

2021 TIP Financial Capacity Assessment

Regional Summary

Background

In the San Francisco Bay Area, there are over 25 public transit agencies consisting of bus, ferry boat, light rail, heavy rail, and paratransit service providers. The seven largest transit agencies represent 91 percent of the total transit operating costs in the Bay Area and carry 95 percent of the passenger trips. The table below provides a snapshot of operating and service statistics for Bay Area transit operators. Statistics below are from FY 2018-19 and do not reflect the financial or service impacts of the COVID-19 pandemic which began in FY 2019-20. Note that several operators made significant transfers from their operating budget to their capital budget in FY 2018-19 and as a result the statistics in the table below differ from the operating budgets shown later in this assessment, and are primarily intended to provide information on the type and relative size of the region's transit operators.

Table 1. San Francisco Bay Area Transit Provider Statistics*				
<i>(1,000s)</i>				
Operator	Service Characteristics	Annual Operating Budget	Annual Revenue Hours	Annual Passengers
AC Transit	Motor Bus	\$439,785	2,091	54,067
BART	Heavy Rail	\$767,772	2,930	128,217
Caltrain	Heavy Rail	\$120,944	221	18,278
GGBHTD	Bus and Ferry	\$116,916	304	5,616
SamTrans	Motor Bus	\$173,704	690	11,342
SFMTA	Bus, Cable Car, Light Rail	\$904,318	3,269	223,338
VTA	Motor Bus and Light Rail	\$414,432	1,909	36,433
Small Operators	Motor Bus, Ferry, Heavy Rail	\$305,433	2,187	23,945
Total		\$3,243,305	13,927	501,237

**FY 2018-19 data from operator Transportation Development Act claims to MTC*

Prior to the COVID-19 pandemic transit operators in the region had mostly experienced flat or even slightly declining levels of ridership in recent years. This ridership trend was likely the result of a variety of factors, including increased car ownership rates, the expansion of transportation network companies such as Lyft and Uber, and decreases in transit reliability due to increased traffic congestion.



The impacts of the COVID-19 pandemic on transit service, ridership, and revenue have been unprecedented. Since March 2020 transit ridership across all operators is down approximately 80% on average. Transit operators that are reliant on passenger fare revenues for a significant portion of their budget have been particularly impacted financially, while all transit operators face a highly uncertain financial outlook for most of their operating and capital fund sources.

In response to the greatest shock that transit operators have ever faced, MTC established the Blue Ribbon Transit Recovery Task Force in May 2020 to develop an approach to distribute emergency federal funding from the Coronavirus Aid, Relief, and Economic Security Act (CARES) Act, develop a regional strategy for health and safety on transit, and map out a recovery plan that builds back an improved transit system. MTC is also working to provide flexibility to operators to shift capital funding streams to transit operations, where feasible, to bridge operating revenue deficits.

Projections – Transit Operating and Capital

As part of the San Francisco Bay Area’s forthcoming long-range transportation plan—Plan Bay Area 2050—MTC estimated the total cost to operate and maintain transit services at pre-COVID-19 pandemic levels over the 30-year plan period (FY 2020-21 through FY 2049-50). Between Fiscal Year 2020-21 and FY 2049-50, operating and capital replacement costs for Bay Area transit providers are projected to total \$293 billion. This includes \$211 billion in operating costs plus \$82 billion for capital replacement needs necessary to achieve a state of good repair. The Plan Bay Area 2050 work serves as a basis for much of the projected needs and revenues contained in this Financial Capacity Assessment. However, the projections developed for Plan Bay Area 2050 were primarily developed before the COVID-19 pandemic. Given the significant uncertainty around the ongoing and long-term impacts of the pandemic on public transit Plan Bay Area 2050 assumes a level of transit service that is lower than pre-pandemic levels during the first half the plan period. These service levels are higher than those operated in the Bay Area on July 1, 2020 (the start of FY 2020-21).

Estimates of operating needs for the Bay Area’s transit operators are based on the forecast for Plan Bay Area 2050, as agencies are not certain what their FY 2020-21 operating costs will be as most agencies anticipate multiple budget revisions during FY 2020-21 due to the COVID-19 pandemic. Included in this document are the Plan Bay Area 2050 projected annual operating costs and estimated revenues for each of the region’s seven largest operators, and consolidated information for the region’s small operators, who combined, make up approximately nine percent of total operating costs in the region.

The table below shows the consolidated rehabilitation and maintenance needs of the region’s transit operators for two key project categories (vehicle replacement and fixed guideway rehabilitation/replacement). Since needs vary significantly from year to year, MTC caps the annual investment in guideway elements for each operator at a calculated level. This allows for a steady funding stream so that operators can plan for anticipated guideway needs and it provides capacity for other needs in a given funding cycle.

**Table 2. San Francisco Bay Area Transit Capital Core Rehab/Replacement Needs
(1,000 YOES)**

Category	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	4-Year Total
Vehicles	\$2,017,170	\$263,140	\$242,390	\$115,050	\$2,637,750
Guideway Elements	\$0	\$1,138,090	\$1,075,000	\$1,695,380	\$3,908,470
Total	\$2,017,170	\$1,401,230	\$1,317,390	\$1,810,430	\$6,546,220

MTC estimates that approximately \$6.5 billion in transit capital maintenance needs exist within the 2021 TIP period. Projections for Plan Bay Area 2050 indicate that sufficient revenue is anticipated to fully fund vehicle and fixed guideway needs.

