

The logo for 'TRANSIT 2050+' is located in the top left corner. It consists of a blue rectangular box with a white wavy line at the top, and the text 'TRANSIT 2050+' in white capital letters below it.

TRANSIT 2050+

The background features several white icons on a dark blue background. On the left, there are large, stylized arrows pointing in various directions. In the upper center, there is an icon of a person standing next to a vertical line, with two arrows above them pointing up and down. To the right of this is an icon of a bus. In the lower center, there is a faint icon of a smartphone displaying a transit app interface.

Transit 2050+ & Transit Priority

Making Transit Work for the Region Now and in the Future

SPUR Digital Discourse
September 3rd, 2024

Overview

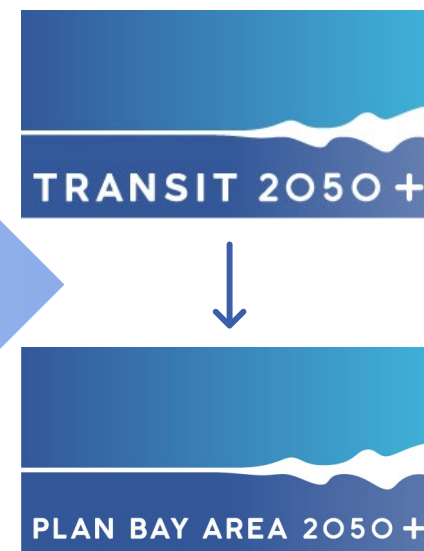
- 1 Transit 2050+ Background
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- 4 Transit 2050+ Draft Network
- 5 Vision for Bay Area Transit
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- 8 BusAID and IDEA TSP
- 9 Discussion + Q&A



Transit 2050+ Background and Purpose



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



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

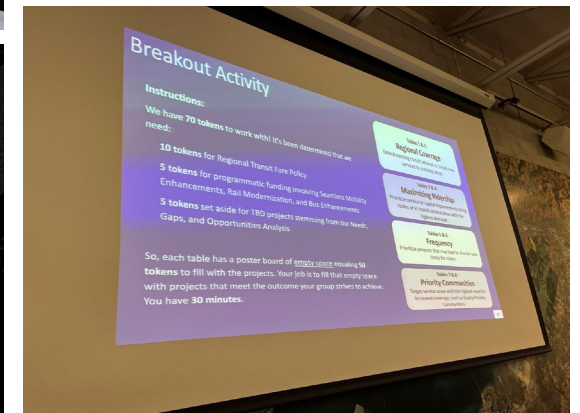
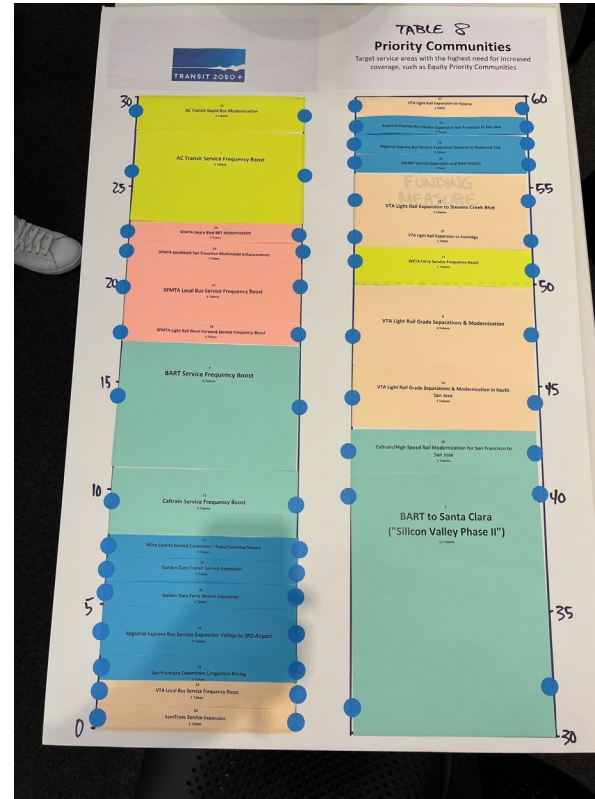


Our Last SPUR Discussion

On ~~October 31st, 2023~~, we joined a SPUR In-Person Workshop to provide background on Transit 2050+ as work started to get underway.

In our group activity, we discussed the challenges of a fiscally-constrained network, especially with lower forecasted revenues, and what that means for the types of projects that can and cannot be included in the plan.

We appreciated your feedback during that session, which helped to inform our organizing principles as we started to develop the Draft Transit 2050+ Network.



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	

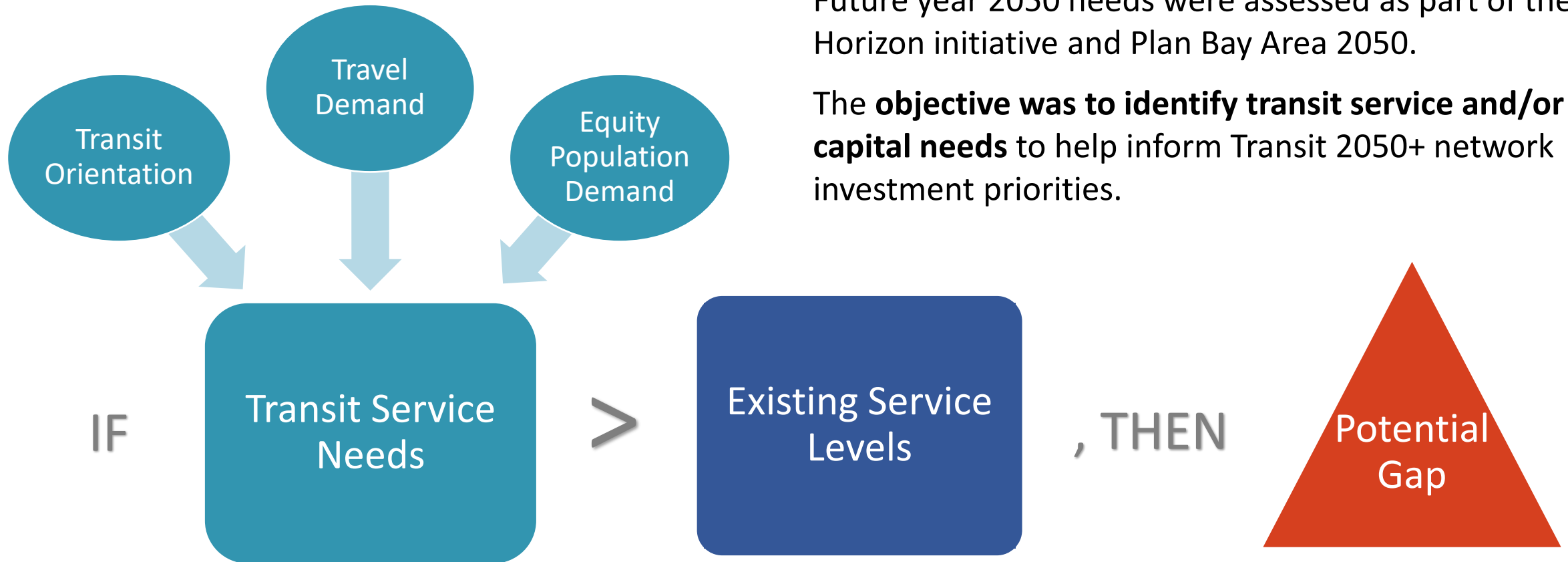


Analyzed Needs, Gaps, and Opportunities
to better align frequency, span, and speed with post-COVID travel demand and land use
(Fall 2023 and Winter 2024)

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)

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, Gaps and Opportunities Analysis



