

The background features a dark blue field with several white icons: a large arrow pointing up and right, a person standing at a transit stop with an upward arrow, a downward arrow, and a bus icon. A large white arrow points left from the bottom left. A blue semi-transparent box covers the bottom right portion of the image.

TRANSIT 2050 +

PLAN BAY AREA 2050 +



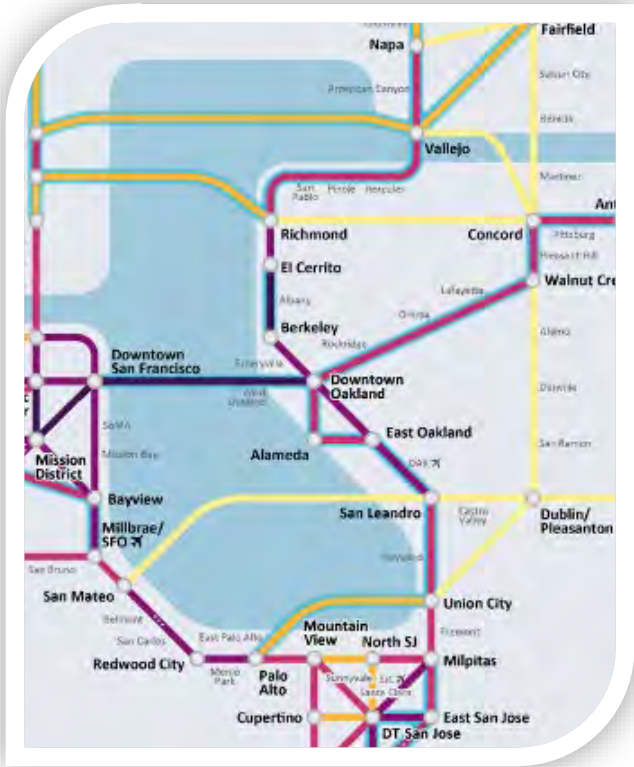
ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Draft Project Performance & Draft Transit Network

MTC Planning Committee

September 13, 2024

Transit 2050+: Toward a More Connected Network



3	3	Advances	Advances	A
7	6	Challenges	Even	A
<0.5	6	Challenges	Even	A
6	5	Challenges	Challenges	A
<0.5	<0.5	Challenges	Even	A
1	4	Challenges	Advances	A
0.5	2	Advances	Even	A
<0.5	2	Challenges	Advances	A
6	6	Even	Even	A
3	4	Challenges	Even	A
1	3	Challenges	Challenges	A
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2	3	Challenges	Even	A
1	3	Advances	Even	Ct
<0.5	<0.5	Challenges	Advances	A
3	2	Advances	Advances	A
2	0.9	Challenges	Even	A
3	3	Even	Even	A
9	1	Challenges	Even	A
6	4	Even	Even	A
3	2	Even	Advances	A
1	<0.5	Challenges	Challenges	A



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.

Project Performance: Transit Megaprojects

- Megaprojects (with capital and operating costs exceeding \$1 billion) may provide **significant multigenerational benefits** to the region and state, in particular by catalyzing new housing and commercial development & reducing per-capita GHG.
- That being said, **capital costs have continued to rise faster than inflation**, contributing to lower overall benefit-cost scores – particularly for capital-intensive megaprojects.
- Fiscal constraint requires strategic decisions about how to include projects in Transit 2050+ and **continued efforts to manage project costs and speed project delivery.**

Notable Megaprojects Included in Transit 2050+ Network



BART to Silicon Valley Phase II



Caltrain/HSR Portal

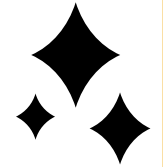


Valley Link

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.