Conclusion

Attachment A lists the major transit capital projects included in the 2021 TIP. Over the four-year 2021 TIP period there are transit capital projects with a total cost of approximately \$31 billion. Of the total capital project cost, about 14 percent is shown in the 2021 TIP. Many operators have already assumed local match requirements within their projected operating expenses for a given fiscal year. It should be noted that funding to support several of the large-cost projects shown in Attachment A—such as Caltrain Electrification and the BART Transbay Core Capacity Project—is expected to become available from future sources such as Federal Transit Administration New Starts/Core Capacity grants or California’s Transit and Intercity Rail Capital Program.

The impacts of the COVID-19 pandemic on public transit operations and revenues make it challenging for MTC to forecast with a level of certainty that Bay Area transit operators will be able to continue to operate transit service at levels operated before the pandemic over the 2021 TIP period. Where deficits are shown, MTC will provide flexibility to operators to shift capital funding to operating as necessary and feasible. The ability of operators to continue to provide pre-pandemic levels of service over the 2021 TIP period is contingent on numerous unknowns, including the mitigation and control of COVID-19, improvements in the Bay Area economy, the prevalence of work from home policies, the return of domestic and international tourism, the impact of budget cost reduction measures implemented by each agency, and the potential availability of new funding for transit from local, regional, state, and/or federal sources.

**Regional Summary
Attachment A
2021 TIP Transit Capital Projects**

Sponsor	Project Title	Total Project Cost	2021 TIP Cost
AC Transit	AC Transit: 5 Battery Electric Bus purchase	\$6,377,448	\$0
	AC Transit: East Bay Bus Rapid Transit	\$205,569,113	\$0
	AC Transit: Facilities Upgrade	\$55,663,370	\$0
	AC Transit: Paratransit Van Replacement	\$27,177,968	\$0
	AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB	\$12,797,000	\$0
	AC Transit: Purchase (10) Double-Deck Diesel Buses	\$10,248,896	\$0
	AC Transit: Purchase (35) 40ft Diesel Buses	\$18,795,000	\$0
	AC Transit: Purchase 36 Coach Buses (MCIs)	\$29,356,351	\$0
	AC Transit: Purchase 40 Zero-Emission Buses	\$42,381,448	\$0
	AC Transit: SFOBB Forward	\$12,425,167	\$0
	AC Transit: South County Corridors	\$5,858,584	\$0
	AC Transit:AC Transit: Replace 50 40-ft Diesels	\$28,887,533	\$0
	San Pablo and Telegraph Ave Rapid Bus Upgrades	\$10,000,000	\$0
	BART	19th Street BART Station Modernization-GO Uptown	\$29,438,837
BART Integrated Carpool to Transit Access Program		\$521,000	\$0
BART Metro Priority Track Elements		\$8,500,057	\$0
BART to Antioch - East Contra Costa Rail Extension		\$459,911,000	\$0
BART Train Control Renovation		\$263,968,188	\$0
BART Train Seat Modification		\$1,698,000	\$0
BART Transbay Core Capacity Improvements		\$3,510,700,000	\$174,110,000
BART/MUNI Direct Connection Platform		\$3,000,000	\$0
BART: Fare Collection Equipment		\$62,102,214	\$0
BART: Rail, Way and Structures Program		\$297,027,833	\$0
BART: Railcar Procurement Program		\$2,728,299,247	\$4,000,000
BART: Traction Power System Renovation		\$227,628,454	\$0
BART:ADA Paratransit Capital Accessibility Improve		\$53,870,546	\$0
BART-Elevator Renovation program		\$17,500,000	\$8,750,000
Bay Fair Connection		\$150,000,000	\$94,400,000
Concord BART Station Modernization		\$13,000,000	\$9,500,000
Concord Yard Wheel Truing Facility		\$14,000,000	\$0
Daly City BART Station Intermodal Improvements		\$1,100,000	\$0
eBART Railroad Avenue Station		\$13,400,000	\$0
El Cerrito del Norte BART Station Modernization		\$30,168,407	\$0
Embarcadero Stn: New North-Side Platform Elevator	\$15,000,000	\$0	

