



TRANSIT 2050 +

SPUR Event

# Transit 2050+ Update and Activity



October 31, 2023



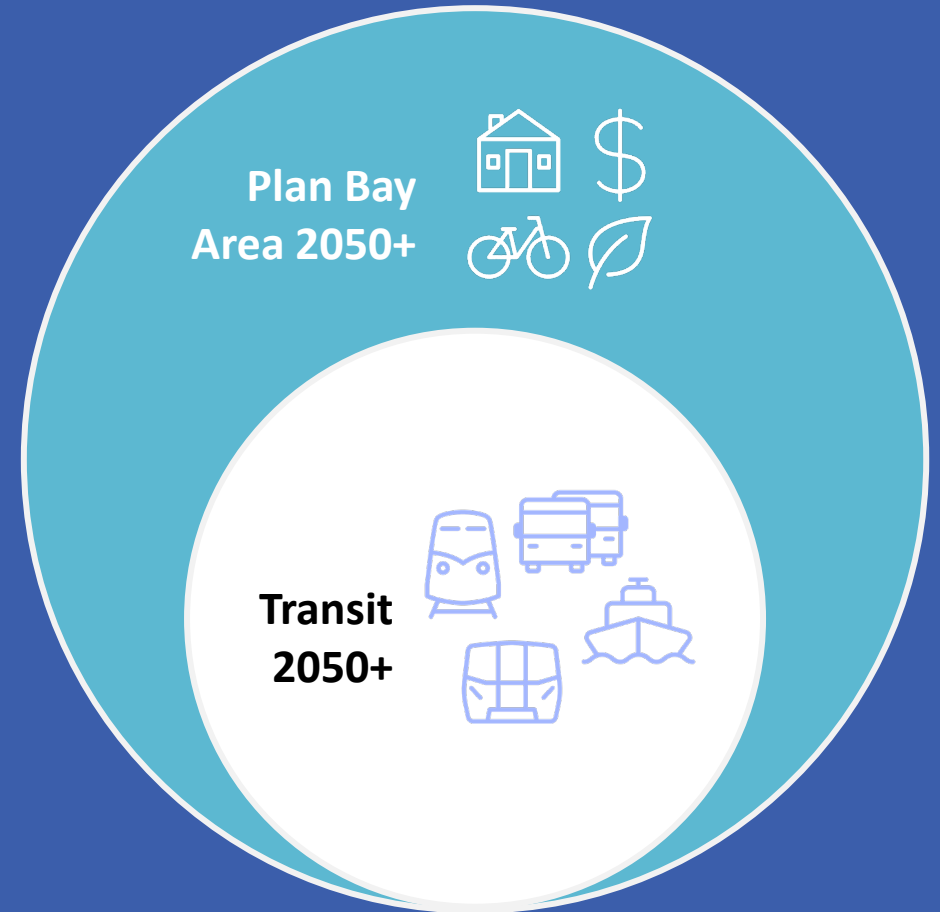
1. Background, Scope, and Schedule
2. Project Management Team
3. Problem Statement, Goals and Network Definitions
4. Funding Picture and Breakout Activity



