



Regional Transit Measure



SamTrans Board Meeting | Jessica Epstein, Director
Government and Community Affairs | October 9, 2024

Regional Measure Timeline

Recent Meetings:

- MTC Transportation Revenue Measure Executive Group – Aug. 23
- MTC Transportation Revenue Measure Select Committee – Aug. 26
- MTC Transportation Revenue Measure Executive Group – Sept. 17
- MTC Transportation Revenue Measure Select Committee – Sept. 23

Next Steps:

- SamTrans is working collaboratively with Caltrain and other operators to understand needs and vet all potential options.
- October meeting of the Select Committee and Executive Group – goal is to have an approved expenditure framework, policy provisions, revenue source(s), and geographic scope.
- November (post Nov. 5 elections) – MTC will conduct polling.
- Deadline for submitting to state legislature – Mid-Feb. 2025, if a spot bill, then must be amended by early March 2025.

September MTC Presentation

Key points:

- Two revised scenarios presented to MTC Regional Measure Select Committee.
- No consensus; each proposal had significant opposition.
- Some interest in counties/agencies pursuing own coordinated measure:
 - Risk of competing measures on the same ballot.
 - Risk that measure to fund multi-county agency does not pass in all counties.
- Select Committee Chair Jim Spering (Solano) requested additional options to consider at October meeting from agencies, TAs, and other interested parties.
- MTC is reaching out to County Boards of Supervisors and legislative offices to gather input.

San Mateo County Share

Two different MTC calculations for the San Mateo County share of the BART and Caltrain financial need:

SB 1031 discussions – share based on AM boardings and fare loss

- BART - \$24M
- Caltrain - \$15M

Recent communications – no formula given

- BART and Caltrain – between \$70M and \$130M

Unclear how this expectation lines up with ballot measure proposals.

San Mateo County and BART History

Funding (partial list):*

- Measure A, 2% (2009-present)– \$26.7M allocated to BART to-date
- Operating and capital contributions – over \$500M
- SamTrans STA Revenue Based Funds (2007-present) - \$14M
- San Mateo County rider surcharge (BART riders pay increased fare for trips to/from San Mateo County) – TBD
 - SamTrans requested historical surcharge data from BART

Timeline:

- 1990 – SamTrans agreed to fund Colma station capital costs plus three more, later became four
- 1996 – Colma Station begins service
- 2003 – South San Francisco, San Bruno, Millbrae, and SFO begin service
- 2003 – 2007 – SamTrans covers BART extension operating costs
- 2007 – SamTrans, BART, and MTC reach mutually agreeable separation agreement; BART assumes full responsibility for future capital and operating costs associated with stations south of Daly City

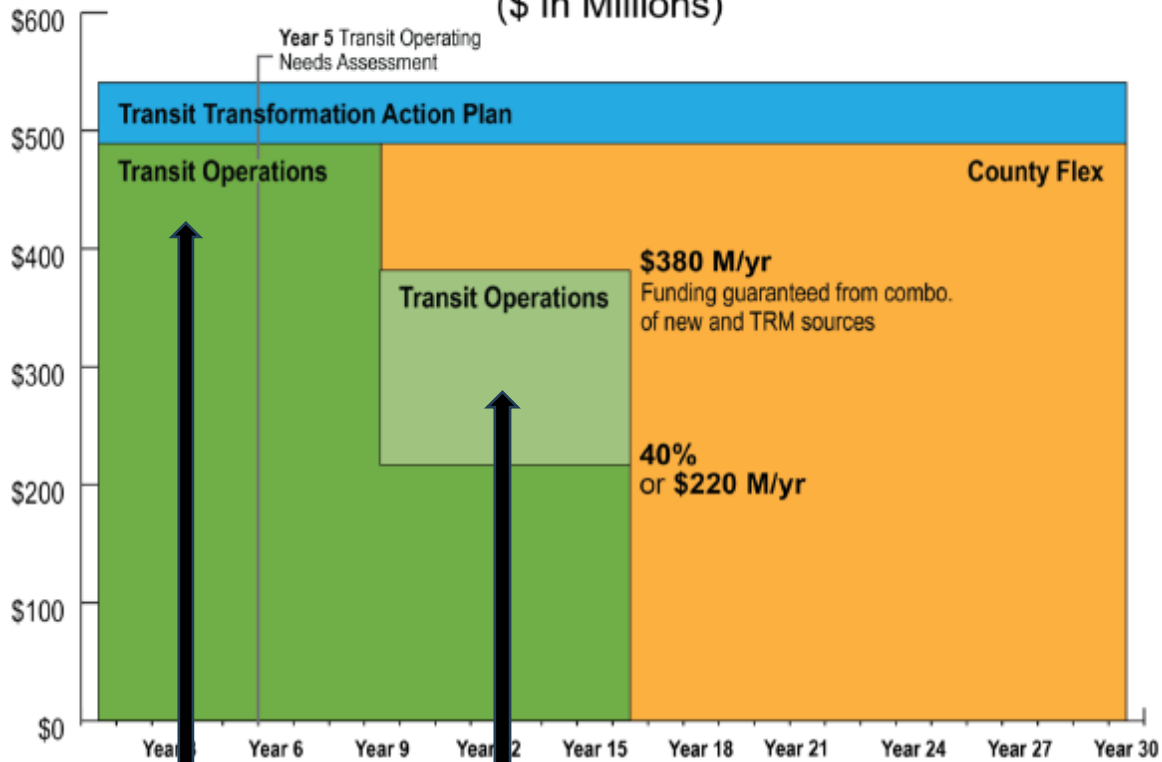
* Actual dollars not adjusted for inflation

