



Presentations for July 17, 2023 Board of Directors Meeting



Item 11: Regional Measure 3 Five-Year Operating Plan

RM3 5-year Operating Plan

July 13, 2023



Regional Measure 3 Overview

- \$300M in capital funding to support expansion and enhancement projects
- 16% of revenue reserved for Operations for: Express Bus, Transbay, WETA
 - WETA receives 58% of RM3 Operating Revenue, not to exceed \$35M
 - Stepped allocation with \$35M max allotment starting Year 5
- Unused operating revenue can be carried over to reserve fund for flexible use in future years
- Legislation requires preparation of 5-year Operating Plan (5YOP) to execute Operating Agreement with MTC to receive funds
- WETA adopts Performance Measures deemed appropriate by WETA in consultation with MTC

Five-year RM3 Operating Plan (5YOP)

– Key Assumptions

WETA

- Base year: adopted FY24 WETA Budget
- Pandemic Recovery Plan continuation
- Existing and Expansion Network consistent with SRTP
- Expansion projects pushed out 1 year
- Pilot projects
- Electrification

MTC

- Operating funds for FY24-28
- \$35M begins in FY26, not Year 5
- Initial carryover balance of \$60M
- Future operating funds dependent on tolling, traffic levels
- "Placeholder" operating performance measures for both Express Bus and WETA

5YOP – by the Numbers

WETA Overall Program	FY24	FY25	FY26	FY27	FY28
Annual Operating Expenses	\$68,427,220	\$69,660,163	\$72,767,057	\$79,942,668	\$85,147,690
Annual Operating Revenues	\$68,427,220	\$69,660,163	\$72,767,057	\$79,942,668	\$85,147,690
WETA RM3 Program	FY24	FY25	FY26	FY27	FY28
RM3 Operating Expenditure	\$8,768,288	\$28,121,504	\$30,072,573	\$32,068,614	\$33,801,396
RRM3 Transfer to Reserve	\$12,909,792	\$0	\$4,927,427	\$2,931,386	\$1,198,604
RM3 Operating Reserve	\$60,047,971	\$72,957,763	\$72,957,763	\$77,885,190	\$80,816,576

5YOP – Key Assumptions

- Ridership increases 3-5% annually
- Operating expenses increase 3% annually
- Mission Bay, Treasure Island, Berkeley open during Plan Period
- No service enhancements to existing service planned beyond pilot program and electrification
- Electrification cost savings potential up to 20% of operating expenses by route

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- Base year: adopted FY24 WETA Budget
- \$21.7M available in RM3 Operating revenue, \$12.9M unused and goes to reserve

5YOP – by the Numbers


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- First year without COVID Relief operating assistance
- \$28M available in RM3 Operating revenue, \$0 transferred to reserve

5YOP – by the Numbers

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- First year full \$35M in RM3 Operating is available
 - \$4.9M transferred to reserve
 - Pilot program is fully funded at \$4.5M
 - Oakland/Alameda and Seaplane Lagoon terminals electrified

5YOP – by the Numbers

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- Treasure Island, Mission Bay (SF REEF) service begins
- \$2.9M transferred to reserve
- Downtown SF, Harbor Bay terminals + Central Bay facility electrified
- 5 electric vessels in WETA fleet

