



## **BLUE RIBBON TRANSIT RECOVERY TASK FORCE OVERVIEW**

**SPUR DIGITAL DISCOURSE:  
THE BAY AREA'S TRANSIT SURVIVAL PLAN**

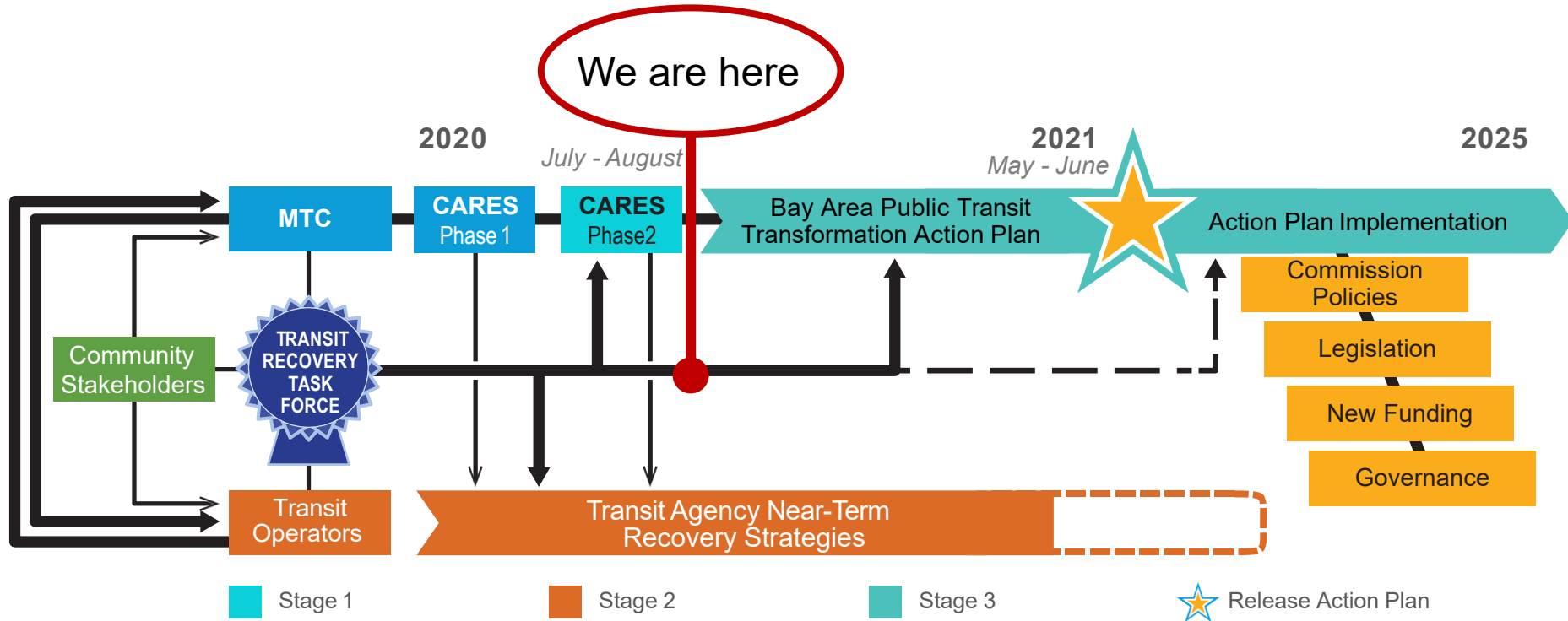
Melanie Choy,  
Funding Policy and Programs  
Metropolitan Transportation  
Commission  
July 22, 2020

# BLUE RIBBON TRANSIT RECOVERY TASK FORCE



- Appointed by Commission in May 2020 to guide the Bay Area's transit system recovery in response to the COVID-19 pandemic
- 32 members composed of representatives from the State, MTC Commission, transit operators, and stakeholder groups
- Purpose:
  - 1) Guide the expedited distribution of CARES Act Phase 2 funds.
  - 2) Safety, network connectivity, financial sustainability, and transportation system equity will be important considerations.
  - 3) By mid-2021, submit a Bay Area Public Transit Transformation Action Plan to the Commission.