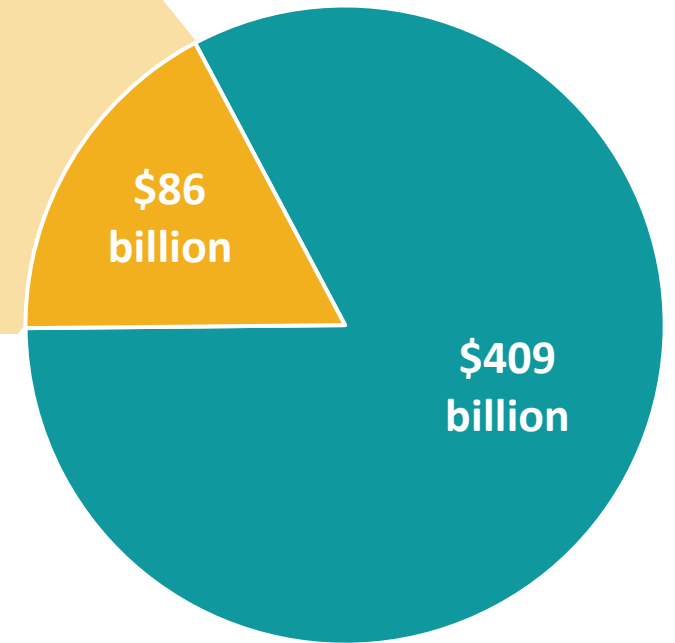
New revenues and policy changes are a prerequisite to fully deliver the fiscally-constrained Draft Network, including:

- 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)

