San Francisco Bay Area Rapid Transit District

Board Workshop

2023
Financial Stability: Short-and Long-Term Strategy

Board Workshop

February 23, 2023
Presentation Overview

• Multi-Year Outlook for Short and Long-Term Funding

• Statewide Strategy (California Transit Association)

• Long-Term Regional Strategy (Metropolitan Transportation Commission)

• Education Campaign
Multi-Year Outlook for Short- and Long-Term Funding

**State Advocacy**
Secure new multi-year operating assistance and funding for customer-focused improvements.
Efforts to include regional/statewide coalition building, communications campaign, and legislative advocacy.

**Federal Advocacy**
Secure Transit Recovery Assistance Program in FY24 Budget Bill

**Regional Transportation Measure**
Jan – Feb: Introduce bill, build support
Mar – Aug: Participate in legislative process, secure letters of support and other endorsements for legislation
Aug 31: Bill deadline

**Decision point for BART-only measure (Jan 2025)**

**Potential Regional Housing Measure (Nov 2024)**

**Fiscal Cliff Base Case (Jan 2025)**

**Build campaign for 2026 funding measure**

**Potential Transportation Funding Measure (Nov 2026)**
Statewide Strategy
Presented by the California Transit Authority
Approach to Addressing Transit Operations Funding Shortfall

February 23, 2023
State Budget Development Timeline

Michael Pimentel
Executive Director
California Transit Association
Timeline

- **January 10**: Governor releases proposed FY 2023-24 state budget

- **February – May**: Budget subcommittees hold hearings on proposed FY 2023-24 state budget

- **May 15**: Governor releases “May Revise” of proposed FY 2023-24 state budget / may not matter from a revenue projection standpoint

- **May - July**: Budget subcommittees/budget committees hold hearings on “May Revise,” budget adjustments, approve FY 2023-24 state budget

- **July 1**: Start of FY 2023-24

- **July – September**: Continued action on main budget bill and trailer bills
Organizing Structure for Budget Advocacy – Transit Ops. Funding

Michael Pimentel
Executive Director
California Transit Association
Association’s Subcommittee

• **Goals**
  – Define budget request (funding source, distribution mechanism, etc.)
  – Advise on strategy, tactics, negotiations
  – Ensure coordination across regions-agencies/stakeholders

• **Composition**
  – 15 members total – Chaired by Sharon Cooney (San Diego MTS)
  – All members appointed by Executive Committee Chair Karen King
  – All members sourced via survey from Executive Committee and/or State Legislative Committee
  – Establishes geographic and modal balance
<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Sharon Cooney</td>
<td>CEO (Chair)</td>
<td>San Diego Metropolitan Transit System</td>
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<tr>
<td>Beverly Greene</td>
<td>Executive Director of External Affairs, Marketing &amp; Communications (Vice Chair)</td>
<td>Alameda - Contra Costa Transit District (AC Transit)</td>
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<td>Kate Breen</td>
<td>State and Federal Government Affairs Manager</td>
<td>San Francisco Municipal Transportation Agency</td>
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<td>Amanda Cruz</td>
<td>Director of Government and Community Relations</td>
<td>San Francisco Bay Area Rapid Transit District</td>
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<tr>
<td>Adam Barth</td>
<td>CEO</td>
<td>Stanislaus Regional Transit Authority</td>
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<tr>
<td>Alex Davis</td>
<td>Senior Manager, Government Relations</td>
<td>Metrolink</td>
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<td>Devon Ryan</td>
<td>Government and Community Affairs Officer</td>
<td>Peninsula Corridor Joint Powers Board (Caltrain)</td>
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<td>Georgia Gann Dohrmann</td>
<td>Assistant Director, Legislation</td>
<td>Metropolitan Transportation Commission</td>
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<td>Jerry Estrada</td>
<td>General Manager</td>
<td>Santa Barbara MTD</td>
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<td>Jim Lawson</td>
<td>Chief of External Affairs</td>
<td>Santa Clara Valley Transportation Authority</td>
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<td>Kate Miller</td>
<td>Executive Director</td>
<td>Napa Valley Transportation Authority</td>
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<td>Kristin Jacinto</td>
<td>Manager, State and Federal Relations</td>
<td>Orange County Transportation Authority</td>
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<td>Michael Turner</td>
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<td>Los Angeles County Metropolitan Transportation Authority</td>
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<tr>
<td>Michelle Overmeyer</td>
<td>Director of Planning and Innovation</td>
<td>Monterey-Salinas Transit</td>
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<tr>
<td>Seamus Murphy</td>
<td>Executive Director</td>
<td>San Francisco Bay Area Water Emergency Transportation Authority</td>
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**Phased Approach**