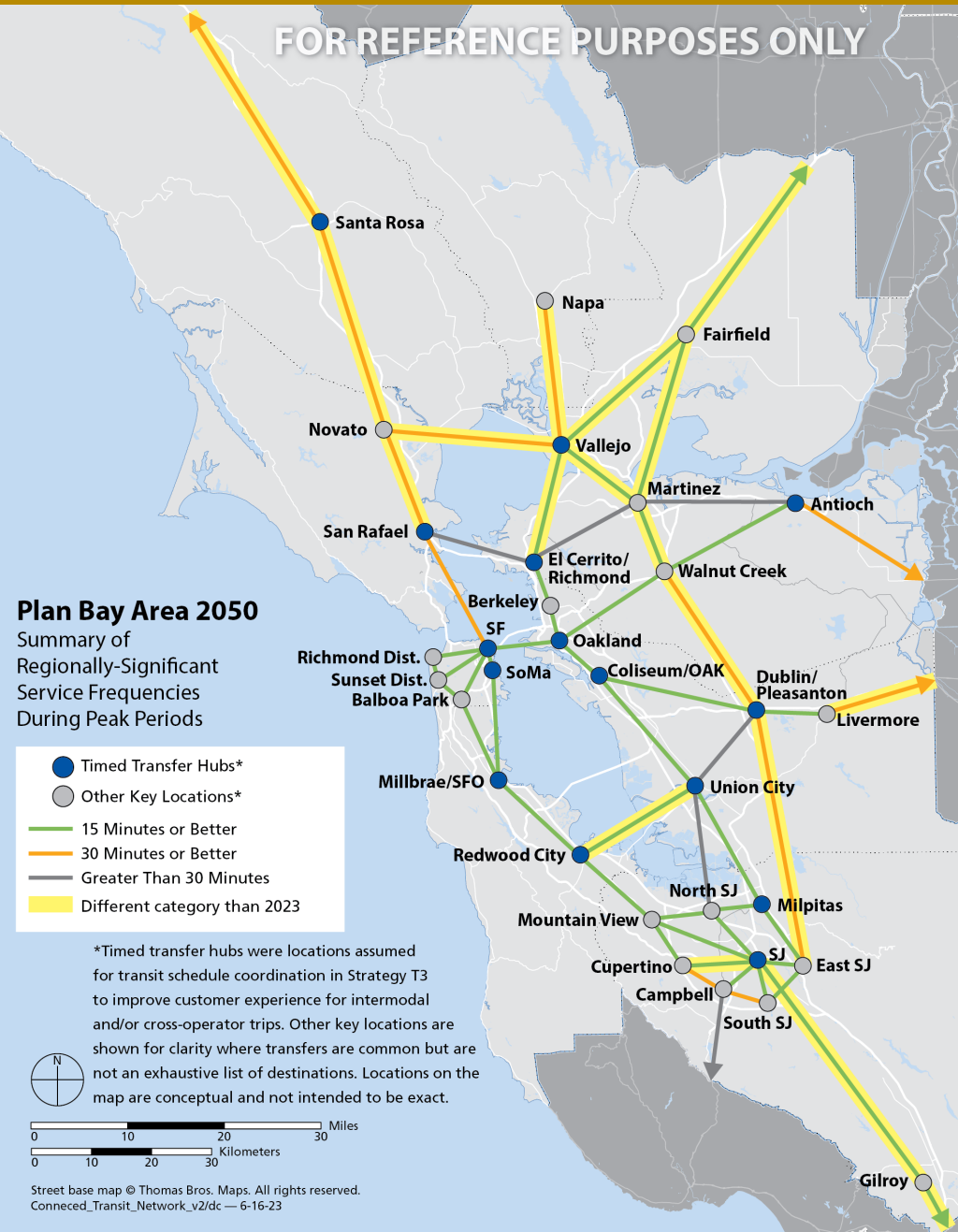
Photo credit: Anthony Lindsey

# Background

- Transit 2050+ began as the Connected Network Plan that was identified in the Transit Transformation Action Plan & Plan Bay Area 2050 Implementation Plan.
- In December 2022, staff recommended a harmonized approach where connected network planning directly informs the official regional plan process through the Transit 2050+ initiative.
- Transit 2050+ will develop a service-oriented, fiscally-constrained transit network plan by updating the six transit-related strategies in Plan Bay Area 2050+ using a data-driven approach to identifying investment priorities.