2021 TIP Financial Capacity Assessment (cont.)

	Hayward Shop and Yard Expansion	\$160,499,000	\$0
	MacArthur BART Plaza Remodel	\$6,972,527	\$0
	Walnut Creek BART TOD Access Improvements	\$11,050,000	\$0
Caltrain	Caltrain Electrification	\$1,980,252,531	\$217,554,259
	Caltrain Positive Train Control System	\$258,100,000	\$0
	Caltrain TVM Rehab and Clipper Functionality	\$2,842,006	\$0
	Caltrain: Revenue Vehicle Rehab Program	\$14,846,186	\$0
	Caltrain: Signal/Communication Rehab. & Upgrades	\$46,878,323	\$0
	Caltrain: Systemwide Track Rehab & Related Struct.	\$194,055,258	\$0
	Peninsula Corridor Electrification Expansion	\$203,638,000	\$41,340,000
	South San Francisco Caltrain Station Improvements	\$55,000,000	\$0
GGBHTD	GGBHTD - Transit Systems Enhancements	\$2,924,214	\$0
	GGBHTD Ferry Major Components Rehab	\$21,175,546	\$0
	GGBHTD Ferry Propulsion Systems Replacement	\$12,419,433	\$0
	GGBHTD: Facilities Rehabilitation	\$39,163,986	\$0
	GGBHTD: Ferry Channel & Berth Dredging	\$26,144,027	\$0
	GGBHTD: Fixed Guideway Connectors	\$66,495,992	\$0
	GGBHTD: Replace 2 Paratransit Vehicles	\$197,500	\$0
	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	\$65,573,025	\$0
	GGBHTD: Replace Paratransit Vehicles	\$679,515	\$0
	Golden Gate Ferry: New Vessel	\$30,000,000	\$0
	Larkspur Ferry Terminal Parking Garage	\$1,000,000	\$1,000,000
	MS Sonoma Ferry Boat Refurbishment	\$21,362,378	\$0
	Replace 14 - 22' Gas Body-on-Chassis Vehicles	\$1,274,000	\$0
	San Rafael Transit Center Relocation	\$46,412,000	\$0
SamTrans	El Camino Real Traffic Signal Priority Project	\$3,907,151	\$0
	SamTrans - Purchase of Replacement Minivans	\$1,284,900	\$0
	SamTrans - Replacement of Cutaway Buses	\$2,816,925	\$0
	SAMTRANS Facility/Equipment Rehab/Replacement	\$1,752,780	\$0
SFMTA	Cable Car Traction Power & Guideway Rehab	\$100,640,727	\$8,777,828
	Geary Bus Rapid Transit	\$300,000,000	\$9,488,648
	Geneva Harney BRT Infrastructure - Eastern Segment	\$98,115,000	\$21,205,000
	Geneva Harney BRT Infrastructure: Central Segment	\$40,054,000	\$0
	Historic Streetcar Extension to Fort Mason	\$68,886,966	\$0
	Light Rail Vehicle Procurement	\$1,126,960,331	\$33,679,409
	L-Taraval - SGR Project Elements	\$31,087,500	\$26,000,000
	Muni Metro East Facility - Boiler Replacement	\$6,440,944	\$0
	SF Muni Rail Replacement Program	\$290,456,438	\$21,935,328
	SF Muni Third St LRT Phase 2 - New Central Subway	\$1,578,000,000	\$0

2021 TIP Financial Capacity Assessment (cont.)

	SFMTA - Core Capacity Program	\$57,690,000	\$14,184,000
	SFMTA - Replacement of 40' Motor Coaches	\$159,289,355	\$0
	SFMTA Replacement of 60' Motor Coaches	\$191,197,671	\$0
	SFMTA Zero Emission Bus Procurement	\$23,225,000	\$18,402,189
	SFMTA: 60' Motor Coach Mid-Life Overhaul	\$32,370,726	\$5,579,079
	SFMTA: Cable Car Vehicle Renovation Program	\$30,260,341	\$320,000
	SFMTA: Overhead Line Recon. & Traction Power Prog	\$218,426,083	\$9,421,102
	SFMTA: Paratransit Vehicle Replacements	\$14,653,314	\$0
	SFMTA: Rehab Historic Streetcars	\$28,648,723	\$4,589,222
	SFMTA: Replace 35 Paratransit Cutaway Vans	\$4,012,037	\$0
	SFMTA: Replacement of 30' Motor Coaches	\$42,813,716	\$15,795,648
	SFMTA: Replacement of 40' Trolley Coaches	\$249,813,191	\$0
	SFMTA: Station-area Ped and Bike Access Improvemnt	\$1,562,500	\$0
	SFMTA: Wayside Fare Collection Equipment	\$43,878,241	\$0
	SFMTA:Train Control & Trolley Signal Rehab/Replace	\$209,676,481	\$41,099,417
	SFMTA-Facilities Condition Assessment Repairs	\$23,597,031	\$4,346,868
	Transit Center in Hunters Point	\$22,000,000	\$0
	Van Ness Avenue Bus Rapid Transit	\$208,285,132	\$0
	Woods Bus Facility Modernization	\$5,500,000	\$0
VTA	BART - Berryessa to San Jose Extension	\$4,779,935,000	\$3,183,669,000
	Eastridge to BART Regional Connector	\$510,279,000	\$0
	LRT Extension to Vasona Junction and Double Track	\$256,000,000	\$0
	Replace/Upgrade Fire Alarm at Guadalupe & Chaboya	\$1,500,000	\$0
	VTA Track Intrusion Abatement	\$11,000,000	\$0
	VTA Train to Wayside Communication System Upgrade	\$1,605,750	\$0
	VTA: Back-up Power for Elevated Stations	\$400,000	\$0
	VTA: Bus & LR Vehicle Mobile Router Replacement	\$1,500,000	\$0
	VTA: Bus CCTV Replacement	\$3,300,000	\$0
	VTA: Cameras for VTA ACCESS Paratransit Vehicles	\$2,256,063	\$0
	VTA: Chaboya Yard Well Removal	\$395,000	\$0
	VTA: Downtown San Jose Speed Improvements	\$6,150,000	\$6,150,000
	VTA: Facilities ADA Upgrades	\$3,200,000	\$0
	VTA: Fuel Dispenser & UDC Replacement	\$2,400,000	\$0
	VTA: Gigabit Ethernet Network	\$1,200,000	\$0
	VTA: Guadalupe Entrance Security Improvement	\$1,250,000	\$1,250,000
	VTA: Guadalupe Roll Up Doors	\$2,500,000	\$2,500,000
	VTA: Guadalupe Steam Rack Improv & Liner Replace	\$3,000,000	\$3,000,000
	VTA: Guadalupe Train Wash Replacement	\$2,810,000	\$0
	VTA: HVAC Replacement	\$1,810,332	\$0