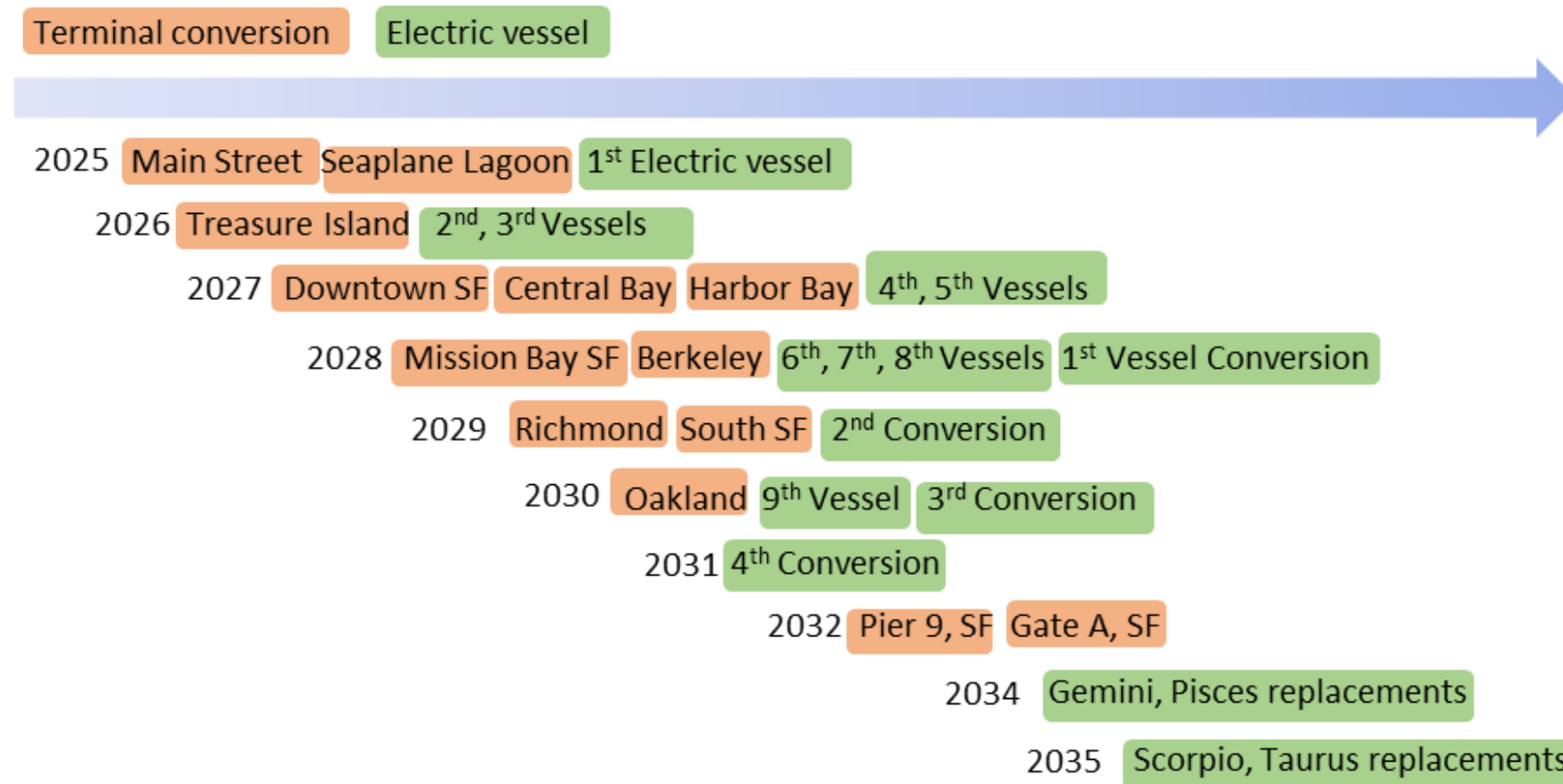
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- Berkeley service opens
- \$1.2M transferred to reserve
- First diesel-electric vessel conversion
- 9 electric vessels in WETA fleet

Electrification

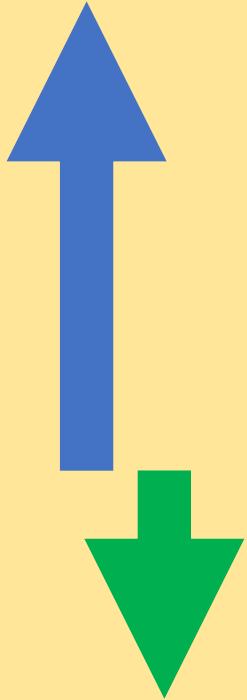
Figure 1.0 WETA Battery-electric Ferry Improvement Program



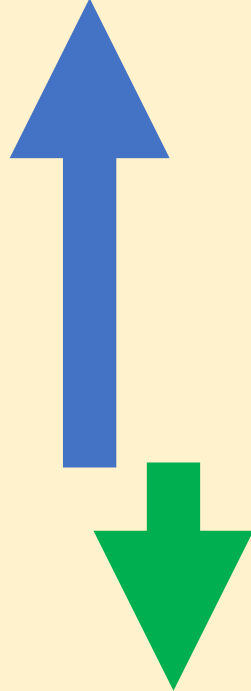
Fare, Ridership, Cost Impacts

In years 6-10 of RM3 program, WETA will face operating shortfalls.