# TASK FORCE TIMELINE



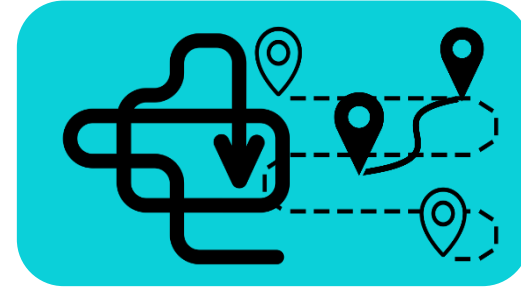
# WHAT WE ARE FACING TODAY



Roadway Congestion  
Impacts on Transit



Customer Experience/  
Usability



Extensive Network of  
Transit Systems and Tools



Transit Ridership  
Is Down



Inequality  
Is Deepening



Network Gaps and  
Connectivity

# OUTSIDE FORCES IMPACTING BAY AREA TRANSIT

External factors that are outside of our direct control also impact transit service.



Jobs-Housing  
Balance



Affordable  
Housing



Growth in  
New Mobility

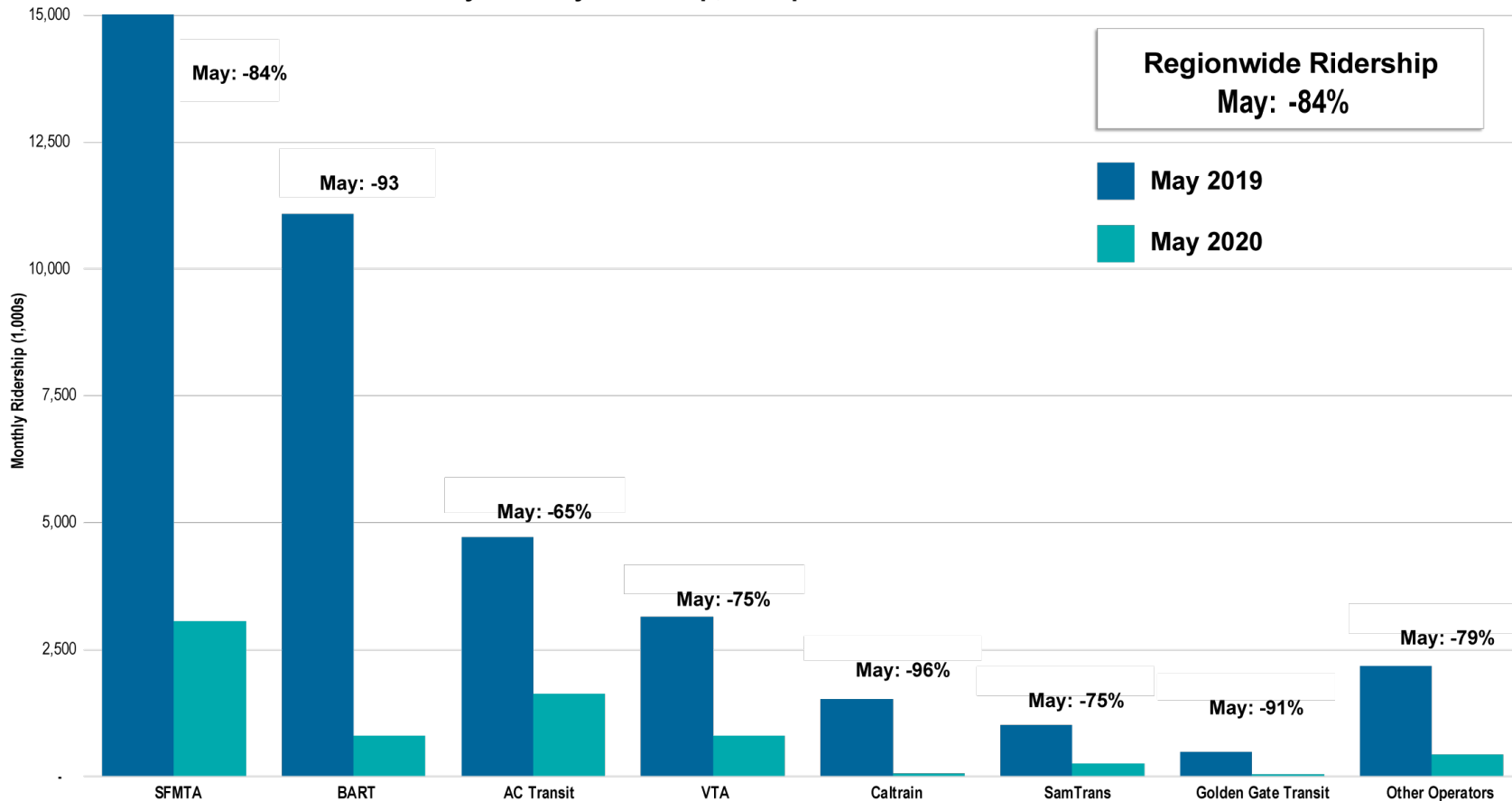
# COVID-19 DECLINE IN TRANSIT RIDERSHIP

BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

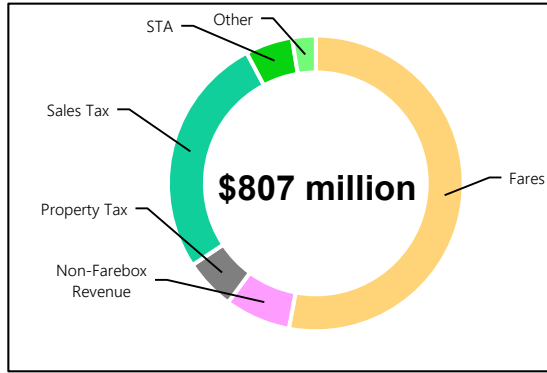
May Monthly Ridership, Comparison of 2020 to 2019



