



Surface Transportation Reauthorization:
**MTC Priorities for
 a Strong Bay Area**
 45th Annual Report to Congress

May 2025



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

May 2025

Sue Noack, Chair
Cities of Contra Costa County

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Thanks to your leadership, the San Francisco Bay Area is making historic progress toward a safer, more connected, and resilient transportation system. As Congress prepares for surface transportation reauthorization, the most important thing we seek from our federal partners is certainty.

Formula funding is the foundation of a safe, efficient transportation network — providing the reliable investment regions like ours need to maintain infrastructure, improve safety, and meet the needs of growing communities. Without strong, predictable funding, the Bay Area and the nation risk losing the gains made under the bipartisan Infrastructure Investment and Jobs Act.

In addition to core funding, federal investment through programs like Capital Investment Grants is vital to keeping our economy strong. Five major Bay Area transit projects — two funded and three seeking future full funding grant agreements — are expected to create roughly 250,000 jobs across the country. Continued federal partnership will ensure that these critical projects deliver benefits for riders, workers, and businesses nationwide.

This year's report also highlights how the Bay Area is doing our part to sustain a strong regional and national economy. We are transforming transit to put riders first, investing in our bridge network to keep goods and people moving, and working to future-proof the infrastructure that supports our \$1 trillion economy.

We are deeply grateful for your support and stand ready to work with you to maintain and build on these investments. If we can be of assistance on this or any other issue, please contact Georgia Gann Dohrmann, Assistant Director for Legislation and Public Affairs, at ggannndohrmann@bayareametro.gov or 202-257-8801 or MTC's Washington, D.C. advocate Mark Dedrick at markd@summitstrategies.us or 202-494-3618.

Sincerely,

Sue Noack
Chair

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Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, California 94105

415.778.6700 tel
415.536.9800 fax
415.778.6769 tty/tdd

info@mtc.ca.gov
www.mtc.ca.gov



Table of Contents

Bay Area Policy and Funding Priorities _____

Surface Transportation Reauthorization Principles	2
Federal Transportation Funds at Work in the Bay Area	4
Transit at a Crossroads: Federal Partnership Remains Vital	6
A Federal Partnership for Stronger Infrastructure	8
Supporting Infrastructure, Employers and Workers with Smart Tax Policy	10

Capital Investment Grants: Project Updates and New Requests _____

Bay Area Core Capacity Projects on Track	12
Bay Area's Next Generation of Transit Modernization Projects	14

Bay Area Update _____

Plan Bay Area 2050+	16
Transforming Bay Area Transit by Putting Riders First	18
Bay Area Investing to Keep Our Bridges Strong	22

About Us _____

Metropolitan Transportation Commission Roster	25
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Surface Transportation Reauthorization Principles

Reauthorization of the federal transportation program gives Congress a timely opportunity to refuel America's economic engines by ensuring future investments meet the urgent needs of metropolitan regions like the Bay Area that drive the nation's economy. MTC urges Congress to build on the historic gains of the Infrastructure Investment and Jobs Act (IIJA) as follows:

Preserve Core Highway and Transit Programs

Highway and transit formula programs are the backbone of the federal program — providing certainty that allows for long-term performance-based planning and consistent project delivery. We urge Congress to continue the IIJA formula funding levels (plus inflation), including the General Fund advance appropriations for bridges and transit state of good repair. A fully funded Capital Investment Grant program also is essential for the Bay Area's priority transportation system modernization and expansion projects.

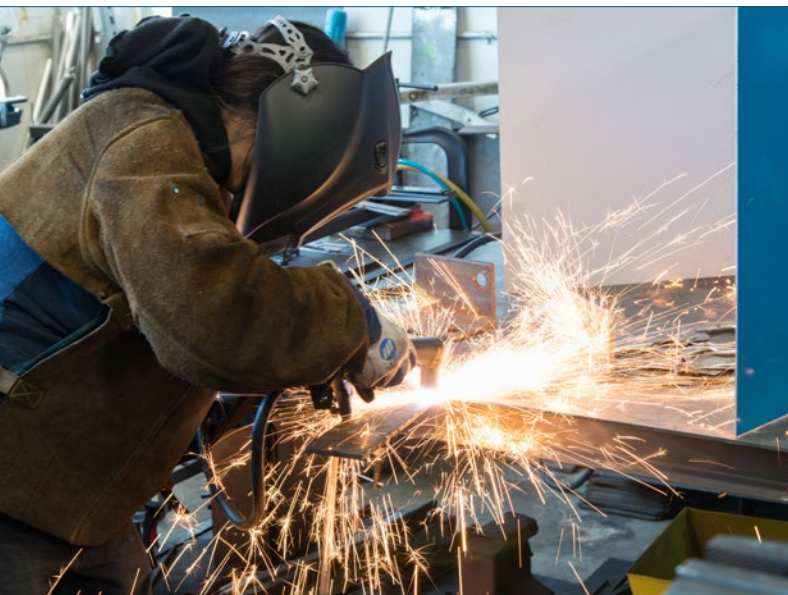
Prioritize Formula Funds to Meet

Today's and Tomorrow's Needs

States and regions need predictable, flexible and adequate resources to deliver on national priorities like safety, state of good repair and congestion relief. These shared goals require tailored solutions, and states and regions are best positioned to identify and prioritize those solutions. Formula funding rightly enables local decision-making, while minimizing administrative burdens across all levels of government. While discretionary programs remain important for testing new ideas and funding nationally significant projects that are too large for formulas, MTC believes the vast majority of federal transportation money should be distributed by formula.

A Strong Federal Partner to Address 2025's Biggest Challenges

Regions need a federal partner that removes barriers and accelerates projects getting to construction. Congress should support new initiatives like our proposed Resilient Regions Challenge to fund national demonstration projects while empowering states and regions to act independently. Congress should also modernize project delivery rules to cut red tape and update federal tolling tools.



Bus Repair at Muni's Potrero Division repair shop. (Photo: Jeremy Menzies, SFMTA)

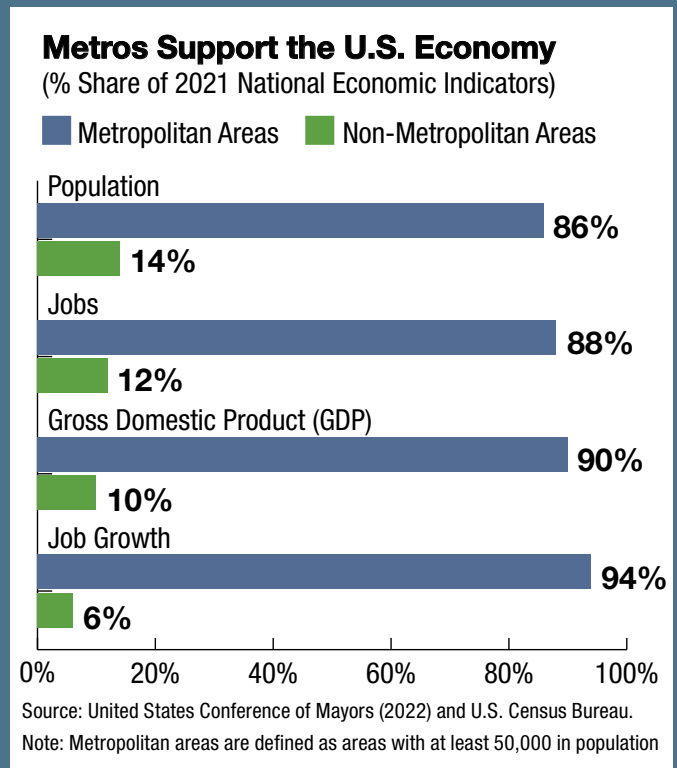


MTC Archives

Empowering America's Economic Engines

Metro regions are the economic engines of America, driving job creation and technological innovation. They are also home to much of the nation’s critical infrastructure. A strong federal partner can help regions modernize their infrastructure, improve mobility for people and goods, and prepare for disasters — helping deliver a resilient, competitive national economy. In the IIJA reauthorization, Congress should:

- 1. Invest in metro-focused infrastructure programs** — including Surface Transportation Block Grants, Congestion Mitigation and Air Quality Improvement Program and transit formula programs — that put decisions in the hands of local leaders and fuel economic growth.
- 2. Launch a Resilient Regions Challenge** to protect critical infrastructure and national supply chains through multi-jurisdictional projects that reduce long-term federal disaster costs and strengthen America’s economy (see pages 8-9).



