

Bay Area Transit Update

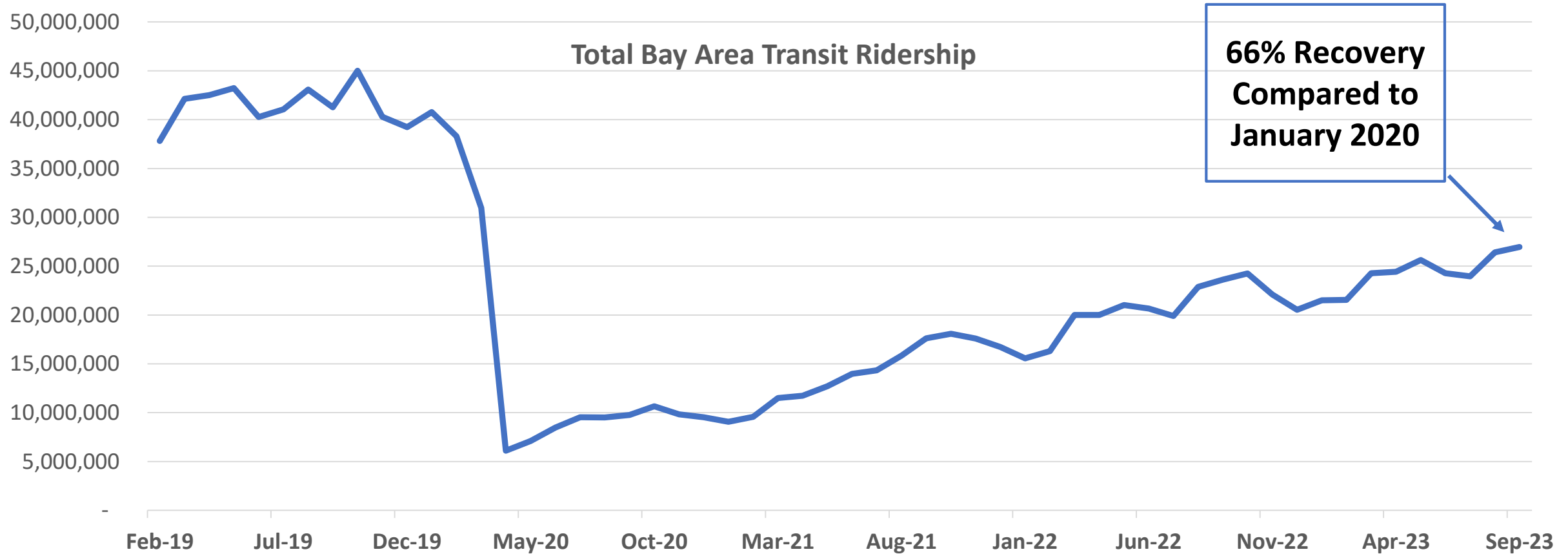
Senate Select Committee
on Bay Area Public Transit

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Executive Director

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Bay Area Ridership Recovery Growing Steadily



Note: Data for Vacaville CityCoach and Union City Transit is not available.

Source: National Transit Database.

FY 2023-24 State Budget Provided a Short-Term Transit Lifeline

- **\$2 Billion in Transit and Intercity Rail Capital Program** (\$4B over two years)
 - Bay Area share is \$770M
 - BART to Silicon Valley Phase II and BART Core Capacity (>\$6B federal fund match)
- **\$1.1 Billion for New Zero Emission Capital Program**
 - Bay Area share is \$402M
- **Budget allows both funds to be used for transit operations**
- **Trailer Bill (SB 125) requires MTC submit a three-year short-term financial plan demonstrating how transit operating needs will be met based on 2022 service levels.**

Transit Agency Shortfall Estimates

Operator-provided estimates (with varied assumptions) total \$2.7 billion over the next five years, or \$1.5 billion through 2026.

	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Shortfall Total
SFMTA	\$0	\$119	\$231	\$247	\$270	\$867
BART	\$0	\$93	\$322	\$298	\$342	\$1,054
AC Transit	\$1	\$4	\$50	\$54	\$24	\$133
Caltrain	\$0	\$0	\$33	\$58	\$57	\$149
Golden Gate Transit	\$0	\$83	\$94	\$98	\$106	\$381
Small/Medium Operators	\$22	\$22	\$20	\$21	\$25	\$110
Bay Area Total	\$23	\$320	\$750	\$776	\$825	\$2,693

Note: Shortfall amounts as reported to transit agency boards. Amounts are reported in millions.