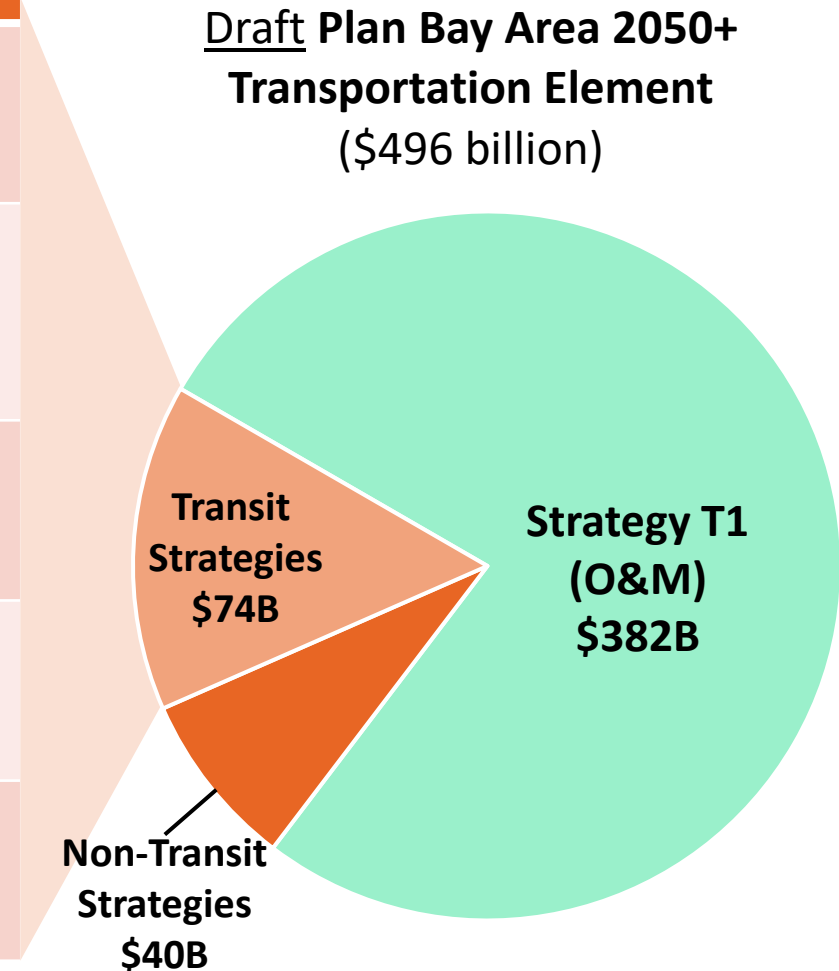


■ Existing ■ New/Anticipated

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

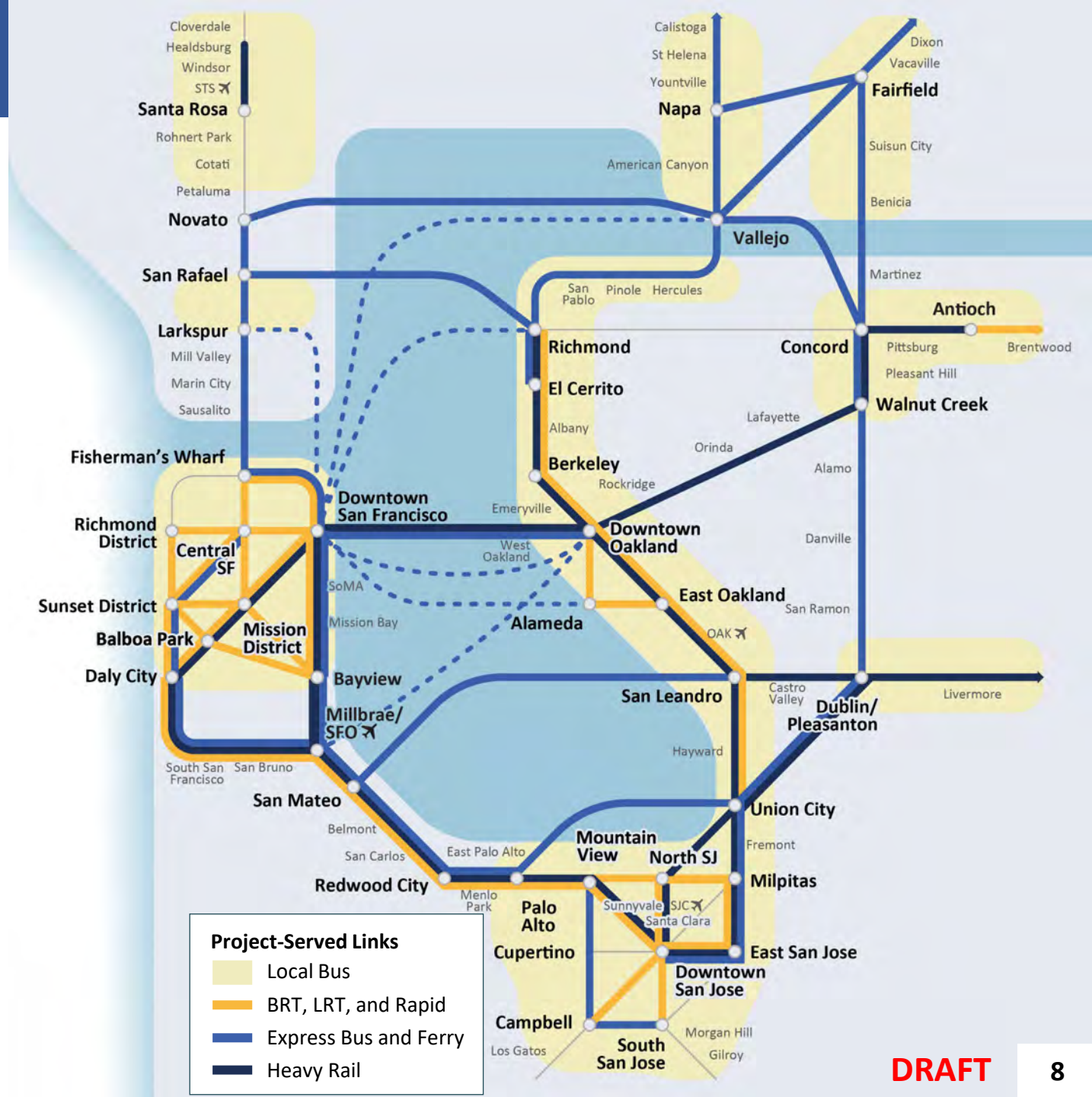


Non-transit strategies include electrification, demand management, active transportation, safety, pricing, highways, etc.

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.

