



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Transportation Revenue Measure Executive Group

August 23, 2024
9:30 AM – 11:00 AM
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
Board Room - 1st Floor

The Transportation Revenue Measure Executive Group is scheduled to meet at 9:30 AM.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Please click the link below to join the webinar:
<https://bayareametro.zoom.us/j/84939787028>

+16699006833,,84939787028# US (San Jose)

Or

Dial: 833 548 0276 US Toll Free
Webinar ID: 849 3978 7028

Agenda

1. Welcome (Andy Fremier)
2. Select Committee Chair Report (Commissioner Spering)
3. Transportation Revenue Measure Scenarios (Stuart Cohen, SC Strategies)

Review of draft scenarios, including revenue sources and amounts, expenditure categories, geographic scope, and other attributes. Executive Group members will be asked to discuss and provide input on the scenarios.

4. Public Comment
5. Adjournment

Transportation Revenue Measure Executive Group Roster*:

Andrew Fremier, MTC
Anne Richman, Transportation Authority of Marin
April Chan, SamTrans
Bill Churchill, County Connection
Bob Powers, BART
Carolyn Gonot, Valley Transportation Authority
Christy Wegener, Livermore Amador Valley Transportation Authority
Daryl Halls, Solano Transportation Authority
Denis Mulligan, Golden Gate Bridge, Highway and Transportation District
Eddy Cumins, Sonoma – Marin Area Rail Transit
James Cameron, Sonoma County Transportation Authority
Jeffrey Tumlin, San Francisco Municipal Transportation Agency
Kate Miller, Napa Valley Transportation Authority
Michael Hursh, Alameda – Contra Costa County Transit District
Michelle Bouchard, Caltrain
Nancy Whelan, Marin Transit
Seamus Murphy, San Francisco Bay Ferry
Sean Charpentier, City/County Association of Governments of San Mateo County
Tess Lengyel, Alameda County Transportation Commission
Tilly Chang, San Francisco County Transportation Authority
Tim Haile, Contra Costa County Transportation Authority

** We welcome input and comments from all transit operators and transportation executives, and appreciate the willingness of those that have agreed to participate in the executive group.*



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Memorandum

MTC Memo

To:

TRM Executive Group Members

From:

Andrew Fremier, Executive Director

Date:

8/23/2024

Regarding:

TRM Executive Group meeting on August 23, 2024

At our August 23rd meeting, we would like your input on the materials developed for the next Transportation Revenue Measure Select Committee. The Select Committee packet is provided. The presentation on potential scenarios, which will be our primary discussion, begins on page 30 of the packet. We're delighted that Select Committee Chair Jim Spring will join us for this meeting.



Metropolitan Transportation Commission

375 Beale Street, Suite
800
San Francisco, CA 94105

Meeting Agenda

Transportation Revenue Measure Select Committee

Monday, August 26, 2024

9:30 AM

Board Room - 1st Floor

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, San Francisco, CA 94105 (Board Room). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/85926804864>

iPhone One-Tap:

13052241968,,85926804864# US

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 859 2680 4864

International numbers available: <https://bayareametro.zoom.us/j/85926804864>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/85926804864>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line.

Clerk: Brittny Sutherland

Roster

John Arantes, David Canepa, Cindy Chavez, Alicia John-Baptiste, Nick Josefowitz, Manny Leon, Adina Levin, James Lindsay, Matt Mahan, Nate Miley, Stephanie Moulton-Peters, Sue Noack, David Rabbitt, Jim Spering (Chair), Ellen Wu, Jim Wunderman
Ex-Officio Members: Alfredo Pedroza, Alicia Lawrence and Raayan Mohtashemi

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the Committee shall be a majority of its voting members (9).

2. Chair Comments

2a. [24-1090](#) Welcoming and Framing Remarks

Action: Information

Presenter: Chair Jim Spering

Attachments: [2a_Spering Letter.pdf](#)
[2a Attachment 1 BART Caltrain.pdf](#)
[2a Attachment 2 TIP Fact Sheet.pdf.pdf](#)
[2a Attachment 3 Transit Transformation Fact Sheets.pdf](#)
[2a Attachment 4 TRANSIT 2050 Factsheet.pdf](#)

3. Consent Calendar

3a. [24-1003](#) Approval of the Transportation Revenue Measure Select Committee Minutes of the July 29, 2024 Meeting

Action: TRM Select Committee Approval

Attachments: [3a TRM Select Committee Meeting Minutes Draft 07 29 2024.pdf](#)

4. Discussion

4a. [24-1067](#) Transportation Revenue Measure Scenarios

Review of draft scenarios, including revenue sources and amounts, expenditure categories, geographic scope, and other attributes. Select Committee members will be asked to discuss and provide input to further refine the scenarios.

Action: Information

Presenter: Stuart Cohen, SC Strategies

Attachments: [4a Summary Sheet Scenarios.pdf](#)
[4a Scenarios Presentation.pdf](#)

4b. [24-1068](#) Next Steps on Policy

Select Committee members will be asked for input on policy components that may be considered as part of the revenue measure, to be brought to the September meeting for more in-depth discussion.

Action: Information

Presenter: Stuart Cohen, SC Strategies

Attachments: [4b Summary Sheet Policy Options.pdf](#)

5. Public Comment / Other Business

*Committee members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.*

6. Adjournment / Next Meeting

The next meeting of the Transportation Revenue Measure Select Committee will be held on September 23, 2024, at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105, unless duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Commission may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Commission meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides interpreter services/ADA accommodation upon request to persons with disabilities and individuals with limited-English proficiency who wish to address Commission matters. To request accommodation, please call (415) 778-6757. For TDD/TTY, call 711 and ask to be relayed to (415) 778-6700. We request at least three working days' notice to accommodate your request.

Acceso y el Titulo VI: La MTC proporciona servicios de interprete/asistencia del ADA solo con solicitarlo a las personas con discapacidades o las personas con conocimiento limitado del inglés que quieran dirigirse a la Comisión. Para solicitar asistencia, llame al (415) 778-6757. Para servicios TDD/TTY, llame al 711 y pida que lo conecten al (415) 778-6700. Le pedimos solicitar asistencia con tres días hábiles de anticipación.

無障礙及《民權法：第六章》措施：大都會交通委員會（MTC）會根據要求，為想了解委員會事務的殘障人士或英語能力有限的民眾，提供口譯/手語翻譯服務。如果您需要相關的無障礙語言服務，請致電(415) 778-6757，如需使用TDD/TTY，請撥打711並請求轉接至(415) 778-6700。為確保能夠為您提供符合需求的安排，請至少提前三個工作日通知我們。

Attachments are sent to Commission members, key staff and others as appropriate. Copies will be available at the meeting.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-1090 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/20/2024 **In control:** Transportation Revenue Measure Select Committee

On agenda: 8/26/2024 **Final action:**

Title: Welcoming and Framing Remarks

Sponsors:

Indexes:

Code sections:

Attachments: [2a_Spring Letter.pdf](#)
[2a Attachment 1 BART Caltrain.pdf](#)
[2a Attachment 2 TIP Fact Sheet.pdf.pdf](#)
[2a Attachment 3 Transit Transformation Fact Sheets.pdf](#)
[2a Attachment 4 TRANSIT 2050 Factsheet.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Welcoming and Framing Remarks

Presenter:
Chair Jim Spering

Recommended Action:
Information

Attachments: List any attachments.



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Bay Area Metro Center
375 Beale Street, Suite 800
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August 21, 2024

Dear Select Committee Members,

Over the past month I have traveled across the region to speak with many of the members of the Select Committee as well as transit professionals, state elected officials, and more. I'm committed to continuing that outreach with labor, business and advocacy organizations over the next month. Each of these conversations help to deepen my understanding of the wide range of considerations at play across the Bay Area and I hope they will help the Select Committee find a path forward that our whole region can get behind.

I'd be remiss if I didn't mention a new consideration that's been weighing heavily on me. Last month I joined my Bay Area Housing Finance Authority board colleagues to heed the request of the Bay Area Affordable Housing Bond campaign leadership and pull the measure from the November 2024 ballot. While this was the right thing to do, it creates a changed landscape as we look towards 2026. Improving housing affordability and protecting our public transit system are both essential to our quality of life.

At our direction, staff is prepared to present two distinct transportation revenue measure options for consideration at our August meeting. Scenario 1 is the more modest option. It's a half-cent sales tax tailored to rebuilding transit ridership with customer-focused "transit transformation" improvements and stabilizing regional transit post-pandemic by closing the pandemic-created fare gap in four counties, with an opt-in option for all other counties. MTC would set the "opt-in" conditions, which would include an "off the top" for Transit Transformation to ensure we are putting the riders first. I consider it to be a solid draft of what the Select Committee could recommend in October, but I anticipate refinements based on input at the August meeting and further conversations.

Scenario 2 is a nine-county "Go Big" option that would be funded by a parcel tax or payroll tax and responds to a request for a non-sales tax framework. Like Scenario 1, it funds Transit Transformation, but it has a higher level of funding for transit service and has sufficient funding to support service expansion and investment in other transportation priorities especially in counties with lower transit service funding gaps. Lastly, I have asked staff to provide information on an alternative approach of coordinated, but distinct agency-led tax measures by those operators facing significant operating deficits, including a 3-county BART measure.

Thank you for engaging in a robust conversation at the first two meetings and for the information requests that were made to help deepen your understanding of the existing funding environment for transportation in the Bay Area as well as the Transit

Transformation work that is underway. In response to requests made in July, the following materials are attached:

- Attachment 1: BART and Caltrain funding background
- Attachment 2: Bay Area Near Term Transportation Investments (details on major capital projects with committed funding plans that are underway across the nine counties as detailed in the Draft 2025 Transportation Improvement Program or TIP).
- Attachment 3: Transit Transformation fact sheets about the priority initiatives of the Bay Area Transit Transformation Action Plan (Fare Integration, Mapping & Wayfinding, Transit Priority & Accessibility).
- Attachment 4: Transit 2050+ fact sheet, about MTC's long-range transit plan which will feed into the next regional transportation plan/sustainable communities strategy, Plan Bay Area 2050.
- Attachment 5: MTC Transportation Survey results (to be posted prior to meeting)

Thank you again for participating in the Select Committee and I look forward to seeing each of you next Monday. I would ask that you review the attached materials as soon as possible and send any questions you may have directly to Brittany Sutherland, clerk to the Select Committee at bsutherland@bayareametro.gov so that we can reserve the bulk of our time to discussing the framework options. Also, do not hesitate to reach out to me directly if you have questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Sperring", enclosed in a thin black rectangular border.

Jim Sperring

Chair, Transportation Revenue Measure Select Committee

BART's Sources of Operating Funds

August 8, 2024

Historically, BART has funded most of its rail service costs with passenger (fare and parking) revenues. This allowed MTC to prioritize regional transit funding to other operators. Pandemic-driven passenger revenue losses have up-ended BART's successful funding model. Now, because of reduced ridership, FY25 passenger revenues are projected to be \$440M less than was forecast for FY25 back in 2019. With this drop in revenues, BART is now heavily reliant one-time state and federal emergency assistance to fund rail service. Emergency aid is projected to be fully expended by April 2026.

	FY25 Budget (\$M)
Operating Revenue	
Passenger fares & parking fees	252
Other operating revenue (advertising, IT contracts, investments, etc)	45
Total Operating Revenue	298
Local Funding (see table below for breakdown by county)	
BART District sales tax	320
BART District property tax	64
Other local assistance	50
Total Local Funding	435
State Funding	
State Transit Assistance (Revenue-based, State of Good Repair)*	49
Other state programs (LCTOP, LCFS)	17
Total State Funding	66
Total Regular Revenues	798
One-time Emergency Aid	
Federal aid	270
State and regional aid (SB125)	58
Total Emergency Aid	328
	1,126

* While BART is eligible for population-based STA and TDA funds, MTC does not typically program these sources to BART.

Breakdown of Local Operating Funding by County

In BART District counties (San Francisco, Alameda, and Contra Costa), BART receives 75% of a one-half cent sales tax, and part of the 1% general property tax levy. In Santa Clara County, VTA pays for the O&M costs of BART Silicon Valley. BART also receives several smaller contributions of local assistance.

Fund Source (\$M)	San Francisco	Alameda	Contra Costa	San Mateo	Santa Clara	Other/Regional	Total*
BART District sales tax	82	148	90	0	0	0	320
BART District property tax	22	24	18	0	0	0	64
Other local assistance	0	8	0	4	35	2	50
Total	\$103	\$180	\$109	\$4	\$35	\$2	\$435
% of local funding	24%	42%	25%	1%	8%	1%	100%
<i>% of service hours</i>	21%	46%	18%	12%	3%	NA	100%
<i>% of riders (exits)</i>	44%	34%	14%	6%	2%	NA	100%
<i>% of passenger miles **</i>	36%	33%	19%	9%	4%	NA	100%

* In addition to the operating support shown in this table, BART District residents pay taxes to fund BART capital reinvestment. VTA provides capital contributions for BART Silicon Valley.

** attributed to the county of exit station

Caltrain’s Sources of Operating Funds

August 20, 2024

Prior to the pandemic, Caltrain had the highest fare recovery of any system in the Bay Area. Caltrain’s Go Pass program and regular passenger fares accounted for about 73% of the agency’s operating budget. Caltrain is also launching a new electrified service which was an investment 90% paid for by state and federal funds, benefitting the region with cleaner and more frequent service. The maintenance costs of the new overhead catenary system along with high costs for electric energy, insurance and maintaining two types of fleets (diesel and electric) have increased the agency’s operating costs. These costs were meant to be covered by Measure RR, a sales tax measure passed in 2020 that was supposed to cover the increased operating costs from electrification, the previous contributions from county member agencies, and much needed state of good repair and capital projects. Given the tremendous impact of the covid-19 pandemic on commuting to downtown San Francisco and long-term ridership trends, Caltrain’s fare revenue has dropped significantly, with fare revenue dropping from \$103 million in 2019 to \$43 million in 2023, a loss of \$60 million per year (higher when adjusted for inflation). Even with Measure RR and aggressive ridership increase projections, loss of farebox revenue and member contributions, combined with significant increases in electricity and other costs still leaves Caltrain with a significant ongoing operating deficit. This deficit is in excess of \$77M per year, on average, in a seven-year period starting in FY 2027. This equates to over 30% of Caltrain’s operating budget. Caltrain will update operating deficit projections in November 2024 with at least one full month of revenue service of the electrified system and a better understanding of energy usage costs.