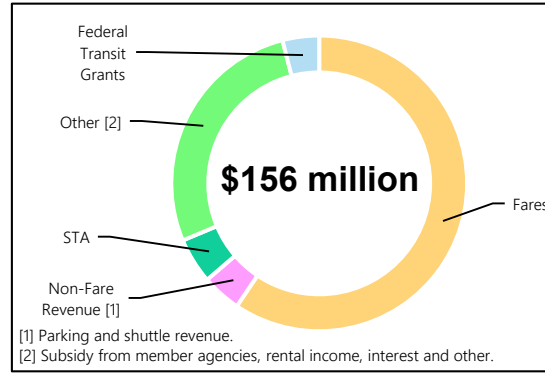
# CARES ACT

## REVENUE MIX CAUSES VARIED VULNERABILITIES

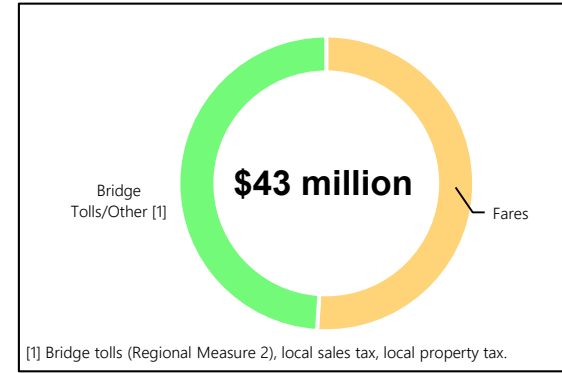
**BART**



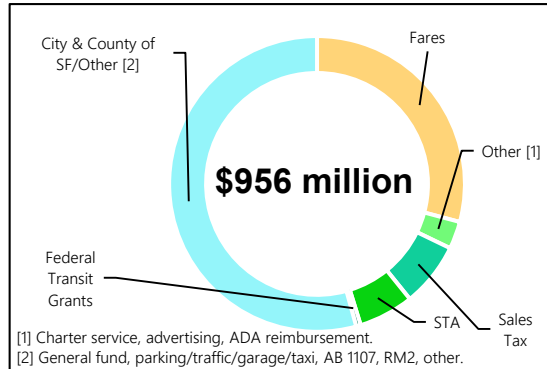
**Caltrain**



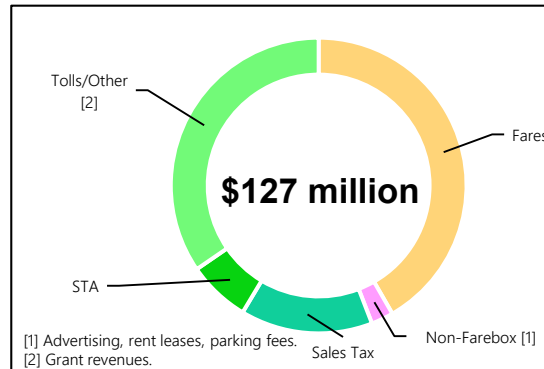
**SF Bay Ferry (WETA)**



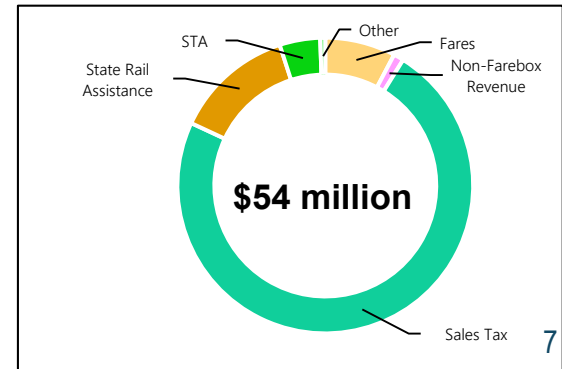
**Muni (SFMTA)**



**Golden Gate Transit + Ferry**



**SMART**



Heavily Fare-Reliant

Unique Revenue Mix

# CARES ACT PROPOSED APPROACH

## Phase 1 — \$781 million

### Distribution Approach

- 33% based on percentage share of FY 2020 -21 State Transit Assistance Revenue-Based Formula (inc. AB 1107 sales tax)
- 33% Based on percentage share of farebox revenue
- 33% based on percentage share of FY 2019-20 Operating Costs

## Phase 2 (Proposed) — \$508 million

### Distribution Approach

- Seeks to fully backfill operators' lost revenue due to COVID-19 through a horizon of 12/31/2020 across both Phase 1 and Phase 2