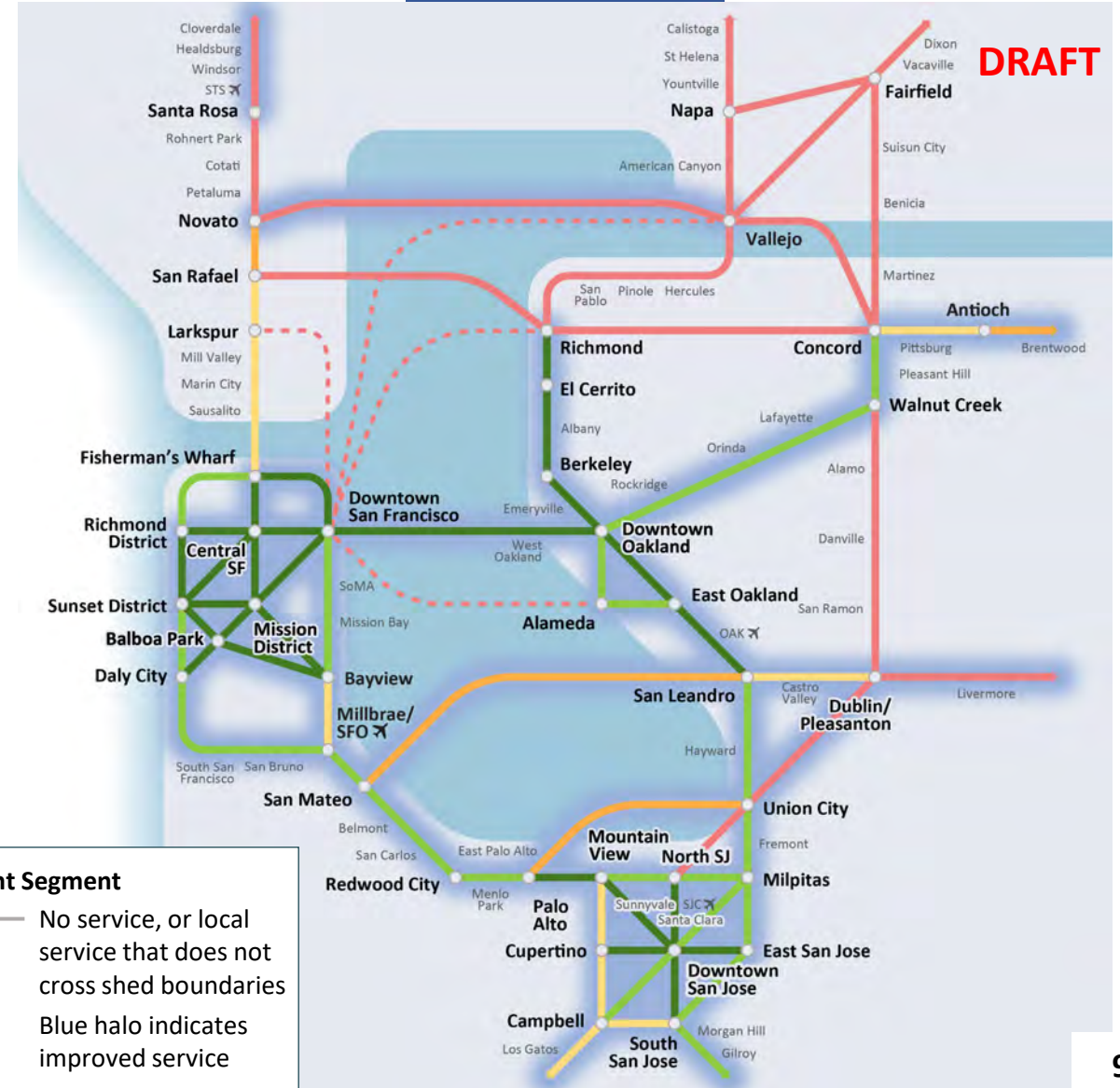


Draft Network: Frequency Improvements (All Modes – Mid-Day)