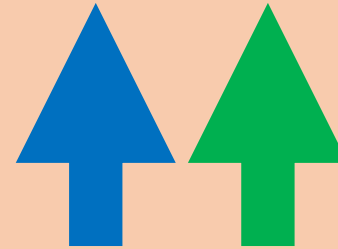
Without a new funding source, what are conceptual options for balancing budget?



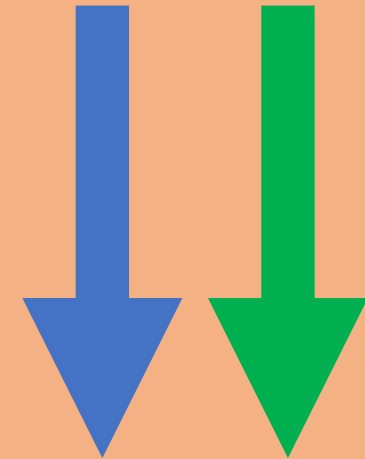
Fares up 20%,
RM3 subsidy down ~5%



Ridership up 20%,
RM3 subsidy down ~5%



Op Expense up 5%,
RM3 subsidy up 5%



Op Expense down 20%,
RM3 subsidy down 20%

Next Steps

- 5YOP updated annually
- Submit to MTC
- Develop performance measures for “permanent” RM3 program
- Future adjustments based on progress of capital program
- Explore future funding sources



Item 12: Update on Pilot Institutional Pass Program

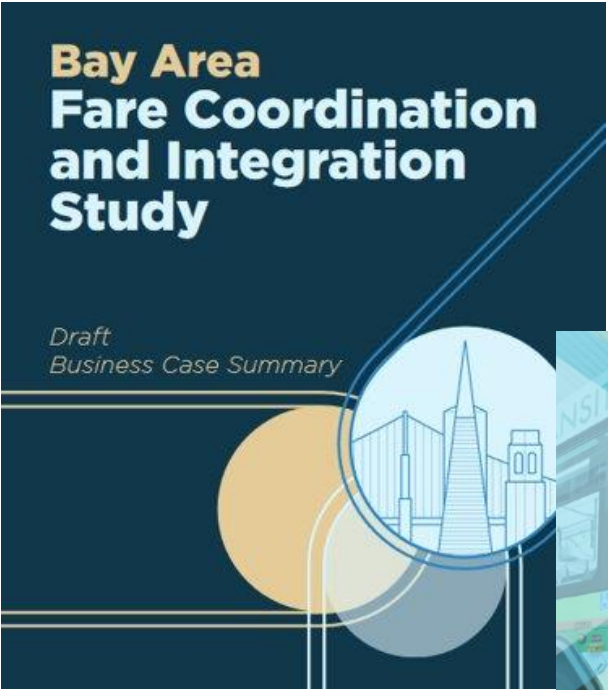
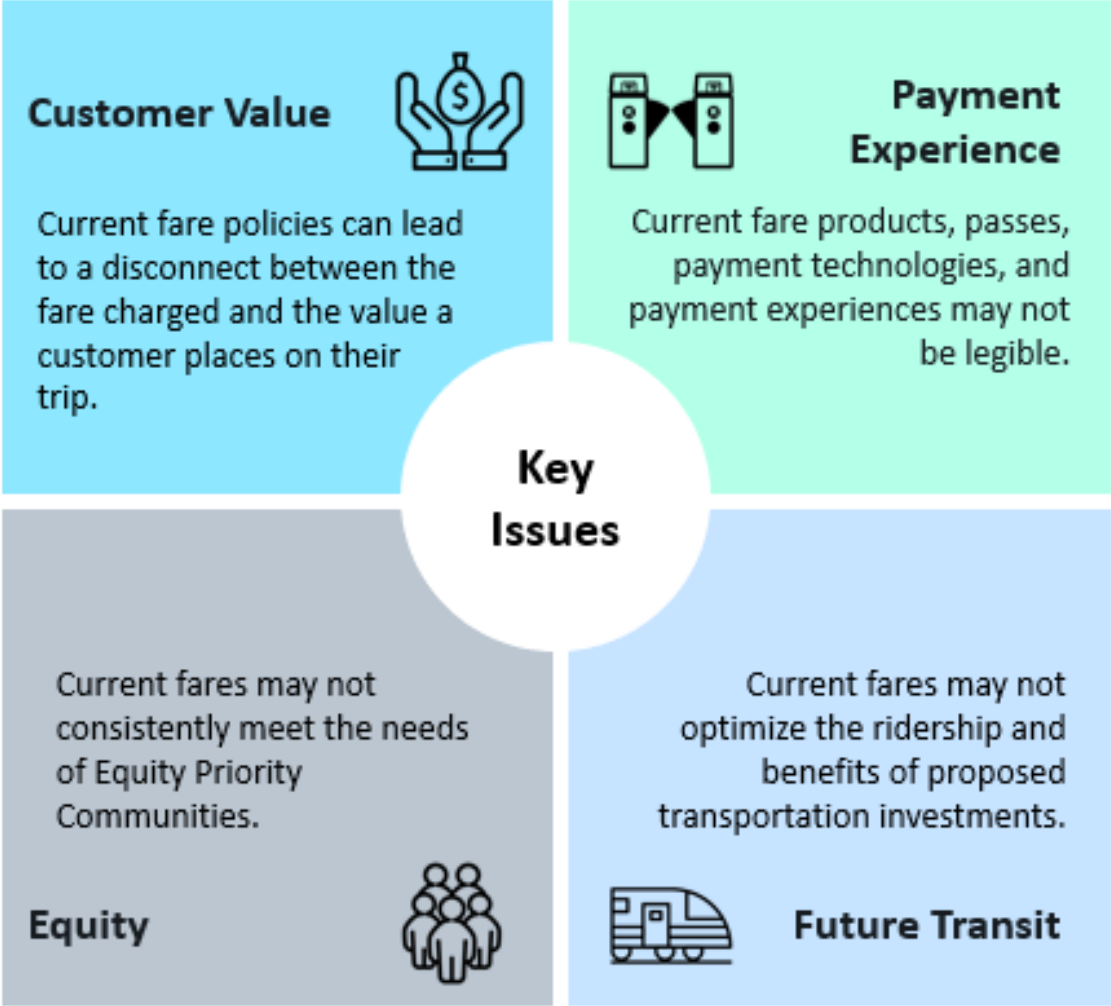