3-Year “Standardized” Need Framework



Confirm in 2024



Revisit in 2025

Amounts are reported in millions

	FY 23-24	FY 24-25	FY 25-26	Total (\$)	Total (%)
SFMTA	\$0	\$99	\$209	\$309	40%
BART	\$0	\$58	\$294	\$352	45%
AC Transit	\$0	\$4	\$29	\$33	4%
Caltrain	\$0	\$0	\$25	\$25	3%
Golden Gate Transit	\$0	\$3	\$38	\$41	5%
Other Operators	\$0	\$5	\$10	\$14	2%
Regional Network Management	\$0	\$2	\$0	\$2	0%
Bay Area Total	\$0	\$171	\$605	\$776	100%

Numbers may not sum due to rounding.

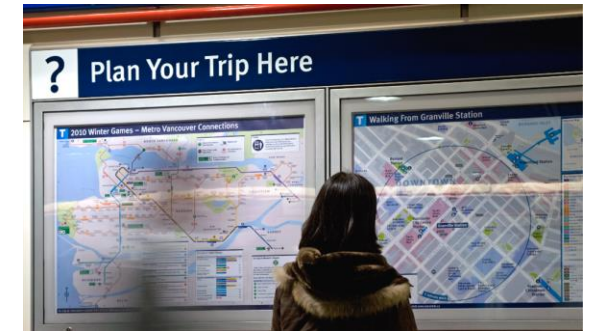
- The numbers in the table above represent the shortfalls forecasted under standardizing assumptions provided by MTC.
- To adapt to changing circumstances, the distribution will be reassessed on a rolling basis, beginning prior to FY24-25.

State and Regional Funds Close Three-Year “Standardized” Funding Gap

Dollars in millions	FY 23-24	FY 24-25	FY 25-26	Total
Standardized Shortfall	\$0	\$171	\$605	\$776
State Budget: Zero Emission Program	\$0	\$140	\$262	\$402
State Budget: Formula TIRCP	\$0	\$31	\$14	\$45
<i>State funds total</i>				\$447
Funding Gap	\$0	\$0	\$329	\$329
Regional Funds (Federal Transit, Federal Highway, RM 2 bridge tolls and State Transit Assistance)	\$0	\$0	\$300	\$300
Interest Generated on Bay Area TIRCP Funds	\$0	\$0	\$29	\$29
Funding Gap	\$0	\$0	\$0	\$0

Accountability: Leveraging State Funds to Improve Customer Experience & Efficiency

- All operators must demonstrate active participation in:
 - Transit Transformation Action Plan initiatives
 - Transit fare policy & integration pilots
 - Mapping & Wayfinding standards development
 - Accessibility – improving paratransit
 - Schedule coordination & real time standards
- Agency-specific requirements adopted, such as:
 - BART required to meet end of 2025 completion timeline for new fare gates systemwide.
 - SFMTA required to report on fare collection procedures and opportunities for reducing fare evasion



Focus Areas of Transit Transformation Action

I. Fares and Payment

Simpler, consistent, and equitable fare and payment options.



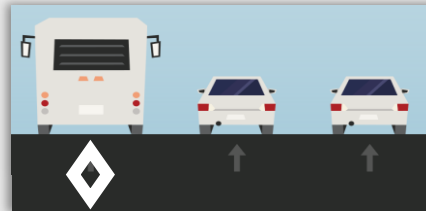
II. Customer Information

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.





Unlimited* regional transit pass for rides on all bus, rail and ferry services in the Bay Area – anytime, anywhere



*Excludes Muni Cable Cars

Phase 1
Pilot with University Students and Affordable Housing Residents
Launched 2022

Phase 2
Pilot with Employers, Transportation Management Associations and Property Managers
Launching 2023

