



TRANSIT 2050 +

PLAN BAY AREA 2050 +



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Draft Project Performance & Draft Transit Network

Regional Network Management Council

Agenda Item 3b Attachment A

July 22, 2024

Transit 2050+: Toward a More Connected Network



	3	3	Even	Even	Even
1	9	1	Challenges	Even	Even
1	6	4	Even	Even	Even
1	3	2	Even	Advances	Advance
0.9	1	<0.5	Challenges	Challenges	Advance
0.7	2	2	Advances	Advances	Even
0.7	2	1	Advances	Advances	Even
0.6	<0.5	4	Challenges	Challenges	Advance
3	2	4	Even	Advances	Advance
2	0.9	1	Challenges	Even	Advance
1	2	2	Challenges	Even	Advance
1	0.6	<0.5	Even	Even	Advance
<0.5	<0.5	0.9	Even	Advances	Even
<0.5	0.5	0.5	Challenges	Challenges	Advance
<0.5	0.5	0.6	Challenges	Challenges	Challenge
<0.5	<0.5	<0.5	Even	Even	Even
<0.5	<0.5	<0.5	Challenges	Even	Challenge
<0.5	<0.5	<0.5	Advances	Advances	Even
<0.5	<0.5	<0.5	Even	Challenges	Challenge
8	7	>10	Challenges	Challenges	Challenge
3	4	6	Challenges	Challenges	Challenge
6	4	>10	Challenges	Challenges	Even
3	3	4	Challenges	Challenges	Even
1	0.8	2	Challenges	Challenges	Advance
1	1	1	Challenges	Challenges	Challenge
0.8	0.5	<0.5	Challenges	Advances	Adv
0.8	0.5	1	Challenges	Challenges	



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)

Project Performance: Key Objectives and Components

WHY PROJECT PERFORMANCE?

- To fulfill federal and state performance-based planning requirements
- To understand projects' cost-effectiveness and equity impacts
- To inform development of the fiscally-constrained Transit 2050+ Draft Network, as well as other Plan Bay Area 2050+ transportation strategies

THREE FUTURES: "WHAT-IF" SCENARIOS



**Rising Tides,
Falling
Fortunes**



**Clean and
Green**



**Back to the
Future**

COMPONENT ANALYSES



**Benefit-Cost
Assessment
(for 3 Futures)***



**Equity
Assessment
(for 3 Futures,
plus EPCs)****



**Guiding
Principles
Assessment**

* Captures a wide range of project benefits including: accessibility, reliability, auto ownership, transit crowding, environment, health, safety, etc.

** Explores the share of project benefits accruing to lower-income households by Future, as well as direct access for Draft 2024 Equity Priority Communities

Project Performance: Updated Insights This Cycle

1

Project performance is significantly affected by uncertain future conditions – which has become even more relevant post-COVID.

3

Some projects have important synergies, whereas other projects compete with each other.

2

Lower-cost transit improvements are often more resilient and equitable – but they require new and expanded funding sources.

4

Pricing remains the most effective tool to affect congestion and travel patterns – but it must be done equitably.

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.



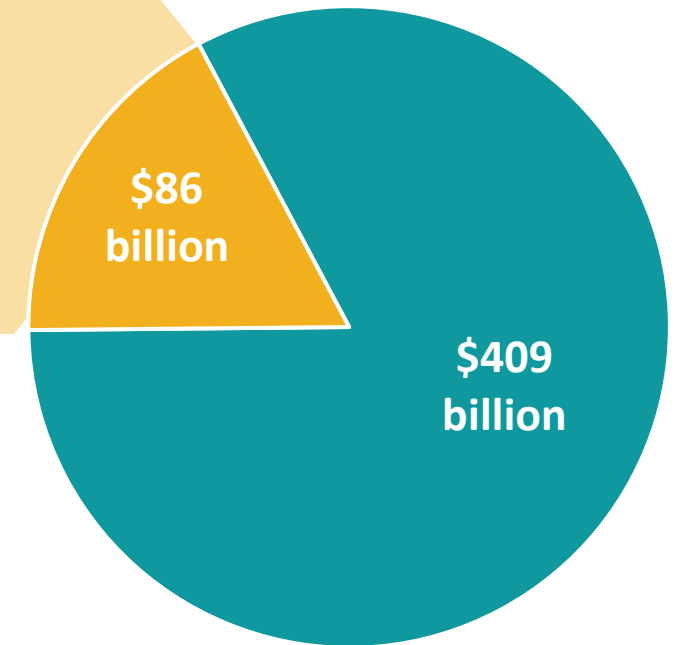
New revenues and policy changes are a prerequisite to fully deliver the fiscally-constrained Draft Network, including:

- 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 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)



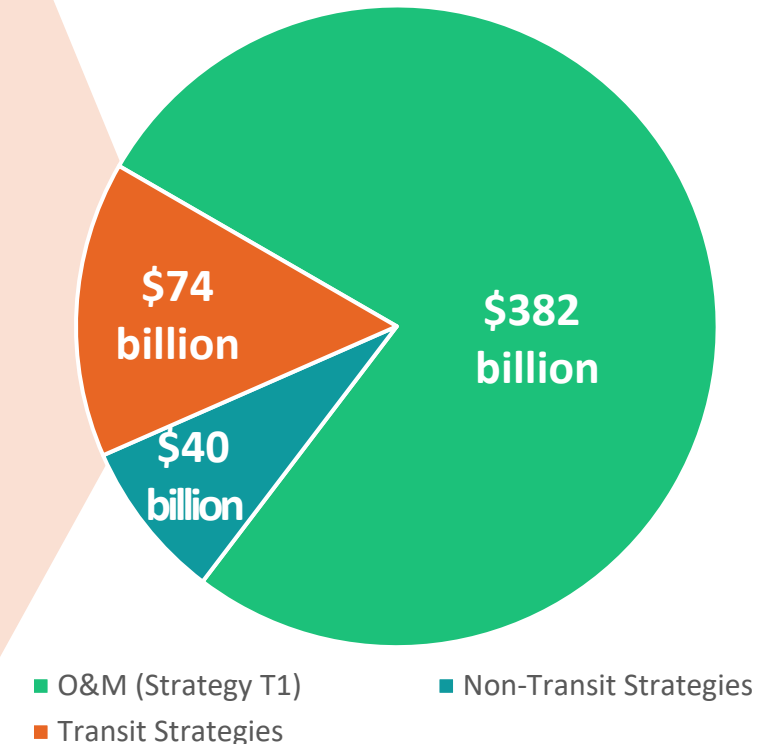
■ Existing ■ New/Anticipated

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

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



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

Draft Network: Organizing Principles to Advance Goals



Near-Term: “Quick and Impactful Upgrades” [\$26 billion*]

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” [\$48 billion*]