	FY24 Budget (\$M)	% of Total FY24
Operating Revenue		
Passenger fares	47	24%
Parking and Rental Income	3	2%
Other operating revenue	6	3%
Total Operating Revenue	56	29%
Local Funding (see table below for breakdown by county)		
Measure RR sales tax	118	61%
Other local revenue	.5	0%
Total Local Funding	119	61%
State Funding		
State Transit Assistance (Revenue-based*)	13	7%
Other state programs (LCTOP)	7	4%
Total State Funding	20	10%
Total Revenues	195	100%
Operating Expenses		
Rail Operator Service	105	55%
Wages and Benefits	18	9%
Fuel	15	8%
Insurance	10	5%
Professional Services	9	5%
Facilities and Equipment Maintenance	8	4%
Security Services	8	4%
Managing Agency Admin Overhead	4	2%
Utilities	3	2%
Other operating expenses	12	6%
Total Expenses	192	100%

	FY25 Budget (\$M)	% of Total FY25
Operating Revenue		
Passenger fares	54	26%
Parking and Rental Income	3	1%
Other operating revenue	6	3%
Total Operating Revenue	63	30%
Local Funding (see table below for breakdown by county)		
Measure RR sales tax	120	58%
Other local revenue	.5	0%
Total Local Funding	121	58%
State Funding		
State Transit Assistance (Revenue-based*)	10	5%
Other state programs (LCTOP)	14	7%
Total State Funding	24	12%
Total Revenues	208	100%
Operating Expenses		
Rail Operator Service	106	45%
OCS/TPS Maintenance	25	11%
Wages and Benefits	21	9%
Electricity	20**	8%
Insurance	11	5%
Professional Services	10	4%
Facilities and Equipment Maintenance	9	4%
Security Services	8	3%
Fuel	5	2%
Managing Agency Admin Overhead	4	2%
Utilities	3	1%
Other operating expenses	16	7%
Total Expenses	238	100%

* While Caltrain is eligible for population-based STA and TDA funds, MTC does not typically program these sources to Caltrain.

**Electrified service numbers reflect only 9 months of operating Oct 2024 – June 2025

Breakdown of Local Operating Funding by County

Caltrain member counties include San Francisco, San Mateo and Santa Clara Counties. Caltrain receives a 1/8 cent sales tax (Measure RR) in these counties.

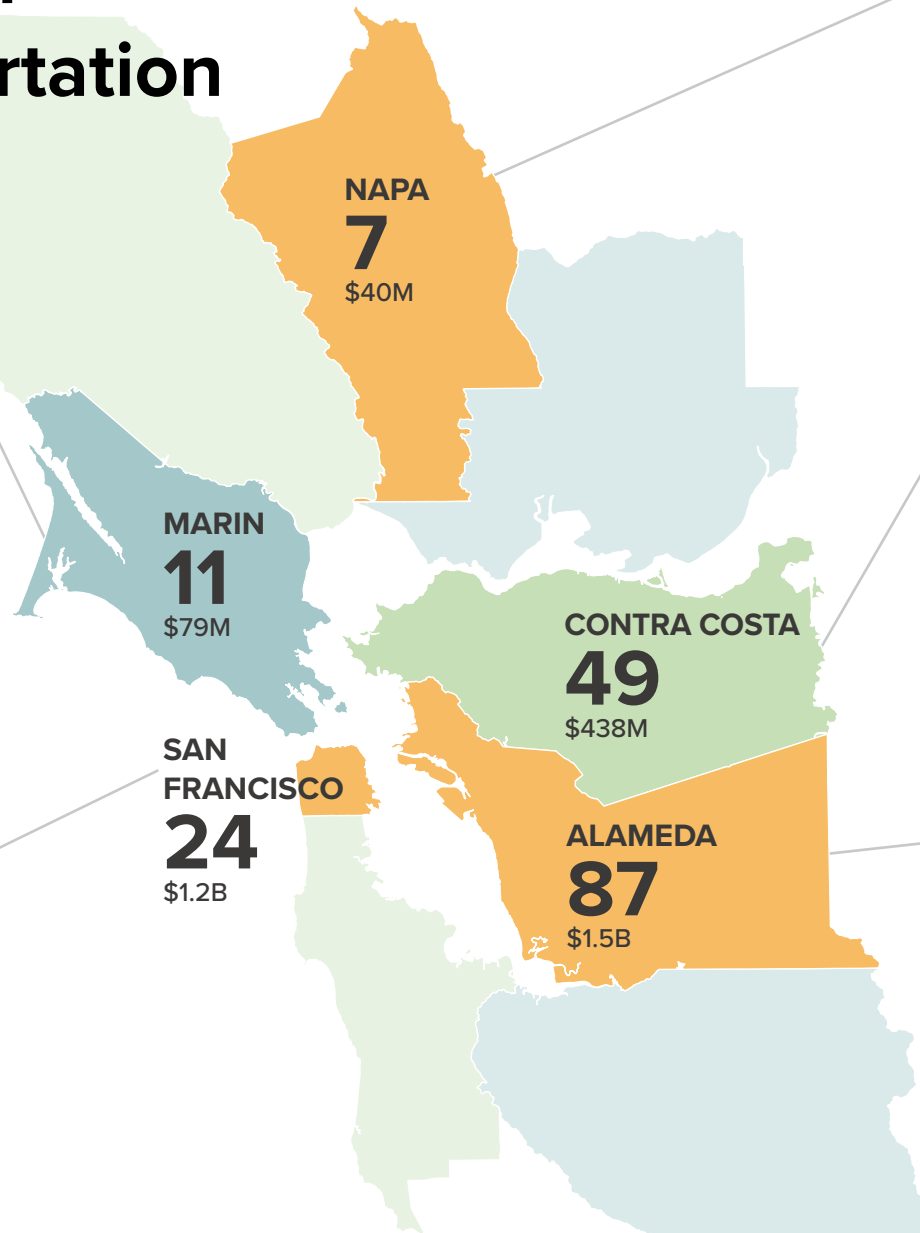
Fund Source (\$M)	San Francisco	San Mateo	Santa Clara	Total*
Measure RR	25	29	66	120
Total	\$25	\$29	\$66	\$120
% of local funding	21%	24%	55%	100%
<i>% of weekday train stops*</i>	13%	48%	39%	100%
<i>% of riders (AM Boardings)</i>	21%	37%	42%	100%
<i>% of trackage miles</i>	6%	28%	66%	100%

*Assumes full electrified service schedule

Bay Area Near-Term Transportation Investments

MARIN COUNTY	
Biking/Walking	\$14.3M
Transit	\$7.8M
State Highway	\$51.1M
Local Roads	\$5.3M
Other	\$216K
Total 2025 TIP Funding	\$78.7M

SAN FRANCISCO COUNTY	
Biking/Walking	\$90.6M
Transit	\$558.1M
State Highway	\$128.8M
Local Roads	\$421.9M
Other	\$1.2M
Total 2025 TIP Funding	\$1.2B

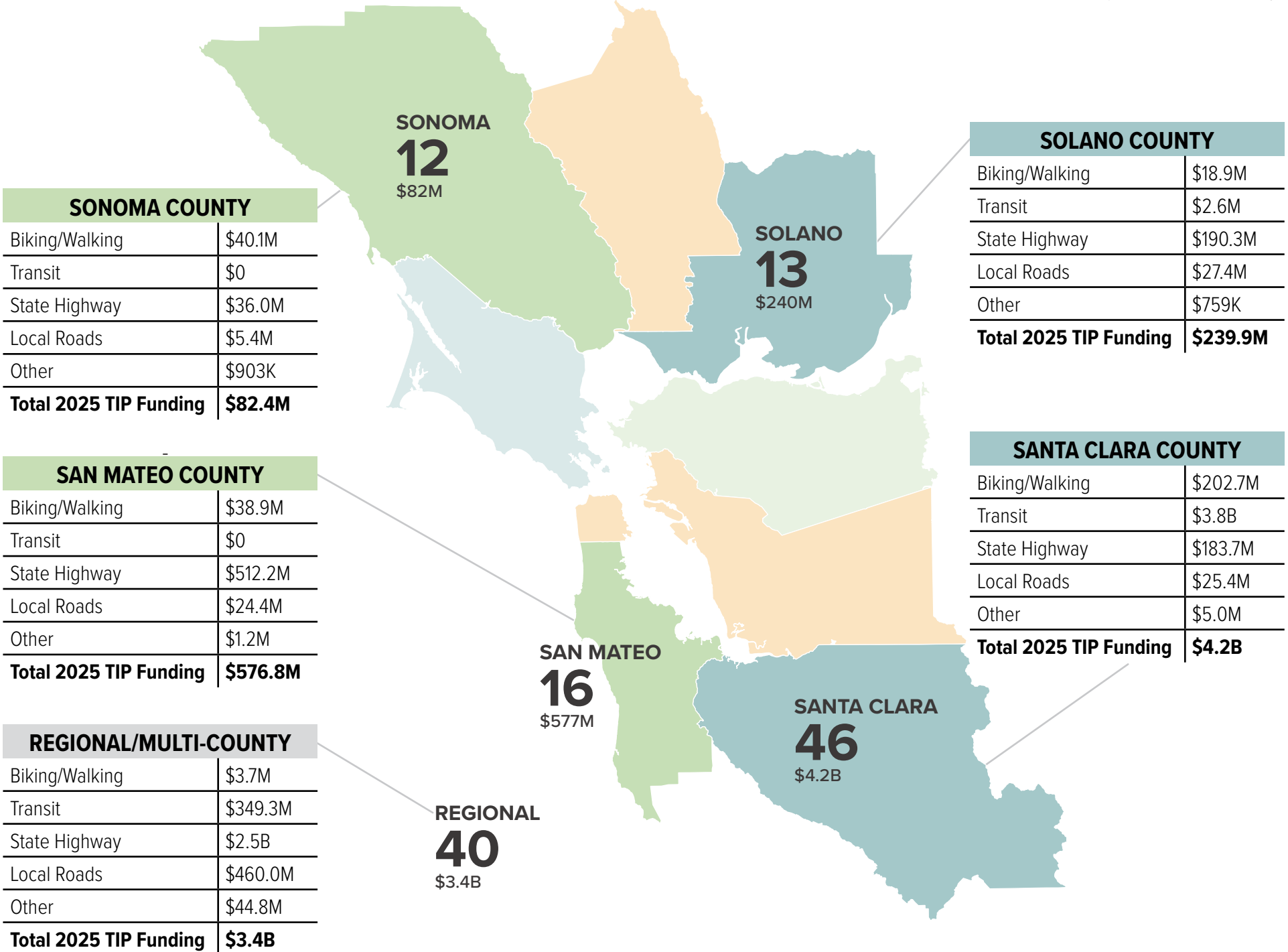


NAPA COUNTY	
Biking/Walking	\$30.5M
Transit	\$0
State Highway	\$9.5M
Local Roads	\$0
Other	\$346K
Total 2025 TIP Funding	\$40.4M

CONTRA COSTA COUNTY	
Biking/Walking	\$98.9M
Transit	\$33.0M
State Highway	\$203.2M
Local Roads	\$96.8M
Other	\$6.0M
Total 2025 TIP Funding	\$437.9M

ALAMEDA COUNTY	
Biking/Walking	\$471.9M
Transit	\$134.8M
State Highway	\$297.4M
Local Roads	\$247.6M
Other	\$305.7M
Total 2025 TIP Funding	\$1.5B

NUMBER OF PROJECTS AND FUNDING IN THE 2025 TIP BY BAY AREA COUNTY The maps on this page and the next page show the total number of projects included in the 2025 TIP by county and regionally, as well as the total funding invested by county and regionally over the next four years (note: funds are rounded). Regional projects include highway repaving and maintenance, carpool and vanpool programs, and new vehicles for multi-county transit agencies such as BART, SMART and Caltrain, among others. “Other” projects listed in the table includes port, freight rail, planning activities, commuter programs, and technology projects.