Clipper BayPass Update

July 13, 2023



Fare Coordination has a role in Restoring Ridership and Improving Rider Experience



Clipper BayPass



Unlimited regional transit pass for rides on all bus, rail and ferry services in the Bay Area - anytime, anywhere



Phase 1:

**Pilot with University Students
and Affordable Housing
Residents
*Launched 2022***

Phase 2:

**Pilot with Employers,
Transportation Management
Associations and Property
Managers
*Launching 2023***

Clipper BayPass Objectives



Objectives:

- Understand how an all-agency transit pass may better meet the needs of transit riders
- Understand how an all-agency transit pass may increase transit ridership and support regional climate change and sustainability goals
- Evaluate pilot impacts to inform a permanent program



Clipper BayPass - Phase 1



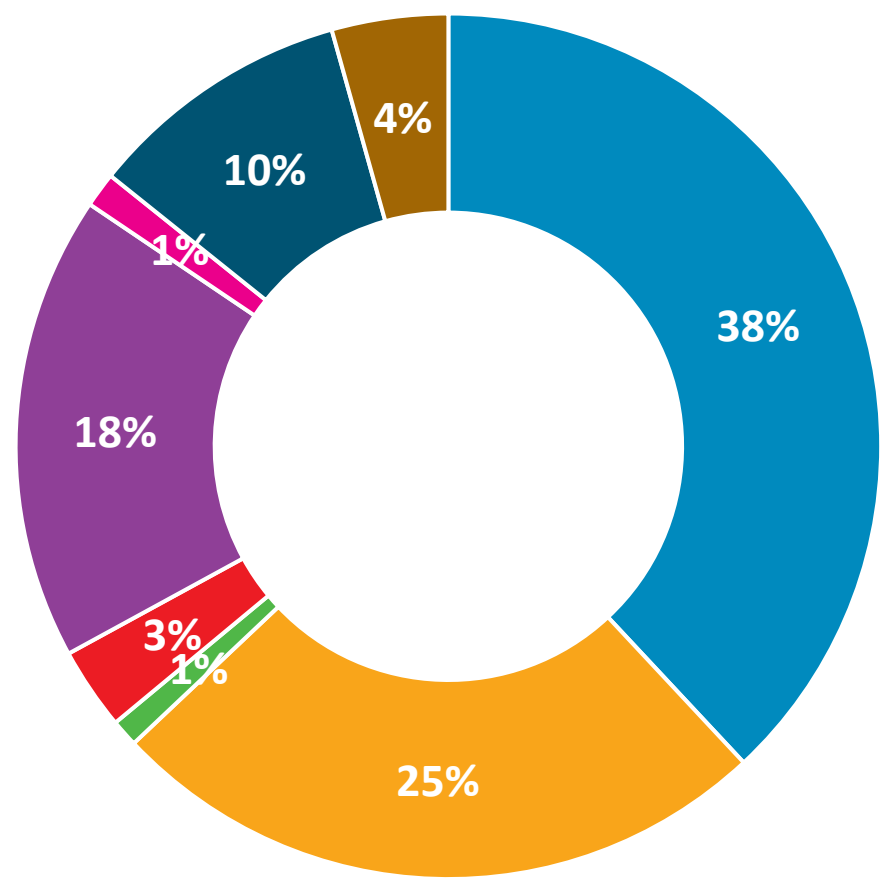
- 50,000 students and residents across the Bay Area invited to participate
- Launched August 2022 at four universities/colleges
- Launching at 12 MidPen Housing properties in October 2022