Opening Year: 2036 through 2050

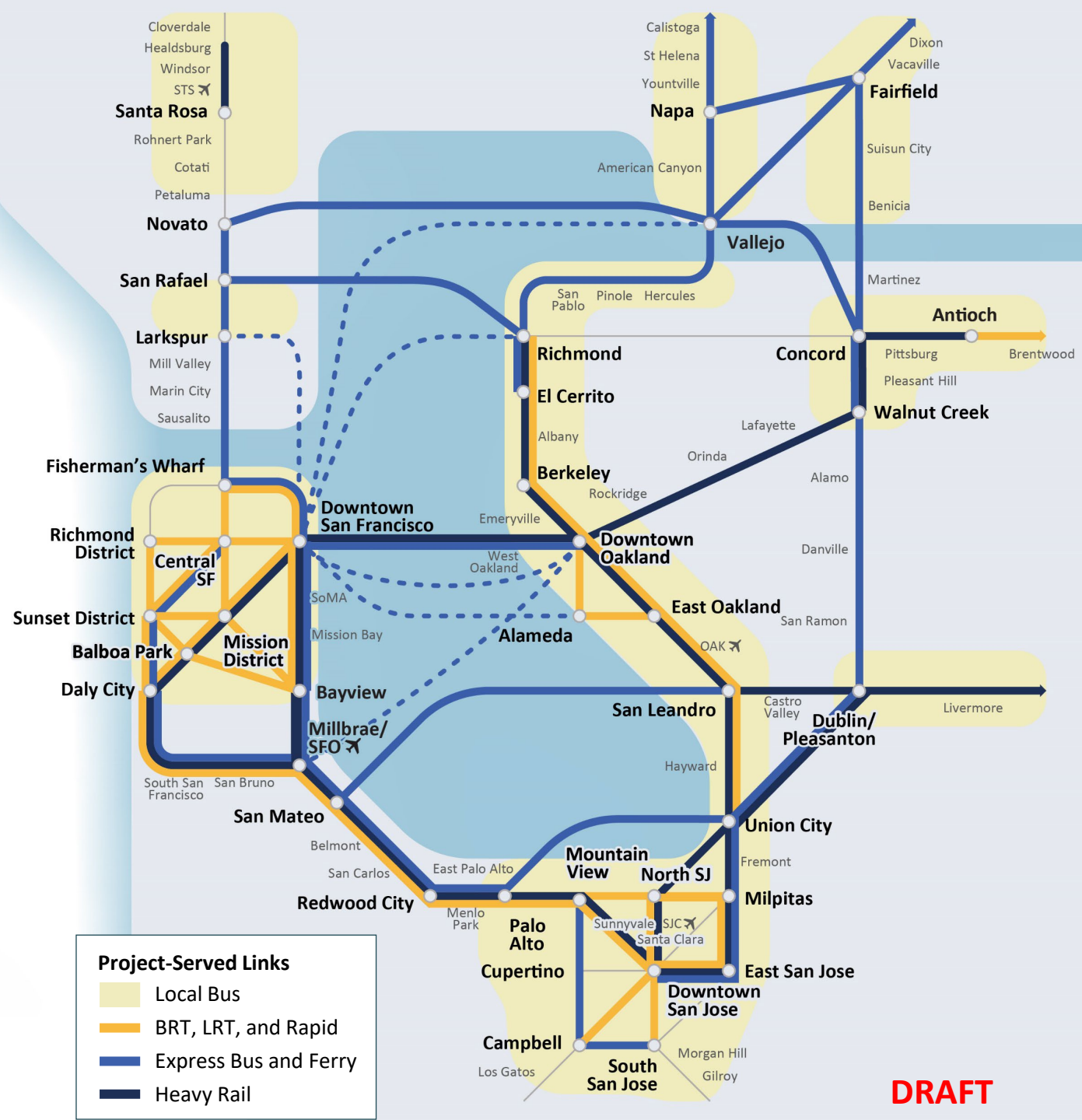
1. “Phase 2” service enhancements, transit priority improvements, customer experience & accessibility
2. Capital projects that improve system capacity, enhance connectivity, and improve access (with a focus on growth/expansion)
3. “Transformative” capital projects

** Refer to Attachment D for additional details on key considerations and specific projects included in Near-Term and Long-Term. 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. 7*