Scenario 1 Revised

- 4 county 30-year ½ cent sales tax (\$540M/year) for Alameda, Contra Costa, SF & San Mateo Counties. Opt-in for other counties.
- No change:
 - Years 1-8 – 90% of funds to agencies with fiscal cliffs, 10% to MTC for "Transit Transformation projects, including Clipper 2.0, regional mapping and wayfinding"
- Changes made:
 - Years 9-15 - Increased minimum transit operating funding from \$220m/year to \$380m/year, responding to concerns that drop-off was too steep. Reduces funds to County Flex.
 - Santa Clara County can opt in and support Caltrain in proportion to their share of Caltrain's deficit for first 15 years. If they do not opt in, assume Santa Clara will still assist Caltrain through other means.
 - Requires opt-in counties to use at least 30% of County Flex for transit capital, operations or maintenance over the life of measure.

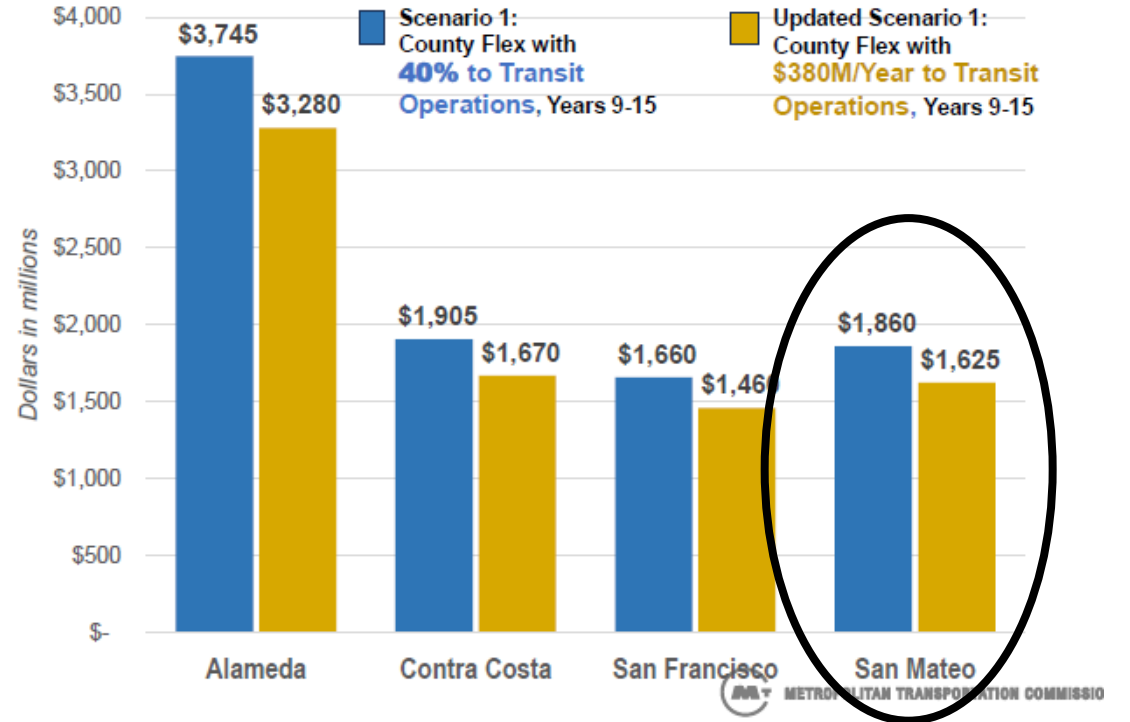
Scenario 1 Revised

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



Drop-off is less steep

County Flex Funding Significant for Core Counties (30-Year Totals)



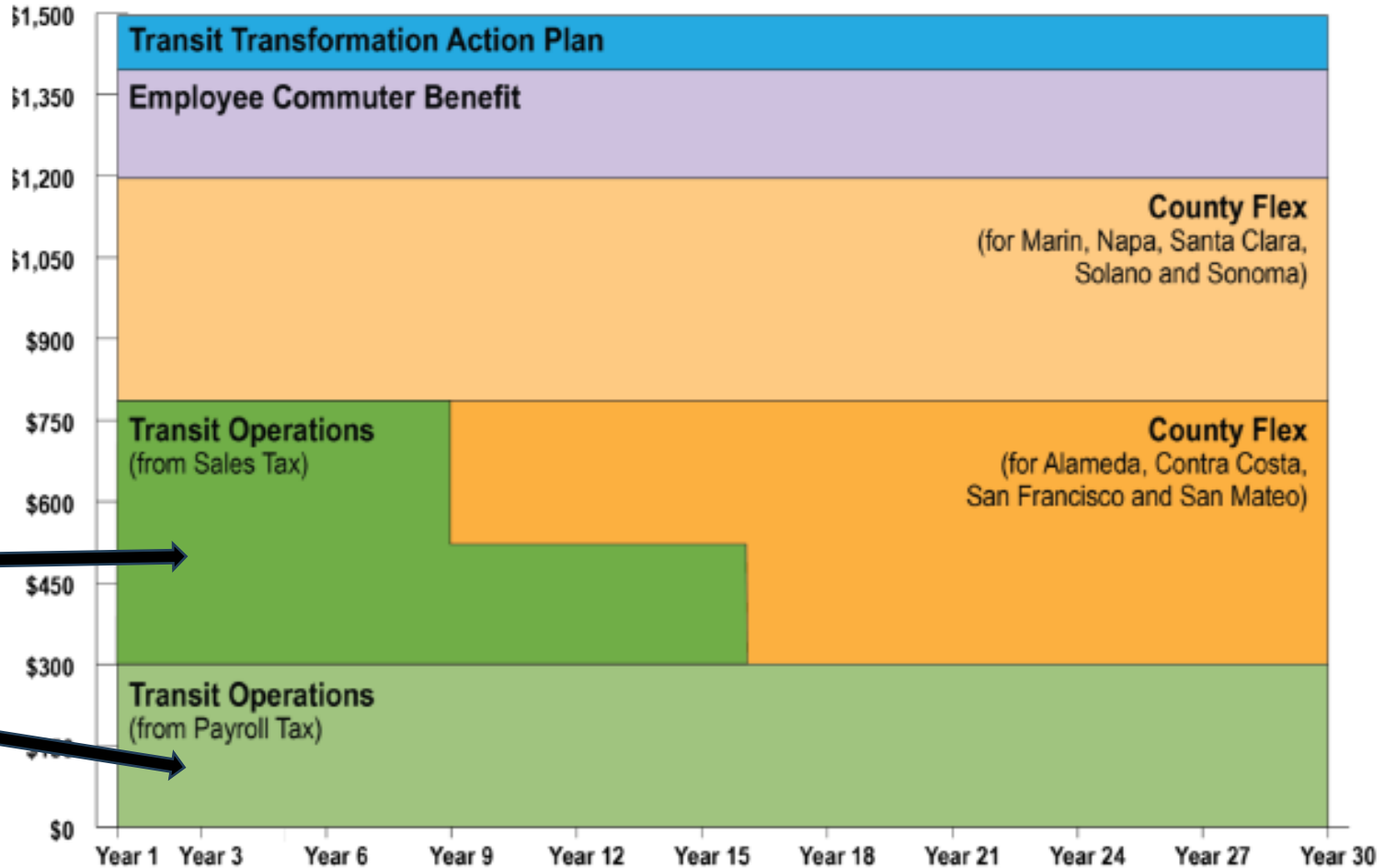
Transit Operations = transit agencies with fiscal cliffs. Doesn't include SamTrans.