2021 TIP Financial Capacity Assessment (cont.)

VTA: Light Rail Bridge and Structure - SG Repair	\$4,850,000	\$0
VTA: Light Rail Roadway Protection System	\$1,939,000	\$0
VTA: Light Rail Station Rehabilitation	\$970,000	\$970,000
VTA: Light Rail Track Crossovers and Switches	\$35,193,847	\$0
VTA: LR Platform CCTV System Replacement	\$557,000	\$557,000
VTA: Network & Gigabit Fiber Upgrade	\$1,500,000	\$0
VTA: Non-Revenue Vehicle Procurement	\$400,000	\$0
VTA: Paratransit Vehicle Procurement	\$10,216,645	\$0
VTA: Pedestrian Backgates - Non-Vasona	\$8,200,000	\$8,200,000
VTA: Pedestrian Swing Gates Replacement	\$4,280,000	\$0
VTA: Public Address System Upgrade	\$2,770,440	\$2,770,440
VTA: Rail Replacement Program	\$61,760,728	\$0
VTA: Rehab of LR System Elevators and Escalators	\$9,300,000	\$9,300,000
VTA: Replace Fault Monitoring System on LRVs	\$2,819,000	\$0
VTA: Replace UPSs and PDU in OCC/EOC	\$471,702	\$0
VTA: SCADA Control Center System Replacement	\$3,769,000	\$0
VTA: SCADA Hardware, Software, Network Upgrade	\$5,559,120	\$0
VTA: SCADA Middleware Replacement	\$1,438,000	\$0
VTA: Standard & Small Bus Replacement	\$297,481,126	\$0
VTA: Systemwide Security Improvements	\$506,948	\$0
VTA: TP OCS Rehab & Replacement	\$32,809,940	\$0
VTA: Transit Center Park and Ride Rehab	\$2,000,000	\$0
VTA: Upgrade Rail Grade Crossing Control Equipment	\$5,460,000	\$0
VTA: Vasona Pedestrian Back Gates	\$2,900,000	\$0
Large Operator Total	\$22,942,273,953	\$4,003,844,437
Other Transit Operators	\$7,825,353,234	\$318,965,779
Total	\$30,767,627,187	\$4,322,810,216

Note: Includes rehabilitation/maintenance and expansion projects.

Alameda Contra Costa Transit District (AC Transit)

Operator Background & Budget

The Alameda-Contra Costa Transit District, the third-largest public bus system in California, and before the COVID-19 pandemic it operated a fleet of 639 vehicles on 77 local and 34 Transbay routes that serve 13 East Bay cities and adjacent unincorporated areas in Alameda and Contra Costa counties. The routes connect with 16 other public and private bus systems, 25 Bay Area Rapid Transit stations, six Amtrak stations, three ferry terminals, and Oakland International Airport.

East Bay Paratransit Consortium provides ADA paratransit service in the East Bay. The consortium has entered into a contract with a broker to provide the necessary paratransit services. Operating costs are split between AC Transit and BART.

AC Transit's operating budget expenses reflect increased labor and benefit costs as well as pre-pandemic planned service expansions. In the summer of 2020 AC Transit opened its first Bus Rapid Transit (BRT) service, branded as Tempo. Tempo service connects downtown Oakland with San Leandro provided transit service with dedicated lanes and center boarding stations along month of the corridor.

In 2019 AC Transit launched Transbay bus service to the reopened Salesforce Transit Center. After the opening of the Salesforce Transit Center AC Transit planned to implement a series of service changes to its Transbay routes. The future of these changes is uncertain given that due to the COVID-19 pandemic AC Transit has suspended most of its Transbay service, only operating a skeleton service from the East Bay to San Francisco.

Prior to the COVID-19 pandemic AC Transit's budget projections showed that revenues were keeping pace with expenses.

In 2014, Alameda County voters passed Measure BB, which renewed and augmented the existing county-wide sales tax. The measure is expected to provide over \$1 billion in revenue for transit operations over the duration of the measure. In 2016 Alameda County voters also approved Measure C1, a \$96 a year parcel tax to support AC Transit for a 20-year period, generating around \$30 million per year.

Assessment

Forecasting revenue, service levels, and operating expenses over the 2021 TIP period is challenging due to the COVID-19 pandemic. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2021 TIP have been accounted for within AC Transit's operating costs. Information shown in the below table is based on operator projections for developed for Plan Bay Area 2050, actual expenses, revenues, and service levels will differ significant due to the COVID-19 pandemic.

TIP Financial Capacity Assessment –Transit Operations & Maintenance Plan Bay Area 2050 Operator Reported Financial Information

AC Transit

(1,000s, YOES\$)

CATEGORIES	Year 1 FY 20-21	Year 2 FY 21-22	Year 3 FY 22-23	Year 4 FY 23-24	4-YEAR TOTAL
Costs					
Existing + Planned Committed Projects	456,873	470,580	488,408	503,060	1,918,921
Total Operational Needs	\$456,873	\$470,580	\$488,408	\$503,060	\$1,918,921