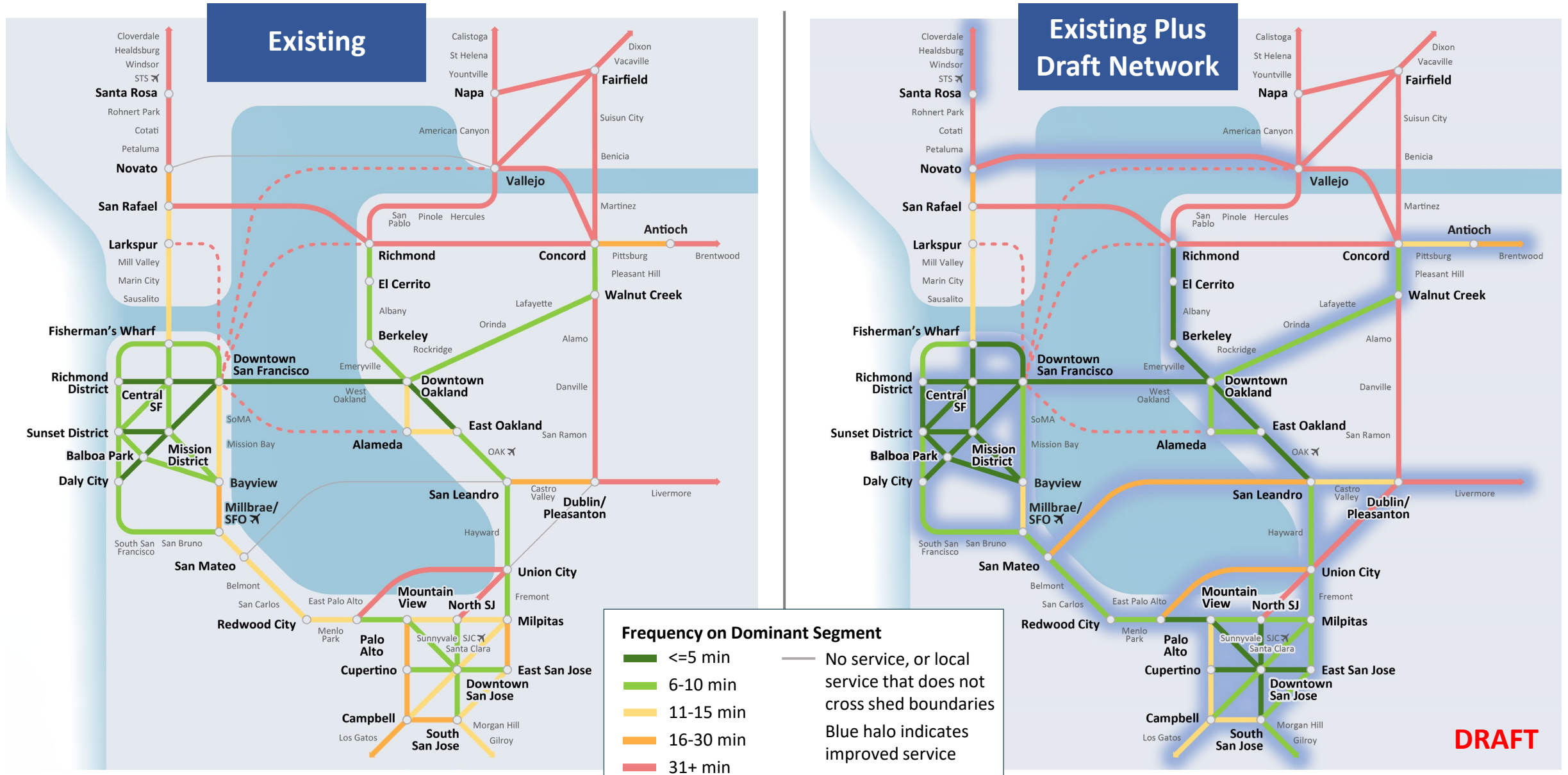
Draft Network: “Big Picture”

- **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.
- **Funds 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.