Federal Transportation Funds at Work in the Bay Area

MTC urges Congress to protect the progress made in the IIJA, which provides long-term certainty for core federal highway and transit programs and preserves flexibility to keep the Bay Area moving. MTC helps ensure federal funds are used to deliver a safe and multimodal transportation network; and improve access to opportunity for all Bay Area residents.

Transit Funds Safety and Congestion Reduction

Under IIJA, the Bay Area’s federal transit formula funds grew to \$690 million in FY 2025, up from \$450 million annually under the prior surface transportation law. Approximately one-third of this increase comes from the General Fund augment to the Section 5337 State of Good Repair program, which significantly benefits the Bay Area (see chart at right).

Major Federally Funded Capital Projects



Federal Transit Programs

Bay Area Share of National Total

Program	Bay Area
Formula	
5337 — State of Good Repair	7.9%
5307 — Urbanized Area	4.5%
5339 — Bus Formula	2.4%
5310 — Seniors and Individuals with Disabilities	1.8%
5311 — Rural Area	0.3%
Competitive	
FTA Ferry	4.2%
5337 — Railcar Replacements	0%
5339 — Discretionary	3.9%

Source: MTC

MTC is prioritizing these funds to maintain the Bay Area’s aging rail, bus and ferry infrastructure and to modernize transit agency fleets.

The IIJA also nearly doubled the Capital Investment Grant (CIG) program, which for the last decade has helped fund nearly every major transit expansion project in the Bay Area. In the coming years, the Bay Area is counting on billions in CIG dollars to deliver the next generation of transit capacity expansion projects (see pages 14-15).

Putting Highway Dollars to Work

MTC invests around \$200 million of flexible Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds each year to improve safety, spur economic development and help the Bay Area meet air quality improvement goals. MTC invests our flexible highway funding through the One Bay Area Grant program. This program improves safety and mobility, incentivizes new housing production (which supports transit efficiency by boosting ridership), reduces traffic congestion and strengthens local economies.

The Bay Area also receives nearly \$15 million per year in Carbon Reduction Program funds. MTC uses this money to expand transportation options, giving people more choices in how



Transit-oriented development in San Francisco.
(Photo: ©Noah Berger)

to get around. Investments in transportation electrification and mobility hubs — where public transit connects with other options like bikeshare and scooters — help reduce congestion and improve air quality.

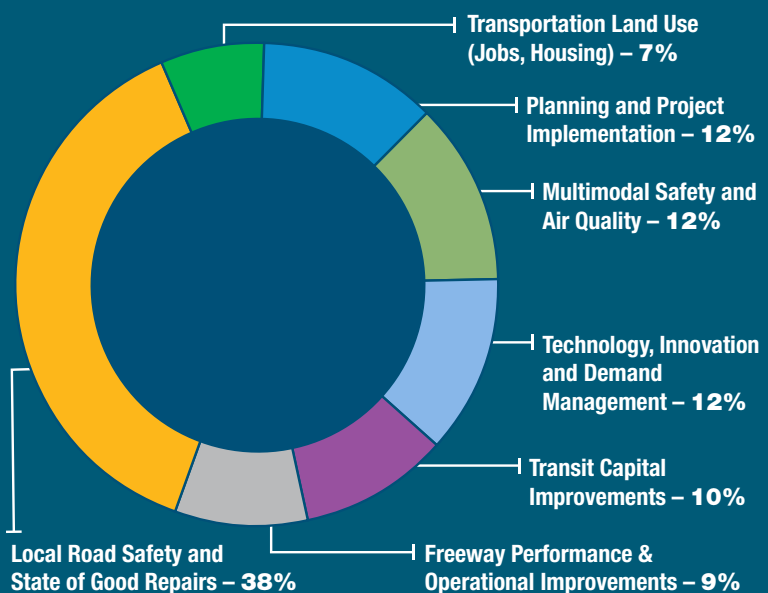
Leveraging Highway Funds for Efficient Land Use

Since 1997, the Bay Area has leveraged flexible federal highway funds to increase housing supply in transit-accessible neighborhoods. Transit- and jobs-oriented development makes the transportation system more efficient, getting people off the roads and reducing congestion for drivers while ensuring transit investments serve more riders.

MTC uses transportation funds for their intended purpose (see chart), while incentivizing cities and counties to approve new housing construction and adopt housing-supportive plans by rewarding them with additional federal transportation dollars.

Highway Funds in the Bay Area

(2022-2026 STBG and CMAQ programming by use)



Transit at a Crossroads: Federal Partnership Remains Vital

The Bay Area's \$1 trillion economy depends on a well-functioning transit system. While transit ridership remains below pre-pandemic levels, almost 1 million trips are still taken each day. Even a small shift can have outsized impacts: research shows that just 3 to 5 percent fewer vehicles on the road can cut traffic delays by up to 70 percent. This means if a small portion of transit riders stop riding and drive instead, congestion will not just worsen — it could overwhelm the region's roadways.

Bay Area transit ridership has recovered to about two-thirds of pre-pandemic levels. But the shift to remote and hybrid work means ridership is unlikely to return to previous levels in the near future. Despite this, public transit remains essential, particularly for the region's most economically vulnerable residents. Severe service cuts would make life in the Bay Area even less affordable while pushing more people into cars, increasing congestion for everyone.

Securing Emergency Funds: Prevents Service Cuts and Gridlock

Thanks to \$4.5 billion in federal COVID relief funds, state and regional emergency contributions, and their own cost-saving measures, Bay Area transit agencies have been able to maintain service. However, emergency funds will be fully depleted by FY 2026-27.

Who Depends on Bay Area Transit?



People:
1 million daily riders in Oct. 2024

Schools:
Tens of thousands of K-12 students rely on public transit to get to school.



Economy:
The Bay Area's more than **\$1 trillion economy** depends on a well functioning transit network

Workers:
15,000 Transit Workers throughout the Bay Area

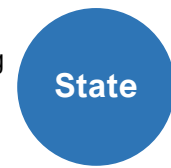


Workers and students depend on transit.

(Photos: ©Noah Berger)

Transit's New Business Model Requires Continued Partnership

SB 125 TASK FORCE is charged with identifying and evaluating potential new revenue sources.



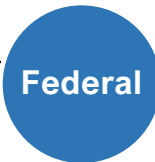
BAY AREA VOTERS can increase transit funding via a transportation revenue measure.