Existing



Existing Plus Draft Network

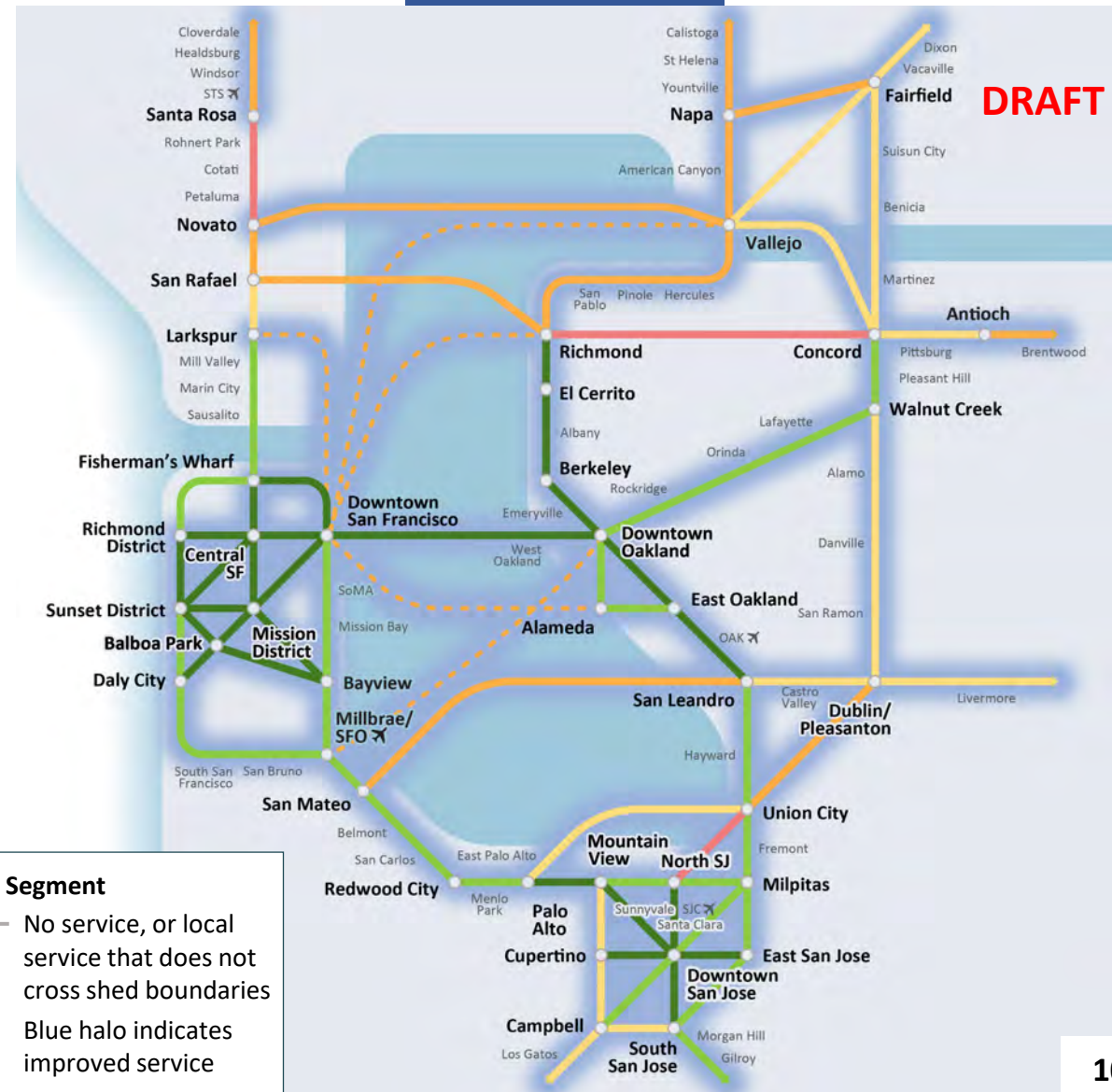


Draft Network: Frequency Improvements (All Modes – PM Peak)