Gap Locations

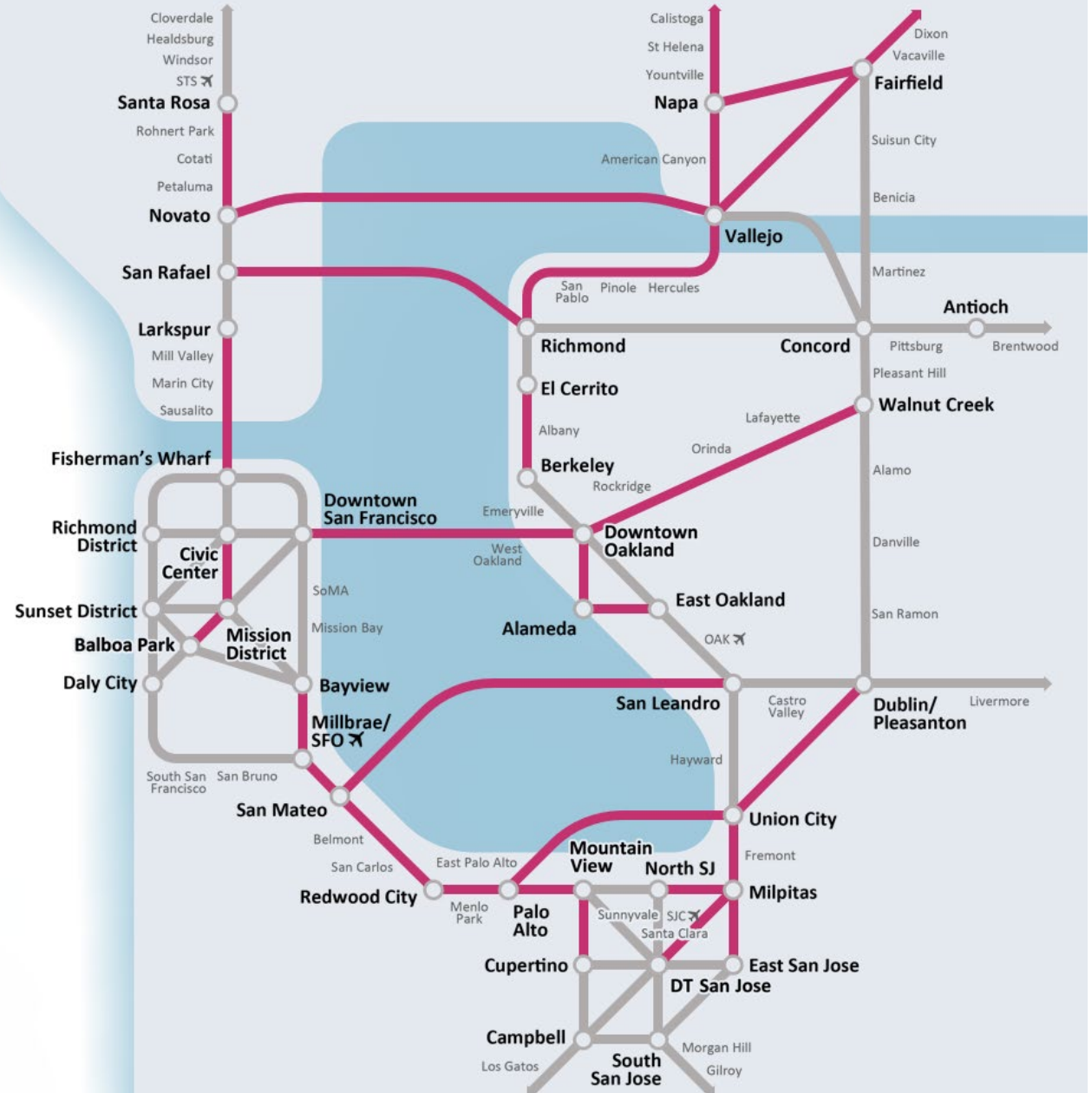
This map shows where transit frequency provided does not meet or exceed the threshold identified by the combination of transit orientation, travel demand, and EPP demand for at least one time period on weekends.

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



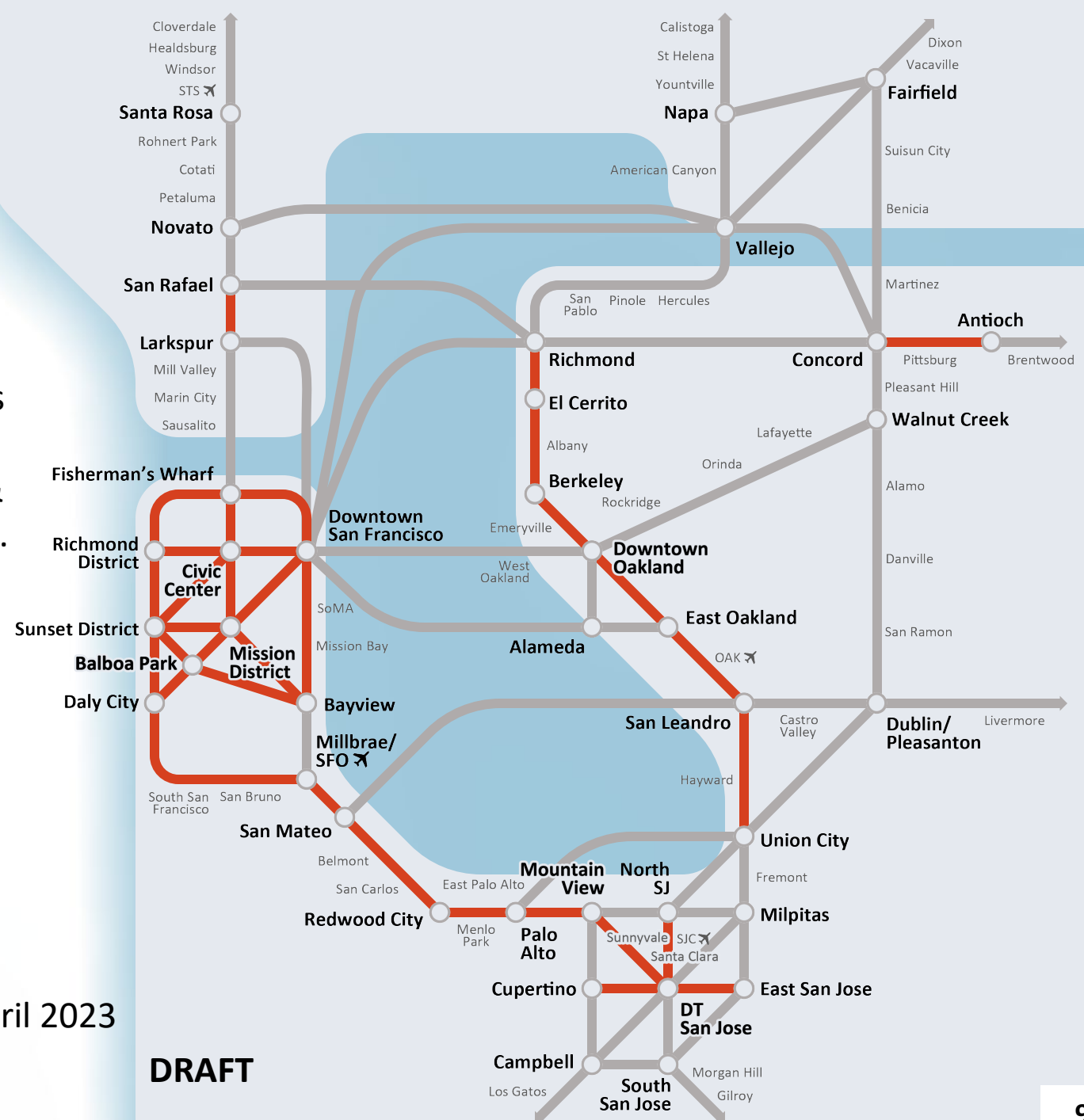
Needs and Gaps:

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



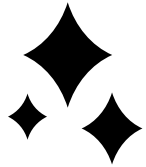
DRAFT

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.