**Phase 1**
- **Issue awareness**, as we develop consensus principles and discuss potential solutions

**Phase 2**
- **Coordinated statewide advocacy** to pursue consensus solution

**Phase 3**
- **Negotiation to secure consensus solution**
Phase 1: Issue Awareness

Timeline: November 2022 – March 2023

Tactics:

• Meetings with Administration, key legislators, and stakeholders
• Activation of legislative champions
• Standing meetings with policy & budget committee staff
• Earned media
• Limited digital advocacy campaign

Role of Subcommittee:

1) Share information
2) Review survey results
3) Establish consensus principles, solution
4) Provide oversight on strategy, tactics
December 21 Pre-Budget Letter

Support Transit Operations Funding: As you know, transit and rail agencies across California have significantly benefited from the emergency funding bills passed by the United States Congress and the statutory relief passed by the State Legislature in 2020 and 2021. While this emergency funding was absolutely necessary, it also allowed California’s transit and rail agencies to continue to deliver vital services, including to those vulnerable communities and essential workers that have been disproportionately affected by the pandemic. As we move forward, it is important that we continue to support our transit agencies so they can continue to serve the people of our state.

On behalf of the STI and rail agency members of the California Transit Association, I want to remind you of the importance of new, ongoing federal funding for transit in the FY 2023-24 State Budget. While we understand the state is in a precarious fiscal situation, we believe this new funding is critical to the continued success of our transportation infrastructure. The FY 2023-24 budget includes a total of $4 billion for public transportation operations, and an additional $1 billion for capital improvements. This funding will be essential in ensuring that our transit agencies can continue to provide affordable, reliable, and accessible transportation services to the people of California.

Appropriate Commitment to Rail Transit: Transit agencies in California have been working tirelessly to ensure that our transit systems are safe, reliable, and affordable for all riders. However, without continued funding, these agencies will be unable to maintain and improve their transit systems. The FY 2023-24 budget includes $1.5 billion for rail transit, which is essential for maintaining and expanding our rail systems.

Sustaining Investments in Zero-Emission Transit: Finally, the Association and our members continue to advocate for continued investments in zero-emission transit. As you know, zero-emission buses and trucks are critical to achieving our climate goals. The FY 2023-24 budget includes $250 million for zero-emission transit projects, which is essential to ensure that our transit systems are sustainable and climate-friendly.

Thank you for your continued support of transit and rail agencies in California. Together, we can ensure that our transit systems are safe, reliable, and affordable for all riders.

Sincerely,

Michael Pimentel
Executive Director
Immediate Budget Response

FOR IMMEDIATE RELEASE
January 10, 2023
Contact Erik Mabust, erik.mabust@ser.ca.gov 916-805-0992

Senator Wiener’s Statement on Critical Need for Public Transportation Funding in State Budget

SACRAMENTO – Senator Scott Wiener (D-San Francisco) released the following statement regarding the critical need for public transportation funding in the state budget:

“Governor Newsom proposed a difficult budget today, which accounts for our significant deficit. While I fully understand the tough choices we have to make, we must not let our public transportation systems soar over the unprecedented fiscal cliff and enter a death spiral — where budget shortfalls lead to service cuts that lead to ridership drops that lead to further budget shortfalls and service cuts. The State must serve as a financial backstop against this fiscal cliff to ensure our transit systems survive.

“Unfortunately, the Governor’s proposed budget does not address the transit fiscal cliff; instead it cuts and defers transit capital funds, which will make it even harder for these systems to meet future needs, including California’s climate goals.