More than 2 Million Trips Taken (Phase 1)



BayPass Trips by Operator



“I can go from school to work to my home without having to worry about refilling my Clipper and counting how much money I’ve spent on it.”

“I really like how convenient it is to have all the public transportation options in one card.”

“I love the Clipper BayPass. It makes commuting so much easier and more convenient than using a regular Clipper card.”

■ AC Transit ■ BART ■ Caltrain ■ SamTrans ■ SF Muni ■ SMART ■ VTA ■ Other



Student Feedback on Clipper BayPass



"The BayPass helps me not worry about the cost and where I'm going. If I want to go somewhere, I can go."

- San Jose State University Student

"I use it everyday pretty much. I hop on the bus to get to the train and from the train to the bus again. It's wonderful. I'm back to watching the beautiful landscape here in Sonoma County on the train."

- Santa Rosa Junior College Student



Administrator Feedback on Clipper BayPass



“Clipper BayPass is essential for our students as we think about the future of our university. In order for our students to be able to navigate a close commute or a commute across the entire Bay Area, they need access to viable and efficient transportation. This was one of the easiest decisions that I had to make.”

Patrick Day
San Jose State University
Vice President of Student Affairs

Student Survey Highlights



"I can go from school to work to my home without having to worry about refilling my Clipper and counting how much money I've spent on it."



"I really like how convenient it is to have all the public transportation options in one card."



"I love the Clipper BayPass. It makes commuting so much easier and more convenient than using a regular Clipper card."



Phase 1 Video Testimonials



Phase 2 – Employer Pass Goals



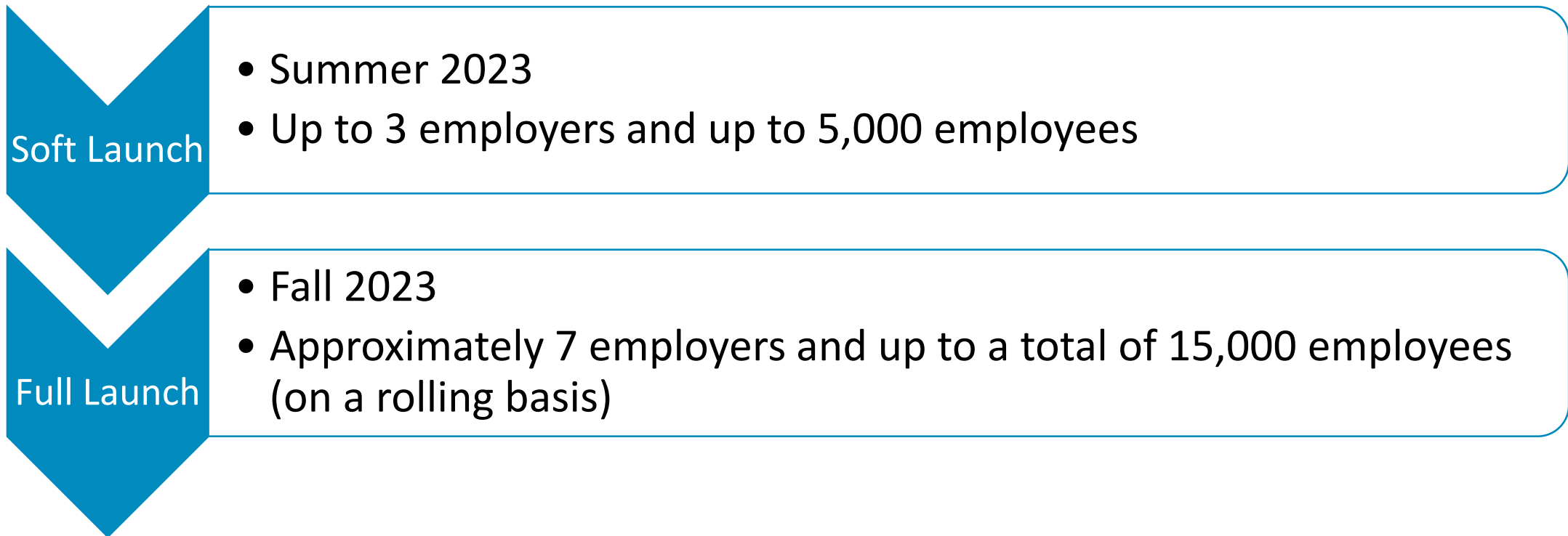
Phase 2 of the BayPass program will pilot an unlimited regional transit pass covering all operators