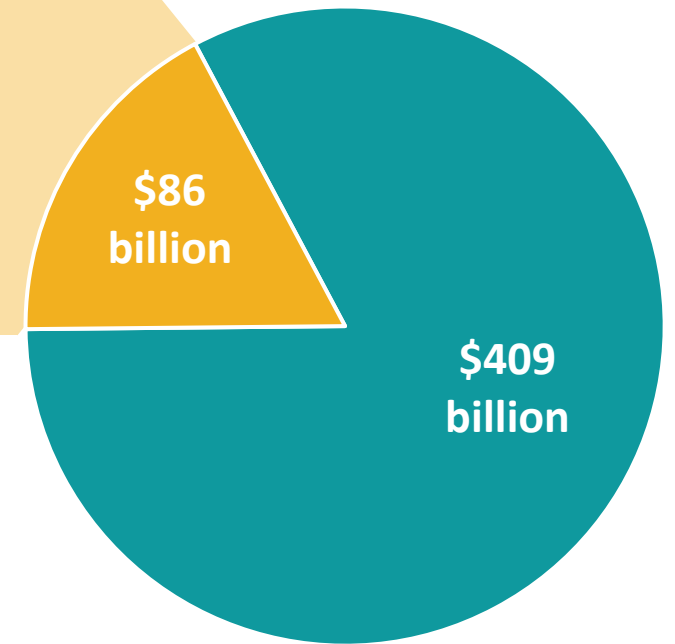
New revenues and policy changes are a prerequisite to fully deliver the fiscally-constrained Draft Network, including:

- 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)

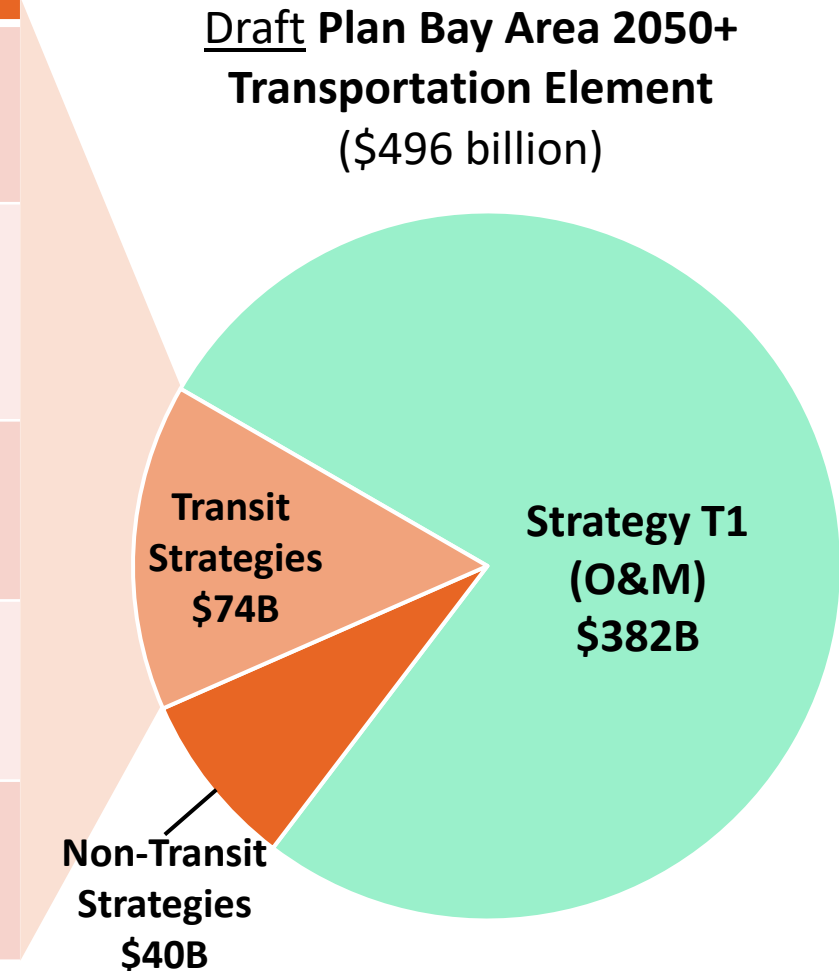


■ Existing ■ New/Anticipated

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: 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”

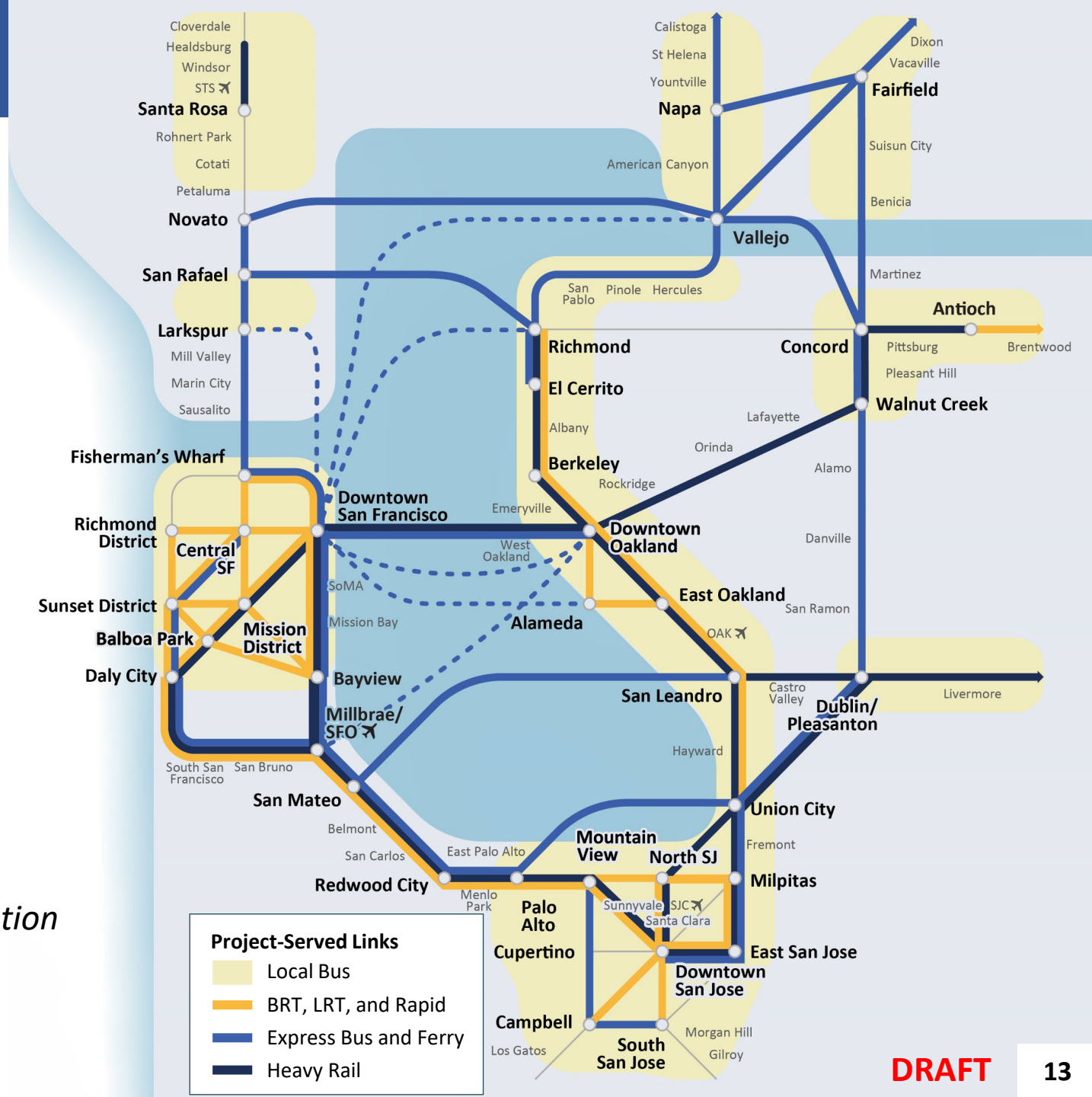
Opening Year: 2036 through 2050

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.
- **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.

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.