TRANSIT OPERATORS should regularly adjust fares to keep pace with inflation, explore new local revenues and identify ways to operate more efficiently.



FEDERAL FUNDS are essential to transit state of good repair and expansion.



TRANSIT TRANSFORMATION Implement rider-focused improvements to attract new riders to the system.

Bay Area and state leaders are working to prevent major service cuts and layoffs at AC Transit, BART, Caltrain, and SF Muni — agencies that provide 80% of the region’s transit trips — through authorizing a multi-county sales tax on the November 2026 ballot and pursuing supplemental state funds. Without additional funding, these agencies will be forced to

implement drastic reductions in service, limiting mobility for those who depend on transit, increasing traffic congestion, and creating long-term economic uncertainty.

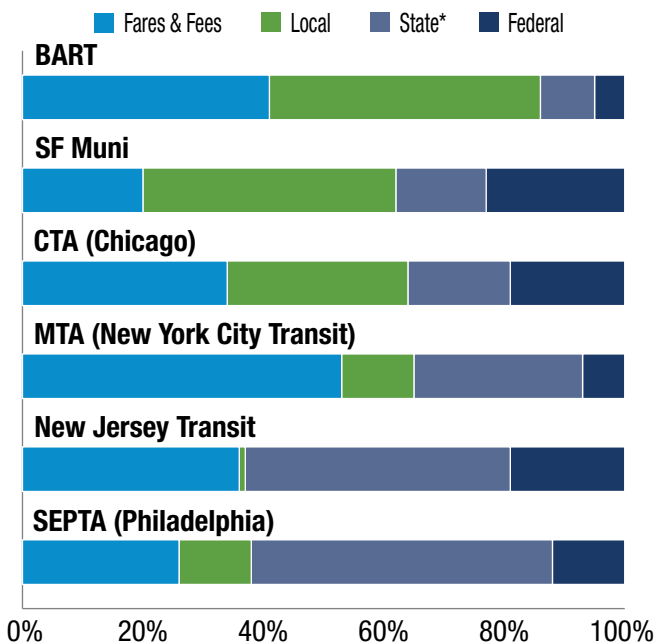
Federal Partnership Remains Key to Transit’s Long-Term Success

Sustaining Bay Area transit requires a new funding model — one that improves service, strengthens local and state commitments, and maintains robust federal investment.

MTC is coordinating with Bay Area transit operators on various “Transit Transformation” initiatives to attract new riders. Transit agencies also must do their part to identify ways to enhance efficiency. Additionally, while fares and local taxes — including a new regional measure — will remain primary funding sources, the State of California must be a stronger long-term partner.

Success hinges on stable federal support. Federal formula funds help keep transit infrastructure in good condition, which is key to reliability. Continued federal partnership is essential to building a successful, sustainable transit system.

Who Pays for Transit? A Look at Funding Sources Across Major U.S. Agencies (2019)



* Includes capital and operating expenses.

A Federal Partnership for Stronger Infrastructure

From the San Francisco Bay Area to the Gulf Coast, natural disasters — flooding, wildfires, hurricanes and rising sea levels — put critical infrastructure, local economies and millions of lives at risk. The cost to protect that infrastructure is enormous; MTC estimates \$110 billion is needed just to protect the Bay Area's shoreline from flooding through 2050. Many regions have similarly identified needs, but funding is siloed and projects are held up because there's no clear, replicable blueprint for how to deliver these projects at scale.



©Noah Berger

Bay Area Assets at risk of Sea Level Rise Flooding



75,000
households



200,000
jobs



15,000
businesses



\$151 billion
roadways at risk



\$85 billion
parcels at risk

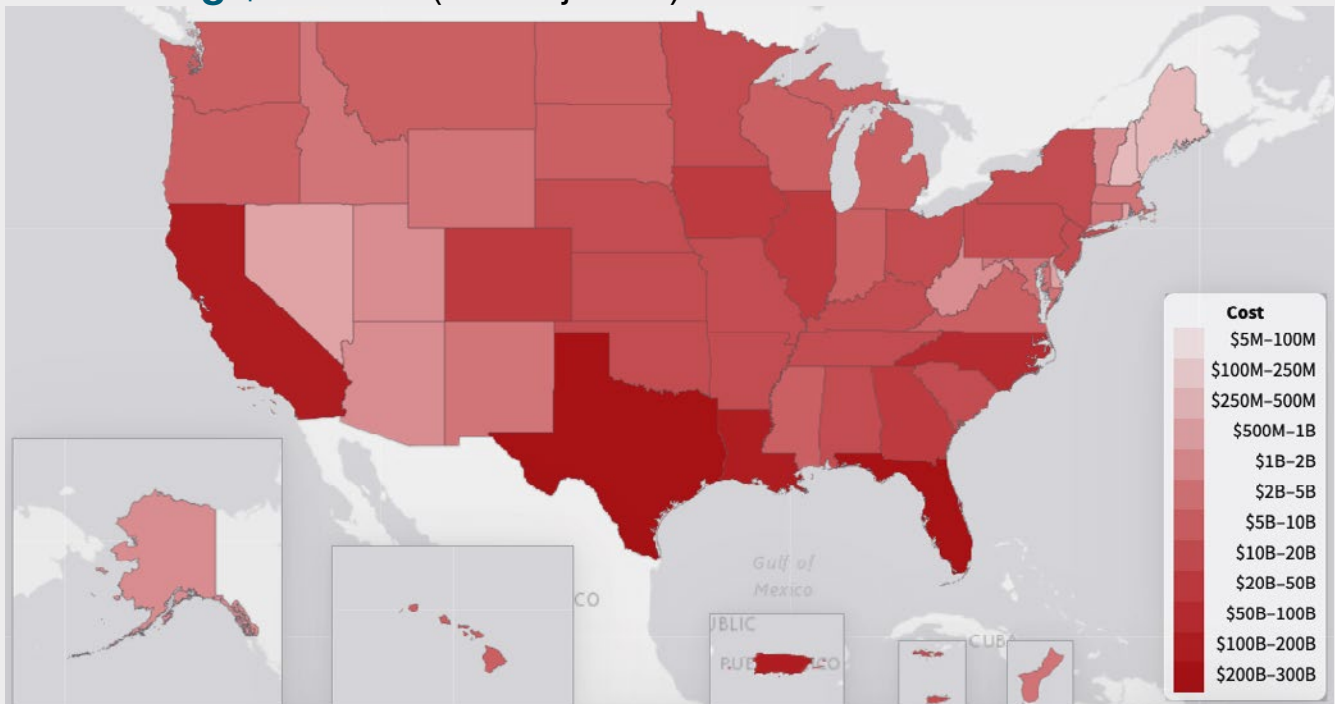
MTC recommends Congress create a new Resilient Regions Challenge to break down barriers to hardening our nation's infrastructure. The program would fund large-scale, multi-jurisdictional demonstration projects to protect vital infrastructure, streamline interagency coordination, expedite project completion and provide a national blueprint for cost-effective disaster preparedness.

Key Goals of the Resilient Regions Challenge Program

1. **Fund projects of national or regional significance** that integrate surface transportation, water infrastructure and/or nature-based solutions to protect critical assets and regional economies from natural hazards. Instead of fragmented, small-scale efforts, these projects will maximize impact through coordinated, large-scale investments.
2. **Break down federal silos by aligning funding and project development** across the U.S. Department of Transportation, the Federal Emergency Management Agency, the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency, ensuring resources are deployed efficiently.

