

Welcome and Current Bay Area Transit Context

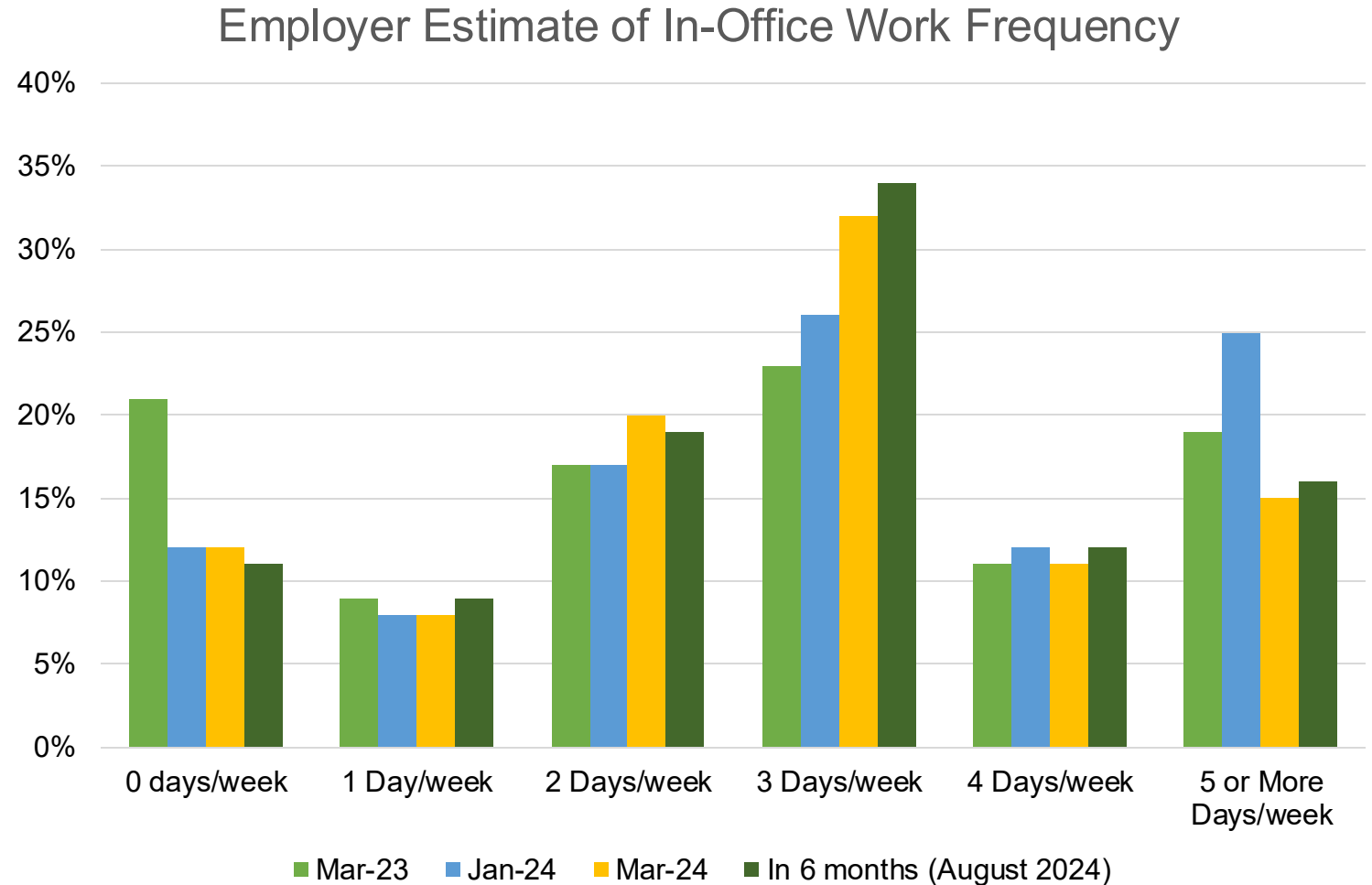
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Chief Deputy Executive
Director