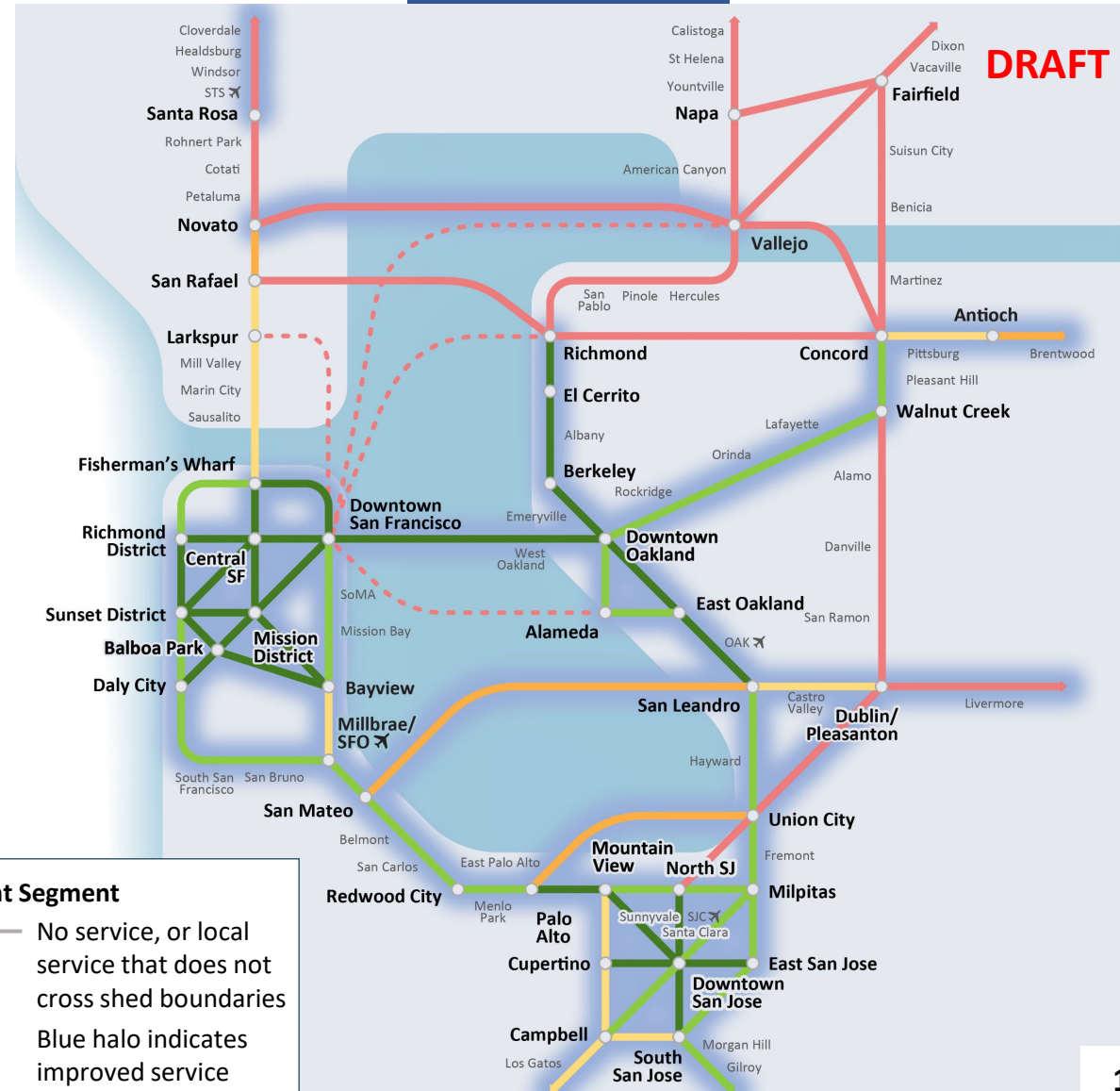


Draft Network: Frequency Improvements (All Modes – Mid-Day)

Existing



Existing Plus Draft Network



Frequency on Dominant Segment

- Dark Green: ≤ 5 min
- Light Green: 6-10 min
- Yellow: 11-15 min
- Orange: 16-30 min
- Red: 31+ min