Existing



Existing Plus Draft Network



Frequency on Dominant Segment

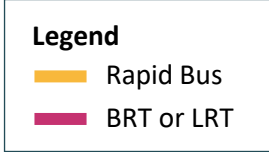
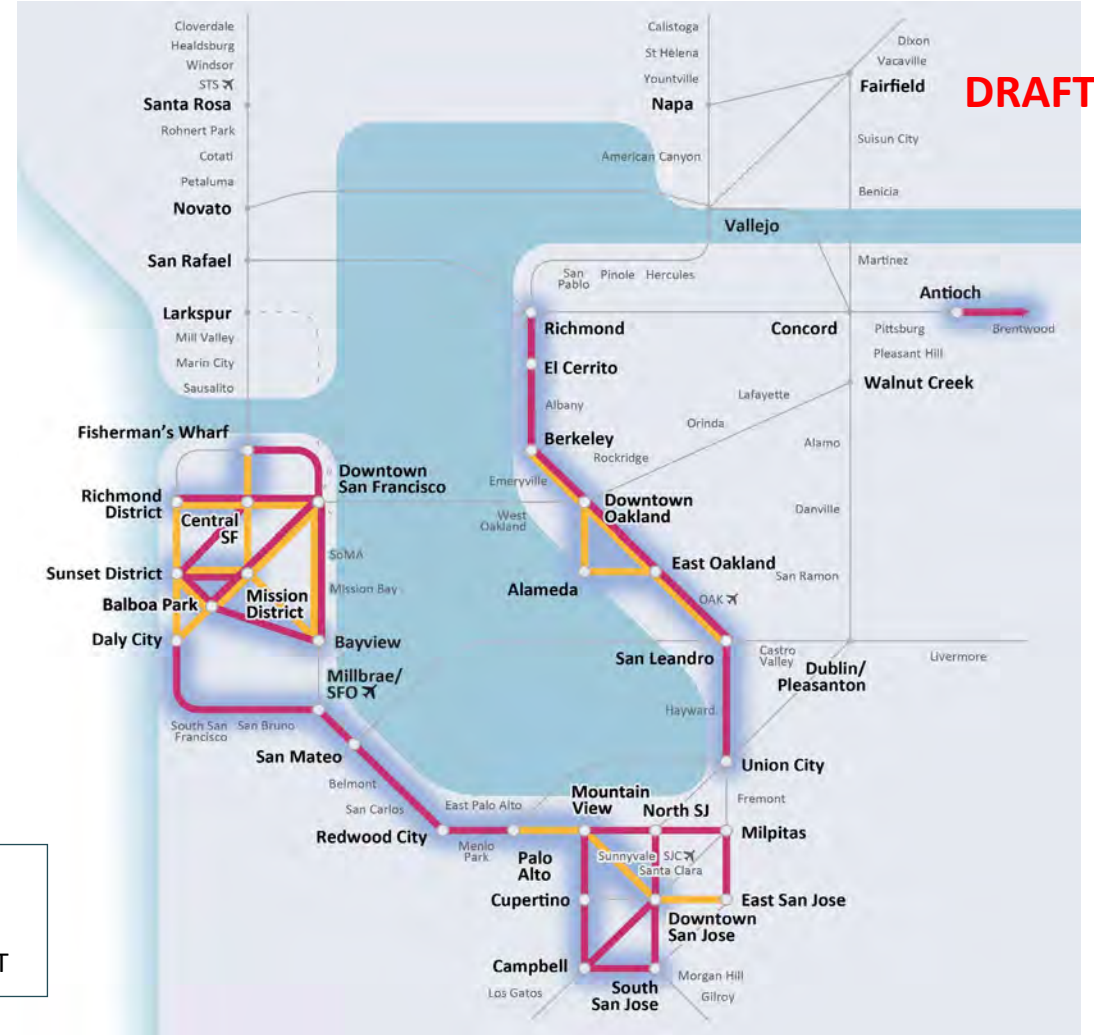
- █ <=5 min
- █ 6-10 min
- █ 11-15 min
- █ 16-30 min
- █ 31+ min
- No service, or local service that does not cross shed boundaries
- █ Blue halo indicates improved service