“COVID-19 was the perfect storm for our public transportation systems. It incentivized ridership at a time when decades of under-funding and other structural issues made our transit agencies over-reliant on fares. Ridership has increased since pandemic lows, but it hasn’t returned to pre-pandemic levels. Many agencies are now facing disastrous funding shortfalls when federal relief money runs out in the near future.

“Allowing our transit systems to deteriorate and fall apart is simply not an acceptable option for California. Millions of Californians depend on public transportation to get to work, school, the doctor, the supermarket, or family. Transit isn’t optional. It’s an essential public good and an essential tool in meeting California’s ambitious climate goals and avoiding ever worse traffic congestion.

“The State must step up to bridge the gap until these agencies can secure more sustainable sources of funding and until ridership recovers. I look forward to working with my colleagues, the Governor, transit agencies, and other stakeholders to ensure this absolute, vital service remains uninterrupted."

State Sen. Scott Wiener, a San Francisco Democrat, let it be known Thursday that he is analyzing the impacts on transit — and potentially forming a “big coalition” to fight the proposal. That would include transit agencies, advocates and others in the Legislature.

- **Wiener:** “There are a lot of people in general, and a number of people in the Legislature, who are deeply concerned with the future of transportation given the fiscal cliff that agencies are going to experience in the next one to two years as federal emergency funds run out, but ridership has not fully rebounded yet. It could lead to significant service cuts, which is a downward death spiral for some of these agencies.”

- **Michael Pimentel,** executive director of the California Transit Association: “We’re going to be working with the Legislature throughout this budget process to identify a path forward to restoring the proposed cuts — but also to address this operational funding shortfall that agencies across the state are facing.”
Issue Awareness in Practice (Cont.)

Legislative Budget Response Letter

January 18, 2023

The Honorable Toni G. Atkins
Senate President Pro Tempore
California State Senate

The Honorable Anthony Rendon
Speaker of the Assembly
California State Assembly

The Honorable Nancy Skinner
Chair, Senate Budget Committee
California State Senate

The Honorable Phil Y. Ting
Chair, Assembly Budget Committee
California State Assembly

Honorable Maria Elena Durazo
Chair, Budget Subcommittee No. 5
California State Senate

Honorable Steve Bennett
Chair, Budget Subcommittee No. 5
California State Assembly

Dear Pro Tempore Atkins, Speaker Rendon, Senator Skinner, Assemblymember Ting, Senator Durazo, and Assemblymember Bennett,

We write to express concern about the major proposed funding reductions for public transportation in the Governor’s recently released FY 2023-24 budget proposal. We also write to formalize our call for the state to provide urgently needed transit operations funding as part of next fiscal year’s budget. California’s transit agencies are facing major funding shortfalls - in some cases, as early as this coming year - that would seriously impair the ability of these systems to maintain service for Californians, including our most vulnerable residents who are transit-reliant. The state budget must provide urgently needed transit operations funding to help agencies avoid these shortfalls as federal emergency funding ends and as agencies face revenue reverses.

Transit agencies across California are at risk of drastic service cuts due to large near-term operating budget shortfalls. For some agencies, these budget shortfalls pose an existential threat to their long-term viability. These budget shortfalls are driven by three main factors:

1. Ridership trends throughout the state have not recovered to pre-pandemic levels due in part to changed commute patterns and the increased prevalence of remote work. While ridership continues to rebound, that rebound has been slow.
2. Operating and capital costs are rising due to inflation.
3. Federal emergency relief funds – provided during the pandemic to sustain transit agencies – are set to run out — for some as the coming fiscal year.

Given the pressing and potentially disastrous consequences that could result from a failure for the state to help transit agencies bridge the gaps in funding needs until a long-term revenue source is identified, we reiterate the need for the budget to address operating funding challenges while exploring ways to improve operations and bring riders back to California’s transit systems. The state’s budget should also honor and restore previously promised TIFIA funds for transit projects to help avoid additionally stressing transit agency budgets. Additionally, the budget should extend statutory relief provided to California’s transit agencies through Fiscal Year 2024-25.

Thank you for considering our perspective on this critical issue.