Source: 2023 Sea Level Rise Adaptation Funding and Investment Framework (MTC, ABAG, BCDC)

Disaster Recovery Imposes Major Costs Across U.S. Cumulative costs of climate/weather events with losses exceeding \$1 billion (CPI adjusted) between 2014-2024.



Source: NOAA National Centers for Environmental Information (NCEI) U.S. Billion-Dollar Weather and Climate Disasters (2025). <https://www.ncei.noaa.gov/access/billions/>.



Preliminary cost estimates for just one regional adaptation priority — elevating the 21-mile State Route 37 corridor — are upwards of \$10 billion.

(Photo: ©Karl Nielsen)

- Cut red tape by coordinating permitting and project approvals** across agencies, ensuring faster, more efficient delivery of infrastructure improvements.
- Empower local leaders to unlock additional funding.** A clear federal commitment gives state, local and private partners the confidence to invest — leveraging federal dollars for maximum impact.

A Smart Federal Investment

Without coordinated action by Congress, disaster recovery costs will continue to skyrocket. Investing now in resilience means lower taxpayer costs over the long-term, stronger local economies and a safer future for millions of Americans.

MTC urges Congress to establish and fund the Resilient Regions Challenge to empower states and regions to build a stronger, more resilient America.



©Noah Berger

RM 3 funds \$4.5 billion in capital projects to improve mobility and ease congestion on Bay Area Bridge corridors. (Photo: ©Noah Berger)

Supporting Infrastructure, Employers and Workers with Smart Tax Policy

MTC urges Congress to preserve and enhance tax tools to improve the Bay Area's infrastructure, mobility and economy.

Preserve Federal Financing Tools for Bay Area Infrastructure

MTC urges Congress to retain federal financing tools — including tax-exempt municipal bonds and the Build America Bonds (BABs) subsidy — in any upcoming tax legislation. These tools are essential to delivering cost-effective infrastructure at scale.

The Bay Area Toll Authority (BATA), an MTC-affiliated agency, which manages toll revenues from the region's seven state-owned bridges, maintains a strong AA credit rating and has issued \$9.8 billion in bonds to date — most of

them tax-exempt. These funds have delivered essential improvements like the Toll Bridge Seismic Retrofit Program and Regional Measures (RM) 1 and 2. In January 2025, BATA authorized up to \$500 million in new bonds to fund bridge rehabilitation and Regional Measure 3 priorities.

If Congress eliminates tax-exempt bond tools or the BABs interest subsidy, the resulting increase in borrowing costs could total billions of dollars over the life of the bonds — a cost impact on par with BATA's entire \$2.3 billion Capital Improvement Program for 2024-2033.

Congress must preserve these vital tools.

Modifying Housing Tax Credit Can Boost Production by 55%

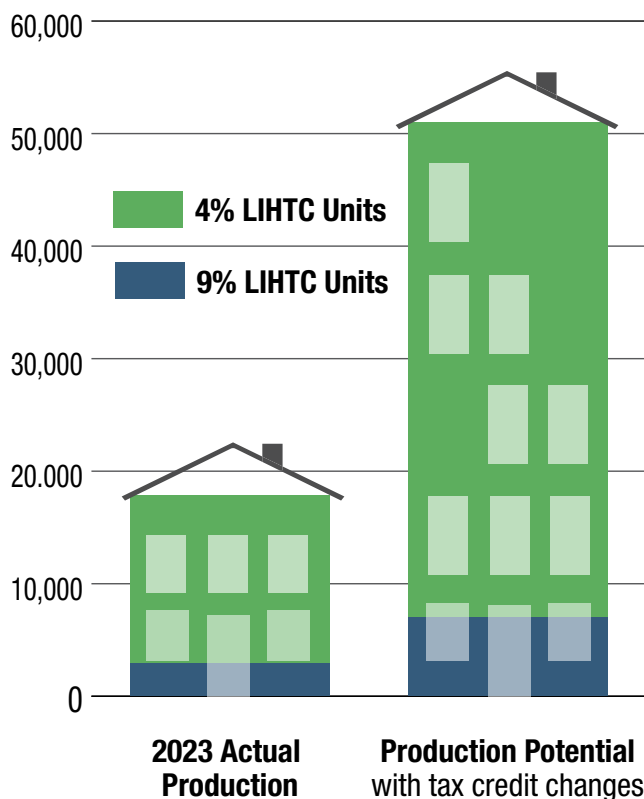
The Low-Income Housing Tax Credit (LIHTC) program is California’s most important affordable housing financing tool, with more than 440,000 apartments built and preserved over the past three decades. Unfortunately, the 2017 corporate tax cuts devalued the credits, cutting the number of homes produced by more than 20 percent or 5,000 annually statewide.

To offset this drop and further expand production, MTC urges enactment of the Affordable Housing Credit Improvement Act to:

- **Lower the 4% credit’s bond financing threshold from 50% to 30%**
- **Temporarily increase the 9% credit by 25 percent**
- **Provide a "basis boost," allowing higher credit amounts for targeted developments.**

Enacting these provisions would boost California’s production of new affordable apartments by nearly 26,000 per year, according to Novogradac.

Impact of Tax Credit Changes on California’s New Apartment Production



Bay Area Commuter Benefit Program

MTC urges Congress to preserve the federal transit fringe benefit, a practical, cost-effective tool supporting nearly 2 million Bay Area workers through the Bay Area Commuter Benefits Program. The pre-tax benefit saves commuters up to \$800 annually, reduces employer payroll taxes by up to 10%, and helps ease congestion and improve air quality. Eliminating it would undercut a proven tool that benefits workers and businesses alike.



©Noah Berger

Bay Area Core Capacity Projects on Track

Thanks to strong funding commitments from federal, state and local partners, the Bay Area is delivering major transit investments. Two transformative projects — Caltrain Electrification and BART's Transbay Corridor Core Capacity Program — are boosting rail capacity, improving service and creating good jobs.

Caltrain's newly electrified service already is paying off. The switch to all-electric trains in September 2024 boosted August-to-October ridership by 17 percent, bucking the usual post-summer decline. In just the first full month of service, more than 100,000 additional riders took advantage of the faster, more frequent trains.

The new electric fleet delivers quicker acceleration and braking, allowing for express service between San Francisco and San Jose in under an hour — a major time savings for commuters.