SONOMA COUNTY	
Biking/Walking	\$40.1M
Transit	\$0
State Highway	\$36.0M
Local Roads	\$5.4M
Other	\$903K
Total 2025 TIP Funding	\$82.4M

SOLANO COUNTY	
Biking/Walking	\$18.9M
Transit	\$2.6M
State Highway	\$190.3M
Local Roads	\$27.4M
Other	\$759K
Total 2025 TIP Funding	\$239.9M

SAN MATEO COUNTY	
Biking/Walking	\$38.9M
Transit	\$0
State Highway	\$512.2M
Local Roads	\$24.4M
Other	\$1.2M
Total 2025 TIP Funding	\$576.8M

SANTA CLARA COUNTY	
Biking/Walking	\$202.7M
Transit	\$3.8B
State Highway	\$183.7M
Local Roads	\$25.4M
Other	\$5.0M
Total 2025 TIP Funding	\$4.2B

REGIONAL/MULTI-COUNTY	
Biking/Walking	\$3.7M
Transit	\$349.3M
State Highway	\$2.5B
Local Roads	\$460.0M
Other	\$44.8M
Total 2025 TIP Funding	\$3.4B

REGIONAL
40
\$3.4B

Projects in the 2025 TIP with Costs of \$200M+

ALAMEDA COUNTY

East Bay Greenway Phase 2	\$495M
State Route 262 (Mission Blvd.) Improvements	\$445M
7th Street Grade Separation East	\$378M
West Oakland Howard Terminal Downtown Connectivity	\$373M
7th Street Grade Separation West	\$311M
East-West Connector: Decoto and Quarry Lakes Parkway	\$308M
Alameda: Oakland/Alameda Estuary Bridge	\$293M
Irvington BART Station	\$289M
San Pablo Avenue Bus/Bike Lanes	\$231M
I-880 NB HOV/HOT: North of Hacienda to Hegenberger	\$221M
BART Police Department Headquarters Project	\$200M

CONTRA COSTA COUNTY

I-680 Northbound Express Lane Completion	\$560M
I-680/State Route 4 Interchange Reconstruction: Phases 1, 2a and 4	\$467M

MARIN COUNTY

Golden Gate Bridge Seismic Retrofit: Phase 3B	\$1B
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NAPA COUNTY

State Route 37 Interim Project - Sears Point to Mare Island (also Solano County)	\$430M
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SAN FRANCISCO COUNTY

Transbay Terminal/Caltrain Downtown Extension: Phase 2	\$7.6B
SFMTA: Light Rail Vehicle Procurement	\$1.1B
SFCTA: US-101 Doyle Drive Annual Debt Payment	\$1.1B
Hunters Point Shipyard and Candlestick Point Local Roads	\$441M
SF- Better Market Street Transportation Elements	\$416M
Yerba Buena Island (YBI) Ramp Improvements	\$334M
Geary Bus Rapid Transit	\$300M
SFMTA: Train Control & Trolley Signal Rehabilitation/Replacement	\$284M
SFMTA Facility Development - Battery Electric Bus	\$238M

SAN MATEO COUNTY

Burlingame - Broadway Grade Separation	\$327M
SR-84/US-101 Interchange Reimagined	\$302M
US-101 Managed Lanes north of I-380	\$291M
Peninsula Corridor Electrification Expansion	\$204M

SOLANO COUNTY

I-80/I-680/State Route 12 Interchange Improvements	\$661M
State Route 37 Interim Project - Sears Point to Mare Island (also Napa County)	\$430M
Solano WB I-80 Cordelia Truck Scales	\$243M

SONOMA COUNTY

US-101 Marin/Sonoma Narrows (Sonoma)	\$349M
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SANTA CLARA COUNTY

BART - Berryessa to San Jose Extension	\$11.8B
Eastridge to BART Regional Connector	\$653M
Santa Clara County – US-101 Express Lanes	\$481M
US-101/Zanker Road-Skyport Drive-North Fourth Street Improvements	\$242M
State Route 85 Express Lanes	\$237M
I-280/Winchester Boulevard Interchange Improvement	\$229M

REGIONAL/MULTI-COUNTY

BART Transbay Core Capacity Improvements	\$3.5B
BART: Railcar Procurement Program	\$2.7B
MTC: Financing Repayment for Transit Capital Priorities Program	\$1.5B
Toll Bridge Rehabilitation Program	\$1.2B
BART: Link21 - Phase 1: Program Development	\$1B
BART: Rail, Way and Structures Program	\$398M
BART Train Control Renovation	\$327M
BART: Traction Power System Renovation	\$295M
Toll Bridge Maintenance	\$219M

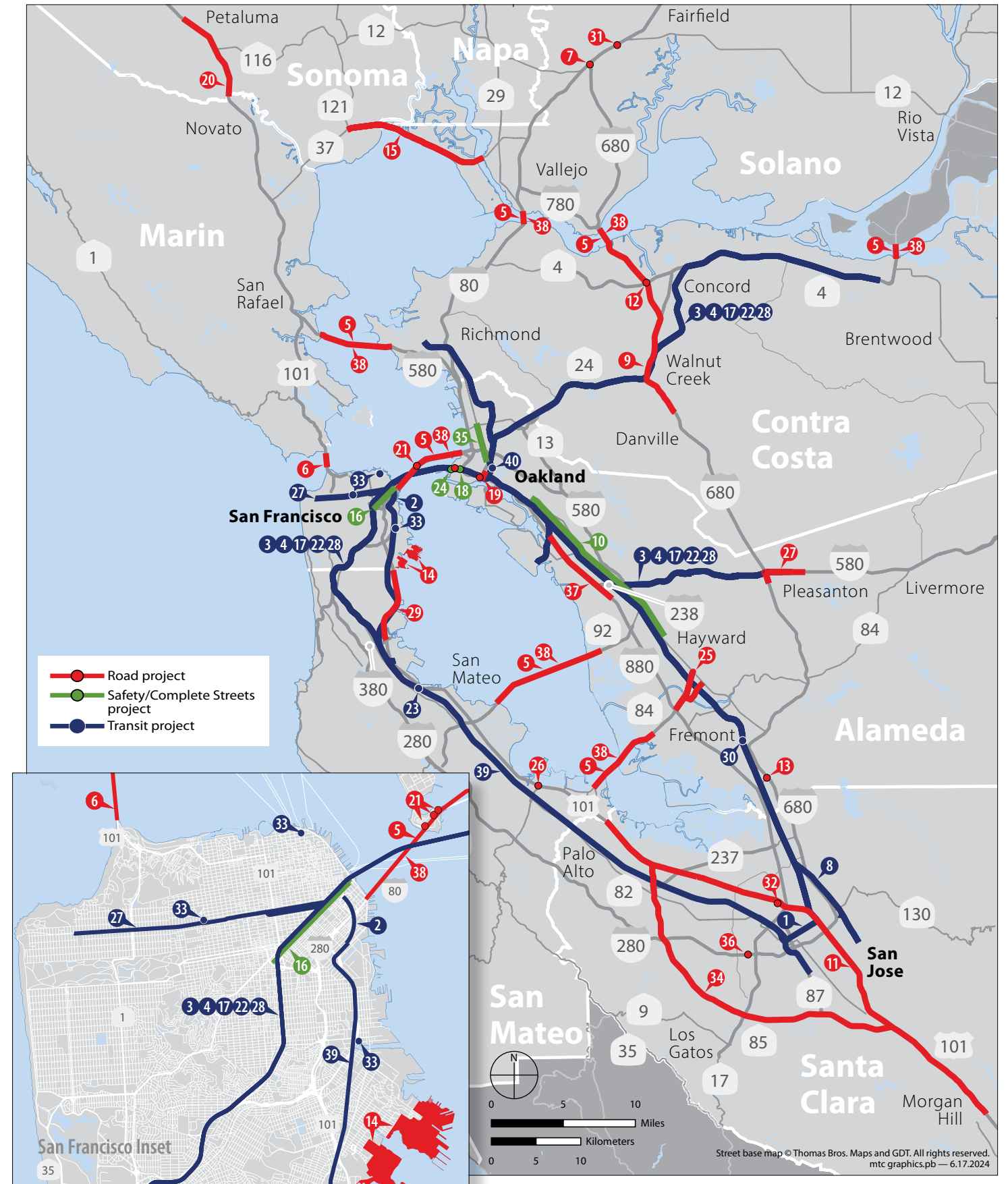
Projects in the 2025 TIP with Costs of \$200 Million or Greater

- | | | |
|---|--|---|
| <p>1 BART - Berryessa to San Jose Extension
Santa Clara County
\$11.8 billion</p> <p>2 Transbay Terminal/Caltrain Downtown Extension: Phase 2
San Francisco County
\$7.6 billion</p> <p>3 BART Transbay Core Capacity Improvements
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties
\$3.5 billion</p> <p>4 BART: Railcar Procurement Program
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties
\$2.7 billion</p> <p>5 Toll Bridge Rehabilitation Program
Alameda, Contra Costa, Marin, San Francisco, San Mateo and Solano counties
\$1.2 billion</p> <p>6 Golden Gate Bridge Seismic Retrofit: Phase 3B
Marin County
\$1 billion</p> <p>7 I-80/I-680/State Route 12 Interchange Improvements
Solano County
\$661 million</p> <p>8 Eastridge to BART Regional Connector
Santa Clara County
\$653 million</p> <p>9 I-680 Northbound Express Lane Completion
Contra Costa County
\$560 million</p> <p>10 East Bay Greenway Phase 2
Alameda County
\$495 million</p> <p>11 Santa Clara County – US-101 Express Lanes
Santa Clara County
\$481 million</p> <p>12 I-680/State Route 4 Interchange Reconstruction: Phases 1, 2a and 4
Contra Costa County
\$467 million</p> <p>13 State Route 262 (Mission Blvd.) Improvements
Alameda County
\$445 million</p> <p>14 Hunters Point Shipyard and Candlestick Point Local Roads
San Francisco County
\$441 million</p> <p>15 State Route 37 Interim Project - Sears Point to Mare Island
Napa and Solano counties
\$430 million</p> <p>16 SF- Better Market Street Transportation Elements
San Francisco County
\$415.6 million</p> | <p>17 BART: Rail, Way and Structures Program
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties
\$397.6 million</p> <p>18 7th Street Grade Separation East
Alameda County
\$378 million</p> <p>19 West Oakland Howard Terminal Downtown Connectivity
Alameda County
\$373 million</p> <p>20 US-101 Marin/Sonoma Narrows (Sonoma)
Sonoma County
\$348.7 million</p> <p>21 Yerba Buena Island (YBI) Ramp Improvements
San Francisco County
\$333.5 million</p> <p>22 BART Train Control Renovation
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties
\$327.2 million</p> <p>23 Burlingame – Broadway Grade Separation
San Mateo County
\$327 million</p> <p>24 7th Street Grade Separation West
Alameda County
\$311 million</p> <p>25 East-West Connector: Decoto and Quarry Lakes Parkway
Alameda County
\$308 million</p> <p>26 SR-84/US-101 Interchange Reimagined
San Mateo County
\$301.6 million</p> <p>27 Geary Bus Rapid Transit
San Francisco County
\$300 million</p> <p>28 BART: Traction Power System Renovation
Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties
\$295 million</p> <p>29 US-101 Managed Lanes north of I-380
San Mateo County
\$291.2 million</p> <p>30 Irvington BART Station
Alameda County
\$289.3 million</p> <p>31 Solano WB I-80 Cordelia Truck Scales
Solano County
\$243.3 million</p> <p>32 US-101/Zanker Road-Skyport Drive-North Fourth Street Improvements
Santa Clara County
\$242 million</p> | <p>33 SFMTA Facility Development - Battery Electric Bus
San Francisco County
\$238.4 million</p> <p>34 State Route 85 Express Lanes
Santa Clara County
\$237 million</p> <p>35 San Pablo Avenue Bus/Bike Lanes
Alameda County
\$231.3 million</p> <p>36 I-280/Winchester Boulevard Interchange Improvement
Santa Clara County
\$228.7 million</p> <p>37 I-880 NB HOV/HOT: North of Hacienda to Hegenberger
Alameda County
\$221 million</p> <p>38 Toll Bridge Maintenance
Alameda, Contra Costa, Marin, San Francisco, San Mateo and Solano counties
\$219 million</p> <p>39 Peninsula Corridor Electrification Expansion
San Mateo County
\$203.6 million</p> <p>40 BART Police Department Headquarters Project
Alameda County
\$200 million</p> |
|---|--|---|

NOT MAPPED

- A **MTC: Financing Repayment for Transit Capital Priorities Program**
Regional/Multi-County
\$1.5 billion
- B **SFMTA: Light Rail Vehicle Procurement**
San Francisco County
\$1.1 billion
- C **SFCTA: US-101 Doyle Drive Annual Debt Payment**
San Francisco County
\$1.1 billion
- D **BART: Link21 - Phase 1: Program Development**
Regional/Multi-County
\$1 billion
- E **Alameda: Oakland/Alameda Estuary Bridge**
Alameda County
\$292.6 million
- F **SFMTA: Train Control & Trolley Signal Rehabilitation/Replacement**
San Francisco County
\$284 million

- RED** Road Project
- GREEN** Safety/Complete Streets Project
- BLUE** Transit Project



NOTE: Excludes projects with no funding programmed after 2024. Excludes consolidated project listings (grouped listings) as individual projects in these listings are less than \$200 million. Total project costs reflected in the 2025 TIP for certain major projects are subject to change. MTC will update project cost information in the 2025 TIP prior to final adoption or through amendment, as needed.

Transit Priority

Transit Priority investments improve transit travel time and reliability, enhancing the experience for riders and lowering costs for operators.



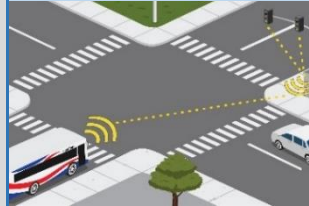
Photo: Karl Nielsen

Toolkit of Transit Priority Treatments



Photo: Jeremy Menzies/SFMTA

Dedicated Transit Lanes



Courtesy of SamTrans

Transit Signal Priority



Photo: Jeremy Menzies/SFMTA

Improved Transit Stop Design



Photo: Jeremy Menzies/SFMTA

Transit Vehicle/ High-Occupancy Vehicle Lanes



Photo: Jeremy Menzies/SFMTA

Traffic/Parking Regulations & Enforcement



Image: NACTO

Queue Jump Lanes

Optimized Transit Stop Placement & Spacing



Photo: Marin Transit

More information at
mtc.ca.gov/transitpriority

Project Highlight: SFMTA Geary Rapid

Received \$10 million from MTC's Transit Performance Initiative program. Installed transit lanes, bus bulbs, signal priority, bus stop spacing changes, and pedestrian safety and urban design improvements.

Benefits:

Transit travel time decreased by up to 18% on 38R.

Transit reliability improved 37% on 38R.

Safety improved, with a 70-80% reduction in vehicles going >40 mph.







Photo: Jeremy Menzies/SFMTA

Generating Results for Riders

- ▶ Transit Priority treatments can help transit vehicles avoid traffic congestion, reduce delays at signals and move more predictably on all types of roads.
- ▶ Eliminating transit delays reduces travel times and improves transit reliability, making transit more attractive to ride.
- ▶ Shorter travel times also lower the operating cost to provide service.