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

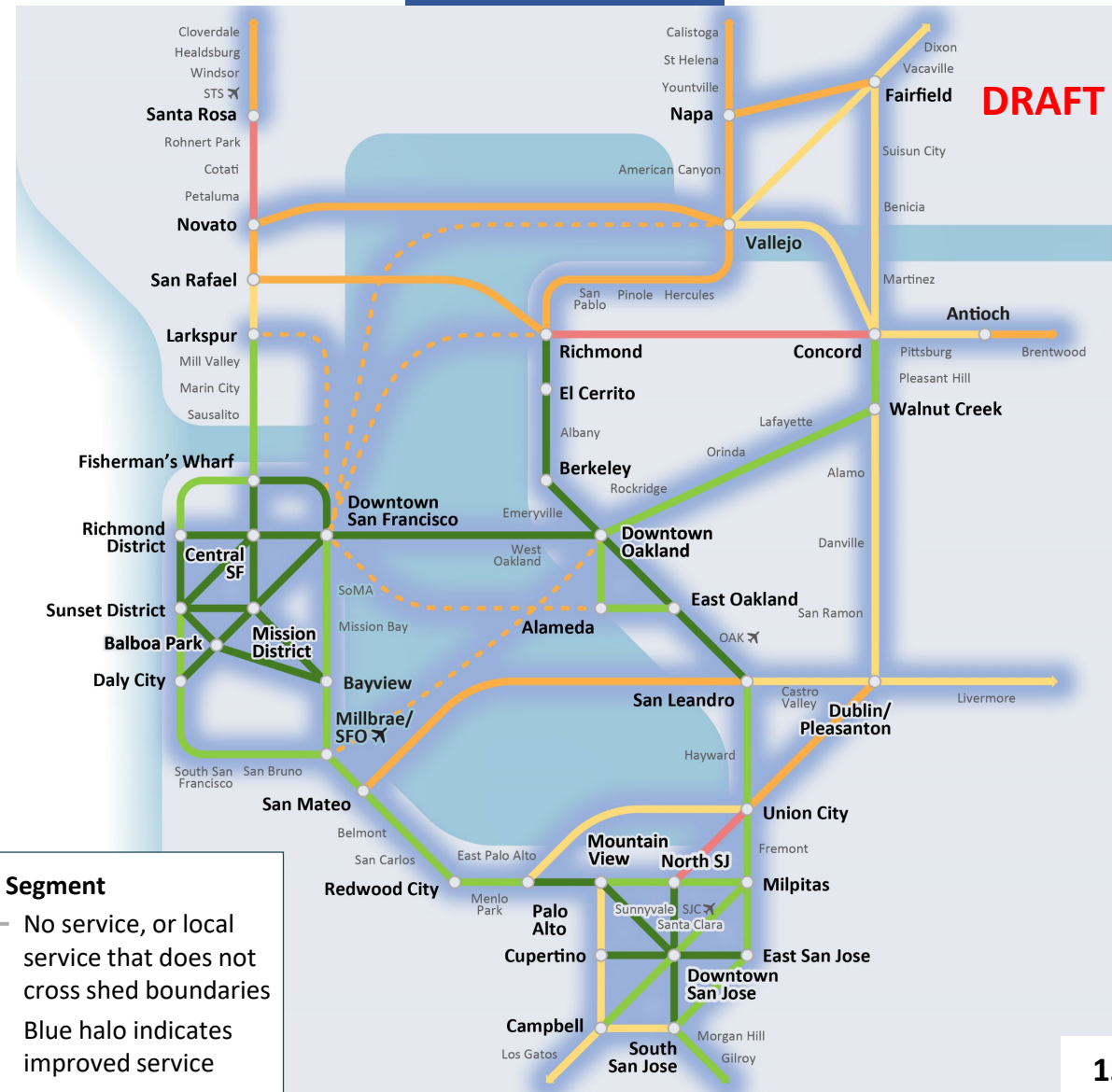
Blue halo indicates improved service

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

Existing

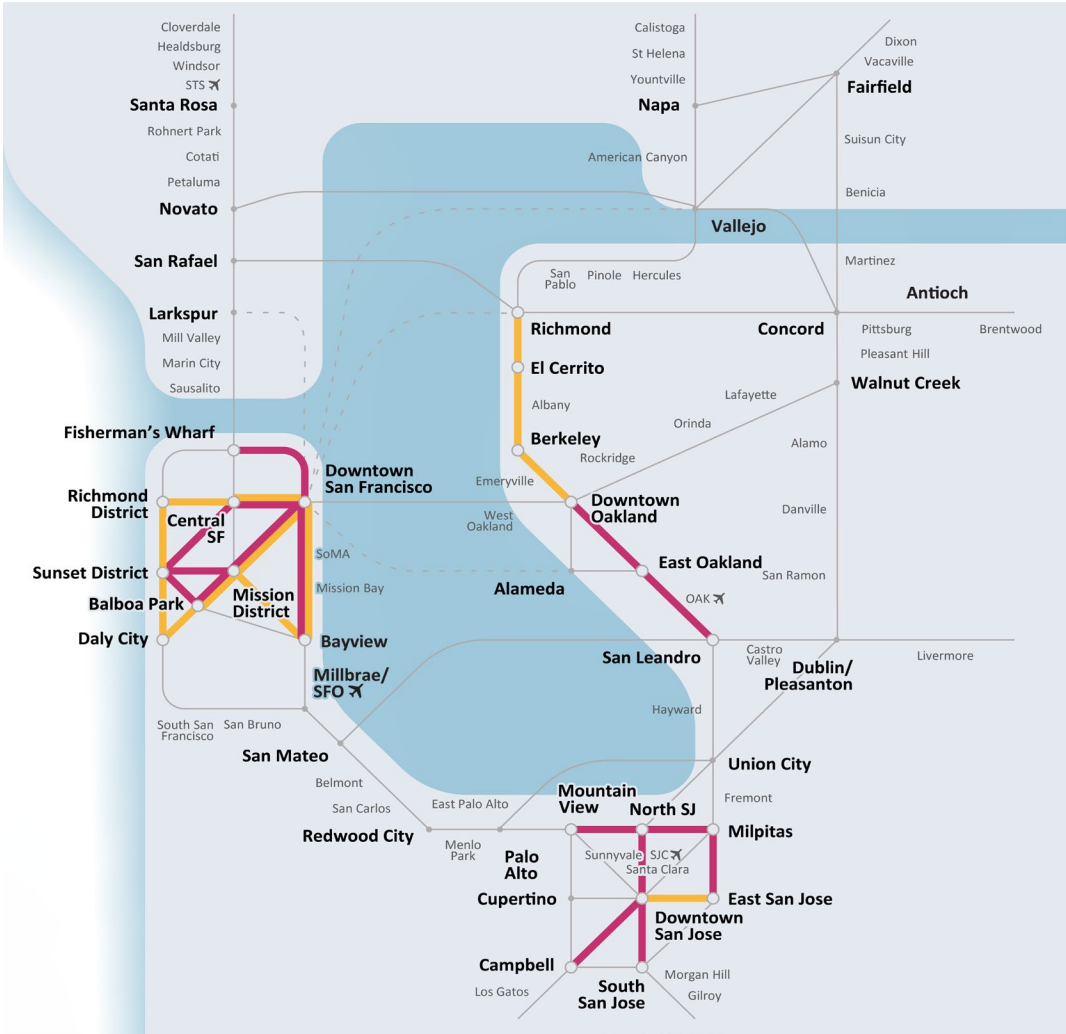


Existing Plus Draft Network

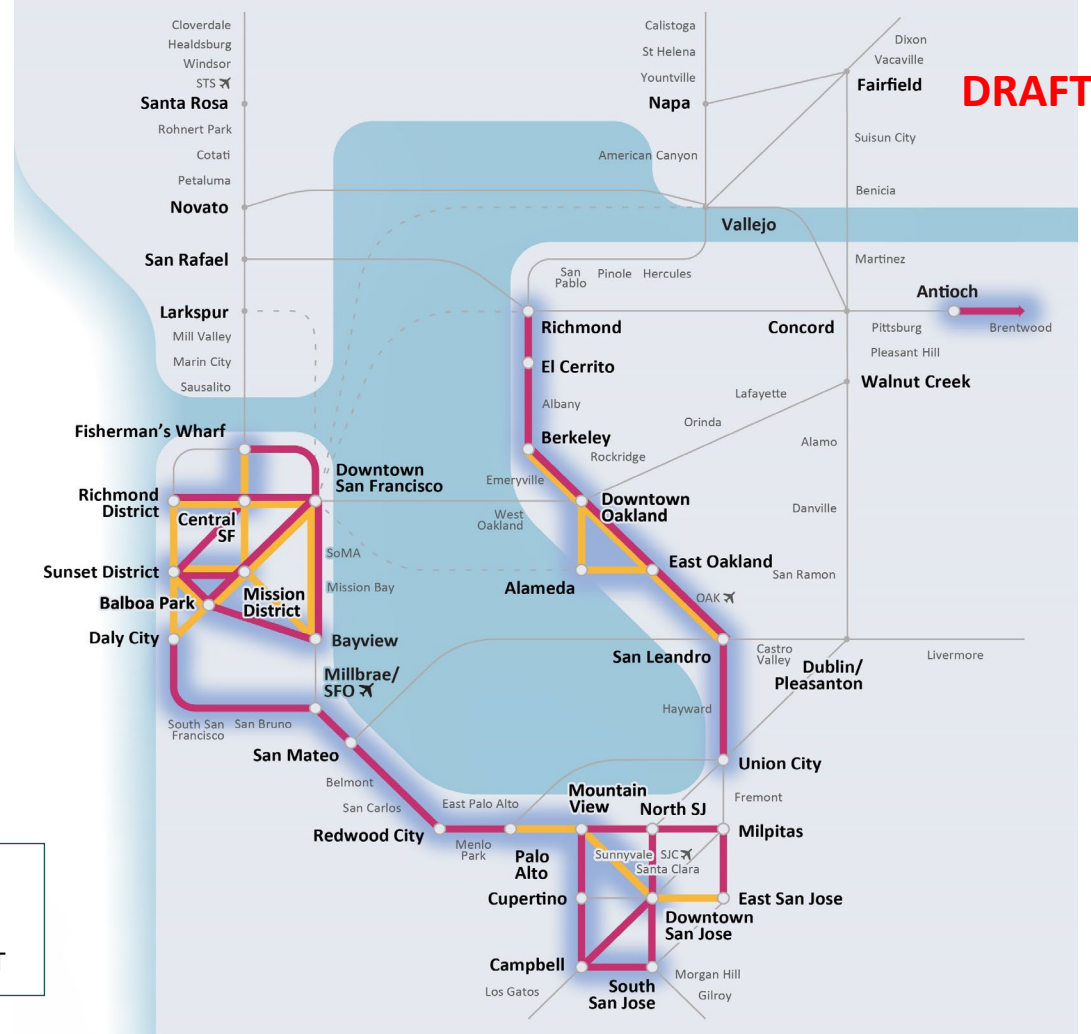


Draft Network: Transit Priority Features

Existing BRT, LRT, and Rapid Network of Links



Proposed BRT, LRT, and Rapid Network of Links



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



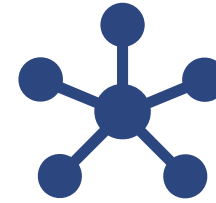
Improved **customer experience:**

- ✓ 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

Draft Network: Stakeholder Involvement

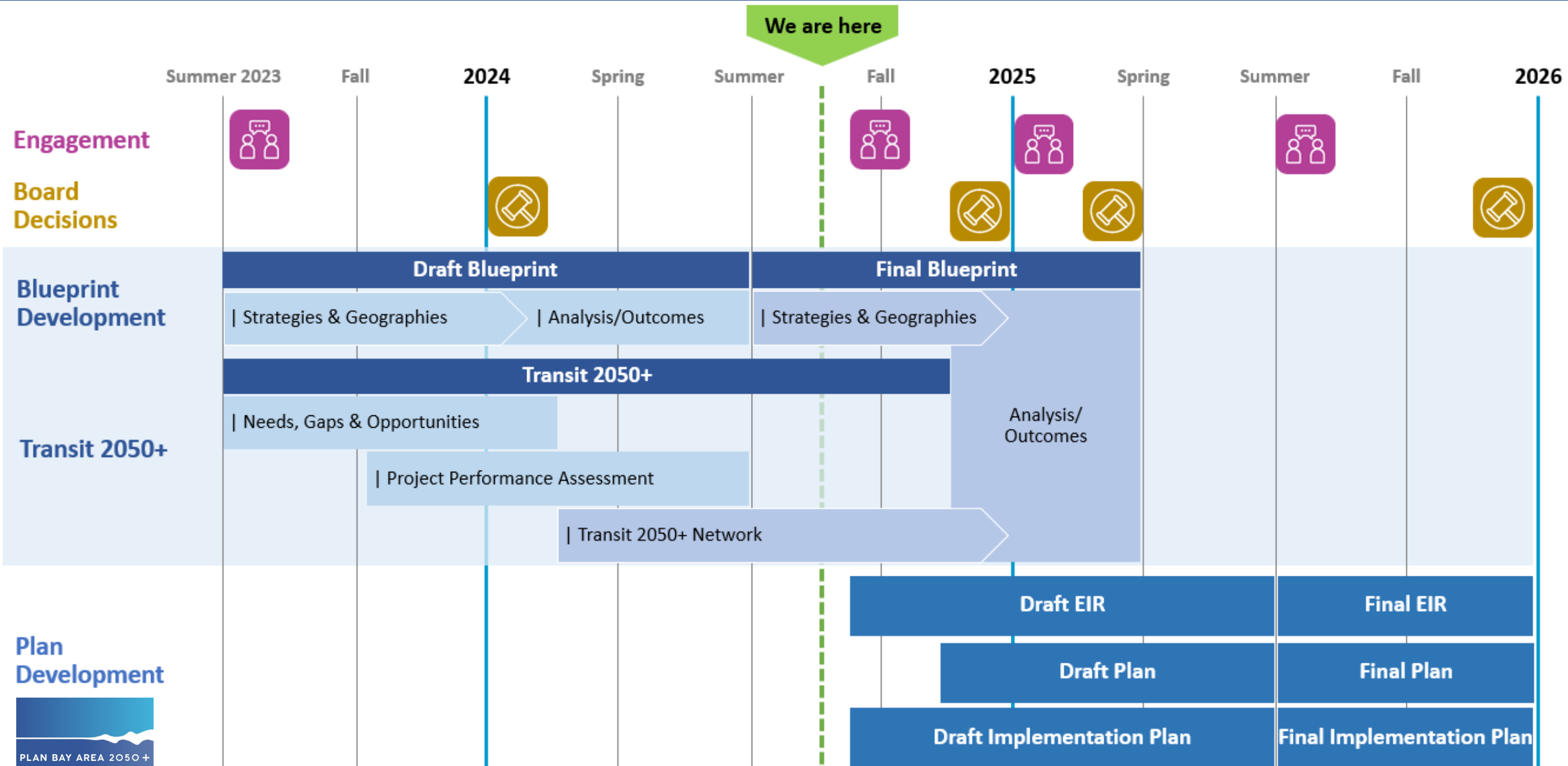
Our Draft Transit 2050+ Network was released publicly in July 2024 after considerable feedback from city, county, agency and other stakeholders. Since the release, we've continued to seek public input as we work toward developing the next version of the Draft Transit 2050+ Network.