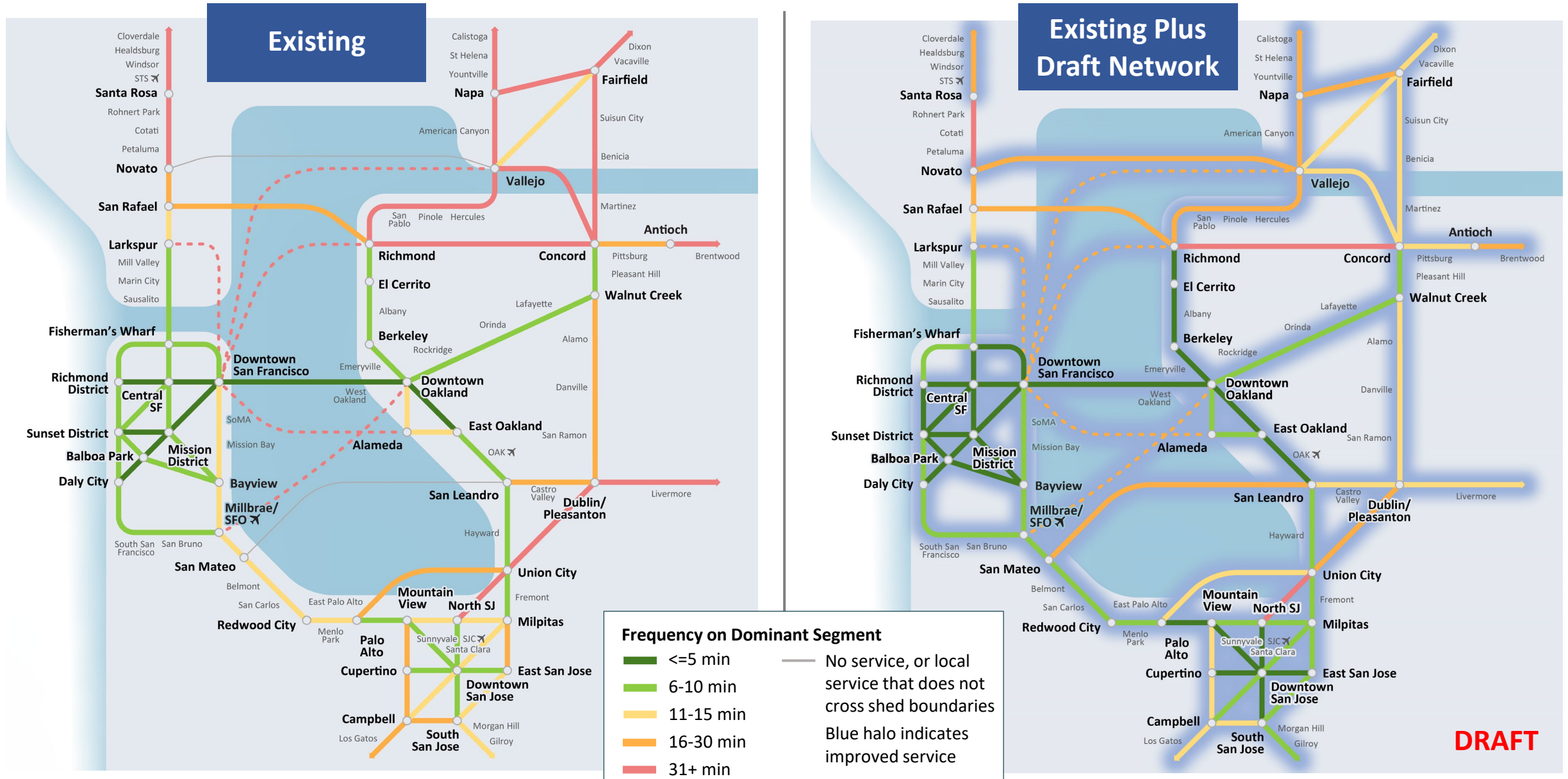
For clarity, Draft Transit Network maps integrate multimodal investments proposed to be funded by Strategies T5, T6, and T7, such as transit service funded by congestion pricing, Forward bus lines along bridge corridors, and new express bus service along SR-37, as well as required PDA frequency boost investments.