Revenue

Fares	58,622	63,312	64,578	65,870	252,383
Non-Fare Revenue	19,868	20,185	20,508	20,837	81,398
Other	17,346	17,867	18,403	18,955	72,571
Property Tax	149,977	154,476	159,110	163,884	627,446
County Sales Tax	73,653	75,273	76,929	78,621	304,476
STA	28,304	28,927	29,564	30,214	117,009
AB 1107	46,798	48,131	49,503	50,914	195,346
TDA	82,739	84,560	86,420	88,321	342,040
Federal Operating Support	6,219	6,343	6,470	6,600	25,632
Total Revenue	\$483,526	\$499,075	\$511,485	\$524,215	\$2,018,301

Bay Area Rapid Transit District (BART)

Operator Background & Budget

BART operates rail service on four Transbay routes and one route in the East Bay/Santa Clara County. The system operates 679 rail cars on 131 miles of track and serves 50 stations. BART's latest extension, the first to serve Santa Clara County, opened in 2020, extending BART by adding two stations, Milpitas and Berryessa/North San Jose. In early 2020 before the COVID-19 pandemic, BART carried an average of over 405,000 daily riders.

The COVID-19 pandemic has had a significant impact on BART's level of service and operating revenues due to a 80%+ decline in ridership experienced by the agency. Because BART relied of passenger fare revenue for over 60% of its operating costs before the pandemic the loss of ridership has created uncertainty about the level of funding that will be available to BART.

It is estimated that BART's operating costs will grow at an average rate of about 2.2% per year over the TIP period. Fare revenue is also expected to grow at the same rate over the TIP period due to a combination of growth in passengers on new service lines and planned biennial fare increases to keep pace with inflation. It should be noted that BART is working to keep up with the capital needs of its aging infrastructure, and to that end, incorporates a significant transfer to capital from its operating budget.

Several service modifications are also anticipated, including the deployment of more of the new rail cars and a 5 am system opening time on Monday through Friday, compared to 4 am currently. The 5 am opening is necessary to support the Transbay Tube seismic retrofit work; BART plans to leverage the additional work hours to advance rebuilding projects—and in many cases, will be able to reduce project cost and project duration.

Assessment

Forecasting revenue, service levels, and operating expenses over the 2021 TIP period is challenging due to the COVID-19 pandemic. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2021 TIP have been accounted for within BART's operating costs. Information shown in the below table is based on operator projections for developed for Plan Bay Area 2050, actual expenses, revenues, and service levels will differ significant due to the COVID-19 pandemic.



**TIP Fiscal Capacity Analysis –Transit Operations & Maintenance
Plan Bay Area 2050 Operator Reported Financial Information
BART
(1,000s, YOES\$)**

CATEGORIES	Year 1 FY 20-21	Year 2 FY 21-22	Year 3 FY 22-23	Year 4 FY 23-24	4-YEAR TOTAL
Costs					
Existing + Planned Committed Projects	914,900	1,093,078	1,110,834	1,174,456	4,293,268
Total Operational Needs	\$914,900	\$1,093,078	\$1,110,834	\$1,174,456	\$4,293,268
Revenue					
Fares	514,598	536,789	563,029	605,989	2,220,405
Non-Fare Revenue	65,651	66,462	67,606	69,629	269,349
Other	60,971	58,176	53,470	48,165	220,781
Property Tax	51,888	54,482	57,206	60,067	223,643
STA	33,271	33,936	34,615	35,307	137,128
AB 1107	285,310	293,869	302,685	311,766	1,193,631
Total Revenue	\$1,011,688	\$1,043,715	\$1,078,612	\$1,130,923	\$4,264,938

Peninsula Corridor Joint Powers Board (Caltrain)

Operator Background & Budget

The Peninsula Corridor Joint Powers Board (JPB) — consisting of representatives from San Francisco, San Mateo, and Santa Clara counties — operates Caltrain, which provides commuter rail service between San Francisco and San Jose with additional service to Gilroy in southern Santa Clara County. Under contract with TransitAmerica Services Inc., before the COVID-19 pandemic the system operated 123 heavy rail vehicles and 29 locomotives. Caltrain also provided 31 feeder shuttles to transport passengers to and from its stations.

Ridership on Caltrain reached a record high in 2016 with almost 67,000 daily riders on average. Before the COVID-19 pandemic fare revenues accounted for over 2/3rds of Caltrain's operating revenue. In November 2020 voters in San Francisco, San Mateo, and Santa Clara counties approved Measure RR, a 1/8 cent sales tax in the three counties and the first Caltrain dedicated source of operating revenue in the history of Caltrain. Revenue from Measure RR is expected to provide approximately \$100 million per year for the agency. Caltrain also relies on JPB member contributions to fund a significant portion of its operating costs.

The principal capital project Caltrain has been engaged in over recent years is the Caltrain Modernization Program (CalMod), which includes electrification and other projects that will upgrade the performance, efficiency, capacity, safety and reliability of Caltrain's service. Electrification provides the foundation that future CalMod improvements are based on, including full conversion to an electric fleet, platform and station improvements, the extension of service to Downtown San Francisco, and other projects that allow Caltrain to grow and evolve with the Bay Area. Electrification of the system between San Francisco and San Jose will improve Caltrain's limited capacity to run additional trains and carry more passengers, thereby improving fare revenue.

The COVID-19 pandemic has had a significant impact on Caltrain's operating revenues due to a 90%+ decline in ridership experienced by the agency. Because Caltrain relied of passenger fare revenue for over 60%+ of its operating costs before the pandemic the loss of ridership has created uncertainty about the level of funding that will be available to Caltrain over the coming years.