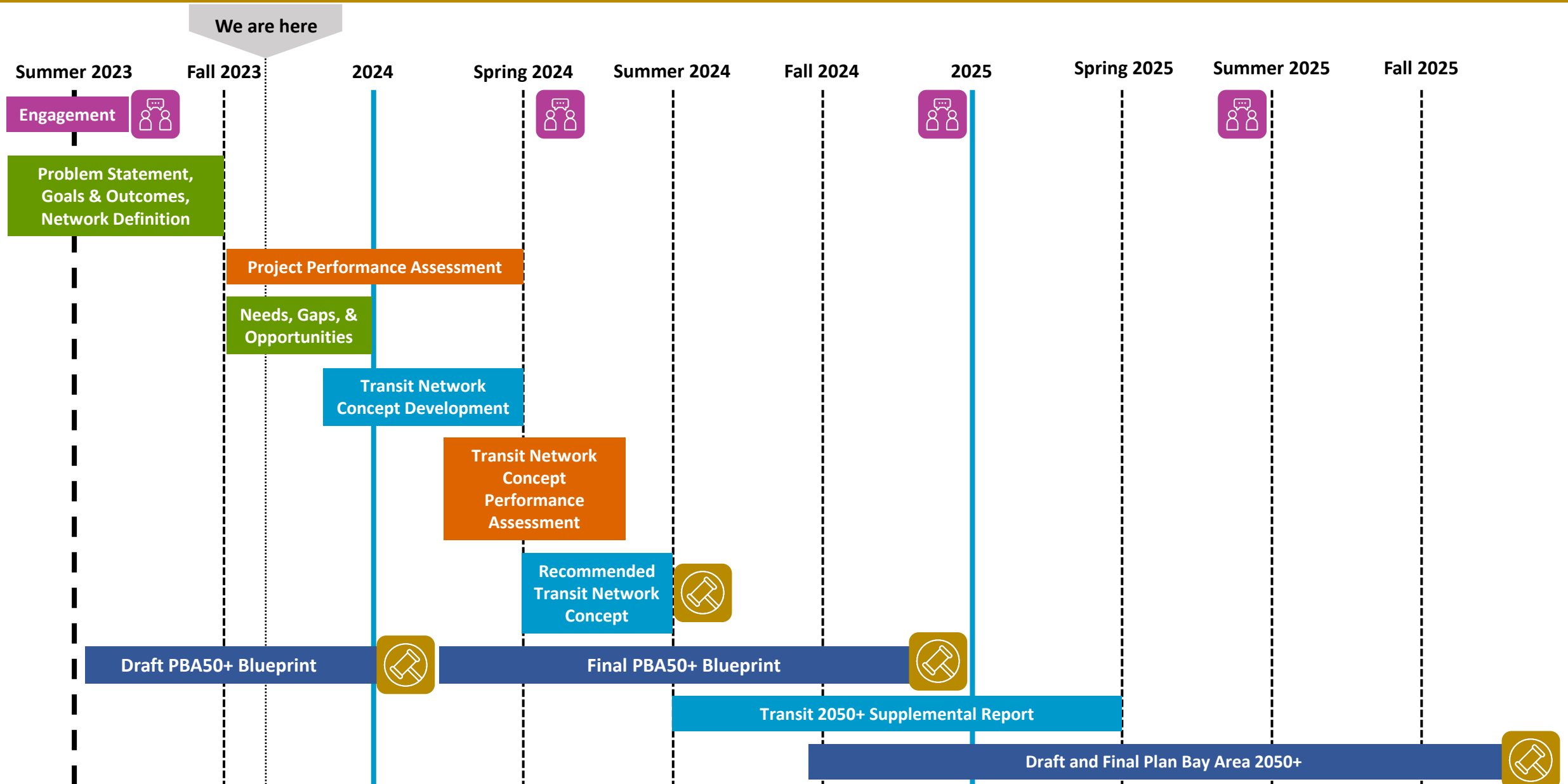
# Plan Bay Area 2050 Transit Strategies



Theme	Strategy	Total Plan Investment
<b>Maintain and Optimize Existing Infrastructure</b>	T1. Restore, operate and maintain the existing system.	\$271 B*
	T3. Enable a seamless mobility experience.	\$3 B
	T4. Reform regional transit fare policy.	\$10 B
<b>Enhance Regional and Local Transit</b>	T10. Enhance local transit frequency, capacity and reliability.	\$32 B
	T11. Expand and modernize the regional rail network.	\$81 B
	T12. Build an integrated regional express lanes and express bus network.	\$9 B
<b>TOTAL OF TRANSIT STRATEGIES</b>		<b>\$406 B</b>

\* = only includes portion of Strategy T1 focused on transit O&M and capital needs

# Transit 2050+ Scope and Schedule



# Transit 2050+ Project Management Team



Includes staff representatives from 7 large and 4 small transit operators.