Draft Network: 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



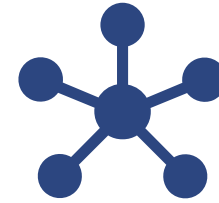
Improved **customer experience:**

- ✓ 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

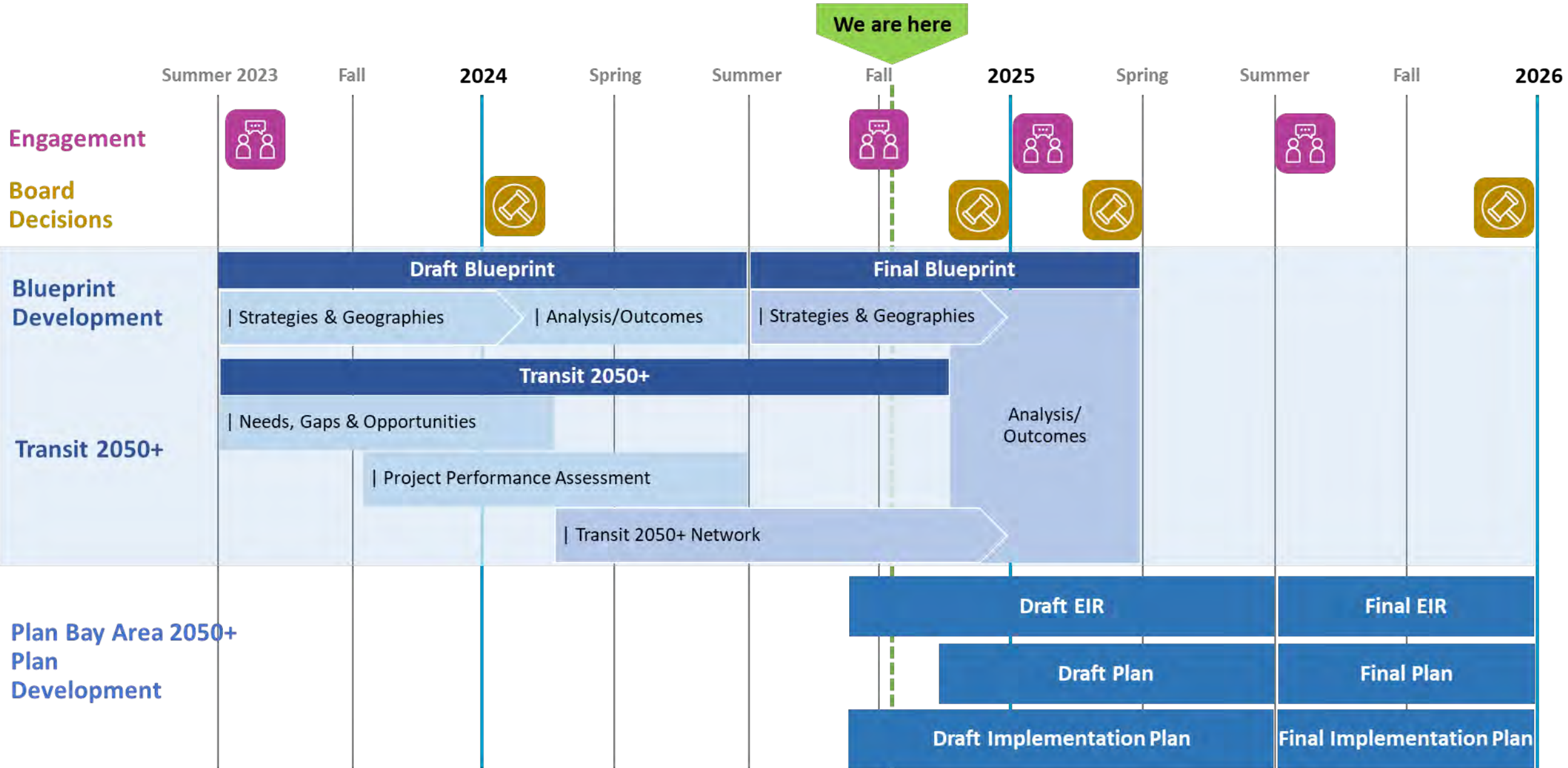


Improved **transit speed and reliability:**

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

Refer to **Attachment D** for additional details on specific projects, including categorization by near-term and long-term given fiscal constraints. The forthcoming Network Performance Assessment will also further quantify benefits listed above.

Next Steps: Integration of Modal Plan into Regional Plan



Dates are tentative and subject to change

TRANSIT 2050 +

PLAN BAY AREA 2050 +



Questions and Comments

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Credit: Joey Kotfica