Stakeholder Involvement Timeline:



Next Steps: Integration of Modal Plan into Regional Plan

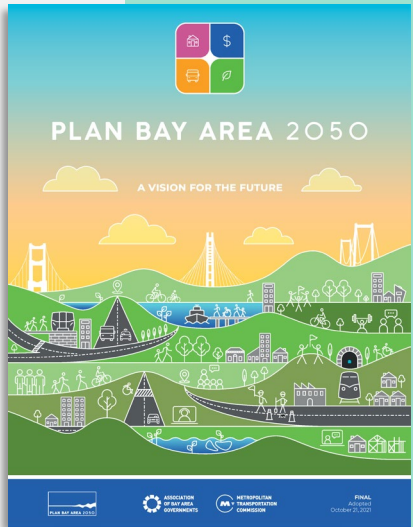


* Dates are tentative and subject to change



Vision for Bay Area Transit

Plan Bay Area 2050 (PBA)



- Infuses billions of dollars into faster, more reliable transit.
- Improves access to frequent transit and to safe bicycle and pedestrian facilities.
- Achieves state-mandated greenhouse gas reduction target.

Transit Transformation Action Plan (TAP, 2021)

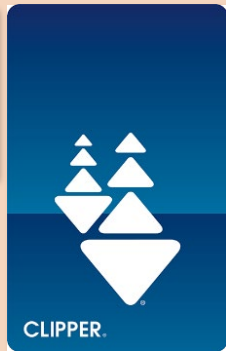


- Key component of PBA 2050's Implementation Plan.
- Near-term implementation helps revitalize Bay Area transit.
- Regional Network Management (RNM) section created in late 2023 to advance TAP.

Regional Network Management (RNM)

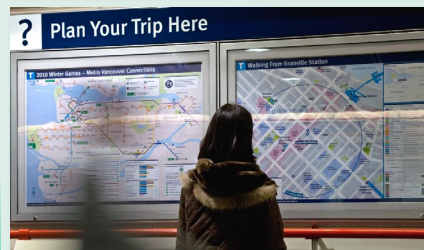
I. Fares and Payment

Simpler, consistent, and equitable fare and payment options.



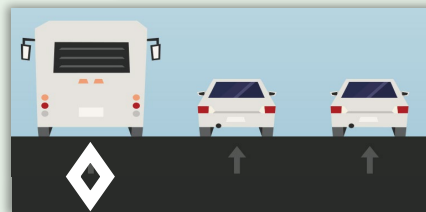
II. Customer Information

Make transit easier to navigate and more convenient.



III. Transit Network

Transit services managed as a unified, efficient, and reliable network.



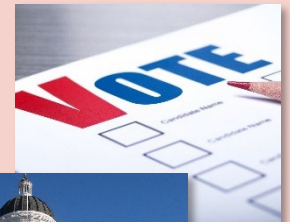
IV. Accessibility

Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.



V. Funding

Use existing resources more efficiently and secure new, dedicated revenue to meet funding needs.



What is Transit Priority?

A toolbox of policies and infrastructure changes that help transit riders get where they want to go more quickly.

Transit Priority:

- ▶ Helps transit vehicles avoid traffic congestion and spend less time at red traffic signals
- ▶ Reduces travel times for transit customers
- ▶ Allows transit to move more predictably, improving transit reliability
- ▶ Lowers the operating cost for providing service



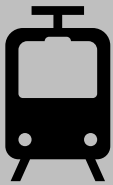
Photo credit: Jeremy Menzies/SFMTA

Regional Transit Priority Efforts

Established Initiatives

New Tools (Regional Network Management)

**Transit
Performance
Initiative
(TPI)**



Funding

**Forward
Commute
Initiatives**



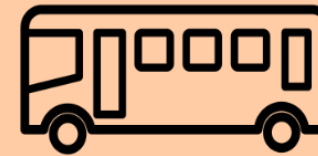
Project Delivery

**Regional
Transit Priority
Policy**



Policy

**Bus Accelerated
Infrastructure
Delivery
(BusAID)**



***Funding
(Quick-build)***

**Innovative
Deployments to
Enhance Arterials
(IDEA)**



***Technical
Assistance***

Transit Performance Initiative (TPI)

- Since 2012, **over \$130 million** has been programmed to 48 capital and planning projects, including:
 - 38/38R Geary Rapid Project (SFMTA)
 - Imola Avenue/SR-29 Express Bus Improvements (NVTA)
 - Cloud-Based Transit Signal Priority (TSP) (SFMTA)
 - San Pablo and Telegraph Rapid Bus Upgrades (AC Transit)
 - Dumbarton Express TSP (AC Transit)
 - Light Rail TSP Improvements (VTA)
 - Senter Road Bus Boarding Islands (VTA)
 - El Camino Real TSP (SamTrans)
 - Marin US-101 Part-Time Transit Lanes (Marin Transit)
 - Dublin Blvd TSP & Queue Jumps (LAVTA)



Bay Bridge Forward West Grand Bus/HOV Lane Extension



Phase 1 completed in 2019

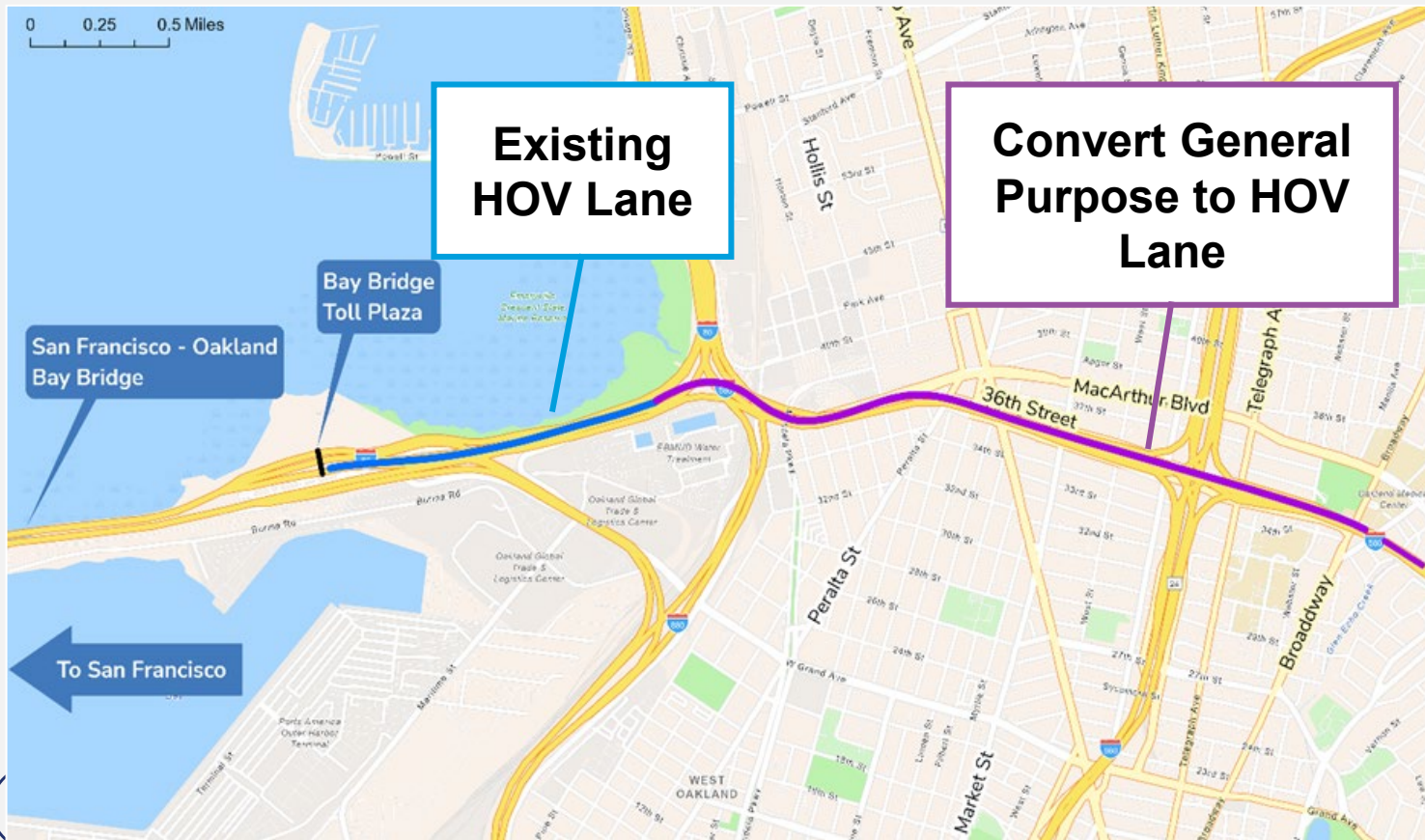
Phase 2 in final design; construction anticipated late 2025 to late 2026