Sincerely,

Scott Wiener
Senator, 11th District

Wendy Carrillo
Assemblymember, 52nd District

Ben Allen
Senator, 24th District

Miguel Santiago
Assemblymember, 54th District

Catherine Blakespear
Senator, 38th District

Min Bonta
Assemblymember, 18th District

The Honorable Anthony Rendon
Speaker of the Assembly
California State Assembly

The Honorable Phil Y. Ting
Chair, Assembly Budget Committee
California State Assembly

Honorable Steve Bennett
Chair, Budget Subcommittee No. 5
California State Assembly

January 18, 2023

Page 3

Pro Tempore Atkins, Speaker Rendon, Senator Skinner, Assemblymember Ting, Senator Durazo, and Assemblymember Bennett

We understand the state is projecting a budget shortfall and that difficult choices must be made. However, allowing the state’s transit systems to unwind would have long-term, possibly irreversible, devastating impacts on California’s transportation system and climate goals. Transit is an essential service for millions of Californians as they go about their daily lives – whether going to work, school, home, doctor’s appointments, grocery shopping, or any other number of trips. As noted earlier, transit is also an essential tool in meeting California’s ambitious climate goals and avoiding increased traffic congestion by reducing vehicle miles traveled per capita.

Given the pressing and potentially disastrous consequences that could result from a failure for the state to help transit agencies bridge the gaps in funding needs until a long-term revenue source is identified, we reiterate the need for the budget to address operating funding challenges while exploring ways to improve operations and bring riders back to California’s transit systems. The state’s budget should also honor and restore previously promised TIFIA funds for transit projects to help avoid additionally stressing transit agency budgets. Additionally, the budget should extend statutory relief provided to California’s transit agencies through Fiscal Year 2024-25.

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Senator, 38th District

Min Bonta
Assemblymember, 18th District
California transit agencies need more state support

OPINION: In 2020, the State of California invested a historic $8 billion in transit and rail capital projects to build a stronger, more equitable, and more sustainable transportation network for the future. Facing a $82.4 billion “budget problem,” the Fiscal Year (FY) 2022-23 State Budget released by Governor Newsom on January 10 proposes to reduce this investment by $6 billion. Critically, the budget is silent on the looming and pandemic-induced operations funding crisis faced by agencies statewide. Without dedicated operations funding, some of the state’s largest transit agencies will have to reduce service, lay off staff, and defer maintenance and modernization programs.

California public transit agencies survived the pandemic because of unprecedented federal action – which provided $64.4 billion nationwide through the CARES Act, CRISMA Act, and the American Rescue Plan – as well as state statutory relief. These emergency measures, reflecting federal and state leaders’ understanding of the essential service provided by transit agencies, were intended to bridge the shortfalls in transit revenue until ridership recovered. Ridership still has not recovered to pre-pandemic levels. A survey by the University of California Institute of Transportation Studies (UC ITS) found that more than half of the state’s transit agencies are still relying on federal funding. This federal funding and state statutory relief is running out and the state must act.

FACT: CA imports 75% of our oil resulting in higher gas prices

READ NEW OP-ED: CA's public transit agencies are facing catastrophic funding crisis. We are urging Governor Newsom & Legislature to restore transit capital cuts, provide ops funding & extend state statutory relief. By @mpimentel88 in @Capitol_Weekly:
January 25, 2023

The Honorable Tim G. Atkins
Speaker of the Assembly
California State Assembly

The Honorable Nancy Skinner
Budget Committee
California State Senate

The Honorable Steve Bennett
Chair, Budget Subcommittee No. 2
California State Senate

RE: California Transit Association’s Response to Proposed FY 2023-24 Budget

On behalf of the 65 transit and rail agency members of the California Transit Association, I write to inform you of the Association’s significant concerns with the proposed reductions to transit and transportation spending included in the Governor’s proposed FY 2023-24 budget, and to further elaborate our members’ requests for operations funding assistance to address near-term funding shortfalls and to support transit agencies in their recovery from the COVID-19 pandemic. We respectfully request that this Legislature address these priorities in concert with the Administration and the Association as the budget process proceeds.