More information: www.ClipperBayPass.com

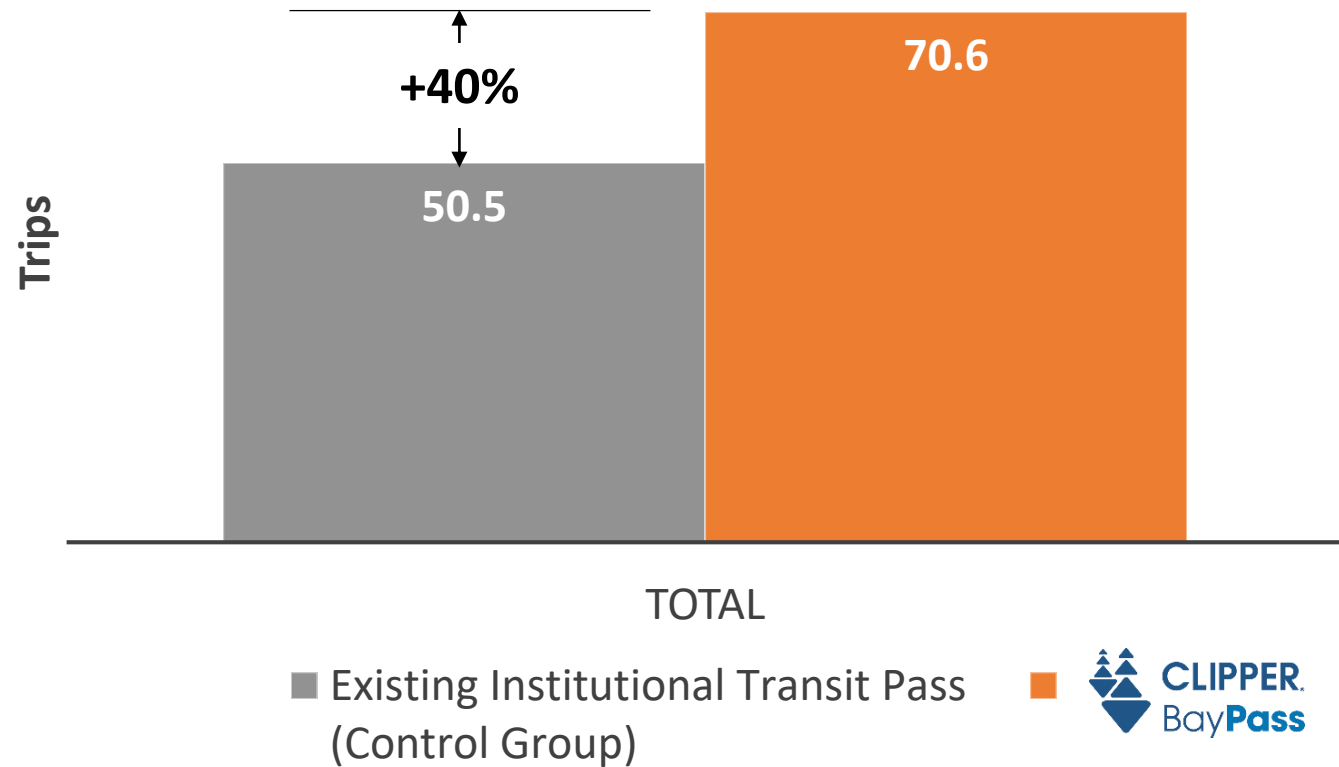
Early Results from Clipper BayPass Very Encouraging

Over 2 million trips
taken in the first
year

~40%

Growth in transit trips
Clipper BayPass
participants have taken
compared to control group

Average Trips Per Card



Based on preliminary data gathered between August 15, 2022 and August 15, 2023.

Regional Mapping & Wayfinding Project

Make transit journeys easier to understand to retain existing and attract new riders



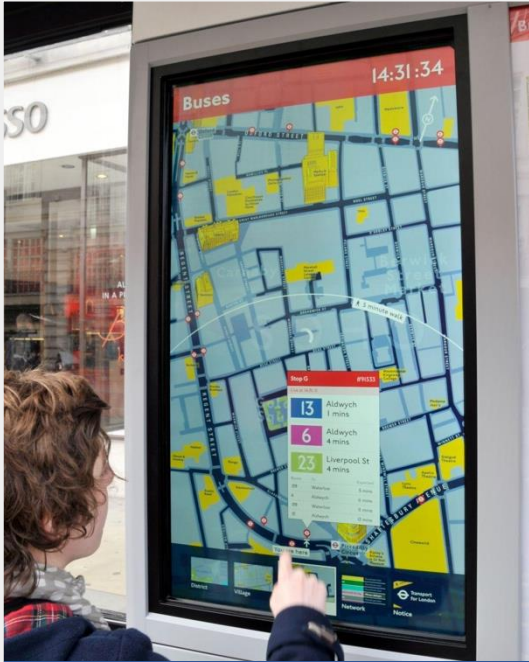
Identity



Directional



Information & schedules



Digital



Accessibility



Maps

Regional Measure Goal & Focus Areas

Goal: Create a climate-friendly transportation system that is safe, accessible and convenient for all



Protect and Enhance Transit Service

Establish a robust and reliable, long-term regional source of transit operating funds to protect existing service and enhance it where needed and financially sustainable.