Bay Bridge Forward I-580 Westbound HOV Lane Extension



In final design; Construction anticipated Spring 2025 through late 2025/early 2026



Bay Bridge Forward I-80 HOV Hours of Operations & Lane Access Restrictions Projects



HOV Hours of Operations

Project Status: Planning;

Construction anticipated Summer through Winter 2026

Lane Access Restrictions

Project Status: Planning/Prelim. Engineering;

Construction anticipated Spring 2027 through Summer 2028



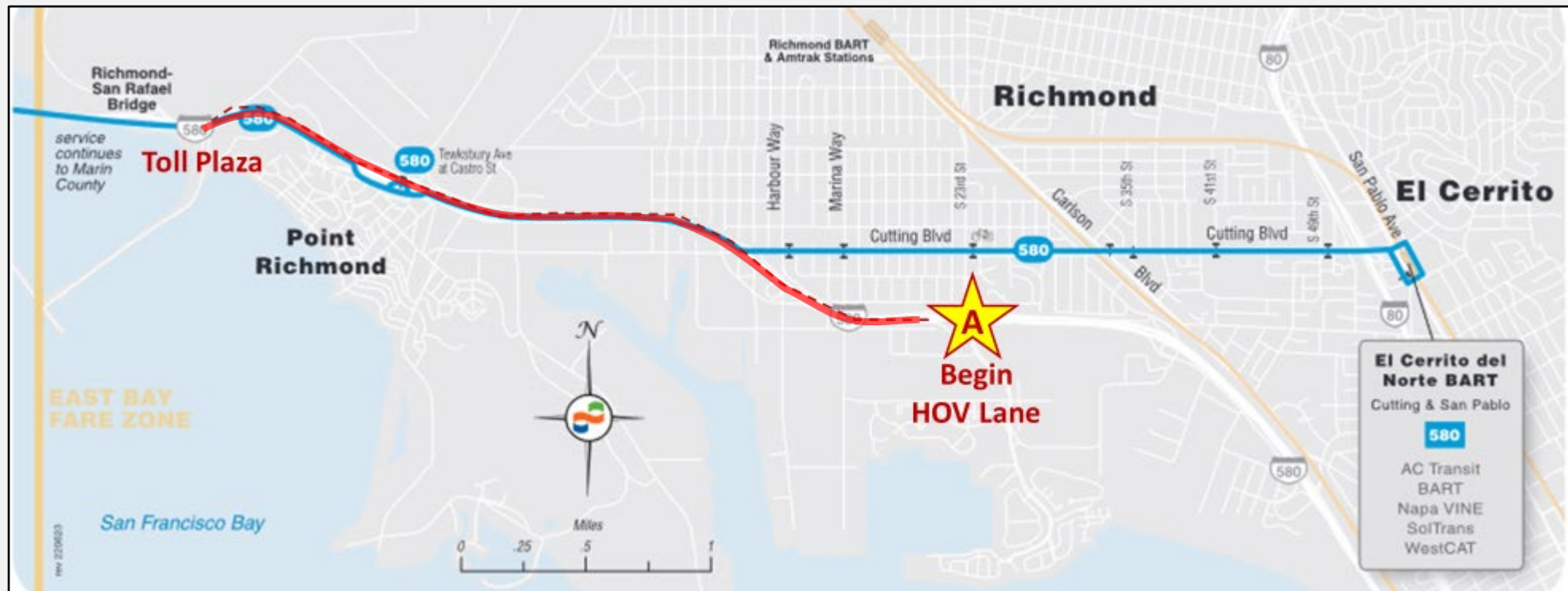
Photo credit: Karl Nielsen (bottom)