Regional Initiatives

 <p>Regional Transit Priority Policy</p> <p>Promotes faster, more reliable transit that moves more people in the Bay Area.</p>	 <p>Bus Accelerated Infrastructure Delivery</p> <p>Funds near-term (quick-build) Transit Priority projects.</p>	<p>Innovative Deployments to Enhance Arterials: Transit Signal Priority</p> <p>Provides assistance to local government to advance Transit Signal Priority.</p>	 <p>Forward Commute Initiatives</p> <p>Delivers Transit Priority projects along key freeway and bridge corridors.</p>	 <p>Transit Performance Initiative</p> <p>Funds the delivery of Transit Priority projects.</p>
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Transit Priority Project Budget & Timeline

Generally, projects spanning larger areas with more treatments, multiple right-of-way owners, and more existing utility conflicts require more budget and a longer timeline.

Implementation Timeline/Cost	Example Project	Transit Priority Elements	Right-of-Way Owner(s)
<p>Near-term/Low Cost (1-3 years) Interventions at “hotspot” locations <\$2 million per mile</p>	<p>Monument Corridor Transit Speed Improvements (County Connection) 2 years (2025-2026) \$435,000 per mile</p>	<p>TSP, stop placement/spacing</p>	<p>Concord</p>
<p>Mid-Term/Medium Cost (3-10 years) Improvements corridor-wide \$2 million per mile – \$15 million per mile</p>	<p>Geary Rapid (SFMTA) 4 years (2018-2021) \$12 million per mile (\$36 million*, 3 miles)</p>	<p>Transit lanes, TSP, stop placement/ spacing, stop design</p>	<p>San Francisco</p>
<p>Long-Term/Higher Cost (10+ years) Reimagined and redesigned corridors >\$15 million per mile</p>	<p>Tempo Bus Rapid Transit (AC Transit) 18 years (2003-2020) \$23 million per mile (\$232 million, 10 miles)</p>	<p>Transit lanes, TSP, boarding stations, off-board fare payment, extensive signal/utility upgrades and relocations</p>	<p>Oakland, San Leandro, Caltrans</p>

*Does not include \$30 million in coordinated infrastructure upgrades that were bundled with project but were not part of project.

Fare Integration

Delivering rider-friendly fare products and programs helps make transit more affordable for today's users and encourages more people to use transit.



Photo: Noah Berg

Regional Initiatives



CLIPPER.
BayPass

Clipper BayPass pilot program provides

unlimited rides on all bus, rail and ferry services in the Bay Area.

Initially offered to educational institutions and affordable housing communities, Clipper BayPass is now being sold to employers.

Free & Reduced Transfers

Launching with **Next Generation Clipper** system, a regional fare pilot policy will offer a \$2.75 transfer discount whenever a customer transfers between agencies. The \$11 million/year, MTC-funded policy is expected to grow ridership by up to 27,000 riders per day.



The Clipper START pilot program offers low-income Bay Area residents who make up to 200% of the federal poverty level a 50% discount on their transit fares.

MTC subsidizes operator revenue impacts with up to \$8 million/year.

Common Regional Fare Structure

Fully deploying a common fare structure **could ultimately increase daily ridership by 70,000** based on the findings of the Fare Coordination & Integration Study. A next step called for in that study is to study a common fare structure on regional rail systems.

mtc.ca.gov/FareCoordination

Transforming Regional Transit Fares

\$80 – \$100 Million*

annual investment could deliver



- ✓ Single fare structure for regional transit service — generating ridership growth of 70,000+ riders a day
- ✓ Savings for all riders using local bus/LRT, rail, ferry, and express bus
- ✓ Regional daily/weekly/monthly passes and fare caps maximums for all types of users
- ✓ Free transfers between operators

Generating Results For Riders Today

CLIPPER **START** ▶▶

64%

of users report taking more public transit trips because of **Clipper START**

61%

of users say *“it is now easier for me to cover all my expenses”*

 **CLIPPER.**
BayPass

40%

increase in ridership by **Clipper BayPass** users in Phase 1 of Pilot in random control trial of 20,000 Clipper BayPass users compared to non-users at Bay Area universities

1st

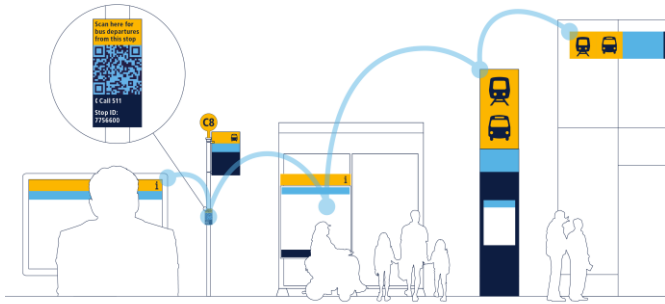
Clipper BayPass is the first product that provides unlimited travel on all Bay Area transit

Funding

MTC and regional partners are piloting Fare Integration initiatives to make fares more affordable and encourage more people to take transit.

The cost to implement the full suite of fare integration initiatives ranges from \$80-\$100 million* per year but Clipper START and free and reduced transfers could be extended for approximately \$20 million per year.

* Amount determined by the Bay Area Fare Coordination & Integration Study and Business Case.



Whether residents are traveling by bus, rail, or ferry, they use signs to navigate the experience. This project will simplify transit travel with unified signage and maps regionwide.

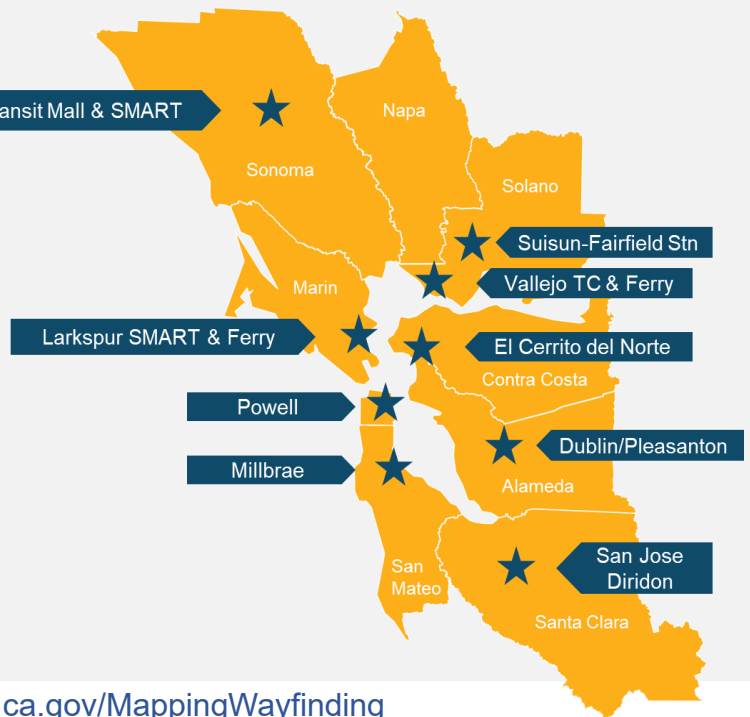
Project Highlight: Unified Design Identity

The Bay Area's natural beauty serves as inspiration for the colors of the regional transit network identity.



Project Highlight: Design Tests

- ▶ **Fall-Winter 2024:** Design tests at El Cerrito del Norte BART and Santa Rosa Transit Mall will support in-person feedback to inform the Regional Mapping & Wayfinding standards.
- ▶ **2025-2026:** Testing at nine sites in a variety of complex, multi-operator locations will further inform the standards.



For more information, visit mtc.ca.gov/MappingWayfinding

Improve mobility and access to services for older adults and people with disabilities and give more Bay Area residents the freedom to get around the region independently.



Regional Initiatives



Mobility Management

Designate in each county a Mobility Manager to coordinate rides and function as a go-between for transit agencies, serving people with disabilities, older adults and people with low incomes.



One-seat Paratransit Rides

Pilot one-seat paratransit rides to enable eligible riders to travel to their destinations without having to change vehicles.

Standardizing Paratransit Eligibility Practices

Standardize ADA paratransit eligibility practices to improve accuracy of assessments and provide referrals to other services, safeguarding the service for those who truly need it.



Improving Paratransit Service

Explore service improvements, policy changes, and technology enhancements to increase efficiencies and improve the paratransit customer experience.



Next Generation Clipper® Integration

Paratransit users will be able to pay for rides using Clipper.

For more information, visit mtc.ca.gov/TAPAccessibility

Transit 2050+ is laying the foundation for a future transit network that is service-based, hub-oriented and financially feasible.



Goals

Develop an integrated, well-connected transit network

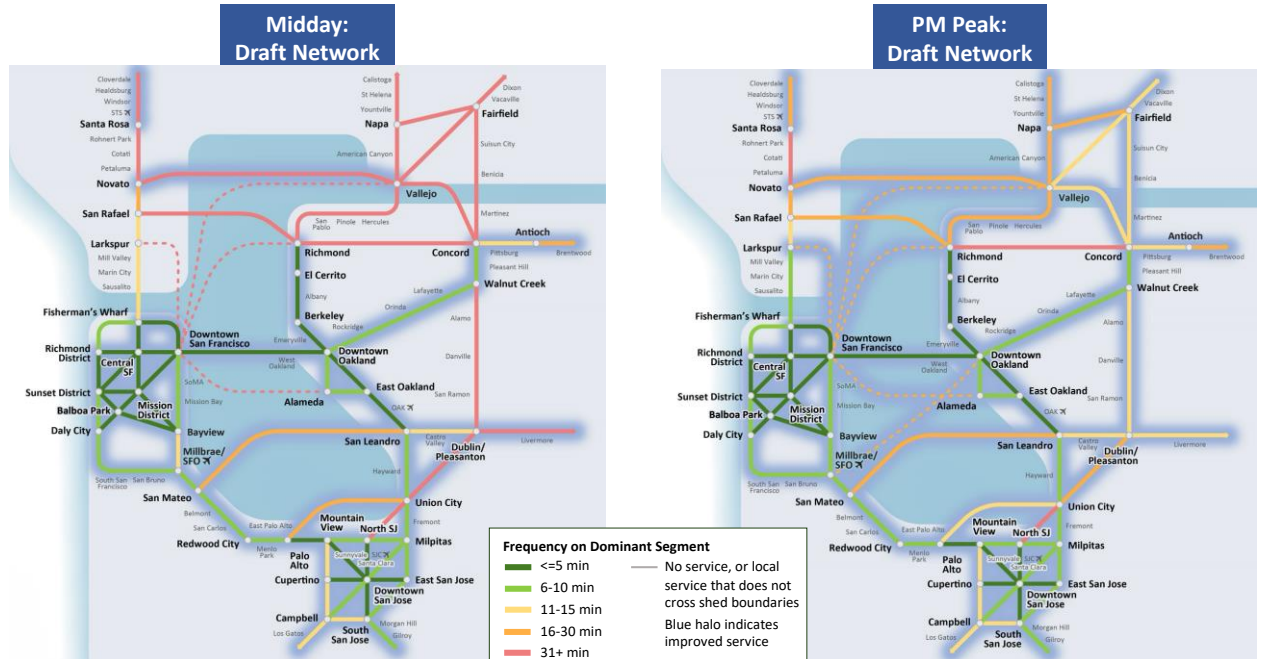
Recover and regrow transit ridership

Improve transit reliability and speed

Reduce barriers to using transit

Draft Transit 2050+ Network: Year 2050 Frequencies

The Draft Transit 2050+ Network outlines how to make trips faster and more frequent at all times of day and how to connect more communities by bus, train or ferry.



For more information:
planbayarea.org/2050/transit-2050-plus



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-1003 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 7/29/2024 **In control:** Transportation Revenue Measure Select Committee

On agenda: 8/26/2024 **Final action:**

Title: Approval of the Transportation Revenue Measure Select Committee Minutes of the July 29, 2024 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a TRM Select Committee Meeting Minutes Draft 07 29 2024.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of the Transportation Revenue Measure Select Committee Minutes of the July 29, 2024 Meeting

Recommended Action:
TRM Select Committee Approval

Attachments:



375 Beale Street, Suite
800
San Francisco, CA 94105

Meeting Minutes - Draft

Transportation Revenue Measure Select Committee

Monday, July 29, 2024

9:30 AM

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Joint meeting with the Metropolitan Transportation Commission

Roster

John Arantes, David Canepa, Cindy Chavez, Alicia John-Baptiste, Nick Josefowitz, Manny Leon, Adina Levin, James Lindsay, Matt Mahan, Nate Miley, Stephanie Moulton-Peters, Sue Noack, David Rabbitt, Jim Spering (Chair), Ellen Wu, Jim Wunderman
Ex-Officio Members: Alfredo Pedroza, Alicia Lawrence and Raayan Mohtashemi

1. Call to Order / Roll Call / Confirm Quorum

A Roll Call was conducted for the Metropolitan Transportation Commission. A quorum of the Commission was not present.

The following individuals participated from an unnoticed remote location. Their participation did not count toward the quorum, and they did not vote on any items: Member Lindsay and Member Josefowitz.

Member Mahan and Member Canepa invoked AB 2449.

Present: 15 - Committee Member Arantes, Committee Member Canepa, Committee Member Chavez, Committee Member John-Baptiste, Committee Member Josefowitz, Committee Member Leon, Committee Member Levin, Committee Member Lindsay, Committee Member Mahan, Committee Member Moulton-Peters, Committee Member Noack, Committee Member Pedroza, Chair Spering, Committee Member Wu and Committee Member Wunderman

Absent: 1 - Committee Member Miley

2. Chair Comments

2a. [24-0957](#) Welcoming and Framing Remarks

Action: Information

Presenter: Chair Jim Spering

Attachments: [24-0957_Chair Comments.pdf](#)

3. Consent Calendar

Votes from the Ex-Officio Committee Members did not count towards the vote to pass the consent calendar.