Objectives:

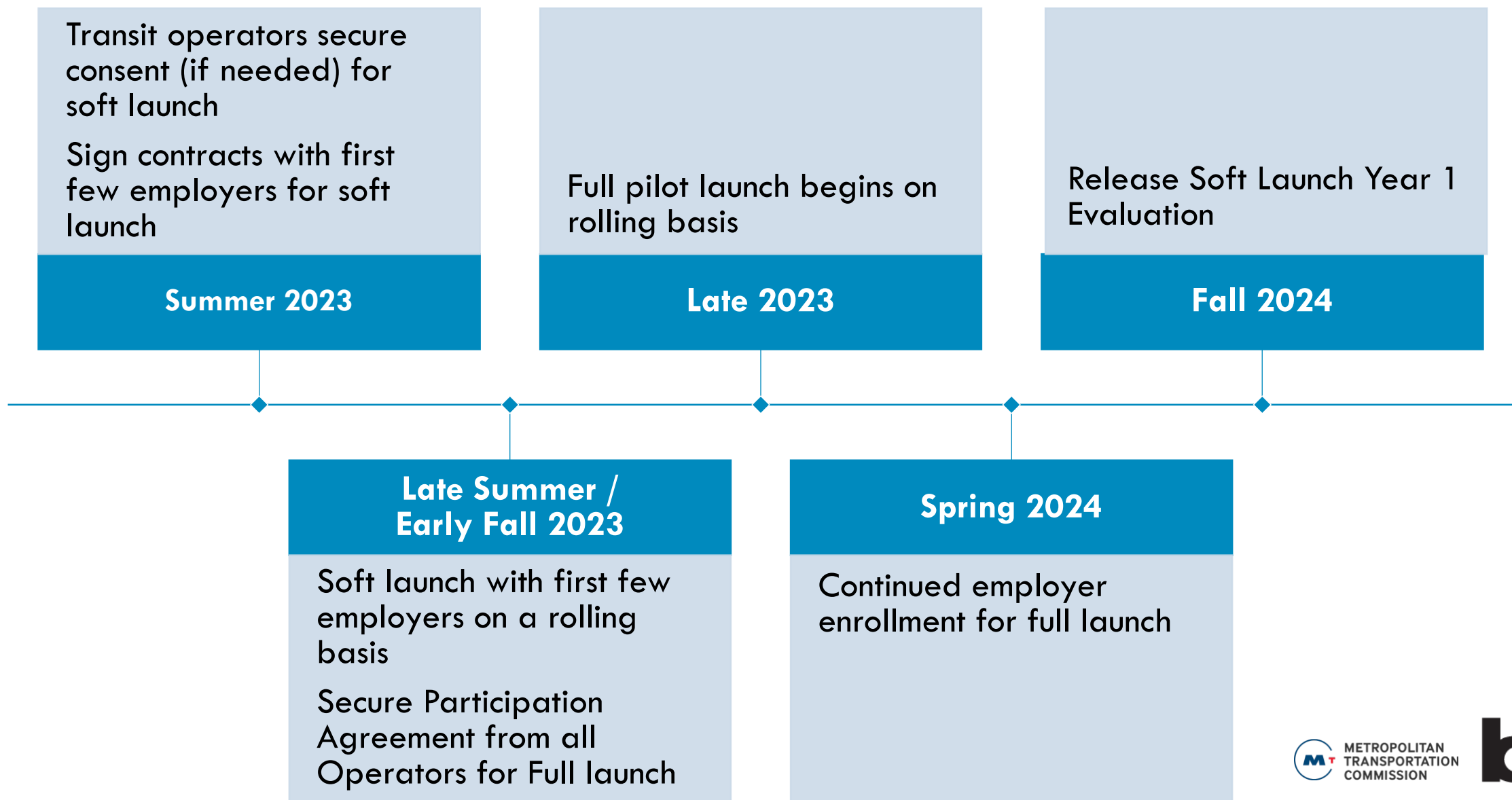
1. Increase regional transit ridership and improve passenger experience
2. Evaluate the impacts of an all-agency institutional pass on behavior
3. Expand into new models of funding to support transit operator financial sustainability
4. Reduce cost-burden for transit-dependent communities and serve a broader set of employers beyond traditional office workers
5. Support region's climate change and sustainability goals with reduced VMT