As Caltrain moves forward with electrification it has also begun development of a comprehensive business plan to examine how the agency can meet future demand and provide the maximum value to its customers, communities and the region. In the fall of 2019 Caltrain adopted a long-term service vision for much more frequent rail service on the corridor. However, as a result of the

COVID-19 pandemic work on the business plan has been paused as the agency focuses on recovery from the pandemic. The approval of the Measure RR sales tax will likely allow Caltrain to stabilize its finances over the over the 2021 TIP period, however significant uncertainty remains about ridership demand and the long-term impacts of increased work from home practices by major employers along the Caltrain corridor.

Assessment

Operating

Forecasting revenue, service levels, and operating expenses over the 2021 TIP period is challenging due to the COVID-19 pandemic. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2021 TIP have been accounted for within Caltrain’s operating costs. Information shown in the below table is based on operator projections for developed for Plan Bay Area 2050, actual expenses, revenues, and service levels will differ significant due to the COVID-19 pandemic.

**TIP Fiscal Capacity Analysis –Transit Operations
Plan Bay Area 2050 Operator Reported Financial Information
Caltrain/Peninsula Corridor JPB
(1,000s, YOES\$)**

CATEGORIES	Year 1 FY 20-21	Year 2 FY 21-22	Year 3 FY 22-23	Year 4 FY 23-24	4-YEAR TOTAL
Costs					
Existing + Planned Committed Projects	119,685	123,275	126,974	130,783	500,717
Total Operational Needs	\$119,685	\$123,275	\$126,974	\$130,783	\$500,717
Revenue					
Fares	109,180	112,455	115,829	119,304	456,768
Non-Fare Revenue	12,156	12,520	12,896	13,283	50,855
Other	37,943	39,081	40,254	41,461	158,740
STA	5,253	6,200	7,100	7,900	26,453
Total Revenue	\$164,532	\$170,257	\$176,079	\$181,948	\$692,816

Golden Gate Bridge Highway and Transit District (GGBHTD)

Operator Background & Budget

The Golden Gate Bridge, Highway and Transportation District (GGBHTD) is a special district of the State of California that operates and maintains the Golden Gate Bridge and provides transit service between and within Marin, Sonoma and San Francisco Counties. GGBHTD operates two primary transit services: Golden Gate Transit and Golden Gate Ferry. Before the COVID-19 pandemic its fleet of transit vehicles consisted of seven ferry boats and 181 buses. Golden Gate Transit bus services include regional and local routes; regional routes are controlled and operated by GGBHTD, and local routes are operated by GGBHTD under contract with Marin Transit. GGBHTD sets fare policy and service levels for regional service, and Marin Transit sets fare policy and determines service levels for all service that begins and ends within Marin County.

The COVID-19 pandemic has had a significant impact on GGBHTD's operating revenues due to a 95%+ decline in ridership on its ferry services and a 70%+ decline on its regional bus routes. Because GGBHTD relied on passenger fare revenue to cover around half of the costs of operating its ferry service the unprecedented decline in ferry ridership has created uncertainty about the level of funding that will be available to Golden Gate Ferry over the coming years.

Prior to the COVID-19 pandemic approximately 50% - 60% of the annual cost of operating Golden Gate Transit was subsidized by tolls collected on the Golden Gate Bridge. As a result of pandemic-related reductions in bridge crossings by approximately 30% GGBHTD faces a shortfall in meeting its operating subsidy to transit.

Assessment

Operating

Forecasting revenue, service levels, and operating expenses over the 2021 TIP period is challenging due to the COVID-19 pandemic. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2021 TIP have been accounted for within GGBHTD's operating costs. Information shown in the below table is based on operator projections for developed for Plan Bay Area 2050, actual expenses, revenues, and service levels will differ significantly due to the COVID-19 pandemic.

TIP Fiscal Capacity Analysis –Transit Operations
Plan Bay Area 2050 Operator Reported Financial Information
GGBHTD
(1,000s, YOES)

CATEGORIES	Year 1 FY 20-21	Year 2 FY 21-22	Year 3 FY 22-23	Year 4 FY 23-24	4-YEAR TOTAL
Costs					
Existing + Planned Committed Projects	121,162	124,797	128,541	132,397	506,896
Total Operational Needs	\$121,162	\$124,797	\$128,541	\$132,397	\$506,896

Revenue					
Fares	38,404	40,056	41,778	43,574	163,812
Non-Fare Revenue	1,975	2,019	2,063	2,109	8,166
Other	25	25	26	26	102
GGB Bridge Tolls	48,901	49,977	51,076	52,200	202,154
BATA Bridge Tolls	2,918	3,051	3,183	3,316	12,468
STA	26,137	26,712	27,299	27,900	108,048
Total Revenue	\$118,360	\$121,839	\$125,426	\$129,125	\$494,750

San Francisco Municipal Transit Agency (SFMTA)

Operator Background & Budget

Before the COVID-19 pandemic the San Francisco Municipal Transportation Agency (SFMTA) operated 77 transit lines throughout San Francisco using a fleet of cable cars, streetcars, motor coaches, trolley coaches, and light rail vehicles. Prior to the pandemic SFMTA carried over 700,000 passengers each weekday, representing approximately 43% of the total transit passenger trips within the region.

Since April 2020 SFMTA has suspended all rail services across its system as well as approximately 40 bus lines and is exclusively operating buses as it focuses on providing reliable service during the COVID-19 pandemic to the approximately 140,000 daily riders, a decrease of over 70% from pre-pandemic levels.

