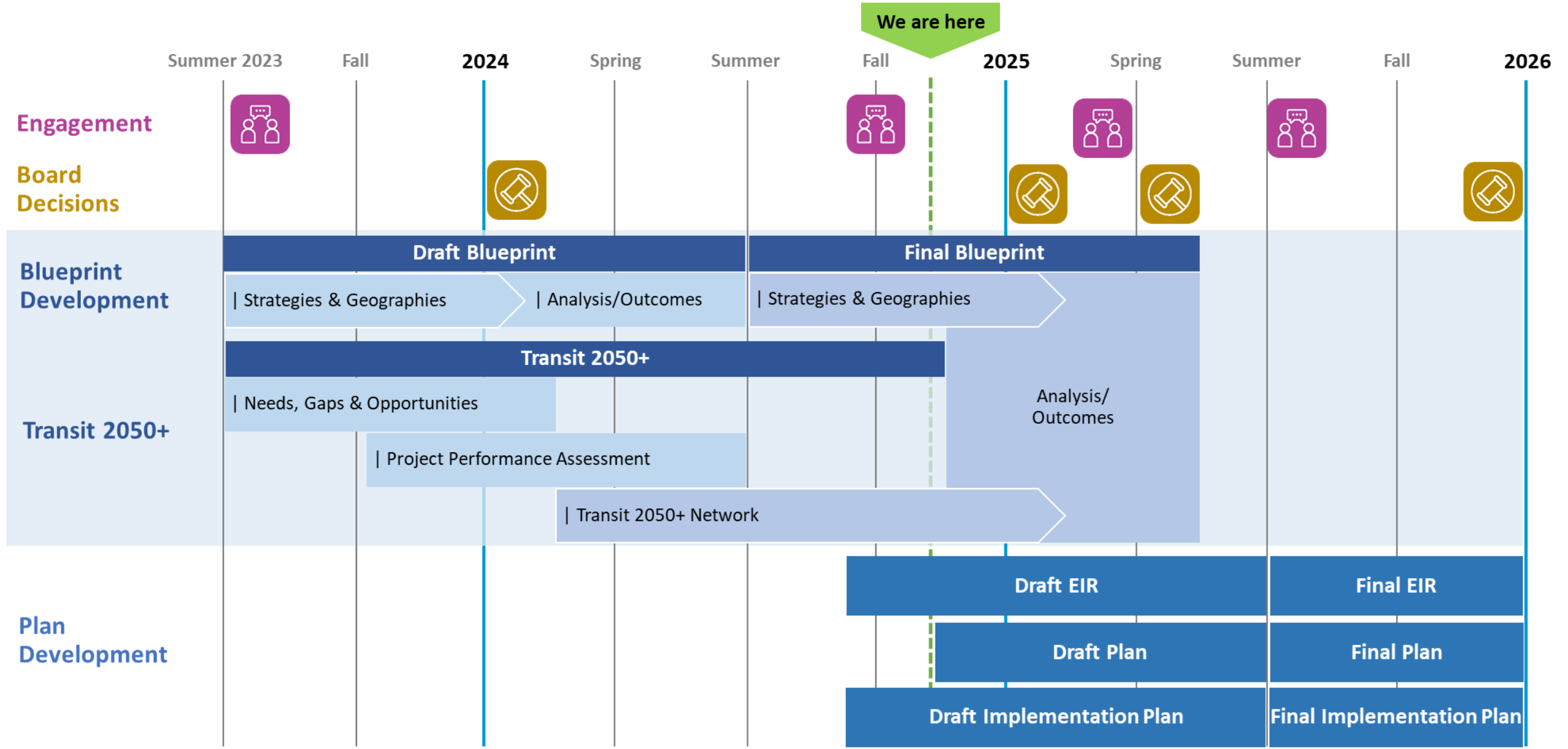
Improved **transit connectivity**:

- ✓ Coordination of service and improved infrastructure at hubs
- ✓ New east-west service in the North Bay
- ✓ New transbay service to Peninsula
- ✓ New interregional connections

Improved **transit speed and reliability**:

- ✓ Corridor-level and “spot” transit priority investments throughout the region
- ✓ System-level modernization and capacity investments

Next Steps: Integration of Modal Plan into Regional Plan



** Dates are tentative and subject to change*

TRANSIT 2050+

PLAN BAY AREA 2050+

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Questions and Comments

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Credit: Joey Kotfica