The proposed $97.5 billion budget for FY 2023-24, which projects a $22.5 billion deficit, contains several troubling cuts to transportation funding programs. Among these cuts is the proposed reduction of $2 billion in funding previously committed to the Transit and Intercity Rail Capital Program (TIRCP) – a critical component that includes projects for construction, rehabilitation, and replacement of eligible projects. In a report released in April 2023, the Association noted that if the state continues to fund projects through this program at its current rates, the state will need to invest approximately $35 billion over the next 10 years to keep pace with the state’s needs. The Association also noted that the state needs to make significant investments in the TIRCP to support the state’s transportation needs, including its commitment to climate action and environmental justice.

Act. This eagerly crafted agreement was enthusiastically supported by our member agencies and is deserving of our support.

January 25

Budget Response Letter
Issue Awareness in Practice (Cont.)

• Participation in Assembly and Senate Budget Committee Hearings (1/18, 2/8)

• Standing Meetings with Consultants for Transportation, Budget Committees (1/4, 1/18, 1/25, 2/10; Ongoing)

• Meeting with Senate Budget Sub. 2 Chair Josh Becker (1/31) [Staff]

• Meeting with CalSTA Secretary Toks Omishakin (2/10)

• Meeting with Budget Sub. 3 Chair Steve Bennett (2/22)

• Meeting with Assembly Speaker Anthony Rendon (2/24) [Staff]

• Panel Participation in Joint Hearing of Transportation Committees on Transit Operations (2/27)
Remaining Work of Subcommittee

Ongoing (as of 2/15/23)

• Remediation of results from Association-wide survey
• Establishment of consensus principles to inform budget request
• Coordination across regions-transit agencies
Please identify in which state fiscal year your agency projects to fully expend the federal COVID-19 relief funding you received.

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<tr>
<th>Answer Choices</th>
<th>Responses</th>
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<td>Fiscal Year 2023-24</td>
<td>45.83%</td>
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<td>Fiscal Year 2024-25</td>
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<td>Fiscal Year 2025-26</td>
<td>4.17%</td>
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<td>Fiscal Year 2026-27</td>
<td>2.08%</td>
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<tr>
<td>Fiscal Year 2027-28</td>
<td>2.08%</td>
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<tr>
<td>Other (please specify)</td>
<td>35.42%</td>
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Total: Preliminary
Please identify in which state fiscal year your agency projects to fully expend the federal COVID-19 relief funding you received. (Responses from 20 largest survey respondents)

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<th>FY 2022-23 (Captured in 'Other')</th>
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<th>FY 2024-25</th>
<th>FY 2025-26</th>
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<td>Stanislaus Regional Transit Authority</td>
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Preliminary
As transit agencies statewide exhaust federal relief, operating deficits begin

- Deficits begin in FY 2023-24, increase significantly in FY 2024-25

**NOTE:** Depletion of federal relief *not* sole driver of operating deficits

- Capital Costs (vehicles, parts/materials)
- Operating Costs (labor, risk management/insurance, fuel)
- Economic downturn (out-years)
Immediate Next Steps

1. Transit Operations Funding Subcommittee to continue to meet weekly to:
   a) Finalize consensus principles
   b) Review final survey results
   c) Begin to review potential solution / identify consensus solution

2. Association staff to continue to meet with Administration, legislators, stakeholders

3. Association staff to share consensus solution with Association leadership, members; external stakeholders; legislative champions
Phase 2: Coordinated Statewide Advocacy

Timeline: March 2023 – September 2023

Tactics:

• Building and activation of legislative and stakeholder coalitions

• Continued meetings with Administration, key legislators, and stakeholders

• Continued standing meetings with policy & budget committee staff

• Earned media & coordinated public affairs program

• Heightened digital advocacy campaign

Role of Subcommittee:
1) Share information
2) Steer coalition
3) Provide oversight on strategy, tactics
Phased Approach

Phase 1
- Issue awareness, as we develop consensus principles and discuss potential solutions

Phase 2
- Coordinated statewide advocacy to pursue consensus solution

Phase 3
- Negotiation to secure consensus solution
Presenter Information

Michael Pimentel
Executive Director
California Transit Association
michael@caltransit.org
916-446-4656 x1034
Long-Term Regional Strategy
Presented by the Metropolitan Transportation Commission
Saving Transit Service: Understanding the Bay Area’s Transit Operating Fiscal Crisis