BART also is making steady progress on its Transbay Corridor Core Capacity Program to modernize train control systems, procure new railcars and upgrade maintenance facilities — improvements that will allow BART to safely,

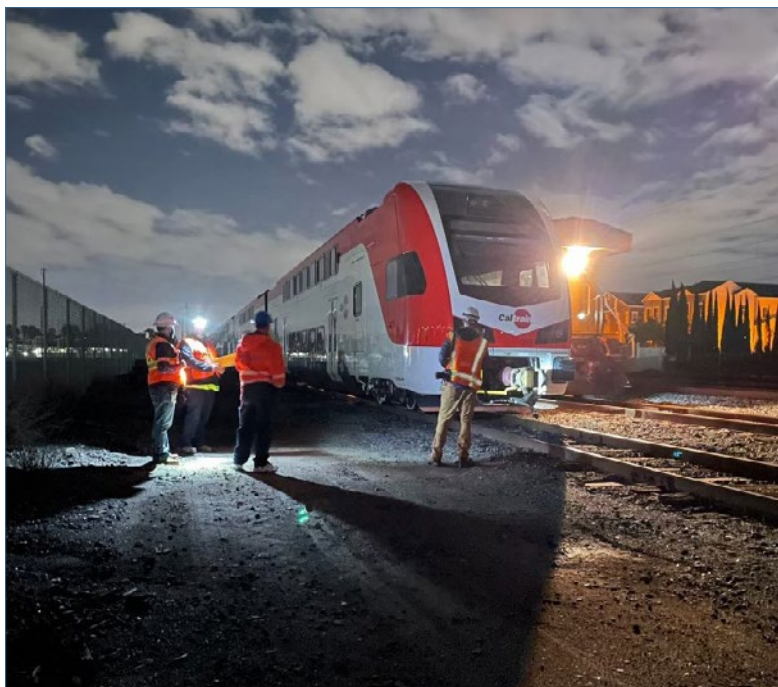
efficiently and reliably run 30 trains per hour through the Transbay Tube, up from 24 trains today. A recent on board passenger survey conducted by MTC found that increased frequency was the top priority for one in three BART riders.

The Core Capacity project is delivering on its promise of a more reliable, efficient and higher-capacity BART system while supporting thousands of manufacturing and construction jobs across the country.

These major infrastructure investments have created tens of thousands of jobs coast to coast. Continued federal support is essential for the Bay Area to deliver the next generation of transit improvements (see pages 14-15).



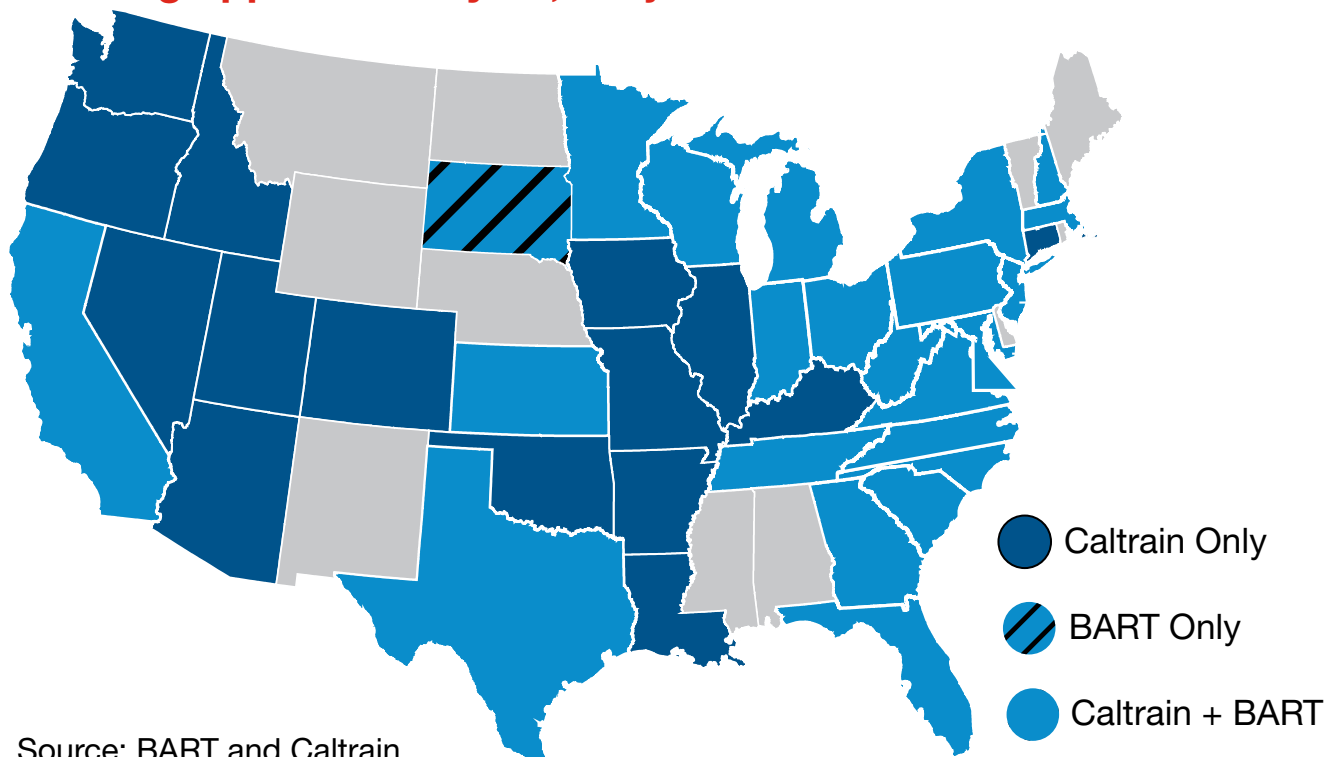
BART train cars are assembled in the Alstom (formerly Bombardier Transportation) manufacturing facility in Plattsburgh, New York. (Photo: ©Noah Berger; Inset, Courtesy of BART)



Caltrain's new electric trains were assembled by workers at the new Stadler U.S. manufacturing facility in Salt Lake City, which opened with the guarantee of the Caltrain Electrification Project contract. (Photos Courtesy of Caltrain)

Bay Area Projects Creating Jobs Across the United States

Caltrain electrification and BART Transbay Core Capacity projects are **creating approximately 80,000 jobs in 37 states** across the nation.



Bay Area's Next Generation of Transit Modernization Projects

The Bay Area has an aggressive \$24 billion investment plan to improve rail connectivity into our major population and job centers. The Capital Investment Grant (CIG) program is critical to advancing these capacity expansion projects, and for supporting the U.S. job creation that comes with them.

BART to Silicon Valley, Phase II

The Santa Clara Valley Transportation Authority (VTA) in 2020 opened Phase 1 of its BART Silicon Valley program, which extended BART south

of Fremont through Milpitas to the Berryessa area of North San José. In December 2022, the Federal Transit Administration (FTA) approved a Letter of No Prejudice providing VTA pre-award authority for major project activities for the second phase to extend BART via subway tunnel through downtown San José to Santa Clara. The six-mile, four station Phase 2 extension will complete a major rail link between the Bay Area’s three largest cities, and finally “ring the bay” with frequent rail service.

VTA broke ground on this project in 2024 and major construction work began in early 2025 for the tunnel launch structure.

FTA has accepted the project into the New Starts Engineering phase. VTA is focusing on cost savings measures to address the project’s funding gap and is working closely with FTA to establish a timeline for executing an up to \$5.1 billion Full Funding Grant Agreement (FFGA).





The Portal

The Portal, formerly known as the Downtown Rail Extension, will extend the newly electrified Caltrain corridor into the heart of downtown San Francisco by adding a new underground station at Fourth and Townsend streets and continuing 1.3 miles north into the multimodal Salesforce Transit Center served by 11 Bay Area transit systems.



Mark Jones, MTC

Investment Across America
BART to Silicon Valley Phase II
Extention Project

-  **75,000**
New jobs across 41 states
-  **75,000**
New jobs across 41 states
-  **43,000**
Construction & Engineering
-  **21,000**
Logistics & Support

Source: VTA BSVII Investment Across America Brochure, VTA — March 2025

BART to Silicon Valley, Phase 2	\$12.7 billion	\$5.1 billion	\$7.6 billion	40%
Valley Link Rail Project, Phase 1	\$1.8 billion	\$450 million	\$1.35 billion	25%

*Includes \$375 million in financing

Source: Federal Transit Administration

Half of Caltrain system riders are expected to use the Portal to access San Francisco's downtown employment hub and ultimately, the Portal is expected to accommodate one-third of all California high-speed rail riders.