Richmond-San Rafael Forward



I-580 Westbound HOV/Bus Lane

In final design. Construction anticipated late 2024 through Spring 2026



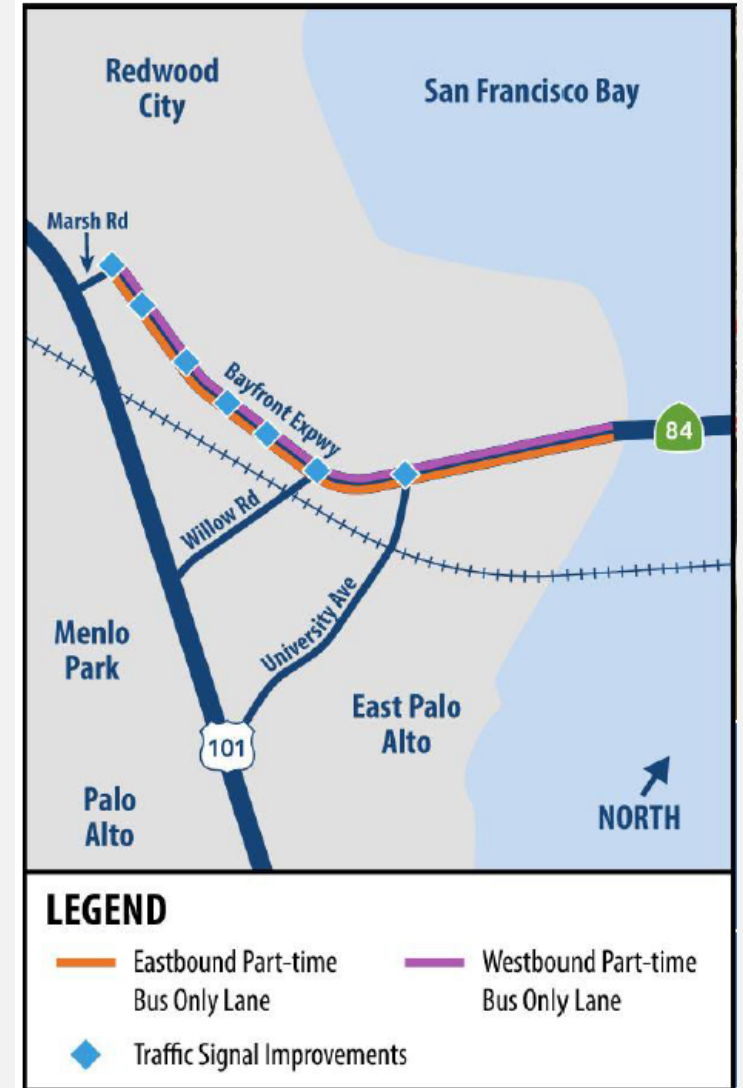
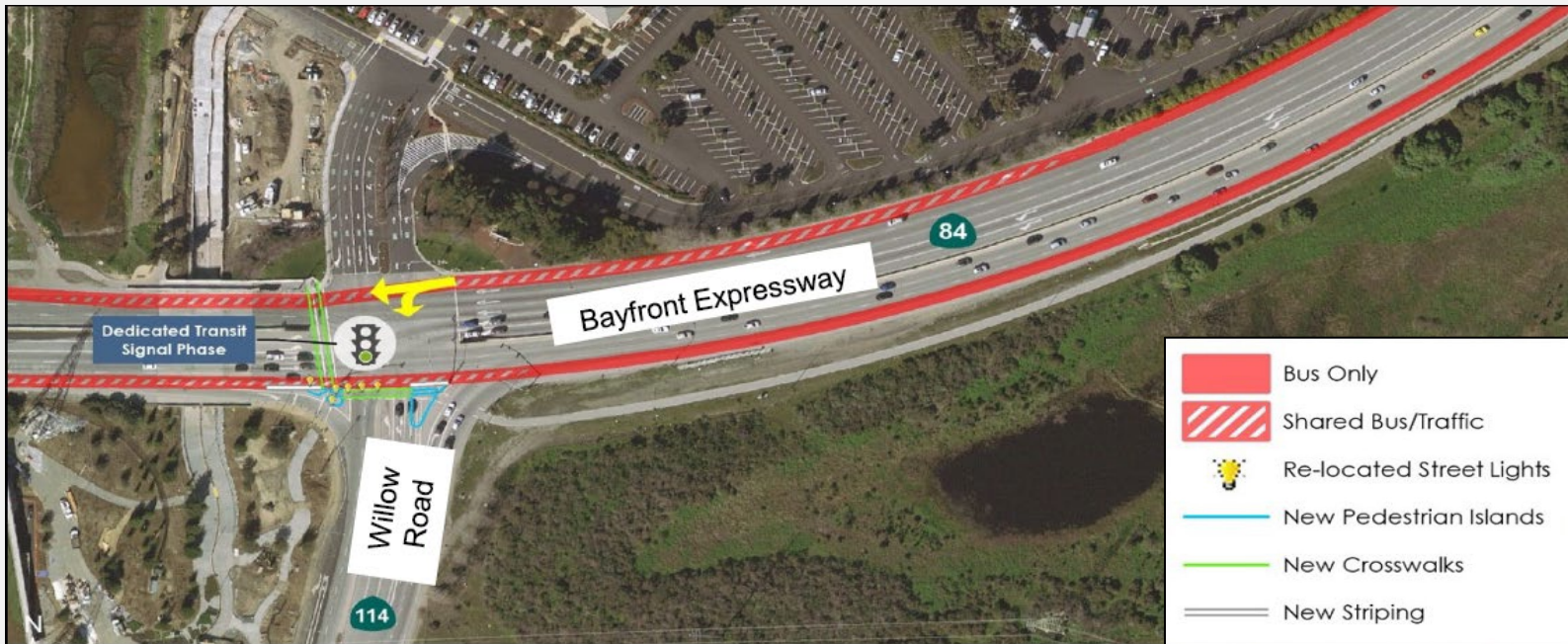
Dumbarton Bridge Forward



Part-Time Bus-Only Lane

Project Status: Final Design

Construction anticipated Spring 2025 through Summer 2026



Regional Transit Priority Policy

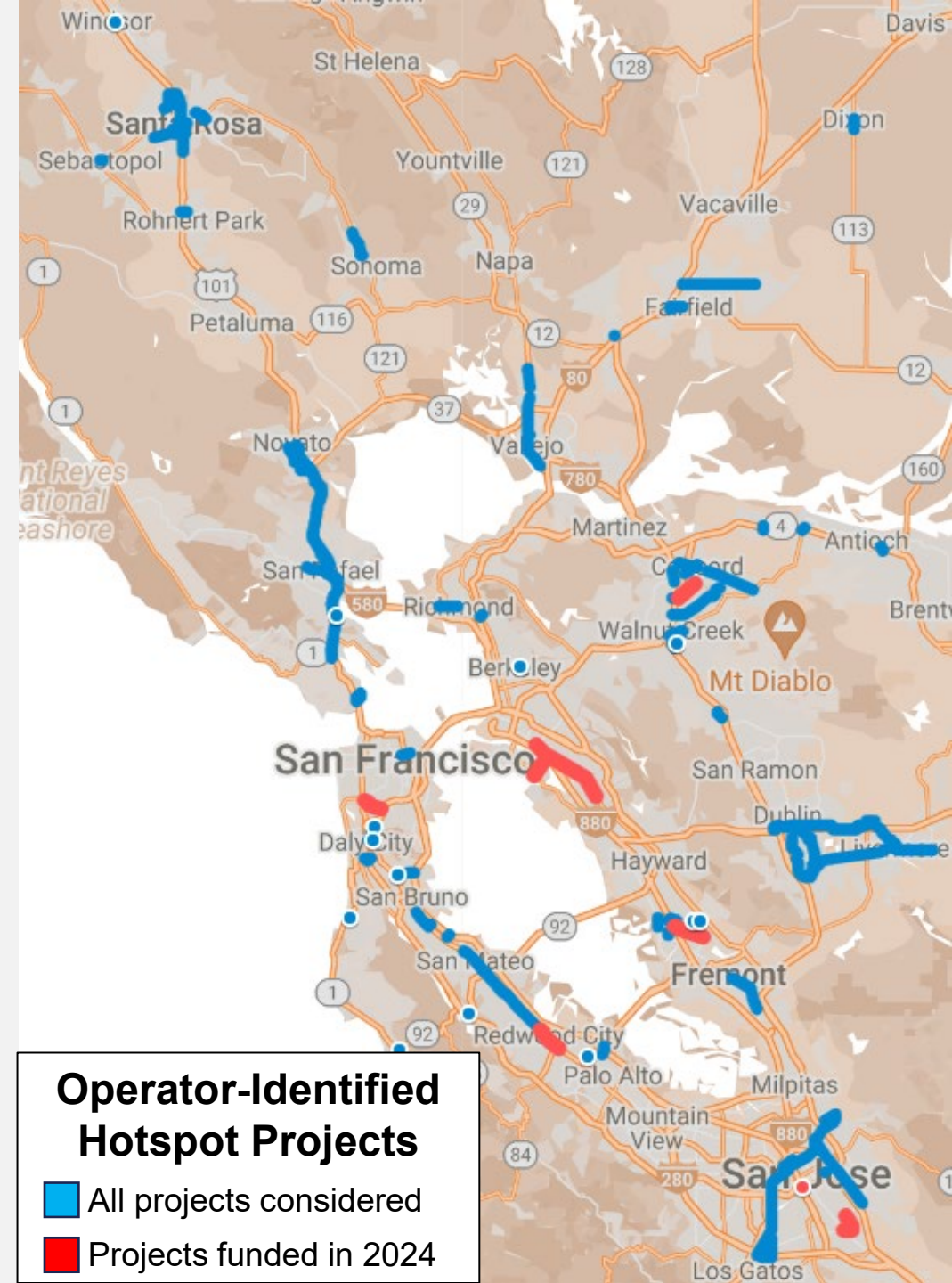
- Policy promotes and supports faster, more reliable transit that moves more people in the Bay Area.
- Effort informed by Transit Priority Working Group made up of transit agencies, county transportation agencies, cities, Caltrans, and transit advocacy organizations



December 2023 Transit Priority Policy Kickoff Workshop.

Bus Accelerated Infrastructure Delivery (BusAID)

- Investing in **quick-build transit priority projects** that maximize transit travel time savings and service reliability improvements for the most people as quickly as possible.
- **In 2024, BusAID funded 8 projects** totaling \$18 million.
 - International Blvd Transit Lane Delineation
 - Park St Transit Signal Priority
 - Monument Corridor Transit Speed Improvements
 - Alvarado-Niles Rd Part-Time Transit Lane Pilot
 - Cloud-Based TSP along VTA's Frequent Network
 - Senter Road Bus Boarding Islands
 - El Camino Real Bus Boarding Islands (Redwood City)
 - K-Ingleside Rapid Project Ocean Ave



Operator-Identified Hotspot Projects

- All projects considered
- Projects funded in 2024

IDEA TSP Program

Innovative Deployments to Enhance Arterials: Transit Signal Priority

- Offering technical assistance grants for planning and designing shovel-ready TSP projects, from signal retiming to cloud-based TSP
- Working to promote TSP in the region by offering Tech Transfer workshops like "TSP 102: Beyond the Basics"