SFMTA relies on funding from the City and County of San Francisco General Fund, parking fee/fine, and land development impact fee revenues for the majority of its funding. Because of the negative impacts of the COVID-19 pandemic on the General Fund as well as reduced parking revenues the SFMTA is facing significant operating budget challenges over the coming years and will likely need to operate at a reduced level of service for the foreseeable future. Before the pandemic passenger fare revenues provided approximately 20% of SFMTA's annual operating budget.

Assessment

Operating

Forecasting revenue, service levels, and operating expenses over the 2021 TIP period is challenging due to the COVID-19 pandemic. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2021 TIP have been accounted for within SFMTA's operating costs. Information shown in the below table is based on operator projections for developed for Plan Bay Area 2050, actual expenses, revenues, and service levels will differ significant due to the COVID-19 pandemic.

TIP Fiscal Capacity Analysis –Transit Operations & Maintenance
Plan Bay Area 2050 Operator Reported Financial Information
San Francisco MTA
(1,000s, YOES)

CATEGORIES	Year 1 FY 20-21	Year 2 FY 21-22	Year 3 FY 22-23	Year 4 FY 23-24	4-YEAR TOTAL
Costs					
Existing + Planned Committed Projects	1,290,899	1,337,245	1,387,817	1,438,048	5,454,009
Total Operational Needs	\$1,290,899	\$1,337,245	\$1,387,817	\$1,438,048	\$5,454,009

Revenue					
Fares	216,122	219,350	222,626	225,951	884,048
Non-Fare Revenue	372,417	378,816	385,348	392,018	1,528,600
Other	448,578	467,061	482,455	499,414	1,897,508
Sales Tax + TDA	106,274	108,931	111,654	114,446	441,305
STA	52,916	54,239	55,595	56,985	219,735
Total Revenue	\$1,196,308	\$1,228,397	\$1,257,679	\$1,288,813	\$4,971,196

San Mateo County Transit District (SamTrans)

Operator Background & Budget

SamTrans operates fixed-route bus service along the San Francisco Peninsula serving San Mateo County, with express routes providing service to San Francisco. SamTrans has a total fleet of 305 buses and provided more than 12 million trips in San Mateo County in FY 2019. SamTrans also owns a fleet of 93 demand-response vehicles that provide SamTrans' ADA-compliant paratransit service.

SamTrans is one of the three members of the PCJPB (Caltrain) and additionally is the managing agency for Caltrain. The other two member agencies are the City and County of San Francisco and the Santa Clara Valley Transportation Authority. SamTrans is also responsible for the operation of Caltrain and the three agencies together are responsible for funding its operations.

In November 2018 San Mateo County voters approved Measure W, a ½ cent sales tax increase which provided an additional \$40 million per year for SamTrans' operating budget.

The agency has been spared the worst effects of COVID-19 pandemic as the sales tax is by far the most important source of operating funding for SamTrans, which in San Mateo County has held up well, despite the pandemic induced economic upheaval. As a result of more stable core operating funding (as compared to other operators) SamTrans has been able to continue operations of all non-school routes.

Assessment

Operating

SamTrans expects a balanced budget over each year of the 2021 TIP period, however forecasting revenue, service levels, and operating expenses over the 2021 TIP period is challenging due to the COVID-19 pandemic. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2021 TIP have been accounted for within SamTrans' operating costs. Information shown in the below table is based on operator projections for developed for Plan Bay Area 2050, actual expenses, revenues, and service levels will differ significant due to the COVID-19 pandemic.

TIP Fiscal Capacity Analysis –Transit Operations
Plan Bay Area 2050 Operator Reported Financial Information
SamTrans
(1,000s, YOES)

CATEGORIES	Year 1 FY 20-21	Year 2 FY 21-22	Year 3 FY 22-23	Year 4 FY 23-24	4-YEAR TOTAL
Costs					
Existing + Planned Committed Projects	253,842	260,883	268,130	275,598	1,058,453
Total Operational Needs	\$253,842	\$260,883	\$268,130	\$275,598	\$1,058,453

Revenue					
Fares	15,291	15,319	15,348	15,378	61,337
Non-Fare Revenue	56,926	58,634	60,393	62,205	238,159
County Sales Tax	153,775	158,388	163,140	168,034	643,337
TDA + STA	61,539	63,385	65,286	67,245	257,455
Total Revenue	\$287,531	\$295,727	\$304,168	\$312,862	\$1,200,288

Santa Clara Valley Transportation Authority (VTA)

Operator Background & Budget

Prior to the COVID-19 pandemic VTA operated 493 motor bus coaches and 99 light rail vehicles on 77 routes throughout Santa Clara County. VTA operates three light-rail transit lines that total 42 miles in length, serving 62 stations. Together, VTA bus and light rail services served about 40 million passengers in FY 2019.

VTA is a member of the Peninsula Corridor Joint Powers Board. VTA also contracts with the Altamont Commuter Express (ACE) for service. Each provides commuter rail service to Santa Clara County from adjacent counties, and shuttle vans from their stations to destinations within Santa Clara County. VTA belongs to the Highway 17 Express and Dumbarton Express consortium that provide express bus service into Santa Clara County from other adjacent counties. In the summer of 2020 VTA and BART jointly opened the first phase of the BART Silicon Valley Extension, providing service to two new BART stations (Milpitas and Berryessa/North San Jose), the first in Santa Clara County. VTA is responsible for the capital construction costs of the extension and will retain ownership of the capital assets and provide BART with an annual operating subsidy for BART's operating of the service.