Upon the motion by Committee Member Noack and seconded by Committee Member Moulton-Peters, the consent calendar was approved. The motion carried by the following vote:

Aye: 14 - Committee Member Arantes, Committee Member Canepa, Committee Member Chavez, Committee Member John-Baptiste, Committee Member Leon, Committee Member Levin, Committee Member Lindsay, Committee Member Mahan, Committee Member Moulton-Peters, Committee Member Noack, Chair Spering, Committee Member Wu, Committee Member Wunderman and Rabbitt

Absent: 2 - Committee Member Josefowitz and Committee Member Miley

Abstain: 1 - Committee Member Pedroza

3a. [24-0919](#) Approval of the Transportation Revenue Measure Select Committee Minutes of the June 24, 2024 Meeting

Action: TRM Select Committee Approval

Attachments: [24-0919 TRM Select Committee Meeting Minutes Draft.pdf](#)

4. Discussion

4a. [24-0920](#) Review of Voter Sentiment

Action: Information

Presenter: Ruth Bernstein, EMC Research, and Rebecca Long, MTC

Attachments: [24-0920 Research Summary.pdf](#)

Aleta Dupree, Team Folds, spoke on this item.
Zack Deutsch-Gold, Transform, spoke on this item.
Bob Allen, Urban Habitat, spoke on this item.
Joshua Arce, Norcal Laborers, spoke on this item.
George Spies, Traffic Violence/Traffic Response, spoke on this item.
Wendy Kallins, Sustainable Marin, spoke on this item.
Chance Boreski, Voices for Public Transportation, spoke on this item.
Howard Wong, MTC Policy Advisory Council, spoke on this item.
Carol Taylor, Genesis of Oakland, spoke on this item.
Marjorie Alvord, 350 Bay Area, spoke on this item.
Steve Birdleough, Transportation Land Use Coalition, spoke on this item.
Emil Abraham, spoke on this item.

4b. [24-0961](#) Navigating Revenue Options and Investment Priorities.

The Committee will explore the scale and breadth of the transit operating need facing the region in the context of various revenue options and considerations. This information is meant to further the Committee's discussion of the role a transportation measure can play in addressing urgent and/or longstanding challenges.

Action: Information

Presenter: Alix Bockelman, MTC Chief Deputy Executive Director, Stuart Cohen, SC Strategies, and Theresa Romell, Director, Funding Policy & Programs

Attachments: [24-0961 Presentation.pdf](#)

Laurel Paget-Seekins, Public Advocates, spoke on this item.
Anthony Campana, Transbay Coalition, spoke on this item.
Zack Deutsch-Gold, Transform, spoke on this item.
Emily Wheeler, Public Advocates, spoke on this item.
Peter Strauss, spoke on this item.
Brian Culbertson, spoke on this item.
Wendy Kallins, Sustainable Marin, spoke on this item.
Jenny Michel, spoke on this item.
Pete Wilson, TWU Local 250A, spoke on this item.
Howard Wong, MTC Policy Advisory Council, spoke on this item.

5. Public Comment / Other Business

Written correspondence was received from: Seamless Bay Area, and Voices for Public Transportation.
Joe Sangirardi, spoke on this item.
Jonathan Cole, Climate Action California, spoke on this item.
Aleta Dupree, Team Folds, spoke on this item.

5a. [24-0993](#) Public Comment

Attachments: [5 Public Comment Seamless Bay Area.pdf](#)
[5 Public Comment Voices for Public Transportation.pdf](#)

6. Adjournment / Next Meeting

The next meeting of the Transportation Revenue Measure Select Committee will be held on August 26, 2024, at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105, unless duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 24-1067 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/12/2024 **In control:** Transportation Revenue Measure Select Committee

On agenda: 8/26/2024 **Final action:**

Title: Transportation Revenue Measure Scenarios

Review of draft scenarios, including revenue sources and amounts, expenditure categories, geographic scope, and other attributes. Select Committee members will be asked to discuss and provide input to further refine the scenarios.

Sponsors:

Indexes:

Code sections:

Attachments: [4a Summary Sheet Scenarios.pdf](#)
[4a Scenarios Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Review of draft scenarios, including revenue sources and amounts, expenditure categories, geographic scope, and other attributes. Select Committee members will be asked to discuss and provide input to further refine the scenarios.

Presenter:

Stuart Cohen, SC Strategies

Recommended Action:

Information

Attachments: List any attachments.

Transportation Revenue Measure Select Committee

August 26, 2024

Agenda Item 4a

Transportation Revenue Measure Scenarios

Subject:

Review of draft scenarios, including revenue sources and amounts, expenditure categories, geographic scope, and other attributes. Select Committee members will be asked to discuss and provide input to further refine the scenarios.

Background:

Based on the feedback received to date, staff have assembled two distinct scenarios and one alternative approach to addressing the transit operating funding challenges facing the Bay Area.

Scenario 1: Core Transit Framework

This approach is responsive to the often-heard perspective that we should “keep it simple” and “focus on the core problem,” rather than aiming to address a wider range of transportation objectives as a strategy to win greater support. It’s named the “Core Transit Framework” because it focuses on the largest operators in terms of ridership that are facing budget operating shortfalls, namely AC Transit, BART, Caltrain and SF Muni.

This 30-year, half-cent sales tax scenario assumes participation by the following counties as its baseline: Alameda, Contra Costa, San Francisco and San Mateo. A key feature of the Core Transit Framework is its “temporal” element.

For all 30 years, 10% of the funds generated in each county would support Transit Transformation. These funds would be allocated at the regional level for customer-focused improvements.

For the first eight years of the measure the remaining 90% of funds from the four baseline counties would go towards transit operations. This scenario uses “adjusted fares” as the transit operations funding target (or “problem we’re solving”). Specifically, this metric looks at the gap between fare revenue from FY 2019 actuals to FY 2024/25 budgeted levels and adjusts it by a 2 percent annual escalation factor to help account for cost growth since 2019.

This time provides an eight-year runway to address transit funding gaps through means beyond the Transportation Revenue Measure, including: growing ridership and fare revenue, especially with implementation of the Transit Transformation Action Plan; speed transit and reduce operating costs via transit priority measures; allow local sources of operating funds recover; and together seek additional support from the state and federal levels.

In years 9-15, the percentage to transit operations funding is reduced to 40%. The remaining 50% share of funds in years 9-15 will be suballocated directly to county transportation agencies as “County Flex” funds. These flex funds can be invested in any eligible use in Plan Bay Area 2050 or successor plans. This adjustment in year 9 recognizes that a number of counties face

Transportation Revenue Measure Select Committee

August 26, 2024

Agenda Item 4a

Transportation Revenue Measure Scenarios

sales tax expirations starting around 2034, so by scaling down the transit service portion of the measure, this infusion of County Flex funding can serve as a potential backstop if a sales tax renewal effort is not successful by that time.

Note that in years 9-15, no dedicated core county funding would be provided directly to Muni, but San Francisco may use their County Flex funds to support transit.

Years 16-30 double-down on County Flex providing county transportation agencies with 90% of the funds but retaining the 10% for Transit Transformation.

Other counties could opt into Scenario 1 with a minimum of 10% contribution to Transit Transformation at a regional level and some degree of contribution towards transit operating deficits for operators serving their county, taking into consideration existing contractual agreements and subject to agreement with MTC. Counties would need to determine whether or not they want to participate before the legislation is finalized in 2025, given the importance of having certainty in order to build awareness and clear communication about the measure well before it goes to the voters.

Scenario 2: Go Big Framework

This scenario responds to requests by Voices for Public Transportation and Senator Wiener's office, among others, for a revenue measure that provides robust funding for transit operations over the life of the measure. The concept is also a 30-year measure, but with a higher level of funding, generating about \$1.5 billion per year with either a payroll tax or a per square foot parcel tax. The funding breakdown for scenario 2 is:

- 20% for Transit Transformation, split 50/50 between regional and county-based funds.
- 50% for transit operations
- 30% for County Flex

Ten percent of the measure, or \$150 million, dedicated to implement recommendations of the Transit Transformation Action Plan region-wide. The other 10% would be subvented directly to the counties and could be used on any project in the Action Plan or in Transit 2050+ or a successor plan.

Transit operations funding would be for operator reported funding gaps. This scenario funds all of the agencies with reported funding gaps, including the four agencies in Scenario 1 plus GGBHTD and small operators.

Scenario 2 provides significantly more funding to transit operating, both per year and especially over the life of the measure. By moving to operator reported shortfalls and to a parcel tax, Muni, in particular, receives significantly more funding. One of the biggest questions facing Scenario 2 is the viability of these funding sources at the ballot box.

Transportation Revenue Measure Select Committee

August 26, 2024

Agenda Item 4a

Transportation Revenue Measure Scenarios

Alternative Approach – Coordinated, Single-Agency Measures

An alternative approach to a “regional measure” that was requested for the Committee’s consideration is one in which individual agencies facing funding gaps pursue their own measures. Such an approach may still require state enabling legislation for certain operators. In the counties of Alameda, Contra Costa and San Francisco, this could present voters with multiple measures (e.g. in Alameda County, voters could be asked to vote on both an AC Transit measure and a BART measure whereas in S.F., voters could be asked to vote on a BART, Caltrain and SF Muni measure potentially at the same election). The presentation details a range of potential revenue mechanisms that are possible under this approach.

Issues:

None identified.

Recommended Action:

Information.

Attachment:

Attachment A: Presentation (to be posted prior to meeting)

Reviewed:

Andrew B. Fremier

Transportation Revenue Measure Select Committee

August 26, 2024



METROPOLITAN TRANSPORTATION COMMISSION





Questions for Committee Discussion

- 1. What is your impression of Scenario 1** including the balance between funding county needs and funding proposed for sustaining and transforming transit?
- 2. What is your impression of Scenario 2** and which funding mechanism would you support to raise \$1.5 billion per year?
- 3. Are there changes to the scenarios that could help build regional consensus?**
- 4. Instead of a single regional measure, what could it look like to have a coordinated strategy of operator-led local measures?**

Key Factors in Designing the Scenarios

Transit Funding Needs

- ▶ Post-pandemic remote work trends have fundamentally changed travel behavior and reduced transit ridership
- ▶ Commute-focused operators have lost the most fare revenue.
- ▶ Fare revenue is largest source that has declined among operators.
- ▶ Potential for improvement moving forward, including:
 - ▶ Ridership and fare growth, especially with implementation of the Transit Transformation Action Plan
 - ▶ Growth in non-fare revenues sources, or the addition of new funding sources.
 - ▶ Potential efficiencies that reduce operating costs, such as transit priority lanes.



Key Factors in Designing the Scenarios

Transit Transformation

- Ridership will grow by transforming the rider experience.
- New operational funding and one-time capital funds are needed to fully implement the transformative actions identified in the *Bay Area Transit Transformation Action Plan*.

Fares & Payment

Simpler, consistent, and equitable fare and payment options



Free Local Transfers
\$2.75 Discount for Regional Transfers

Customer Information

Make transit easier to navigate and more convenient



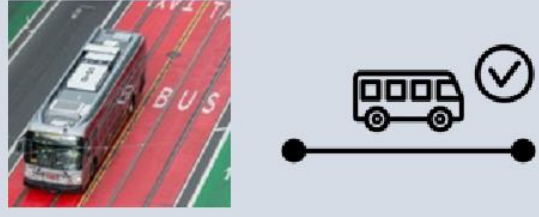
Regional Mapping & Wayfinding Project



Examples of ongoing initiatives

Transit Network

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



BusAID & IDEA TSP

Accessibility

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



Near-term improvements to paratransit user experience

Key Factors in Designing the Scenarios

County Funding Needs

Counties rely on sales taxes for local transportation needs. Some are expiring within 10 years of 2026:

- **2034:** San Mateo County
- **2035:** Contra Costa County
- **2036:** Santa Clara County

If sales tax is used as the funding source there is need for flexible county funding as early as 2034 (in case local measures are not renewed).



Two Scenarios for Consideration

Scenario 1: Core Transit Framework

30-year, 1/2-cent Sales Tax

- ▶ Includes Alameda, Contra Costa, SF & San Mateo Counties
- ▶ Opt-in for other counties, with required contribution to Transit Transformation and funding for operating gaps, subject to negotiation with MTC.
- ▶ **Generates \$540 million/year** in the four base counties, approx. \$1 billion/year in all nine

Scenario 2: Go Big Framework

30-year

- ▶ All 9 Bay Area counties
- ▶ **Generates \$1.5 billion/year** through either a \$0.28 per square foot parcel tax or a 0.54% payroll tax.*