April 25, 2025
Transit Transformation Task Force



- ▶ Over half of Bay Area employers report workers in-office 2-3 days per week
- ▶ Share of employers with workers in-office 3 days per week continues to grow
- ▶ Share of employers fully remote has settled around 12%

Four Years Since Start of Pandemic, Return to in-Office Work in Full-Swing



Bay Area Ridership Recovery

Total Bay Area Transit Ridership



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

Source: National Transit Database, Through Sept 2024

Bay Area Climate Goals Depend on Transit

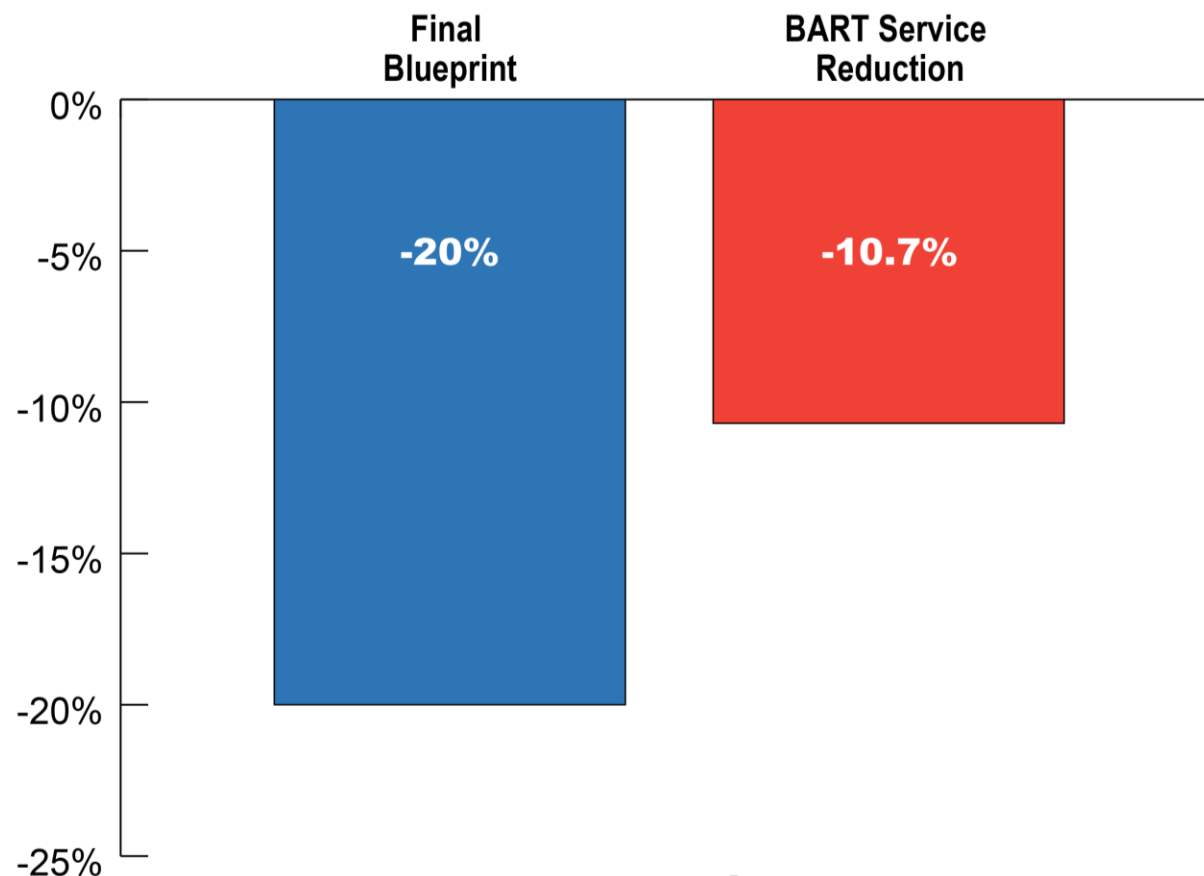
The Bay Area cannot achieve state climate goals without transit. A transit “doom spiral” would mean driving increases and even with accelerated fleet electrification would undercut our greenhouse gas reduction goals.