Make Transit Faster, Safer and Easier to Use

Create a seamless and convenient Bay Area transit system that attracts far more riders by making key investments to improve public safety on transit and implement the Bay Area Transit Transformation Action Plan.



Enhance Mobility & Access for All

Make it safer and easier for people of all ages and abilities to get to where they need to go by enhancing access for people walking, biking and wheeling, traffic calming, signal timing, pothole repairs, improved truck access, and other needs.

Public Feedback on Potential Priorities

At pop-up workshops, online surveys and in two polls, participants ranked their priorities for a future measure:

- 1 Main Streets
- 2 Transit Transformation
- 3 Transit Operating
- 4 Climate Resilience
- 5 Priority Projects



Draft Funding Categories



Transit Transformation

Sustain and/or expand transit service levels on bus, rail, and ferry lines to serve both current and future riders. Accelerate Transformation Action Plan improvements to the customer experience improve safety on transit and help fund the zero-emission transit transition.



Safe Streets

Transform local roads to better address safety and achieve equity and climate goals, such as through expanded sidewalks and/or protected bicycle infrastructure, safety enhancements, traffic signal timing, improved pavement conditions.



Connectivity

Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner. Example project types include express lanes, rail-grade separations, rail extensions, and interchange modernizations.

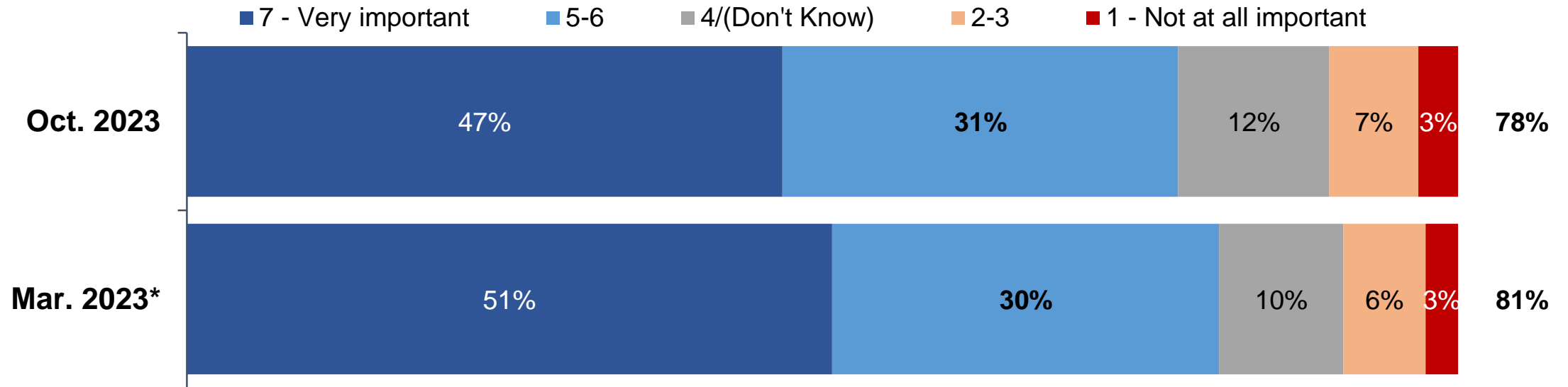


Climate Resilience

Fund planning, design and/or construction activities that protect transportation infrastructure from rising sea levels, flooding, wildfires, and extreme heat.

Vast Majority of Bay Area Voters Continue to View Transit as Important

How important would you say public transit is for the Bay Area?



Oct. 2023	7 - Very Important	5 - 6	Total Important	Total Not Important
Weekly+ Riders (17%)	69%	24%	92%	3%
Occasional Riders (34%)	49%	34%	84%	7%
Rare/Non-Riders (49%)	37%	32%	69%	15%

Questions & Comments?