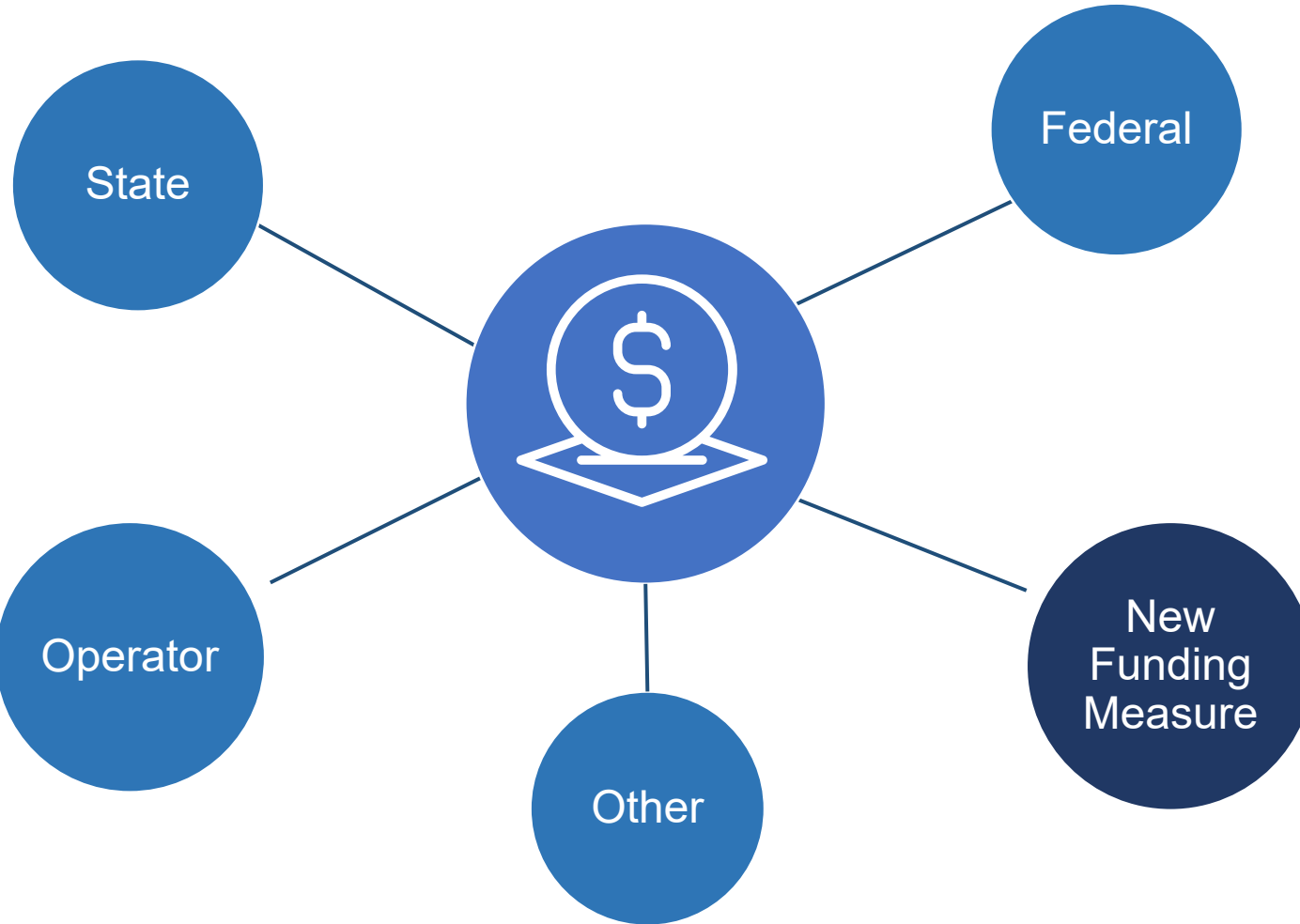
**Data for scenarios provided by NBS (parcel tax) based on July 2023 assessment data and Sperry Consulting (payroll tax) based on 2022 taxable wages and 2022 taxable sales.*

Important Context for Reviewing Scenarios

- ▶ These are **policy frameworks** based on the best available information at the time the analysis was developed.
- ▶ As more current information is provided from transit agencies and verified, MTC will incorporate it into the analysis.
- ▶ Feedback should be focused on the underlying concepts and frameworks, understanding that modest funding changes may occur as data is updated.

Neither scenario completely addresses challenges: Long-term solutions will contain many elements

SB 125 TASK Force identifying and evaluating potential new revenue sources



CONGRESS is beginning to explore increasing and expanding federal transit operating assistance. (H.R. 3744/S. 1330)

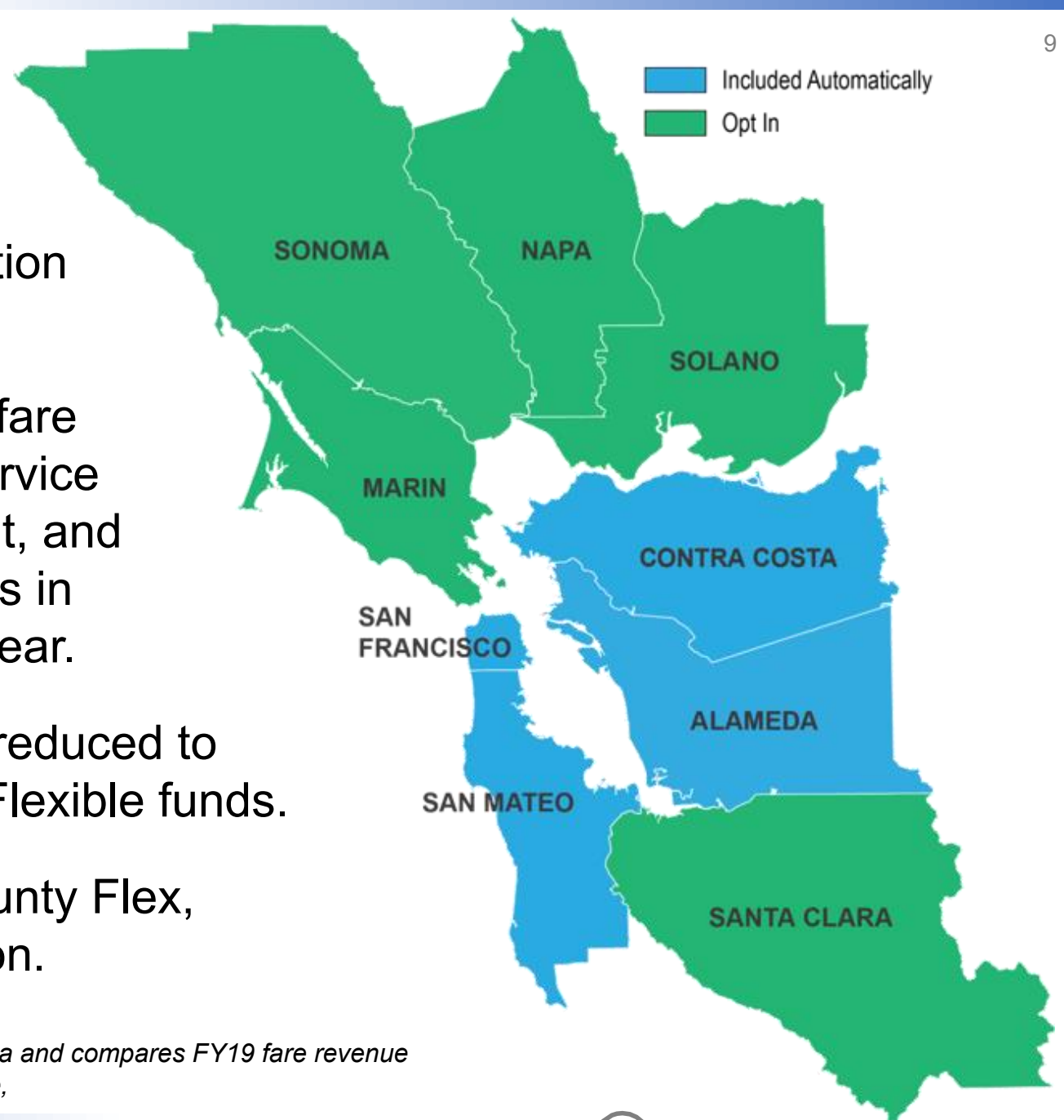
TRANSIT OPERATORS exploring fare increases and other local revenues (parking fees and fines); ongoing service adjustments & improvements

BAY AREA VOTERS via a transportation revenue measure

Core Transit Scenario

- 10% per year for Transit Transformation to grow ridership for entire measure.
- **Years 1- 8:** Funding to offset loss of fare revenue* since 2019 and mitigate service impacts at BART, Caltrain, AC Transit, and Muni, plus funding for small operators in AL and CC counties. At \$490M per year.
- **Years 9-15:** Transit operating funds reduced to \$220M/year. Remainder to County Flexible funds.
- **Years 16-30:** All funding shifts to County Flex, except 10% for Transit Transformation.

* Estimates of fare losses are based on operator provided claim data and compares FY19 fare revenue (indexed at 2% annually) to FY24 or FY 25 budgeted fare revenue,



Core Transit Scenario: Timelines at a Glance

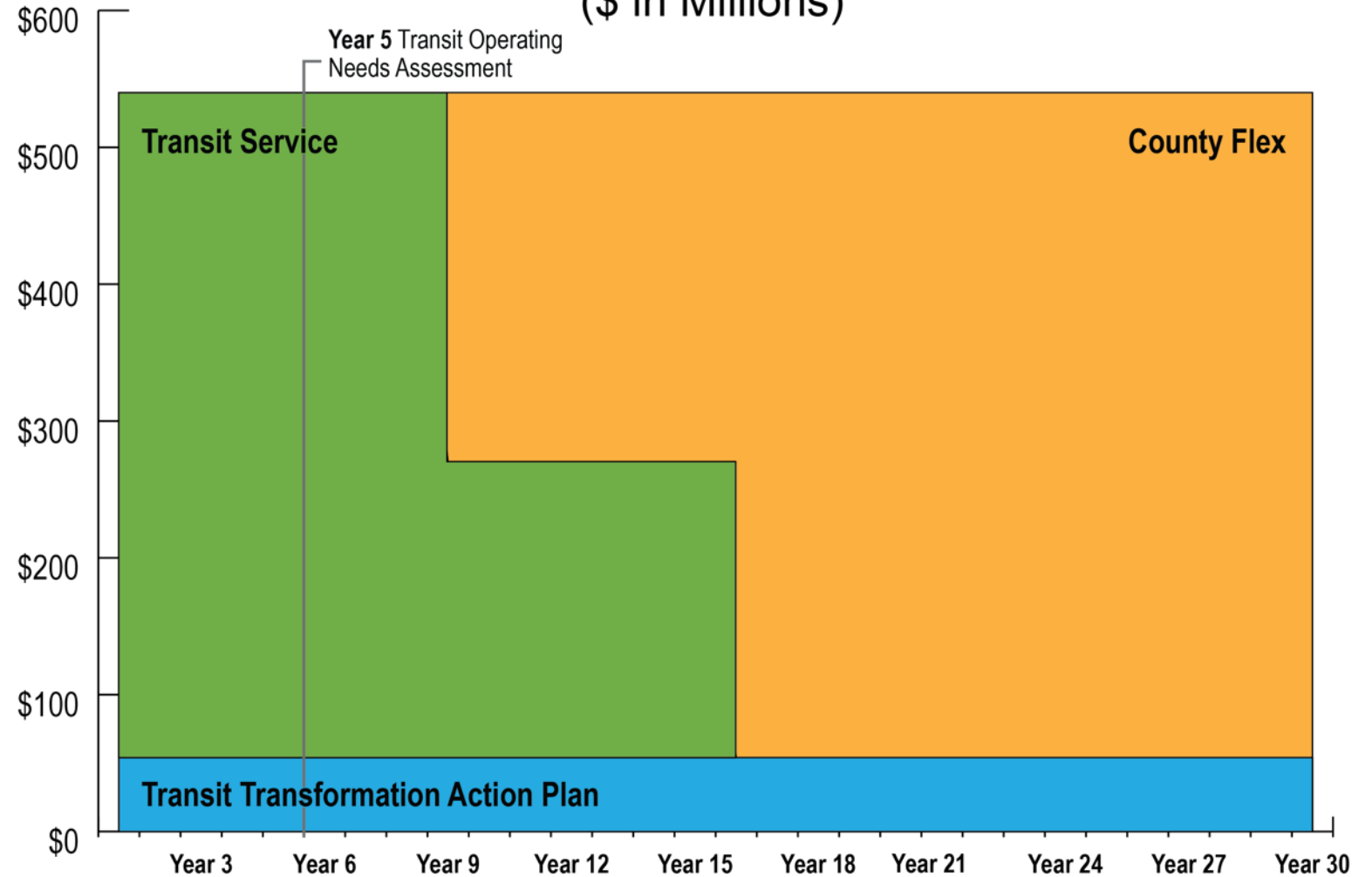
<p>Years 1-8</p>	<p>Offset Fare Revenue Loss* from Decreased Ridership at BART, Caltrain, AC Transit and Muni and creates a runway to:</p> <ul style="list-style-type: none"> • Reduce operating costs with transit priority on local streets and express lanes • Grow local sources (e.g. parking revenues in SF) • Seek support for additional funding from the state and federal levels • Transit operating needs reviewed at Year 5, with potential reduction if fewer funds needed
<p>Years 9-15</p>	<p>Dedicated Funding to Transit Operations Scaled Down, County Flex Starts</p> <ul style="list-style-type: none"> • 40% of annual funding directed to transit operations, 50% to County Flex • Transit service an eligible expenditure within county flex • No dedicated transit operations funding for Muni in Years 9-30, but SF may use County Flex funds of approximately \$50 million/year to support transit.
<p>Years 16-30</p>	<p>Direct support for transit service ends</p> <ul style="list-style-type: none"> • 90% of funding sent directly to counties for any Plan Bay Area-eligible use • Transit service remains an eligible expenditure of County Flex

* Estimates of fare losses are based on operator provided claim data and compares FY19 fare revenue (indexed at 2% annually) to FY24 or FY 25 budgeted fare revenue. Funds for Muni are limited to revenues generated in S.F.

Focus on transit service in first 8 years followed by increasingly robust county flexibility.