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

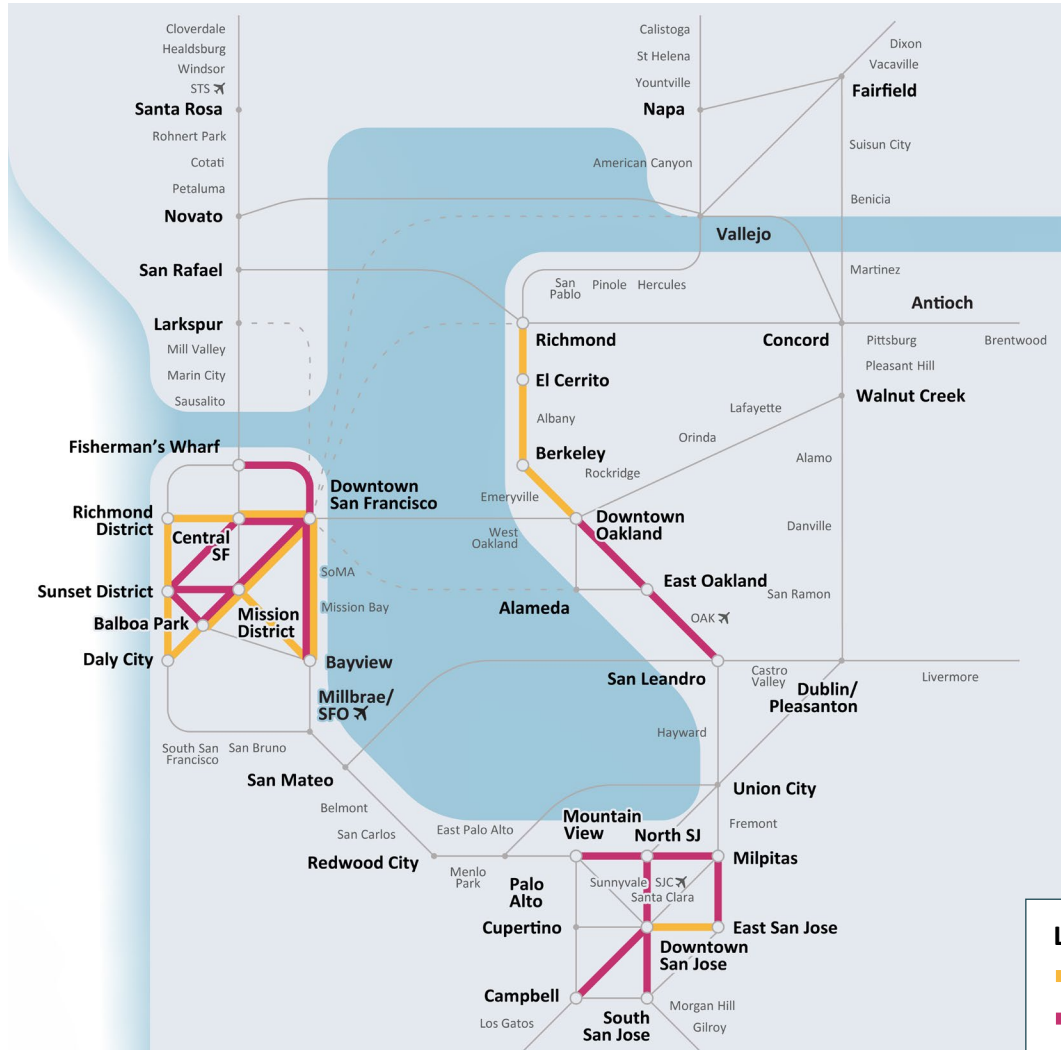


Draft Network: Frequency Improvements (All Modes – PM Peak)