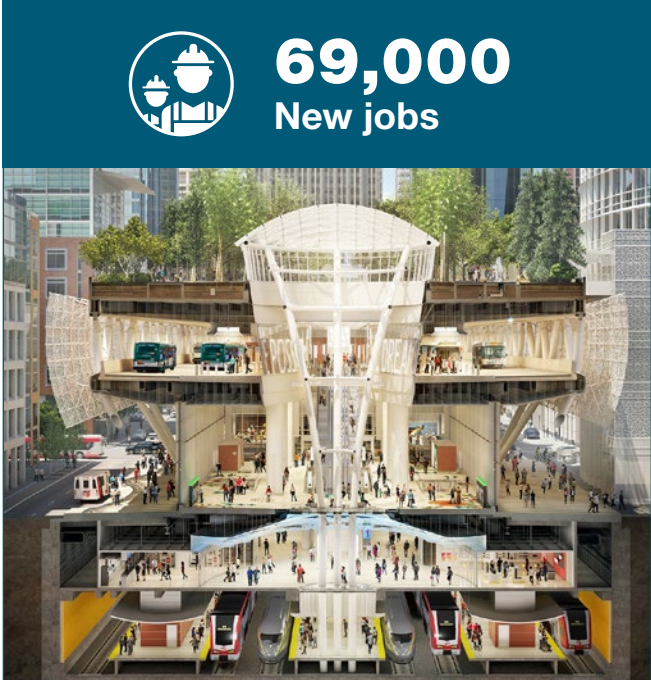
The Portal was accepted into New Starts Engineering in 2024. The Transbay Joint Powers Authority expects to receive a \$3.4 billion FFGA in the coming years. MTC is a member of the governance team for this megaproject. MTC's role is to apply its experience on other megaprojects to help anticipate and mitigate risk factors in an effort to control project costs.



Valley Link Rail Project, Phase 1

The Valley Link rail project will enhance connectivity in the Northern California megaregion, ultimately linking BART with the Altamont Corridor Express commuter service. Phase 1 will extend from northern San Joaquin County through the Altamont Pass and connect with BART in Alameda County.

Valley Link will provide a transit alternative for the roughly 100,000 Bay Area workers now commuting from the northern San Joaquin Valley. FTA accepted the project into New Starts project development in 2022. The Tri-Valley-San Joaquin Valley Regional Rail Authority expects to secure an FFGA in 2026.



The Portal will connect Caltrain and future high-speed trains to the Salesforce Transit Center. (Redering courtesy of TJPA)

Plan Bay Area 2050+

Scheduled for adoption by MTC and the Association of Bay Area Governments in 2026, Plan Bay Area 2050+ will update the visionary, performance-based long-range plan known as Plan Bay Area 2050 adopted in 2021.

At the heart of Plan Bay Area 2050 are 35 strategies spread across transportation, housing, the economy and the environment that aim to make the Bay Area a thriving, economically vibrant place for all residents.

Plan Bay Area 2050+ refines select strategies to incorporate new financial realities and integrate other lessons learned over the last four years. A parallel planning process called Transit 2050+ aimed to address the challenges posed by the Bay Area's robust but complex transit system and to account for rapid changes in commute patterns brought about by the COVID-19 pandemic. It takes a customer focused approach to identifying transit priorities so that the end result is a more reliable and integrated transit system that will attract more riders.

Plan Bay Area 2050+ is the Bay Area's Regional Transportation Plan, as required by federal law, as well as the region's state-mandated transportation, land-use and housing plan.



Plan Bay Area 2050 Summer outreach spanned the entire region, from Vacaville in the North (above) to San Jose in the South Bay (below). (Photos: Flor Haus, above; Karl Neilsen, below)

Performance Drives Project Selection

MTC has a long history of using performance to inform decision-making and Plan Bay Area 2050 was MTC’s most robust exercise in performance-driven planning to date. Using a data-driven, academically rigorous performance assessment framework, MTC evaluated over 90 major transportation projects across three divergent future scenarios to determine the projects’ cost-effectiveness and resilience to conditions outside MTC’s control, like changes in federal policy and

global market conditions. Many high-performing projects shared a common theme: they leverage the significant investments the Bay Area has made in the transportation network over many years, and provide new benefits under all of the scenarios we tested.

This assessment was carried forward for Plan Bay Area 2050+ with minor updates, and helped the Bay Area prioritize transportation projects for inclusion in the fiscally constrained Plan Bay Area 2050+.



BART Core Capacity leverages the region's historic rail investments to provide significant new benefits across all future scenarios.



Investments in micromobility improve safety and cost-effectively enhance mobility throughout the Bay Area






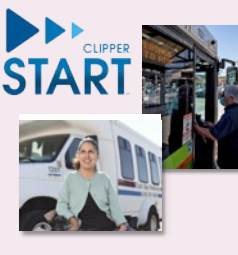

.Bay Area Forward optimizes existing infrastructure to deliver low-cost, high-impact congestion relief through operational efficiencies.



A seamless, integrated transit fare system complements transit investments and delivers significantly higher transit ridership.

All Photos ©Noah Berger

Focus Areas of Transit Transformation Action

Fares and Payment	Better Maps and Signage	Transit Network	Accessibility	Funding
<p>Simpler, consistent, and equitable fare and payment options.</p> 	<p>Make transit easier to navigate and more convenient.</p> 	<p>Transit services managed as a unified, efficient and reliable network.</p> 	<p>Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.</p> 	<p>Use existing resources more efficiently and secure new, dedicated revenue to meet funding needs.</p> 

Transforming Bay Area Transit by Putting Riders First

Bay Area transit ridership continues to trend upwards, but Bay Area transit agencies and MTC aren't slowing down efforts to implement the Bay Area Transit Transformation Action Plan. The plan was adopted in 2021 and identifies more than two dozen deliverables needed for a more connected, efficient and customer-focused network that lets residents and visitors alike navigate the nine-county region with speed, safety, convenience and confidence.

In these first four years, MTC and Bay Area transit agencies have delivered in several key areas:

Fares and Payment: MTC and its transit agency partners are developing new fare tools to encourage more ridership, including piloting an all-agency transit pass known as the Clipper® BayPass. Later this year, with the launch of Next Generation Clipper, the Bay Area will pilot a new transfer policy that waives transfers from bus to bus, and lowers the cost of transferring from a bus to BART, Caltrain or a ferry by \$2.85.



Clipper enables riders to transfer seamlessly between all Bay Area transit options. (Photo: ©Noah Berger)



©Noah Berger

Clipper® BayPass Delivers Unlimited Transit Access

Bay Area transit agencies and MTC in 2022 launched Phase 1 of the Clipper® BayPass pilot to study the impact of a single pass that provides some 30,000 Bay Area students and residents living in affordable housing communities access to the myriad bus, rail and ferry services in the nine-county region.

An evaluation of the program yielded impressive results: Clipper BayPass holders took about **40% more transit trips than their peers** and transferred between systems 74% more often,

highlighting the program's potential to expand transit ridership, and with it, the benefits of increased mobility, less congestion, and more money in Bay Area resident's pockets.