Final Blueprint Plan Bay Area 2050 alternative that achieves SB 375 target of 19% per capita CO₂ emissions (relative to 2005).

BART Service Reduction

With significant BART cutbacks such as cutting service to one-hour headways and station closures, the Bay Area's climate goals will be cut in half.

Total per Capita CO₂ Emissions in Relation to 2005



Transit is Foundational to the Bay Area's Housing Strategy

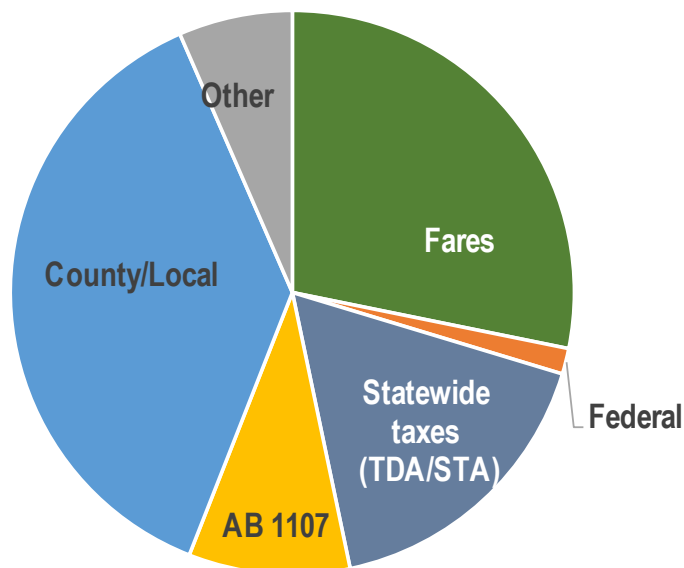
- Plan Bay Area 2050 assumes significant growth around BART stations.
- Today, nearly 500,000 people live in the 200,000 homes located within ½ mile of a BART station.
- By 2050, the number of homes is projected to more than double, growing to nearly 550,000.
- Nearly 70% of that new housing is projected to be affordable (deed restricted)



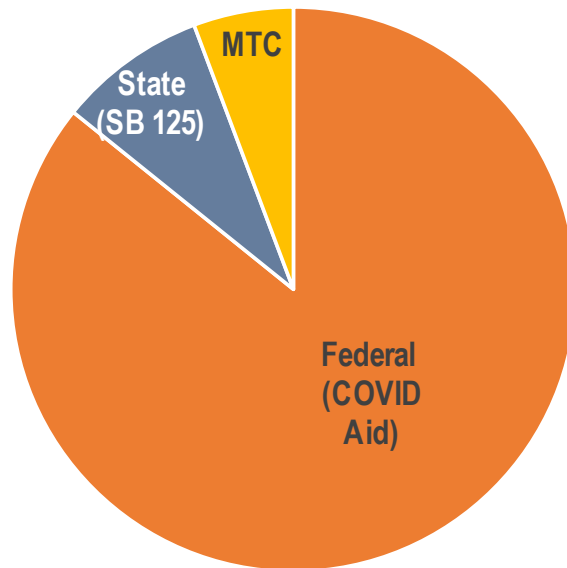
Funding Bay Area Transit Service Has Always Been a Partnership



Pre-COVID Transit Operating Revenue Mix (FY 2018-19)



COVID Emergency Assistance (Federal Aid, SB 125 and \$300M MTC Commitment)



New Ongoing Revenue Sources

(Examples of range of ongoing revenue sources)