Approach and Timeline to Launch

Managing Risk and Implementation with a phased approach and limited scale pilot for up to 10 employers and a total of up to 20,000 employees



Milestones for Launching Employer Pass Pilot



Thank you!

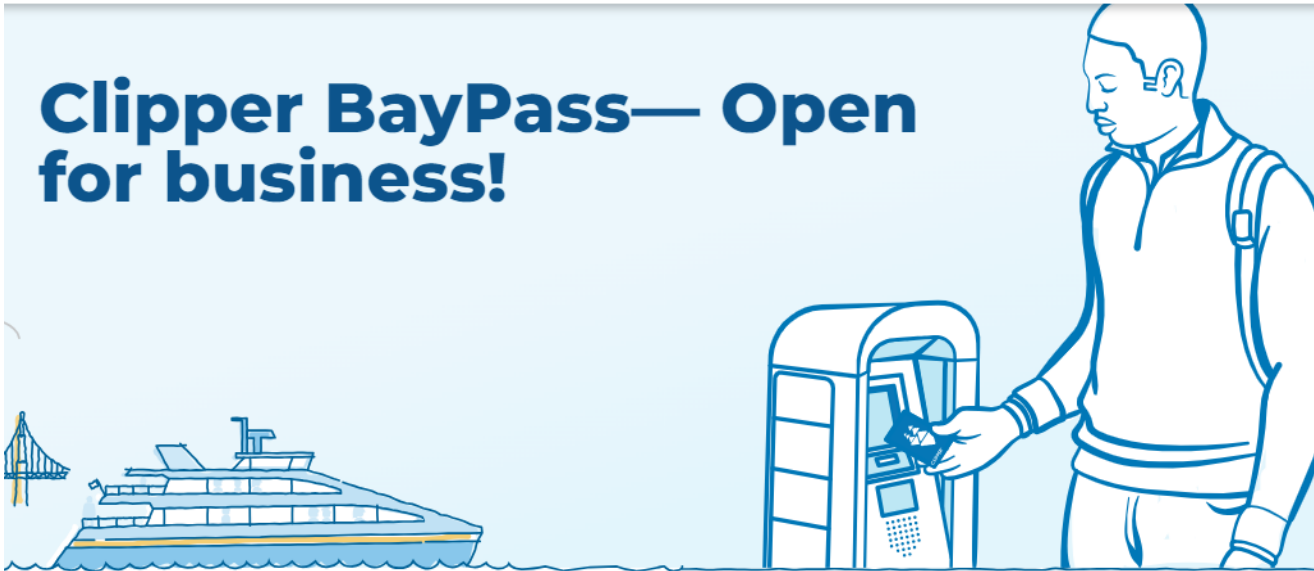


[For Employers](#)

For Employees

Interest Form

Clipper BayPass— Open for business!



Unlimited transit across the Bay Area!

Clipper BayPass gives your employees unlimited travel on [all Bay Area transit services](#) — bus, rail and ferry.

For more information
please visit:

<http://clipperbaypass.com>