An employer-focused Phase 2 of the pilot launched in 2024. Clipper BayPass is being sold to employers who would like to provide an employee benefit of unlimited transit trips. In the first year of both pilots, Clipper BayPass participants took more than **3.6 million transit trips**.

Next Gen Clipper Will Make Paying for Transit Easier Than Ever

2025 marks a major milestone for Bay Area transit riders: passengers will be able to pay fares directly with a contactless bank card. Visiting for the weekend or have friends in town? Just tap any bank card with the contactless symbol and go. This system, already popular in cities like London, New York, and Portland, Oregon, makes transit seamless and simple.

Next Gen Clipper also unlocks huge savings for those taking more than one transit agency — a \$2.85 discount will apply to all transfers, eliminating the cost of the first leg of bus-to-rail or bus-to-ferry trip. To make this possible, MTC is covering the cost difference, holding transit operators harmless. By removing cost and convenience barriers, free inter-agency transfers are projected to boost ridership by more than 25,000 trips per day — a gain comparable to those of large capital projects.

Better Maps and Signage: In 2024, MTC and transit partners debuted prototypes of a new single mapping and wayfinding system for use by all Bay Area transit agencies to make navigating multiple systems friction free.

The prototype maps and signs are being evaluated at El Cerrito del Norte BART Station and the Santa Rosa Transit Mall/Downtown Santa Rosa SMART station. Public feedback will help ensure final designs make traveling by transit more intuitive and convenient for all.



Transit riders at El Cerrito Del Norte BART Station check out the prototype. (Photo: ©Noah Berger)

Regional Transit Connections

Conexiones de transporte público regional 區域交通連接



Legend 圖例

Service modes 服務模式

- Bus routes 巴士路線
- Rail routes 火車路線
- Ferry routes 渡輪路線

Service frequency 服務頻率

- Every 1-30 min and 7 days/week
- Every 60 min and/or fewer than 7 days/week

Connecting steps 轉乘步驟

Walking transfer 步行轉乘

Transit agency 服務機構

Fares 票價

Clipper Card 剪票卡

Fares 票價

Transit Agencies 公共運輸機構

Code	Agency	Website	Clipper
ACE	Altamont Commuter Express	aceatrail.com	
ACT	AC Transit	actransit.org	
AMTK	Amtrak San Joaquin	amtrak.com/sjoaquin	
BART	Bay Area Rapid Transit	bart.gov	
CC	Capital Corridor	capitalcorridor.com	
CONYK	County Connection	countyconnection.com	
CAIT	Caltrain	caltrain.com	
DE	Dumbarton Express	dumbartonexpress.com	
FAST	Fairfield and Solano Transit	fasttransit.org	
GGF	Golden Gate Ferry	goldengate.org/ferry	
GOT	Golden Gate Transit	goldengate.org/bus	
MT	Marin Transit	marintransit.org	
MUN	SFMU Muni	sfmata.com/muni-transit	
PTA	Petaluma Transit	transit.cityofpetaluma.net	
RIBON	Bay Area Delta Breeze	ribontransit.com/delta/breeze	
SAMT	San Mateo	sanmateo.com	
SCT	Sonoma County Transit	scctransit.com	
SFBF	San Francisco Bay Ferry	sanfranciscobayferry.com	
SMART	Sonoma-Marin Area Rail Transit	sonomamarinrail.com	
SOLT	SolTrans	soltrans.org	
SRCB	Santa Rosa Citybus	srcitybus.org	
TDI	Ti Delta Transit	tideltatransit.com	
UCY	Union City Transit	unioncity.org/UCVincin-City-Transit	
VCC	Vacaville City Coach	citycoach.com	
VINE	The Vine	vinevta.com	
VTA	Valley Transportation Authority	vta.org	
WCAT	WestCAT	westcat.org	
WHT	Wheels	wheelsbus.com	

For free transit information, dial 5-1-1 or visit 511.org. Para obtener información gratuita sobre el transporte público, marque 5-1-1 o consulte 511.org. 免費查詢公共交通資訊，請撥打 5-1-1，或訪問 511.org.

Funded by the Metropolitan Transportation Commission in cooperation with all transit operators. Contact us at signagments@bayaremetro.gov. Financiado por la Comisión del Transporte Metropolitano en colaboración con todos los operadores de transporte público. Comuníquese con nosotros en signagments@bayaremetro.gov 由我們贊助。

Transit Network: MTC has invested over \$100 million in transit performance initiative projects, including \$40 million in flexible federal highway funds to make transit faster and more reliable, including bus travel to and from the San Francisco-Oakland Bay Bridge. These investments are already speeding up commute times for those taking buses over the Bay Bridge. MTC in 2024 also completed Transit 2050+, the first comprehensive connected network plan for a faster, more frequent, connected Bay Area transit network.



Everyone wants the same things:

An overwhelming majority of Bay Area residents think these features are important:

92%	Real-time information on wait times and vehicle locations
91%	More direct service, fewer transfers, and shorter wait times
88%	A regional network that can set fares, align routes and schedules, and standardize information
92%	Easy to use and uniform maps and signage
90%	A single mobile app for planning, schedules, and information
89%	A single set of fares, passes, discounts, and transfer policies
80%	Dedicated travel lanes along key transit routes for buses and carpools

Source: Blue Ribbon Transit Recovery Task Force Public Opinion Poll, April 2021

MTC helps Bay Area transit agencies meet the mobility needs of people with disabilities.

(Photos: ©Noah Berger)

Accessibility: In 2024 MTC and transit agency staff completed a Bay Area Paratransit Eligibility Transformation Action Plan report and are now working to prioritize and implement the recommendations in the report. This is an important step in standardizing eligibility practices for programs that benefit people with disabilities.

Funding: Since 2021, MTC, transit agencies, advocacy organizations, the business community, labor and other groups worked together to secure new state funding in the FY 2023-24 budget to avert the “transit fiscal cliff.” MTC has also contributed \$300 million in regional discretionary funds to the cause and is supporting the region in pursuit of longer-term funding solutions (see pages 6-7).

Bay Area Investing to Keep Our Bridges Strong

MTC's Bay Area Toll Authority (BATA) affiliate — in partnership with Caltrans — is now working to complete a Toll Bridge Capital Investment Program that includes \$2.3 billion of investment over the next 10 years to keep the Bay Area's seven state-owned toll bridges — some of the busiest toll bridges in the nation — in tip-top shape for decades to come.

Linking workers to jobs, people to services, students to school, tourists to Bay Area attractions, and goods to markets, the region's toll bridges are vital arteries in the Bay Area transportation network and a linchpin of the California economy — carrying more than 200 million vehicle trips each year. While the East Span of the Bay Bridge is just 11 years old, the West Span has been in service for more than 88 years. Other senior citizens include the Richmond-San Rafael Bridge and the eastbound Carquinez Bridge. Many of the other state-owned toll bridges are now well into middle age.

To keep these workhorses working, BATA in late 2024 approved a phased-in toll increase that will raise tolls by 50 cents each year from 2026 through 2030, spreading the increase over five years rather than imposing a big one-time jump. These funds will support the maintenance, rehabilitation and operation of the bridges.