New Hybrid Scenario

- 9 county 30-year combined sales/payroll tax measure.
- No change:
 - 10% to MTC for Transit Transformation for life of measure.
- Changes made:
 - Removes consideration of a property tax due to conflict with BAHFA housing bond measure.
 - Combines 1/2 cent sales tax (\$1B annually) with payroll tax of 0.18% (\$500M annually). Keeps expenditure plan from Scenario 1.
 - Payroll tax supports employee commuter benefit program (40%) and transit operations (60%).
 - \$200M Employee commuter benefit program would be distributed to each county based on tax revenue collected. Would fund programs promoting transit and alternatives to single occupant vehicle commuting. Specifics at discretion of CTAs.
- Leads to an additional \$300M for transit operations over 30 years.

New Hybrid Scenario

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



Transit Operations = transit agencies with fiscal cliffs. Doesn't include SamTrans.

San Mateo County Priorities for a Ballot Measure

1. Have a simple and limited scope

Scenario 1: Complex with changing funding distribution over time, but somewhat limited scope.

Scenario 2/Hybrid: Very complex, multiple funding categories, large scope.

Alternative – Separate Measures: Unclear. San Mateo County has both BART and Caltrain service, which could lead to two separate, multi-county measures. The measures themselves may be simple and limited, but this approach could lead to a complicated regional picture if not carefully coordinated.

San Mateo County Priorities for a Ballot Measure

2. Preserve and protect the ability to self-fund

Scenario 1:

Scenario 2/Hybrid:



No protection for local measures. Neither Scenario 1 nor Scenario 2 give San Mateo County the ability to opt out.

Alternative – Separate Measures: Coordination could lead to protection for Measure A.

San Mateo County Priorities for a Ballot Measure

3. Prioritize fair geographic distribution

Scenario 1: SMC funds would cover other counties' obligations.

- First 9 years supporting BART/Caltrain/fiscal cliff agencies with no County Flex to SMC.
- Santa Clara's share for Caltrain is to be done "outside of the revenue measure"
- Limited County Flex beginning in Year 9, growing significantly after Year 15.
- No guarantee funding for 10% for Transit Transformation would be spent in SMC.

Scenario 2/Hybrid: SMC funds would cover other counties' obligations.

- Same as Scenario 1, first nine years with no County Flex, 60% County Flex years 9-15, 100% County Flex years 16-30; no guarantee Transit Transformation spent in SMC.
- SMC would receive funds through the new Employee Commuter Benefit program.

Alternative – Separate Measures: Potential for fair local distribution.

San Mateo County Priorities for a Ballot Measure

4. Enhance accountability and oversight

Scenario 1: Accountability comes from tapering off funding in Year 9 and elimination of funding in Year 16. Less tapering off than in previous version of Scenario 1. No oversight.

Scenario 2/Hybrid: Less accountability than Scenario 1; contains \$300 million more in transit operations throughout duration of the measure. No oversight.

Alternative – Separate Measures: Could result in high accountability because measures would be specific to particular transit operators/geographies. Measures could specify oversight.

San Mateo County Priorities for a Ballot Measure

5. Give counties authority over funding decisions

Scenario 1:

Scenario 2/Hybrid:



County Flex funds that start in Year 9 give counties decision-making authority, but projects must align with Plan Bay Area 2050. Transit Transformation funds go to MTC for regionally significant capital projects and operations. Unclear what role, if any, counties would have in this funding category.

Alternative – Separate Measures: Counties would have authority over county sponsored measures, transit agencies would have authority over transit agency sponsored measures.

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Thank You



Please email epsteinj@samtrans.com with any questions.