Regular meetings throughout the project to:

- Provide feedback on outputs and deliverables
- Assist in consultant task order development
- Coordinating with other transit operator staff as needed

Focus for Spring through Fall 2023:

- Draft Problem Statement, Goals and Network Definitions
- Consultant Selection
- Plan Bay Area 2050+ Public Outreach
- Existing Conditions, Needs, Gaps and Opportunities
- Scoping for Project & Network Performance



# Problem Statement



## Key Points of Transit 2050+ Problem Statement:

- Transit ridership declined throughout much of the Bay Area during the 2010s and was exacerbated further by the COVID-19 pandemic of this decade
- Riders are challenged by service that is seen as infrequent, unreliable, and unsafe.
- Riders face slower bus service, service oriented toward pre-pandemic commute patterns, and a lack of cohesive connections across the Bay Area's 27 transit providers.
- The reduction of anticipated transportation revenue over the 25-year planning horizon for Plan Bay Area 2050+ will also negatively impact the region's ability to deliver on expansions, service increases, and other investments and programs.
- A Bay Area without a robust and cohesive transit network will make it difficult to achieve regional equity, provide transportation services for our aging population, and achieve climate, economic, and housing goals.





## Goal 1

Develop an integrated, well-connected transit network

## Goal 2

Recover and grow transit ridership and mode share

## Goal 3

Improve the reliability and average travel speed of transit service

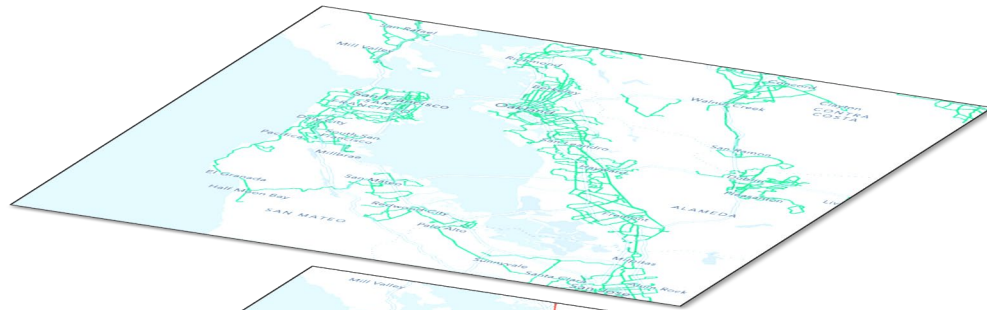
## Goal 4

Reduce barriers to transit





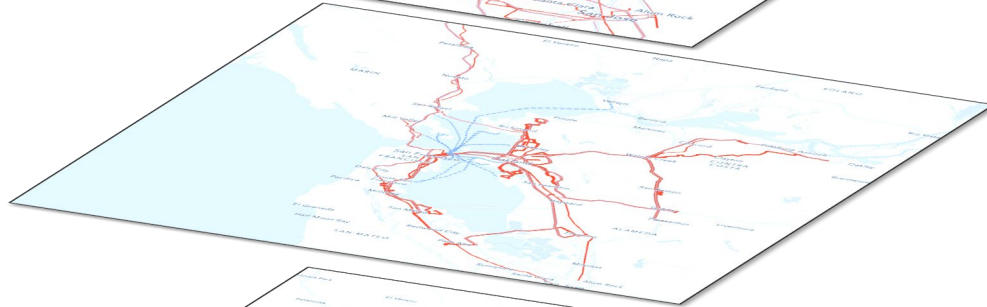
# Transit Network Service Elements



**Local and Community Transit Services:** Buses, Shuttles, On-Demand



**High-Capacity Local Transit Services:** Light Rail, Bus Rapid Transit, Rapid Bus



**Regional Transit Services:** Rail, Ferry, Express Bus



**Interregional Transit Services:** Interregional Rail, Interregional Express Bus

Needs and improvements identified locally and incorporated into Transit 2050+ Network Concepts