Fares: BART 5.5% increase

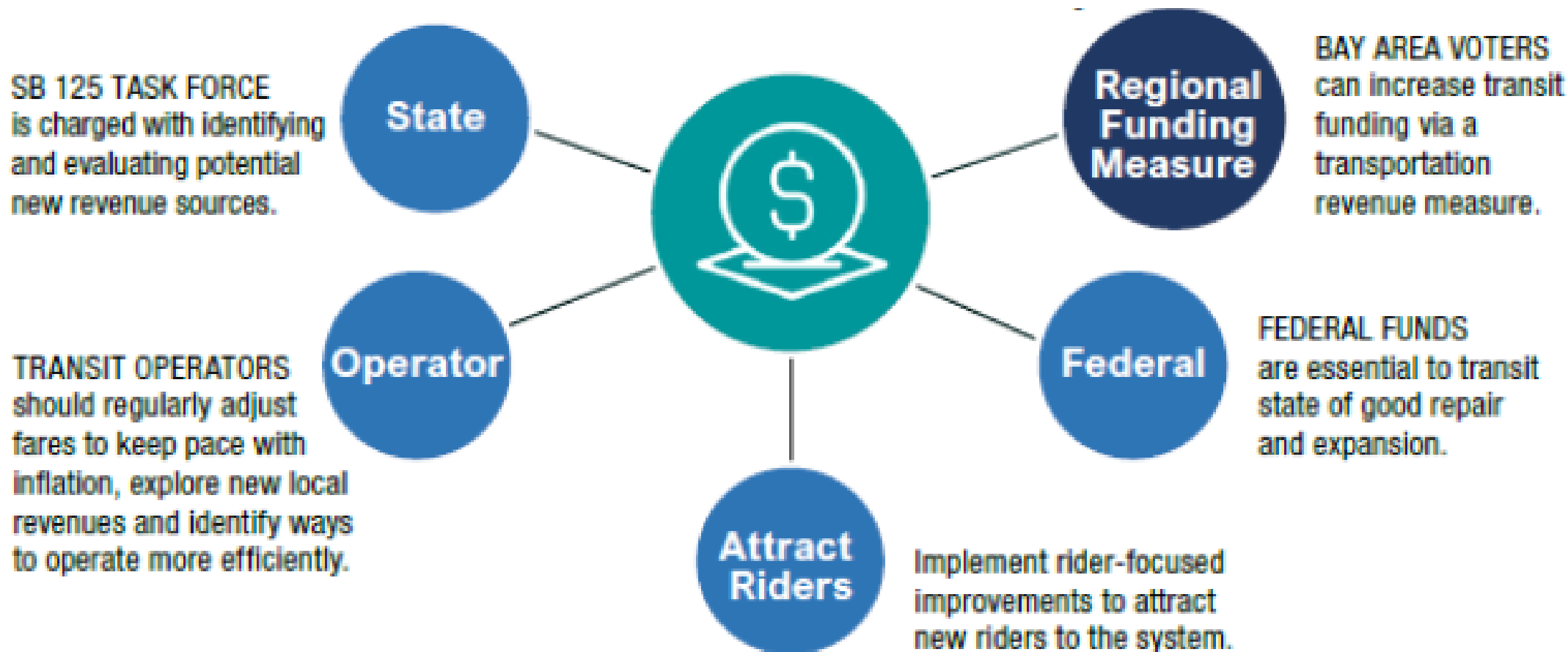
County/Local:

Caltrain Measure RR (\$120M/year)

Other:

RM 3 (up to \$52M/year);
Golden Gate Bridge toll increase (up to \$37M/year)

Transit's New Business Model Requires Continued Partnership



Investing in Transformation

Hypothetical **\$100 Million Annual Investment Over Five Years**
Half of funds directed to local Transit Transformation priorities

\$25 million
Transit Fares

\$20 million
Mapping & Wayfinding

\$40 million
Transit Priority

\$15 million
Access. & Paratransit

What Benefits Do We Get From This Investment?

A more affordable, easier to navigate, faster, and more accessible regional transit system.



Transit Fares

- Ongoing Free/Discounted Interagency Transfers
- Ongoing Clipper START Program + enhancements
- Ongoing Clipper BayPass Program

Mapping & Wayfinding

- Initiate regionwide deployment and installation of mapping/wayfinding/visual identity standard at rail stations, ferry terminals, transit hubs, and bus stops

Transit Priority

- Approx. three corridor-wide projects like SFMTA's Geary Rapid project
- Approx. 100+ "hot spot" interventions (TSP, stop placement/spacing/design, transit only or HOV lanes)

Accessibility

- Operations support for one-seat paratransit rides
- Mobility management programs at the county level
- Regional data clearinghouse for accessible services