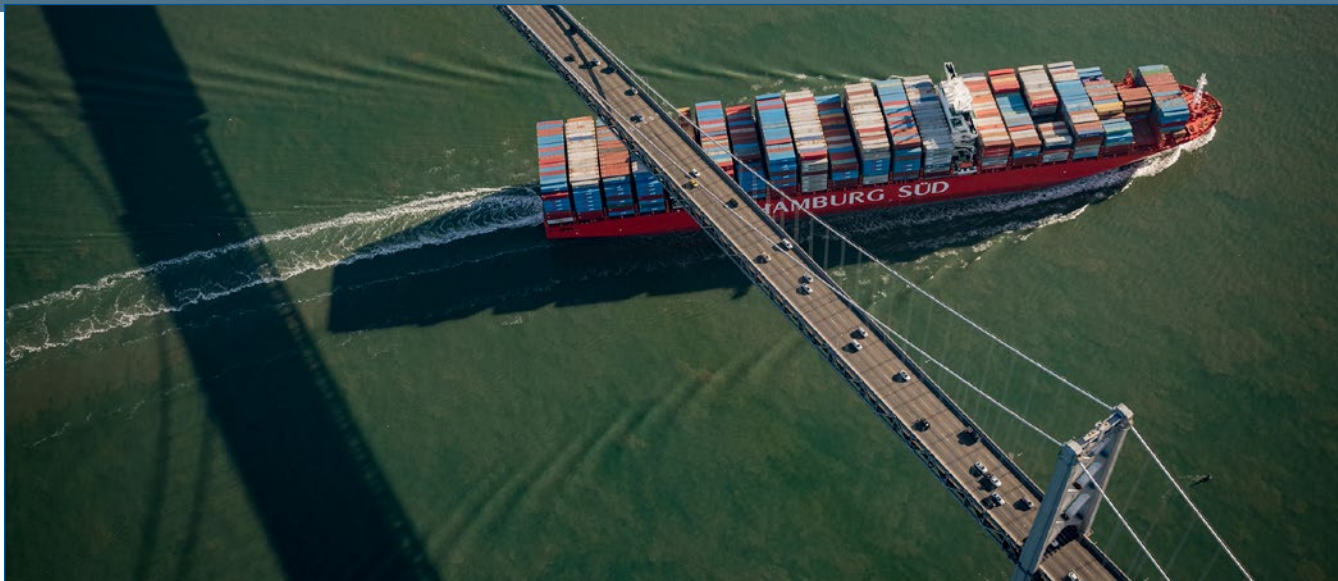
The seven bridges include more than 22 million square feet of painted surfaces that must constantly be maintained. Exposure to saltwater, fog and other harsh marine conditions make the fight against steel corrosion a never-ending battle. In addition to the bridge surfaces needing constant maintenance, there are cables,

Bridge Toll Rates Across the U.S.

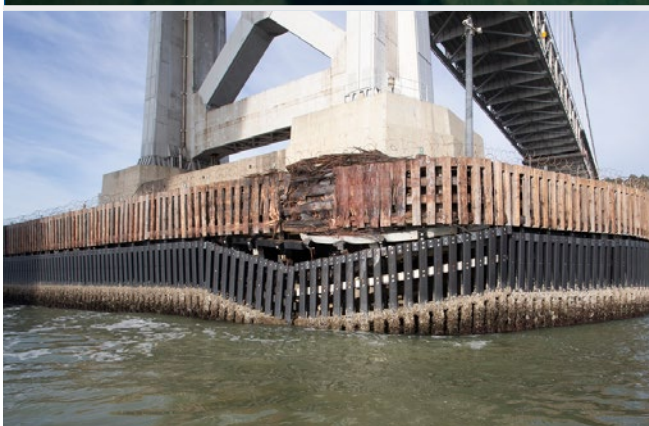
Comparison of roundtrip passenger vehicle toll rates for various toll bridges at peak commute hours in 2025.

Toll Bridge	Electronic Toll Payment	Mail/Invoice Toll Payment
San Francisco-Oakland Bay Bridge and other BATA-operated bridges	\$8	\$8
Golden Gate Bridge	\$9.25	\$10.25
Verrazano-Narrows Bridge* (New York City)	\$13.88	\$22.38
George Washington Bridge (New York-New Jersey)	\$16.06	\$18.31
Tacoma Narrows Bridge (Washington)	\$4.50	\$6.50

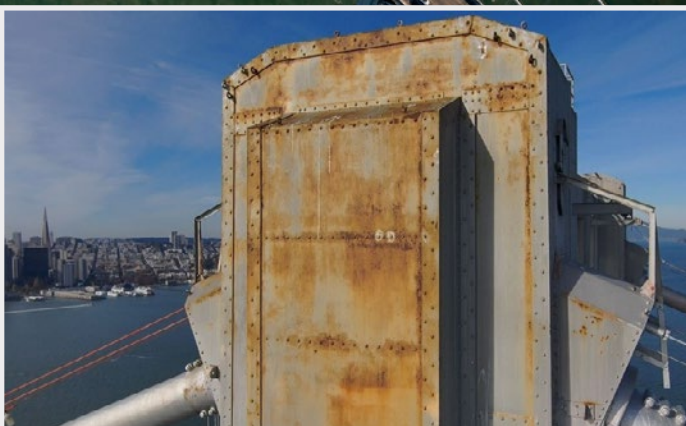
*New York MTA offers discounts for residents



©Karl Nielsen



Caltrans



Caltrans

Ships bound to and from the Port of Oakland pass beneath both the Golden Gate and the Bay Bridge, where protective fenders have been struck twice in recent years by outgoing vessels. The West Span of the Bay Bridge is now nearly 90 years old.

joints, decks, fenders that protect the bridges from damage caused by ships, electrical and mechanical systems, tolling equipment and much more. Preserving these assets is Job #1.

A top near-term priority is the \$100 million rehabilitation of the Bay Bridge fender system – ranked the nation's second most vulnerable major bridge to ship collisions, according to Johns Hopkins University. Set to begin in FY 2025-26, BATA will use federal funds to install new rubber fenders that better absorb impact and protect both the bridge and passing ships.

Following the collapse of Baltimore's Key Bridge in 2024, the National Transportation Safety Board identified six other Bay Area toll bridges with unknown vessel-collision risks. In response, MTC partnered with Caltrans, the Golden Gate Bridge, and the San Francisco Marine Exchange

to launch a Ports and Waterways Safety Assessment. A report is expected this summer.

BATA 10-Year Capital Improvement Program



\$1.2 billion
Bridge preservation

(structure, main cable, deck and fender repairs, etc.)



\$538 million
Technology and Transportation Support

(facilities, electrical and mechanical systems, etc.)



\$525 million
Routine State of Good Repair

(bridge security cameras, bridge inspections, etc.)

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MTC STAFF

Andrew B. Fremier

Executive Director

Alix A. Bockelman

Chief Deputy Executive Director

Matt Maloney

*Deputy Executive Director —
Metro Planning and Policy*

Rebecca Long

*Director, Legislation and
Public Affairs*

REPORT STAFF

Author

Georgia Gann Dohrmann

Editorial Staff

John Goodwin

Rebecca Long

Graphic Design and Production

Michele Stone

Front Cover Illustrations

Ken Wiesner

Maps

Mimi Heft

Photography

MTC Archives, or as noted.

Printer

Dakota Press

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METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco California 94105

415.778.6700 tel
415.536.9800 fax
415.778.6769 tty/tdd

info@mtc.ca.gov
www.mtc.ca.gov