Presentation to Bay Area Rapid Transit (BART) Board of Directors
February 23, 2023
Overview

- Regional Overview of Transit’s Ridership and Financial Challenges since Pandemic
- Outlook for Transit Agencies Over the Coming Years
- Regional Initiatives to Enhance the Transit Experience & Expand Transit Ridership
- A Regional Approach to a Looming Transit ‘Fiscal Cliff’
Regional Overview of Transit’s Ridership and Financial Challenges since Pandemic
Federal Funds Have Been a Lifeline for Transit Service Since 2020; $4.4 Billion in Bay Area

These funds have been critical for agencies dependent on passenger fares, bridge tolls, and parking revenues. Without federal relief the Bay Area would not have a functioning regional transit system.

$68 billion provided nationwide

7% towards Bay Area
Transit ridership across the Bay Area remains at only 53% of pre-pandemic levels. But over 20 million passenger trips were still taken on transit during the month of December 2022.

Source: National Transit Database
Ridership recovery by operator generally reflects the type of destinations served and the demographics of riders of each agency. Operators primarily serving riders without access to other modes of transportation have seen the most robust recovery.

Note: Data for Vacaville CityCoach and Union City Transit is not available. Source: National Transit Database, November 2022.
Outlook for Transit Agencies Over the Coming Years
The (Pre-Pandemic) Revenue Models of Bay Area Transit Operators

**User Fee Focused**
Fares, Tolls, Parking Revenues
*Example Operators*
- BART, GGBHTD

**Sales Tax Dominates**
Sales Taxes = 70% of Operations Rev.
*Example Operators*
- VTA, SamTrans

**Mix of Tax-Based Sources**
Property/Parcel Taxes, Sales tax
*Example Operators*
- AC Transit, Marin Transit

**Unique Funding Mix**
City General Fund, Special Agreements, MOUs
*Example Operators*
- SFMTA, WestCAT, ACE

The financial position that Bay Area transit operators find themselves in today is closely tied to the type of **pre-pandemic revenue model** used by the agency to support operators.

Transit operators’ **business model** (the type of service they provide and the demographics of riders they target) is also key to understanding their current financial position.
A Challenged Business Model

Population Loss
150,000 fewer people lived in the Bay Area 2022 than in 2015*

Workplace Changes
Downtown SF and Oakland have the lowest rate of office in-person occupancy in North America*.

*Sources: UC Berkeley/U of Toronto – Downtown Recovery Study; CA Dept. of Finance

UC Berkeley Downtown Recovery Quotient Trajectories in 9 Select North American Cities*

San Francisco's downtown recovery is only 31% of pre-pandemic levels
Bay Area transit operators anticipate a cumulative operating shortfall of between $2.5 - $2.9 billion over next five years.

This range of potential shortfalls reflects the uncertainty of the coming years. The lower end of the range would require making hard decisions like delaying the zero-emission bus transition, canceling key Vision Zero safety projects on streets, and delaying customer facing repairs for assets like escalators.

Note: Amounts shown in table represent high end of possible shortfall forecast.
Source: Operator forecasts provided the California Transit Association
Key Themes from Short Range Transit Plans

Fiscal and operating challenges vary dramatically across operators

1. Farebox dependent operators remain acutely vulnerable to sluggish ridership recovery

2. 100% of pre-pandemic revenues would not be sufficient to restore 100% of pre-pandemic service

3. Fiscal cliff is not the only challenge. For some agencies, operator recruitment and retention are as significant a challenge, if not more so, than fiscal ones when it comes to restoring transit service to levels operated pre-pandemic
Regional Response:
Implement Transit Transformation Action Plan to Enhance Transit Experience & Expand Ridership and Secure New Revenue

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.
Coordinated Advocacy

MTC, Transit Operators, Advocates, Business Community, Labor: Working together to advocate in Sacramento and tell the story of transit riders and why protecting service is critical to California

“Backbone” committee of MTC, transit agencies, and community organizations collaborating to an unprecedented degree around “fiscal cliff”