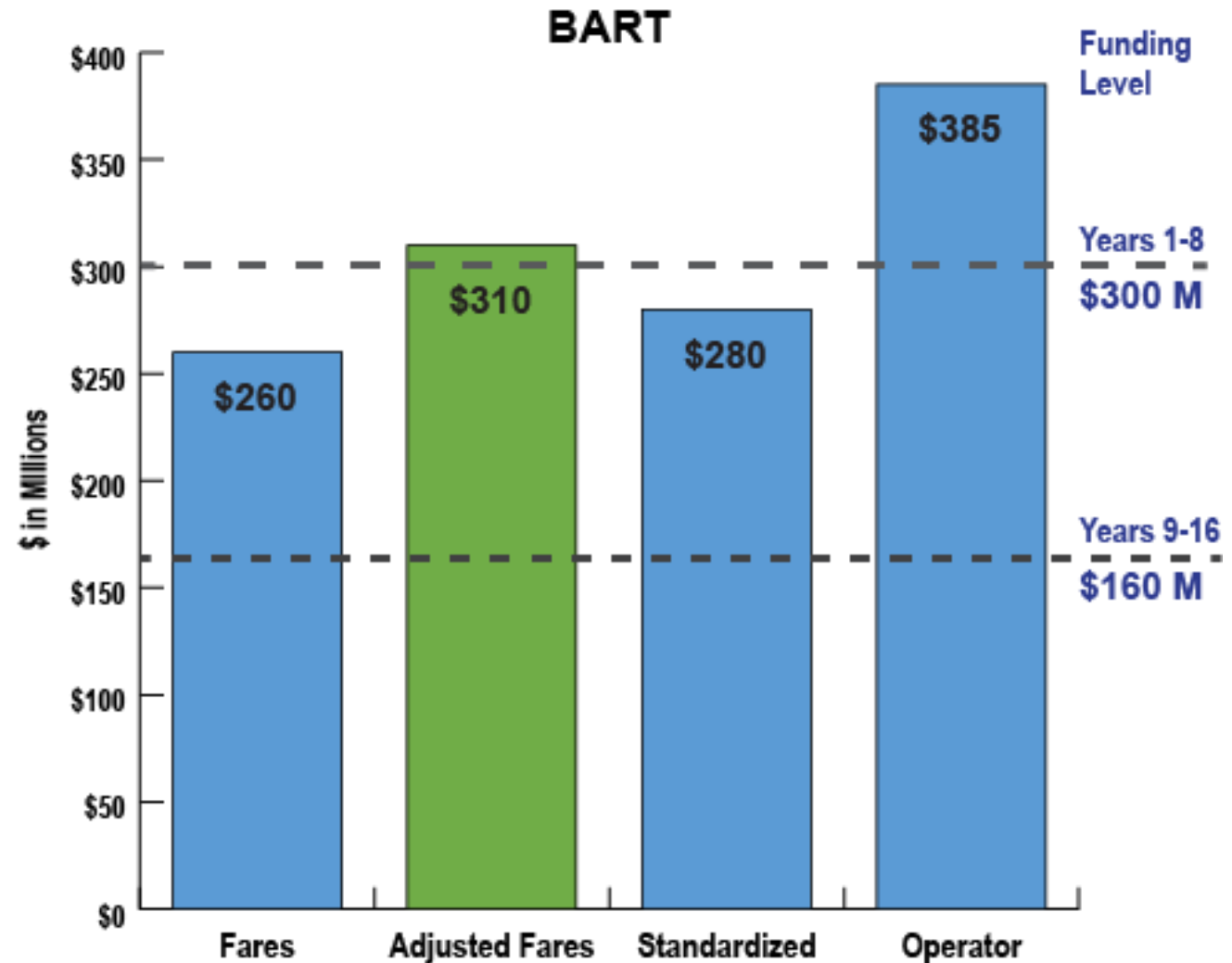
This approach protects transit service in near term as agencies develop a post-pandemic revenue model

Core Transit Scenario: 30-Year Funding Distribution (\$ in Millions)



Scenario 1: BART Funding

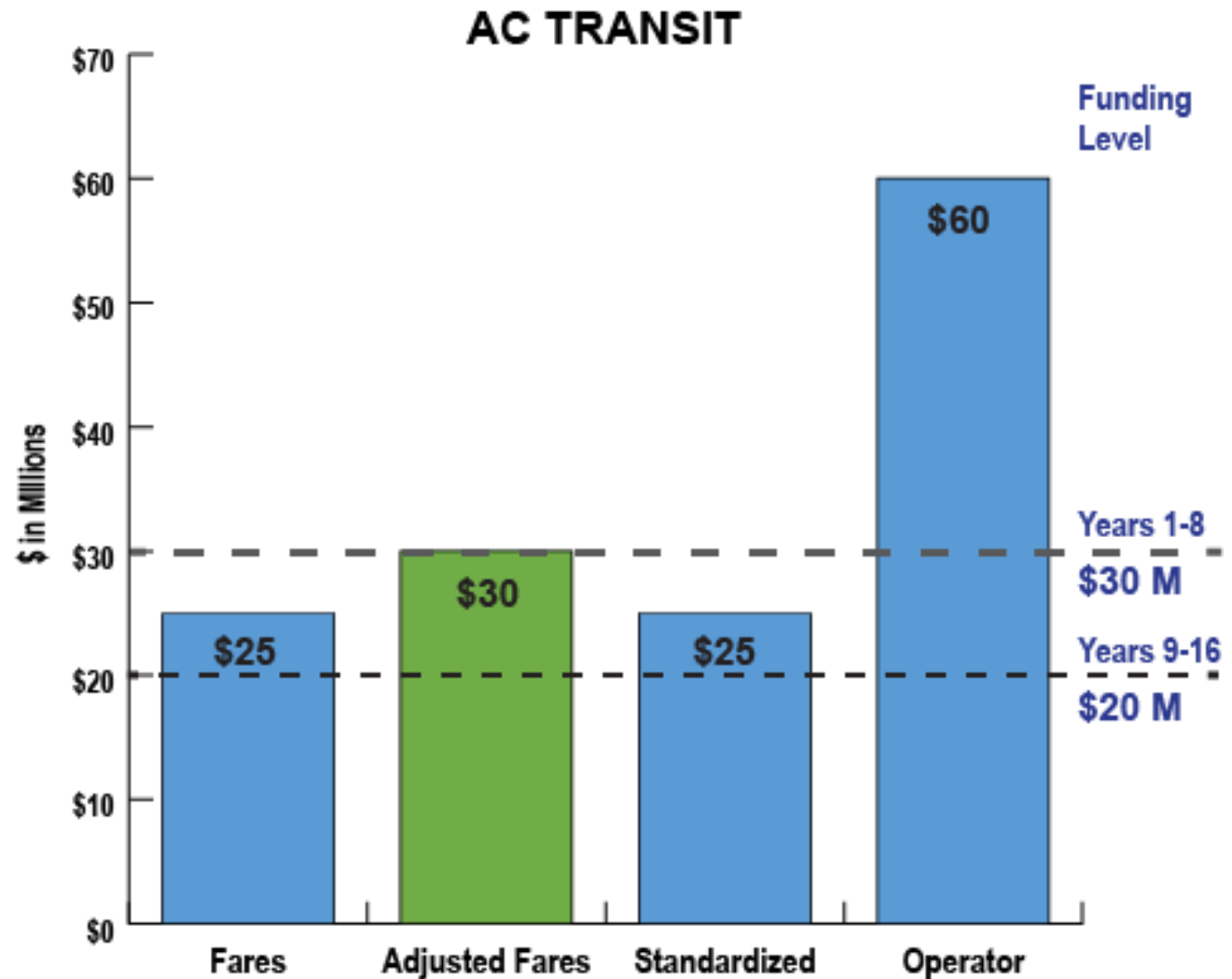
The vast majority of BART's overall funding gap is due to fare revenue losses.



Note: "Operator" denotes operator provided forecasts of FY 2026-27 based on the most recent information provided to MTC in August of 2024.

AC Transit's operator reported funding gap anticipates lower service levels than once existed.

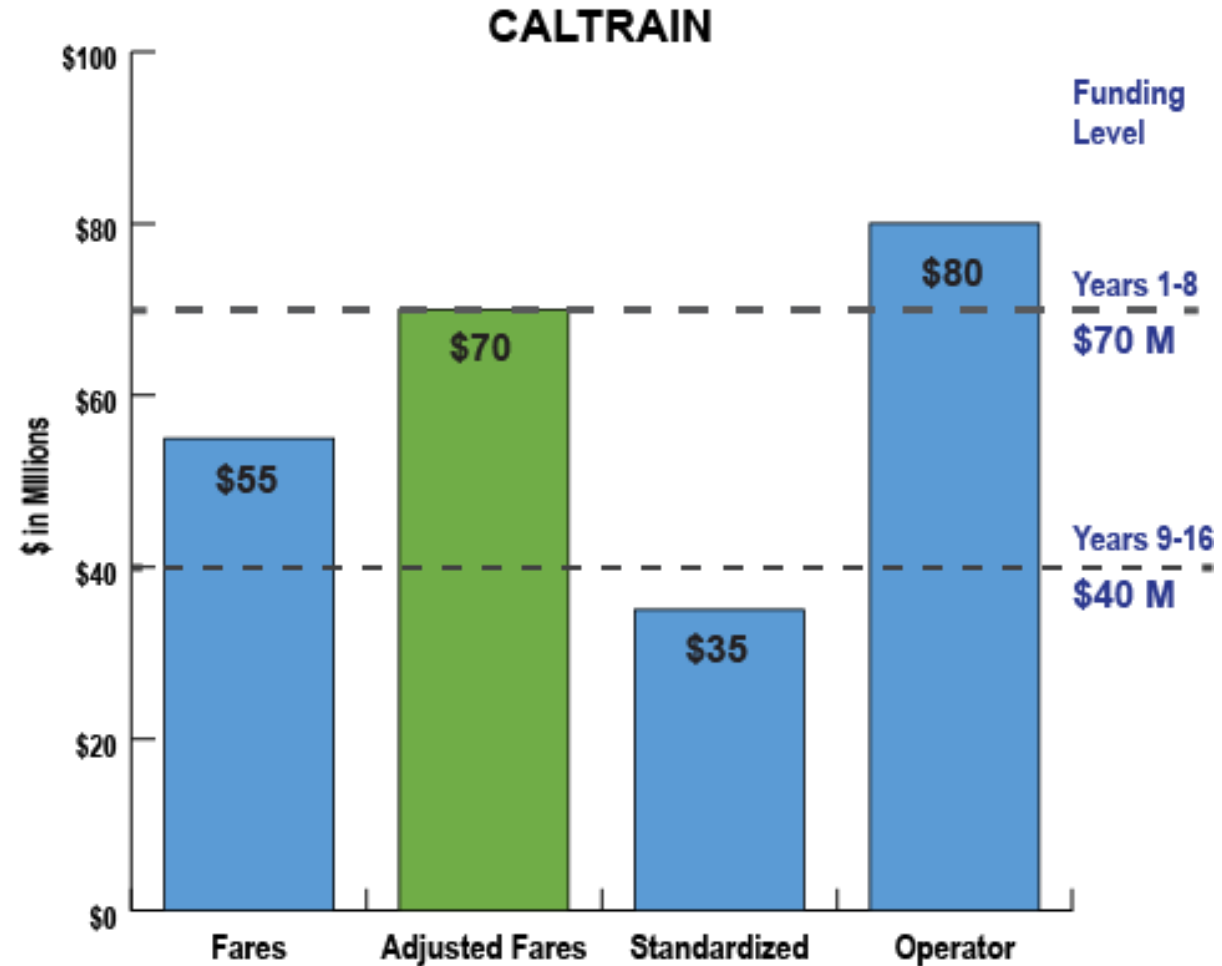
Scenario 1: AC Transit Funding



Note: "Operator" denotes operator provided forecasts of FY 2026-27 based on the most recent information provided to MTC in August of 2024.

Prior to the pandemic, fares accounted for about 73% of Caltrain's budget. Changing travel patterns have reduced these fare revenues significantly.

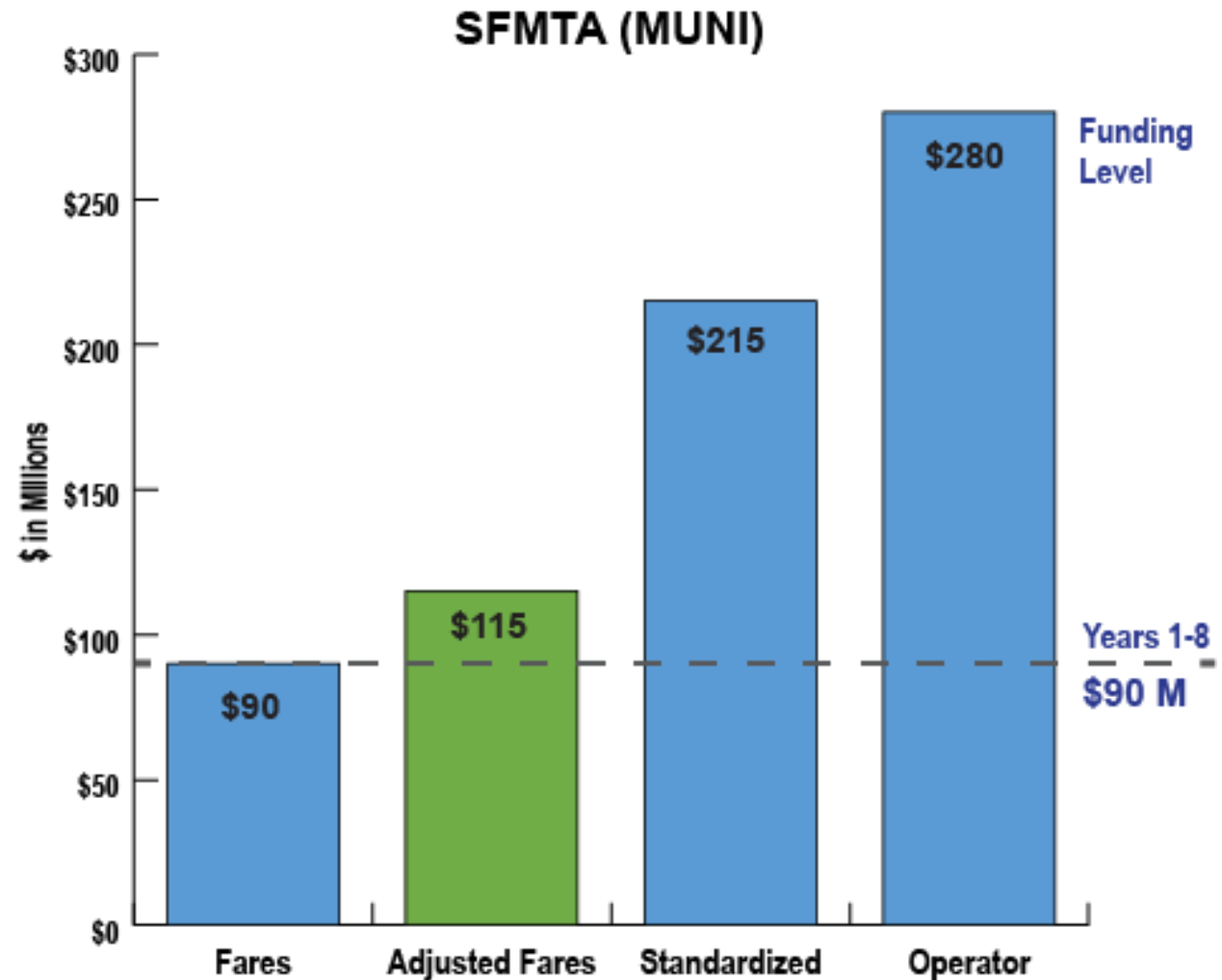
Scenario 1: Caltrain Funding



Note: "Operator" denotes operator provided forecasts of FY 2026-27 based on the most recent information provided to MTC in August of 2024.

