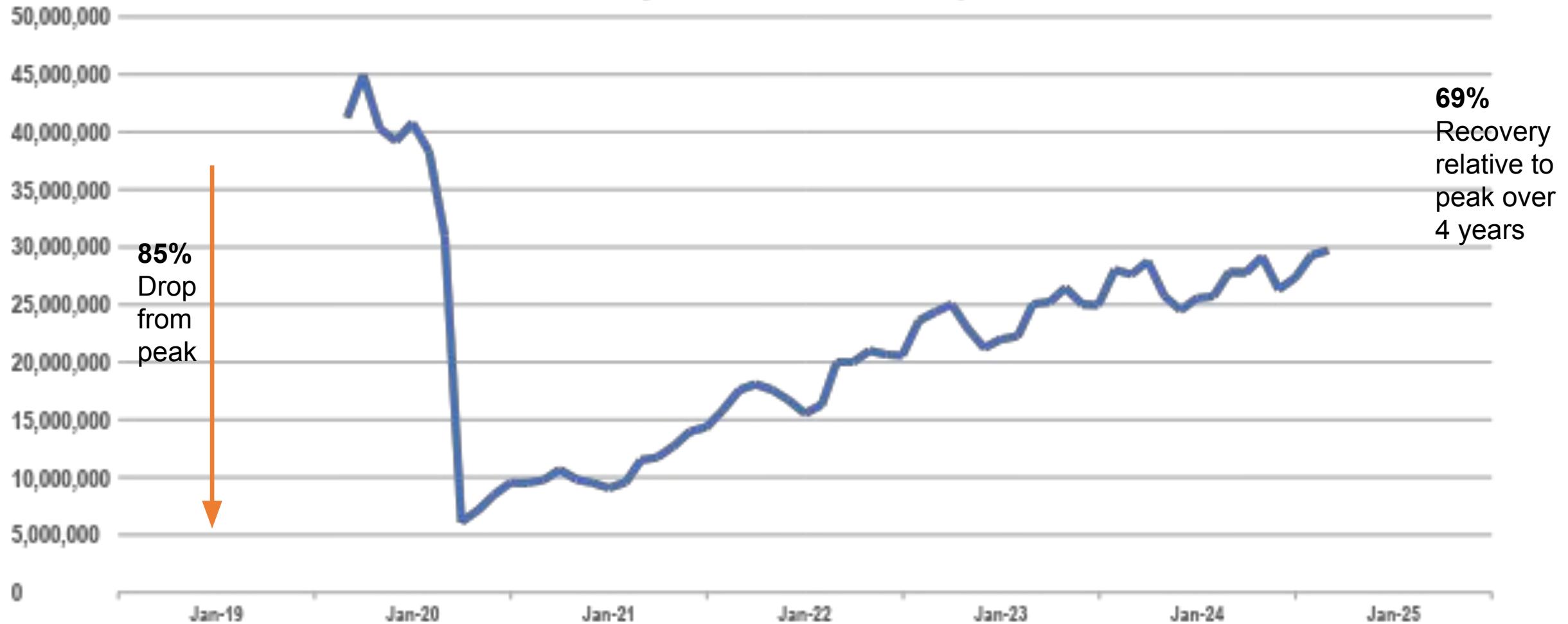


# Bay Area Ridership Recovery

## Total Bay Area Transit Ridership



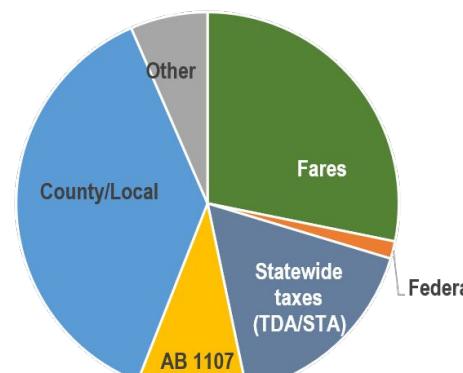
**Note:** Data for Vacaville CityCoach and Union City Transit is not available.

**Source:** National Transit Database, Through Sept 2024

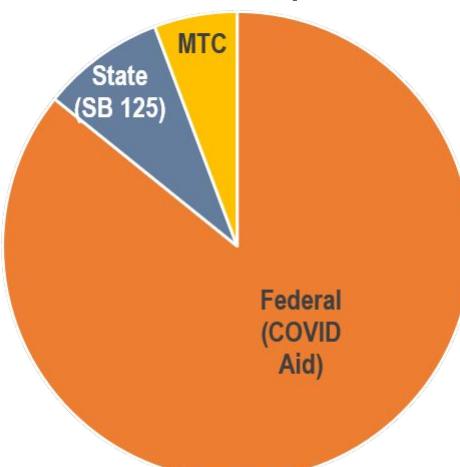
# Funding Bay Area Transit Service Has Always Been a Partnership



- ▶ 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)

# SB 63 Overview

- ▶ Authorizes a 14-year sales tax measure on November 2026 ballot in the five Bay Area counties served by BART (Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara)
- ▶ Raises approximately \$975M/year starting in FY 2027-28.
- ▶ Focused on averting major service cuts on BART, Caltrain, SFMTA and AC Transit.
- ▶ Significant flexible funding (including road repair) available for San Mateo and Santa Clara counties.
- ▶ Approximately 4.5% annually reserved for rider-focused improvements (e.g., regional fare integration, transit priority, accessibility improvements) aimed at increasing transit ridership.

# Spending Plan for Rider-Focused Improvement Spending Plan

SB 63 dedicates approximately \$45 million/year to implement and/or expand rider-focused improvements to make transit more affordable, accessible and easier to use, with funds distributed as follows:

## Fare programs (\$25 million)

- Fund free and reduced-cost transfers, which can save multi-agency commuters \$1,500/year. Projected to increase ridership by 30,000 daily trips.
- Double the capacity of the Clipper START discount program to make transit more affordable for an additional 100,000 low-income riders.

## Accessibility (\$10 million)

- Investments in accessibility, such as streamlined paratransit eligibility and cross-jurisdictional paratransit, will improve mobility for older adults and people with disabilities.

## Transit Priority and Navigation (\$10 million)

- Mapping and wayfinding upgrades at intermodal hubs and strategic transit priority investments will make it easier to navigate the system and improve bus speed and reliability on significant corridors.

- 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