State funding advocacy today is laying a foundation for a broad coalition to advocate for a regional measure tomorrow

Coordinating with other regions and CA Transit Association
Making the Case
Addressing the Five Year $2 Billion+ Shortfall

Key Message:
State action needed for transit to survive & thrive

- Protect existing capital funding commitments
- Provide new source of operating funding on multi-year basis

Presentations to Bay Area Legislative Caucus

Earned Media Coverage (KQED, TV)

Social Media/All Aboard Website

Joint letter with 50 organizations, online petition
Transit is Foundational to California’s Equity & Climate Goals

- Ridership may be down, but almost 24 million transit trips are still being taken monthly on Bay Area transit systems.

- Transit riders are disproportionately low-income and people of color, even more so today than pre-COVID as many higher income riders are commuting less or not at all.
  - Cutting transit disproportionately harms the most vulnerable

- Transit is essential to state’s climate goals
  - State’s own plans note that reducing vehicle miles traveled is essential to reducing greenhouse gas emissions and transit must improve to achieve these goals.
  - Decarbonizing the vehicle fleet won’t happen fast enough to achieve California & region’s climate goals.
Coordinating Regional Advocacy with Statewide Partners

In partnership with California Transit Association, MTC and Bay Area transit agencies are pursuing a two-pronged approach to advocacy to ensure transit survives and thrives.

1. Address budget shortfalls that would lead to unacceptable service cuts and/or layoffs ("transit service preservation").

2. Advance strategies to retain and attract riders ("retooling for the future").

Strategies for navigating the challenging state fiscal environment:

- Pursue multi-year package that minimizes negative impact on General Fund.
- Pursue multiple revenue options so cost is borne across different sources/programs.
Regional Measure Update

- **Transportation Measure**: Focus is on outreach and analysis this year to inform enabling legislation in 2024.
  - Measure is intended to be placed on ballot in 2026.
  - State funding advocacy strategy aims to bridge the funding gap.

- **Housing Measure**: Staff directed to begin preparations for placement of a general obligation bond on November 2024 ballot via existing authority provided to the new Bay Area Housing Finance Authority (BAHFA).

- **Polling**: Over the next month, MTC will conduct a poll to inform transportation measure enabling legislation and overall voter perspectives.
2023 Action Items for Transportation Measure

1. Polling (1st round this March)
2. Analysis of revenue options
3. Further stakeholder engagement
4. Public engagement
5. Agreement on goals of measure
6. Coalition building
7. Drafting of legislation & securing legislative champions
Education Campaign
BART is the Backbone of the Bay Area

Every year, BART runs more than 215,000 trains serving 5 counties with a total population of over 6 million residents

118.1 million riders in FY2019
34.5 million riders in FY2022
Consequences of not Funding BART

Even those who ride BART infrequently or not at all would be affected by:

• Higher levels of traffic for those who drive
  • More time driving, more collisions, and less productivity
  • Lower quality of life
  • Limited transit for special events (ballgame, concert)

• Deep economic impacts including layoffs
• Increased carbon emissions

Every car in a BART train moves as many people as 125 cars (1.6 people per car)
Communities Most Devastated

- Transit dependent populations will be left to fend for themselves

- People with disabilities
- Visitors and Tourists

- People with low income
- People of color

- People without vehicles
- Service workers

- Youth aged 17 and under
- Nightlife industry

- Seniors aged 55 and over
- Supercommuters
Survive and Thrive

• Beyond survival, money to save transit will be used to:
  • Improve safety and prevent harassment
  • Deep clean and hire more cleaners
  • Increase frequency on weekends
    • Additional operating funding and staffing above current levels required
  • Improve transfers and regional transit coordination
Education Campaign

• Joint regional education effort among transit agencies for consistent messaging
  • Slogan: We Can’t Afford to Lose Transit
• Joint website: AllAboardBayArea.com
• BART website: bart.gov/savetransit
  • Don’t Let BART Go Broke fact sheet
Discussion
Lunch Break

- Agenda Topics
  - Look Ahead
  - Regional Context and Financial Outlook
- Working Lunch: Customer Satisfaction Survey
- Improving Customer Experience
- Workshop Wrap Up