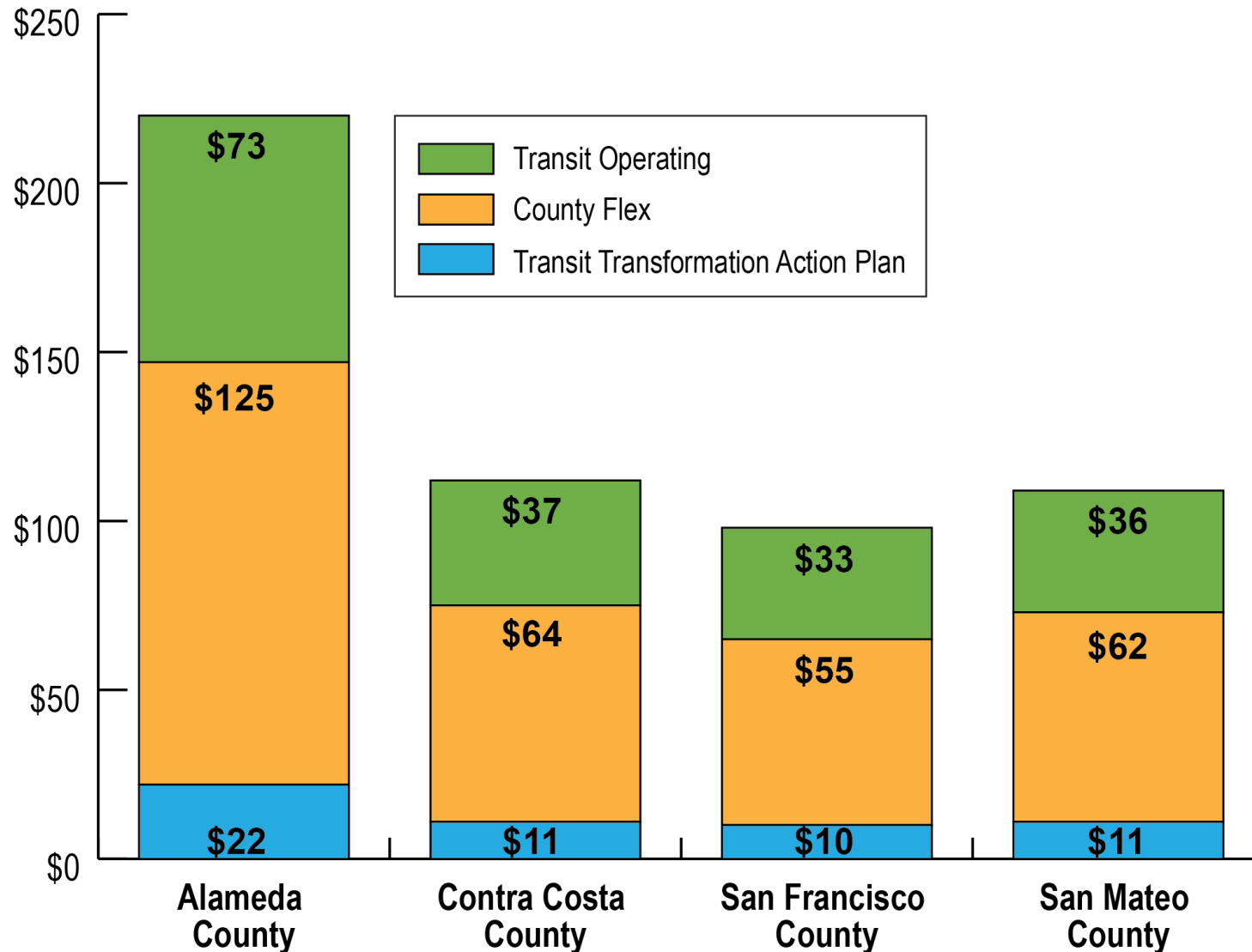
In addition to fare revenue, Muni receives a large portion of funding from parking and the city's General Fund. Those sources, as well as fares, have been significantly impacted since the pandemic.

Scenario 1: SF Muni Funding



Note: SFMTA eligible to receive up to \$50M/year Years 9-16 from county flex. "Operator" denotes operator provided forecasts of FY 2026-27 based on the most recent information provided to MTC in August of 2024. \$280M represents a midpoint of SFMTA's current forecast range.

Core Transit Framework: 30-year average funding by county



Transit Transformation provided 10% for life of measure

Transit Operating receives 90% in first eight years, but averages 33% over life of measure.

County Flex receives 57% over life of measure.

Note: Sales tax revenue projections based on information provided by Sperry Consulting

Core Transit Framework: Opt-In Provisions

- ▶ Santa Clara, Marin, Sonoma, Napa and Solano counties have opportunity to opt in.
- ▶ Minimum commitments:
 - ▶ Transit Transformation at 10% annually
 - ▶ Transit operating support to help close gaps for local operators as well as multi-county operators in that county, taking into consideration existing contractual agreements and subject to agreement with MTC.
- ▶ Remaining funds are at discretion of county for **any county transportation priority, including local road repairs**, as long as aligned with Plan Bay Area 2050+ (and successor plans).
- ▶ Must opt-in before legislation finalized.

Scenario 2: Go Big Framework

MTC received requests from Senator Weiner's office, Voices for Public Transportation and several labor organizations to analyze a framework that:

- Provides at least \$1.5 billion per year, ideally from a progressive funding source.
- Covers all nine Bay Area counties.
- Provides transit operating funding aimed to sustain 2023 transit service levels for the life of the measure.
- Beyond those provisions, the requests varied.
- Scenario 2 provides a framework with this higher level of investment.



Scenario 2: Go Big Framework Expenditures

Annual Expenditures proposed:

- ▶ **20% for Transit Transformation (\$300 million)**
 - ▶ \$150 million is allocated at the regional level.
 - ▶ \$150 million is suballocated to counties each year. Counties can spend on any project in T2050+ or Transit Transformation.
- ▶ **Approximately 50% for transit service (\$750 million) with aim of accommodating 2023 service levels**
- ▶ **Remaining amount is County Flex funding**
 - ▶ Expenditures must align with Plan Bay Area 2050+ or successor plan.
 - ▶ Transit service is an eligible expense

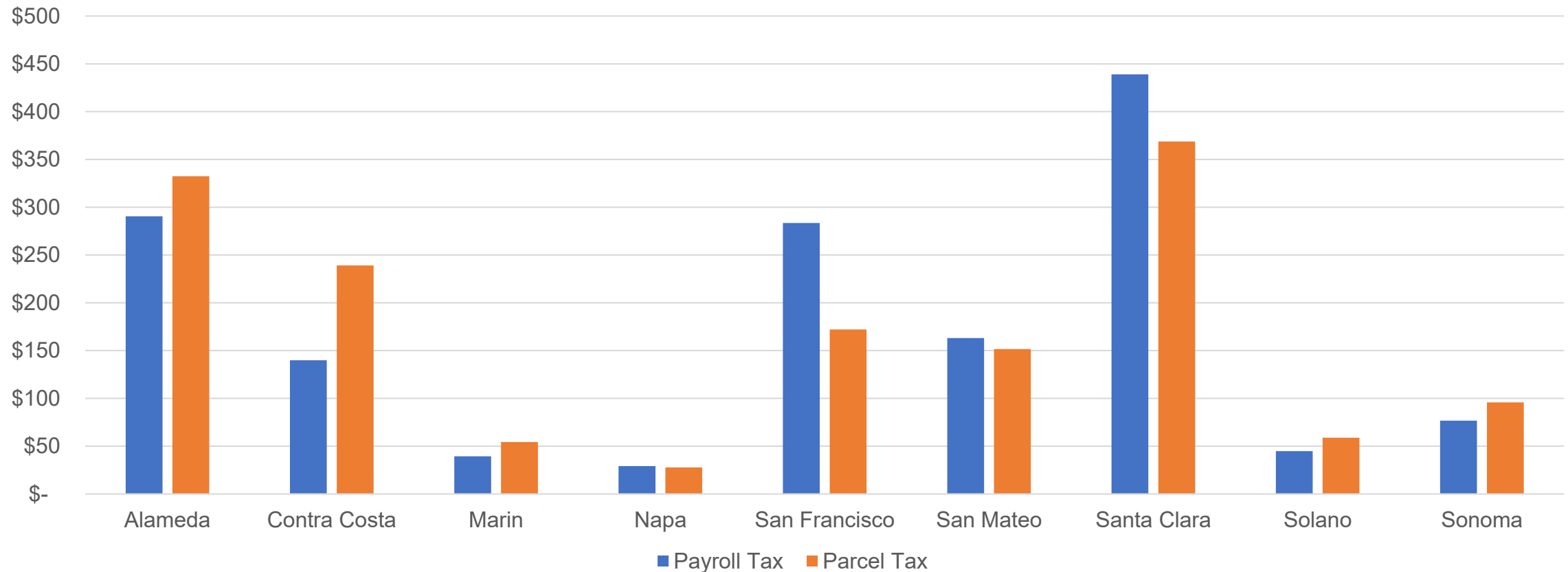
Illustrative Projects and Service Boosts Eligible for County Transit Transformation Funds

County	Sample Projects
Alameda	AC Transit local frequency improvements AC Transit San Pablo BRT
Contra Costa	County Connection frequency improvements, Antioch Brentwood BRT
Marin	Golden Gate bus frequency, Ferry frequency improvements
Napa	NVTA frequency and expansion, SR37 Express Bus service
San Francisco	Muni 5-minute network, Muni Geneva SE Waterfront
San Mateo	Caltrain frequency improvements Dumbarton Express bus
Santa Clara	VTA frequency boosts Visionary Network Phase 1 BART Silicon Valley
Solano	Soltrans frequency improvements, SR37 Express bus service
Sonoma	Sonoma frequency improvements, SMART to Windsor

Source: Draft Transit 2050+, sample projects selected by Voices for Public Transportation for illustrative purposes.

Scenario 2: Revenue Generation by County (Payroll and Parcel Tax Comparison at \$1.5B)

Dollars in millions



Note: Based on a \$0.28 per square foot parcel tax assessed on building area and a 0.54% payroll tax. Data for scenarios provided by NBS (parcel tax info based on July 2023 assessment data) and Sperry Consulting (payroll tax info based on 2022 taxable wages).

Alternative Framework: **Separate Measures**

- ▶ Another potential framework is to not pursue a single, regional measure.
- ▶ Rather, the four agencies facing substantial operating funding gaps could each pursue their own funding measures.
- ▶ MTC could play a supportive role, especially in working to manage a single bill that includes any necessary legislative authorizations.
- ▶ This framework would not provide a source of funding to advance Transit Transformation at a regional level.

Separate Measures, by Agency

Agency	Counties Included in Calculation	Sales Tax to cover "adjusted fares" funding gap	Sales tax to cover operator-reported funding gap
AC Transit	Alameda, Contra Costa	0.05%	0.09%
BART	Alameda, Contra Costa, SF	0.36%	0.45%
Caltrain	SF, San Mateo, Santa Clara	0.07%	0.08%
Muni	SF	0.58%	1.43%

- ▶ Agencies may consider a wide variety of funding sources, though some sources would require legislative authorization.
- ▶ Rates shown at left are illustrative. The calculations assume that the measures would cover current agency geographies, though some agencies may choose a smaller geography (as AC Transit has done in the past.)
- ▶ BART could seek authorization just in its 3-county district **or** in all counties that provide service.

Note: Assumed sales tax revenue generation based on information provided by Sperry Consulting. Operator reported column is based on August 2024 operator reported deficit.

Questions for Committee Discussion

- 1. What is your impression of Scenario 1, including the balance between funding county needs and funding proposed for sustaining and transforming transit?**
- 2. What is your impression of Scenario 2 and which funding mechanism would you support to raise \$1.5 billion per year?**
- 3. Are there changes to the scenarios that could help build regional consensus?**
- 4. Instead of a single regional measure, what could it look like to have a coordinated strategy of operator-led local measures?**





Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 24-1068 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 8/12/2024 **In control:** Transportation Revenue Measure Select Committee

On agenda: 8/26/2024 **Final action:**

Title: Next Steps on Policy

Select Committee members will be asked for input on policy components that may be considered as part of the revenue measure, to be brought to the September meeting for more in-depth discussion.

Sponsors:

Indexes:

Code sections:

Attachments: [4b_Summary Sheet Policy Options.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Select Committee members will be asked for input on policy components that may be considered as part of the revenue measure, to be brought to the September meeting for more in-depth discussion.

Presenter:

Stuart Cohen, SC Strategies

Recommended Action:

Information

Attachments: List any attachments.

Transportation Revenue Measure Select Committee

August 26, 2024

Agenda Item 4b

Next Steps on Policy

Subject:

Select Committee members will be asked for input on policy components that may be considered as part of the revenue measure, to be brought to the September meeting for more in-depth discussion.

Background:

Committee members are invited to share their perspective on any policies that they would like the Select Committee to explore next month for potential inclusion in transportation revenue measure framework.

The feedback at the August Select Committee will inform more in-depth policy discussions we anticipate at future Select Committee meetings.

Issues:

None identified.

Recommended Action:

Information.

Attachment:

None

Reviewed:

Andrew B. Fremier