Needs and improvements identified both by existing local studies and plans as well as via Transit 2050+





# What's Next for Transit 2050+



Photo credit: Kara Vuicich



Photo credit: Kara Vuicich

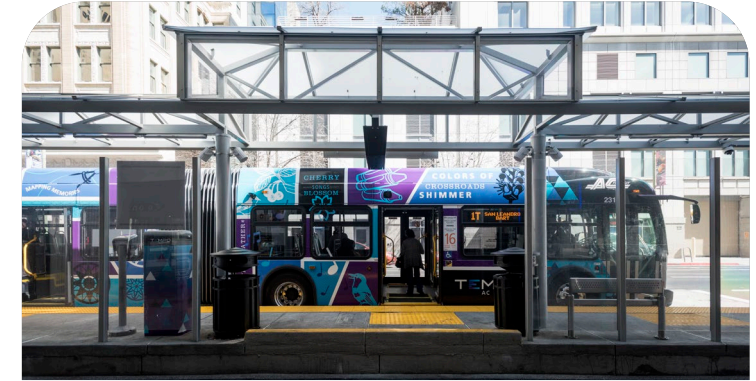


Photo Credit: Karl Nielsen

## Fall 2023

- Complete existing conditions analysis, including
  - Inventory of corridor transit conditions (land use, frequency and span, travel speeds, and service levels)
  - Inventory of corridor travel patterns (transit ridership, overall travel, equity priority population travel)
- Identify Needs, Gaps and Opportunities

## Winter 2024

- Develop four, financially constrained transit network concepts
  - Alternatives can explore different approaches to service and investment priorities
  - One concept will a modified version of Plan Bay Area 2050 transit strategies/investments
- Complete Project Performance Assessment (for projects >\$250M)

## Spring/Summer 2024

- Network Performance Assessment
- Recommend a transit network concept and associated service and capital investments for inclusion in Plan Bay Area 2050+
- Initiate Transit 2050+ Supplemental Report



## **For Transportation, “Needs” are:**

The estimated costs to operate and maintain the transportation system. For transit, this is 2023 service levels.

## **For Transportation, “Revenues” are:**

The estimated revenues from federal, state, regional, local, and new sources reasonably expected to be available over the planning period.

## **What’s different about Transportation?**

Investments to maintain and enhance the system must not exceed projected revenues (statutory requirement). Major projects must be included in Plan Bay Area’s transportation project list to advance to construction.



Source: Caltrain

# Forecasted Transportation Revenues for 2050+



At \$480 billion, forecasted revenues for Plan Bay Area 2050+ are less than the previous plan. Notable changes include:

- **Fare Revenues** – Ridership recovery continues to be a challenge and overall fare revenues are not anticipated to return to levels assumed in Plan Bay Area 2050.
- **New Revenues** – The near-term transit operating fiscal cliff has accelerated the timeline for a new regional measure. This forecast assumes roughly \$1 billion in annual revenue beginning in 2026, adjusted from the roughly \$2 billion in revenue starting in 2032 assumed in Plan Bay Area 2050.
- **Gas Tax Assumptions** – As a result of anticipated significant declines in fuel consumption due to EV conversion, this forecast assumes the state will implement a revenue neutral mileage-based user fee to replace the gas tax.

