Metropolitan Transportation Commission
Association of Bay Area Governments

Network Performance Assessment: Performance Indicators Summary

July 2025

The **Network Performance Assessment** seeks to explore the medium-to-long term performance of the Transit 2050+ Final Network[1]. Upon approval by the Commission in January 2025, the Transit 2050+ Final Network was integrated into Plan Bay Area 2050+ Final Blueprint as part of its Transportation Element[2]. Using MTC's transportation demand model, the assessment compares key performance indicators (aligned with the Transit 2050+ goals that were developed by the Project Management Team in 2023) between two scenarios:

- The Plan Bay Area 2050+ Final Blueprint, i.e., ***with* the Transit 2050+ Final Network**, and all other transportation, housing, economic, and environmental strategies, as well as planning assumptions regarding future growth, and
- the Plan Bay Area 2050+ Final Blueprint ***without* the Transit 2050+ Final Network** (i.e., the transit strategies and projects that comprise Strategies T2, T3, T4, T11, and T12), wherein transit is maintained at baseline year 2023 service levels.

Staff evaluated outcomes for 2035 and 2050 to understand how the anticipated timing of planned transit investments may affect potential outcomes.

[1] The Transit 2050+ Final Network can be found at https://planbayarea.org/digital-library/7cii-24-1479-att-transit50-final-networkpdf-1

[2] The Final Transportation Project List, approved by the Commission in January 2025, can be found at https://mtc.ca.gov/digital-library/5038702-9avii-24-1550-updated-handout-attachment-f-transportation-project-list. Projects within the Transit 2050+ Final Network are included under Strategies T2, T3, T4, T11 and T12.

Goal 1: Develop an integrated, well-connected transit network

Table 1: Number and share of regional jobs accessible within 45 minutes via transit (access by walk or drive) for various Bay Area populations

Population	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
All households	398,000 (8.2%)	476,000 (9.8%)	435,000 (8.0%)	571,000 (10.5%)
EPC (2022) households[1]	549,000 (11.3%)	641,000 (13.2%)	593,000 (10.9%)	718,000 (13.2%)
Zero-vehicle households	825,000 (17.0%)	903,000 (18.6%)	837,000 (15.4%)	962,000 (17.7%)

[1] *EPC (2022) refers to census tracts in MTC's Equity Priority Communities based on 2018-2022 ACS data.*

[2] *Zero-vehicle households refers to households with workers but no access to a personal vehicle for work.*

Table 2: Ratios of jobs accessible within 45 minutes via transit (access by walk or drive), comparing population groups relative to all households

Population	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
EPC (2022) households	1.4	1.4	1.4	1.3
Zero-vehicle households	1.9	1.8	1.8	1.6

Table 3: Accessibility benefit[3] expressed in annual minutes saved for mandatory (work & school) trips

Population	2035 with Transit 2050+	2050 with Transit 2050+
All households	372	571
EPC (2022) households	598	921
Ratio, EPC (2022) to Regionwide	1.6	1.6

[3] *The "accessibility benefit" metric is an abstract technical model output that measures the change in utility for users, which is comprehensive of mobility choices and benefits, travel costs, ease of reaching destinations and other benefits. This change in utility can be expressed as a time value (i.e. minutes), calculated based on the regional median wage.*

Table 4: Accessibility benefit expressed in annual minutes saved for non-mandatory trips

Population	2035 with Transit 2050+	2050 with Transit 2050+
All households	38	45
EPC (2022) households	54	67
Ratio, EPC (2022) to Regionwide	1.4	1.5

Goal 2: Recover and grow transit ridership & mode share

Table 5: Total transit ridership and mode share for commute and non-commute trips

Metric	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
Daily linked transit trips[4]	1,558,000	2,165,000	1,821,000	2,568,000
Transit commute mode share	13.9%	19.3%	13.8%	19.9%
Transit non-commute mode share	6.7%	7.3%	7.1%	8.1%

[4] *Linked transit trips measure the number of complete trips taken by individuals, counting all segments of a trip from a passenger's origin to their destination, including transfers, as one trip.*

Table 6: Regional daily total and per capita passenger vehicle miles traveled

Metric	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
Daily total passenger VMT	114,480,000	110,480,000	119,425,000	114,543,000
Daily per capita passenger VMT	13.4	13.0	12.4	11.9

Goal 3: Improve reliability and average speed of transit service

Table 7: AM peak (6am—10am) transit travel times[5] for select origin-destination pairs[6] (minutes)