VTA is reliant on sales tax revenues for more than 75% of its operating budget and is more reliant on a single source of revenue than any other large transit operator in the Bay Area. Because of its reliance on the sales tax, VTA has taken a very cautious budgeting approach during the COVID-19 pandemic because of the uncertainty of how the sales tax will perform in Santa Clara County. Since the start of the pandemic VTA has suspended numerous routes indefinitely, reduced service across the system, and temporarily suspended its light rail system in the spring of 2020 due to COVID-19 infections amongst staff.

Assessment

Operating

Forecasting revenue, service levels, and operating expenses over the 2021 TIP period is challenging due to the COVID-19 pandemic. A summary of the expected operating financial capacity assessment is provided in the table below. The local matching funds from non-federal or state sources that are required for projects listed in the 2021 TIP have been accounted for within VTA's operating costs. Information shown in the below table is based on operator projections for developed for Plan Bay Area 2050, actual expenses, revenues, and service levels will differ significant due to the COVID-19 pandemic.

**TIP Fiscal Capacity Analysis –Transit Operations & Maintenance
Plan Bay Area 2050 Operator Reported Financial Information
Santa Clara VTA
(1,000s, YOES)**

CATEGORIES	Year 1 FY 20-21	Year 2 FY 21-22	Year 3 FY 22-23	Year 4 FY 23-24	4-YEAR TOTAL
Costs					
Existing + Planned Committed Projects	559,768	577,392	594,714	612,555	2,344,428
Total Operational Needs	\$559,768	\$577,392	\$594,714	\$612,555	\$2,344,428
Revenue					
Fares	38,666	39,826	41,020	42,251	161,762
Non-Fare Revenue	44,522	45,580	46,671	47,794	184,566
County Sales Tax	276,824	285,129	293,683	302,493	1,158,128
STA	42,718	43,999	45,319	46,679	178,714
TDA	113,991	117,411	120,933	124,561	476,896
Total Revenue	\$516,720	\$531,944	\$547,626	\$563,777	\$2,160,067

San Francisco Bay Area Small Operators

Collectively, the San Francisco Bay Area's 17 smaller transit operators account for only nine percent of the total transit operating costs in the region and only about five percent of fixed route transit passengers in the region.

The small operators contained in this summary include Altamont Commuter Express, County Connection, Fairfield-Suisun Transit, Livermore Amador Valley Transit Authority, Marin Transit, NVTA, Petaluma Transit, Rio Vista Delta Breeze, San Francisco Bay Ferry, Santa Rosa CityBus, SMART, SolTrans, Sonoma-County Transit, Tri Delta Transit, Union City Transit, Vacaville City Coach, and WestCAT.

The COVID-19 pandemic has impacted the smaller transit operators in very different ways. Operators like San Francisco Bay Ferry (WETA) and SMART, which primarily serve a commute-oriented passenger market have seen ridership decreases of over 90%. On the other hand, bus operators (NVTA and Soltrans for example) which primarily serve passengers with limited alternative forms of transportation have seen their ridership levels rebound to around 50% of pre-pandemic levels. Nearly all of the smaller operators have implemented significant changes in their service, with many reducing their express services in favor of directing resources towards local services that provide a lifeline during the pandemic. Due to the varied nature of the operating revenue sources for the smaller operators it is difficult to generalize

Assessment

Operating

The financial capacity assessment for the seventeen San Francisco Bay Area small operators, combined, is shown in the table below. Forecasting revenue, service levels, and operating expenses over the 2021 TIP period is challenging due to the COVID-19 pandemic. Information shown in the below table is based on operator projections for developed for Plan Bay Area 2050, actual expenses, revenues, and service levels will differ significant due to the COVID-19 pandemic. A summary of the expected operating financial capacity assessment is provided in the table below.

**2019 TIP Fiscal Capacity Analysis –Transit Operations & Maintenance
Plan Bay Area 2050 Operator Reported Financial Information
San Francisco Bay Area Small Operators
(1,000s, YOES)**

CATEGORIES	Year 1 FY 20-21	Year 2 FY 21-22	Year 3 FY 22-23	Year 4 FY 23-24	4-YEAR TOTAL
Costs					
Existing + Planned Committed Projects	387,287	401,846	414,178	428,672	1,631,983
Total Operational Needs	\$387,287	\$401,846	\$414,178	\$428,672	\$1,631,983
Revenue					
Fares	73,967	77,295	78,995	80,733	310,991
Non-Fare Revenue	14,152	14,789	15,114	15,447	59,502
Other	26,803	28,009	28,625	29,255	112,692
Property Tax	5,305	5,544	5,666	5,791	22,306
County Sales Tax	44,378	46,375	47,395	48,438	186,586
Bridge Tolls	26,878	26,954	27,547	28,153	109,532
STA	34,668	35,004	35,774	36,561	142,007
State Rail Assistance	8,620	9,061	9,260	9,464	36,405
State of Good Repair (Ops Eligible)	1,243	1,293	1,321	1,351	5,208
Federal Transit Grants	7,245	7,439	7,603	7,770	30,057
TDA	98,003	99,841	102,038	104,282	404,164
LCTOP	1,252	1,252	1,280	1,308	5,091
Total Revenue	\$342,514	\$352,856	\$360,619	\$368,552	\$1,424,541

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