Revenue Categories (\$ in billions)	Plan Bay Area 2050	Plan Bay Area 2050+	Change
Federal Revenues	\$51	<b>\$47</b>	(\$4)
State Revenues	\$103	<b>\$103</b>	\$0
Regional Revenues	\$58	<b>\$55</b>	(\$3)
Local Revenues	\$230	<b>\$201</b>	(\$29)
Anticipated Revenues	\$21	<b>\$16</b>	(\$5)
New Revenues	\$55	<b>\$32</b>	(\$23)
Strategy-Generated Revenues	\$54	<b>\$26</b>	(\$28)
Secured and Other Local Revenues	\$19	<b>TBD</b>	TBD
<i>*Optional New Strategy-Generated Revenues</i>	<i>\$0</i>	<i><b>\$12</b></i>	<i>\$12</i>
<b>Total w/o *Optional New Revenues</b>	<b>\$591</b>	<b>\$481</b>	<b>(\$110)</b>
<b>Total w/ *Optional New Revenues</b>	<b>\$591</b>	<b>\$493</b>	<b>(\$98)</b>

Note: Numbers may not total due to rounding

# Maintain and Operate Transit Service at 2023 Levels



## Transit Capital Needs:

Includes anticipated capital costs for vehicles, systems, guideway, facilities, and the Innovative Clean Transit Cost.

Total (FY 2025 – 2050): **\$74 Billion**



## Transit Operating Needs:

Includes anticipated operating costs for all of the Bay Area transit providers.

Total (FY 2025 – 2050): **\$183 Billion**



Total anticipated funding needs for transit FY 2025 - 2050: **\$257 Billion**



## So where does that leave us...?

Our total anticipated revenue available for transit is: **\$481 Billion**

Once we subtract:

- The total transit needs of **\$257 Billion**
- The total streets, bridges, highways, and bike/ped needs of **\$124 Billion**
- New streets, bridges, highways, and bike/ped project allocation of **\$30 Billion**

What we have left for new transit projects and programmatic funding is:

# \$70 Billion

Total for FY 2025 - 2050

# Breakout Activity

How do we spend **\$70 Billion** to improve transit in the Bay Area?



# Breakout Activity

## Instructions:

We have **70 tokens** to work with! It's been determined that we need:

**10 tokens** for Regional Transit Fare Policy

**5 tokens** for programmatic funding involving Seamless Mobility Enhancements, Rail Modernization, and Bus Enhancements

**5 tokens** set aside for TBD projects stemming from the Needs, Gaps, and Opportunities Analysis

So, each table has a poster board of empty space equaling **50 tokens** to fill with the projects. Your job is to fill that empty space with projects that meet the outcome your group strives to achieve. You have **30 minutes**.

Tables 1 & 2

## Regional Coverage

Extend existing transit services or create new services to outlying areas

Tables 3 & 4

## Maximizing Ridership

Prioritize service or capital improvements along routes or in transit service areas with the highest demand

Tables 5 & 6

## Frequency

Prioritize projects that may lead to shorter wait times for riders

Tables 7 & 8

## Priority Communities

Target service areas with the highest need for increased coverage, such as Equity Priority Communities

# Breakout Activity

## Readout:

Each table should select a representative for a **2-minute** readout of your decisions. Consider thinking about the following questions in your readout:

- How would you make your goal concrete? What kinds of data or information would you need to collect to make decisions and measure success?
- What travel markets would you prioritize serving (eg types of trips, types of customers, places)?
- What types of transit services would you prioritize (what times, frequencies, span, modes etc)?
- What types of projects would be priorities?
- What kinds of supporting land use or other transportation policies would help?

## Final Discussion:

What was challenging about this exercise? What did you learn? What gets missed or lost when you only prioritize one outcome? What **new** projects would you like to create that don't already exist?



PLAN BAY AREA 2050+

# Questions or Comments?

Andy Metz - [amet@actransit.org](mailto:amet@actransit.org)

Co-Project Manager, AC Transit

Kara Vuicich- [kvuicich@bayareametro.gov](mailto:kvuicich@bayareametro.gov)

Co-Project Manager, MTC/ABAG