Origin	Destination	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
Oakland	**San Francisco**	43.3	41.7	43.7	42.1
San Francisco	**Oakland**	50.0	47.6	49.3	47.7
Oakland	**Richmond**	64.3	61.0	63.6	60.3
Richmond	**Oakland**	51.6	50.3	51.5	50.3
San Jose	**Mountain View/ Palo Alto**	70.8	68.9	72.7	67.2
Mountain View/ Palo Alto	**San Jose**	63.8	61.6	63.4	57.3
San Jose	**Fremont/ Union City**	49.1	48.6	49.8	48.5
Fremont/ Union City	**San Jose**	60.0	56.9	59.1	47.7

[5] *Travel times in Table 7/8 are calculated as weighted averages, accounting for all possible origins and destinations within each city and weighting by the number of trips between each.*

[6] *Four origin-destination pairs were selected by the Transit 2050+ PMT to reflect key network investments; they are meant to be illustrative, not comprehensive.*

Table 8: Midday (10 am—3 pm) transit travel times for select origin-destination pairs (minutes)

Origin	Destination	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
Oakland	**San Francisco**	44.1	43.3	43.8	43.6
San Francisco	**Oakland**	49.1	47.3	49.1	47.6
Oakland	**Richmond**	60.4	56.6	60.7	56.7
Richmond	**Oakland**	53.5	50.9	54.0	52.8
San Jose	**Mountain View/ Palo Alto**	74.5	67.9	71.5	66.7
Mountain View/ Palo Alto	**San Jose**	76.2	67.8	73.1	66.8
San Jose	**Fremont/ Union City**	52.0	55.2	50.8	50.1
Fremont/ Union City	**San Jose**	56.9	59.1	58.2	50.2

Table 9: Ratios of transit travel times to auto travel times[7] (AM peak) for select origin-destination pairs

Origin	Destination	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
Oakland	**San Francisco**	1.0	1.0	1.0	1.1
San Francisco	**Oakland**	2.0	2.0	1.9	1.9
Oakland	**Richmond**	2.6	2.4	2.4	2.3
Richmond	**Oakland**	1.7	1.7	1.7	1.7
San Jose	**Mountain View/ Palo Alto**	2.0	2.0	1.9	1.8
Mountain View/ Palo Alto	**San Jose**	2.4	2.3	2.2	2.1
San Jose	**Fremont/ Union City**	1.5	1.5	1.6	1.5
Fremont/ Union City	**San Jose**	1.8	1.7	1.6	1.4

[7] *Travel times in Table 9/10 for both transit and auto that are used to determine the ratio represent the fastest trip time between any origin and destination within each city.*

Table 10: Ratios of transit travel times to auto travel times (midday) for select origin-destination pairs

Origin	Destination	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
Oakland	**San Francisco**	1.1	1.1	1.1	1.1
San Francisco	**Oakland**	2.2	2.1	2.1	2.1
Oakland	**Richmond**	2.9	2.7	2.7	2.6
Richmond	**Oakland**	2.4	2.3	2.3	2.2
San Jose	**Mountain View/ Palo Alto**	3.0	2.8	2.7	2.6
Mountain View/ Palo Alto	**San Jose**	3.1	2.8	2.9	2.6
San Jose	**Fremont/ Union City**	2.1	2.3	2.0	2.0
Fremont/ Union City	**San Jose**	2.2	2.3	2.2	1.9

Table 11: Ratios of AM peak transit travel times to midday transit travel times

Origin	Destination	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
Oakland	**San Francisco**	1.00	1.05	1.00	1.05
San Francisco	**Oakland**	1.00	1.05	1.00	1.05
Oakland	**Richmond**	0.99	1.00	0.99	1.00
Richmond	**Oakland**	0.99	1.00	0.99	1.00
San Jose	**Mountain View/ Palo Alto**	1.00	1.00	1.00	1.07
Mountain View/ Palo Alto	**San Jose**	1.00	1.00	1.00	1.07
San Jose	**Fremont/ Union City**	1.01	1.02	1.01	1.02
Fremont/ Union City	**San Jose**	1.01	1.02	1.01	1.02

Table 12: Share of surface transit service miles on roads with transit priority treatments

Metric	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
Share of surface transit service miles with transit priority treatments	15%	31%	19%	40%

Table 13: Share of transit person-hours spent in crowded conditions

Metric	2035 without Transit 2050+	2035 with Transit 2050+	2050 without Transit 2050+	2050 with Transit 2050+
Share of transit person-hours in crowded conditions	24%	34%	25%	36%

[8] *Crowded conditions are defined as passenger loads higher than 85% of total seated & standing capacity.*

Goal 4: Reduce barriers to using transit service

Desired outcomes under this goal, such as predictability of wait times and availability of real-time information, cannot be forecasted quantitively with performance indicators. To ensure that the important policy areas under this goal were adequately addressed, staff completed a qualitative review of projects and programs included within the Transit 2050+ Final Network. The snapshot of projects and programs within the Transit 2050+ Final Network that support this goal are shared within Attachment B.