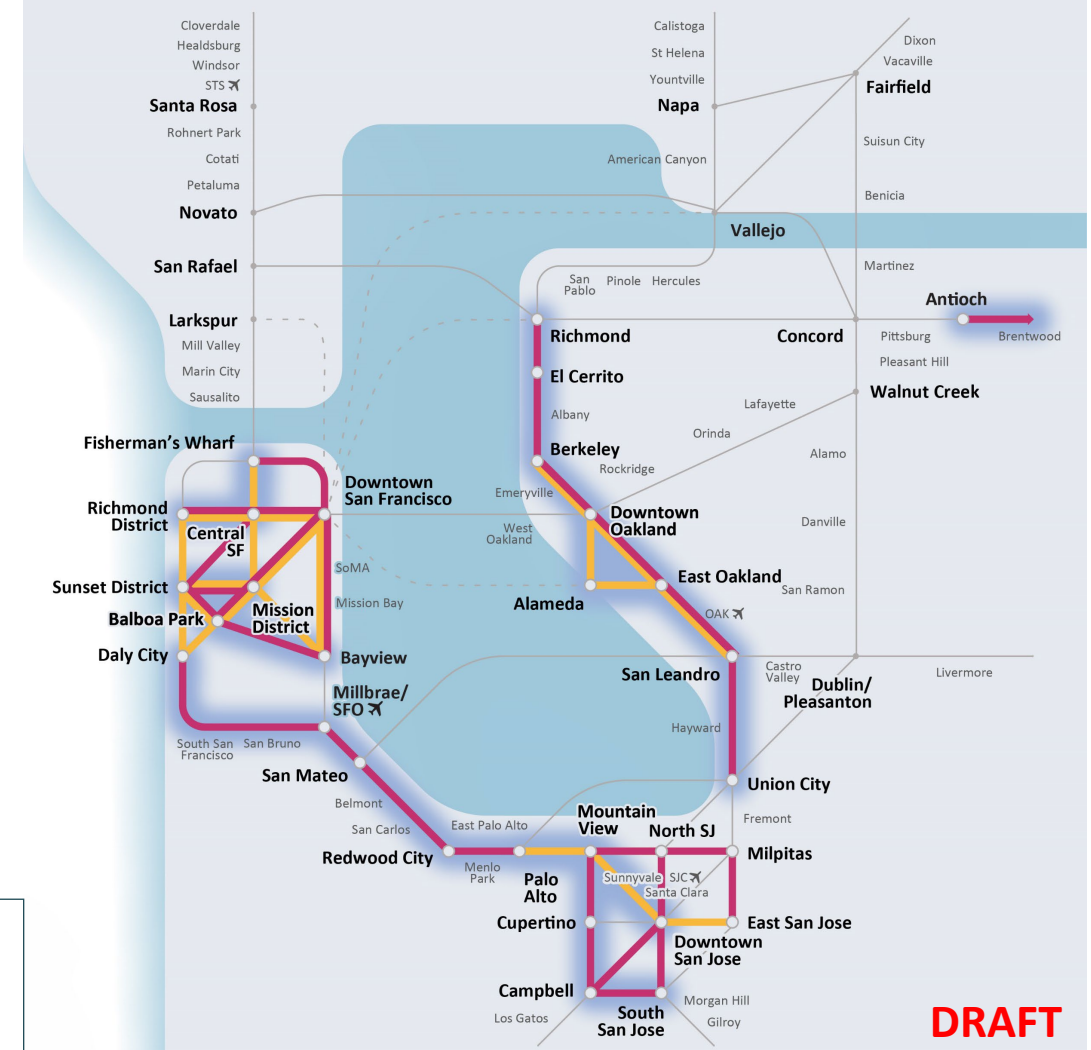


Draft Network: Transit Priority Features

Existing BRT, LRT, and Rapid Network of Links



Proposed BRT, LRT, and Rapid Network of Links



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



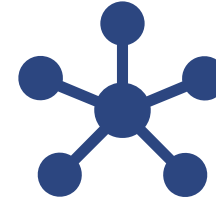
Improved **customer experience**:

- ✓ 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

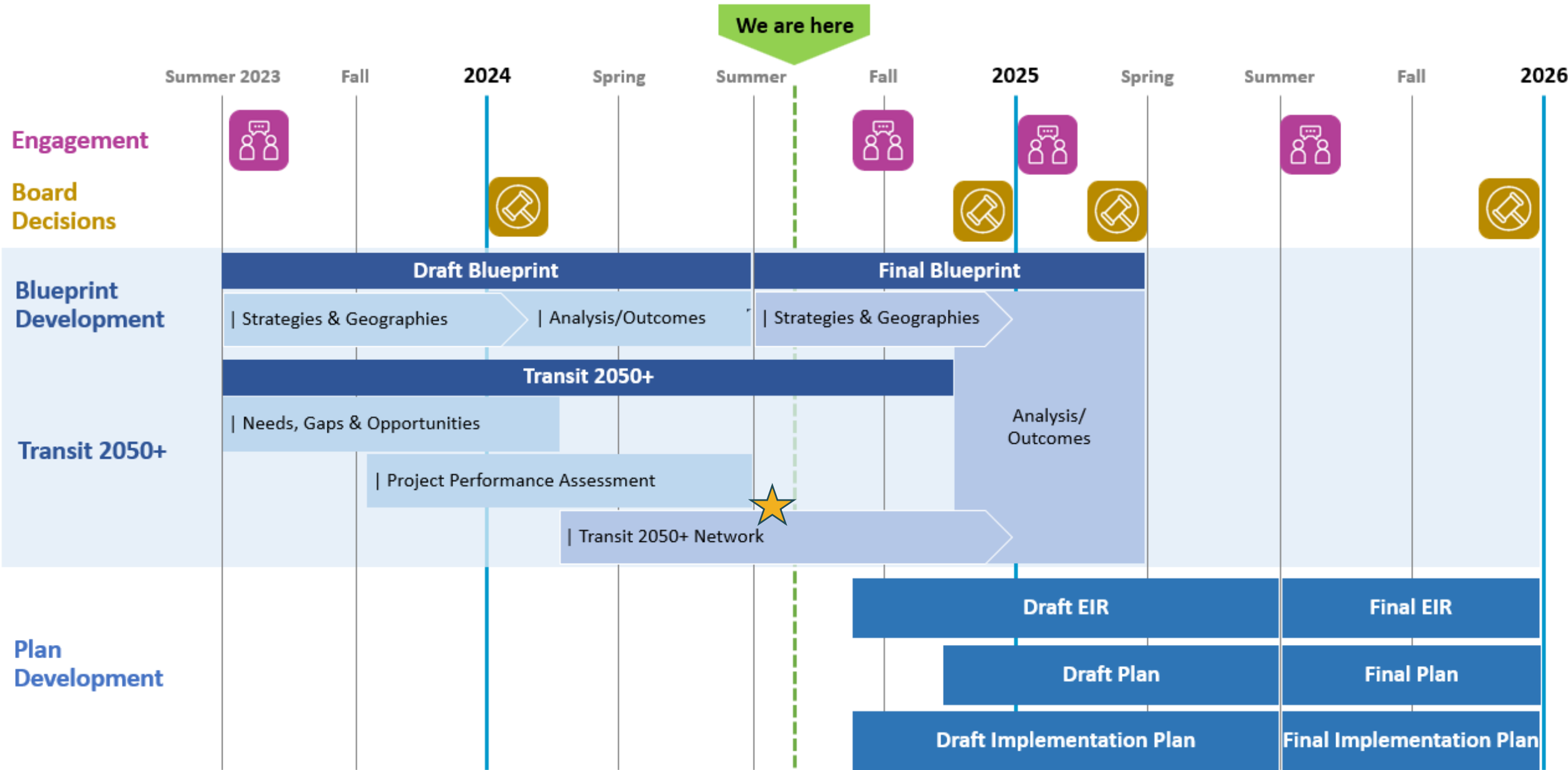


Improved **transit speed and reliability**:

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

Note: The forthcoming Network Performance Assessment will further quantify these benefits.

Next Steps: Integration of Modal Plan into Regional Plan



* Dates are tentative and subject to change

= Focus of today's presentation



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PLAN BAY AREA 2050 +



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Questions and Comments

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