- Able to meet 90% of estimated need through 12/2020
- Includes a "true up" as the approach looks at the total anticipated revenue loss over the ten month period of 3/2020 to 12/3030 and calculates the total amount of CARES Act funding an operator needs across both Phase 1 and Phase 2
- Uses a consistent set of revenue loss assumptions for all operators across two time periods (March to August 2020 and September to December 2020) to determine a monthly revenue loss amount

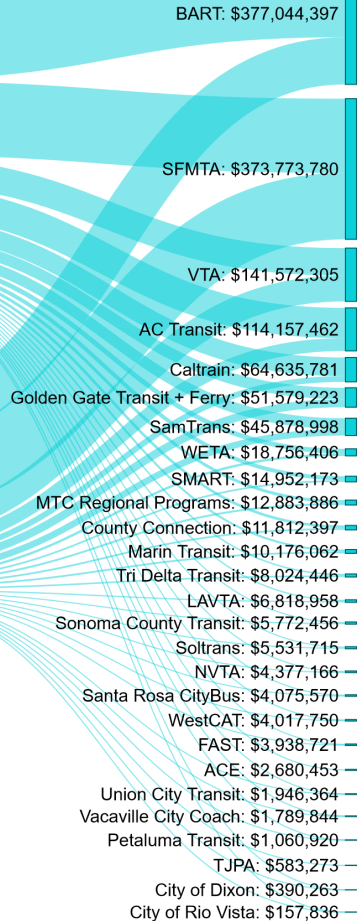
### EQUITY CONSIDERATIONS

Equity adjustment is applied by weighting 25% of an operator's projected revenue losses to its ridership share of **very low income (under \$50,000 income per household) passengers**.

CARES Act  
Bay Area Total = \$1.3 billion

### CARES Act Phase 1 Distribution \$781 million April 2020 (MTC Res. 4420)

### CARES Act Phase 2 Distribution \$508 million Target: July 2020

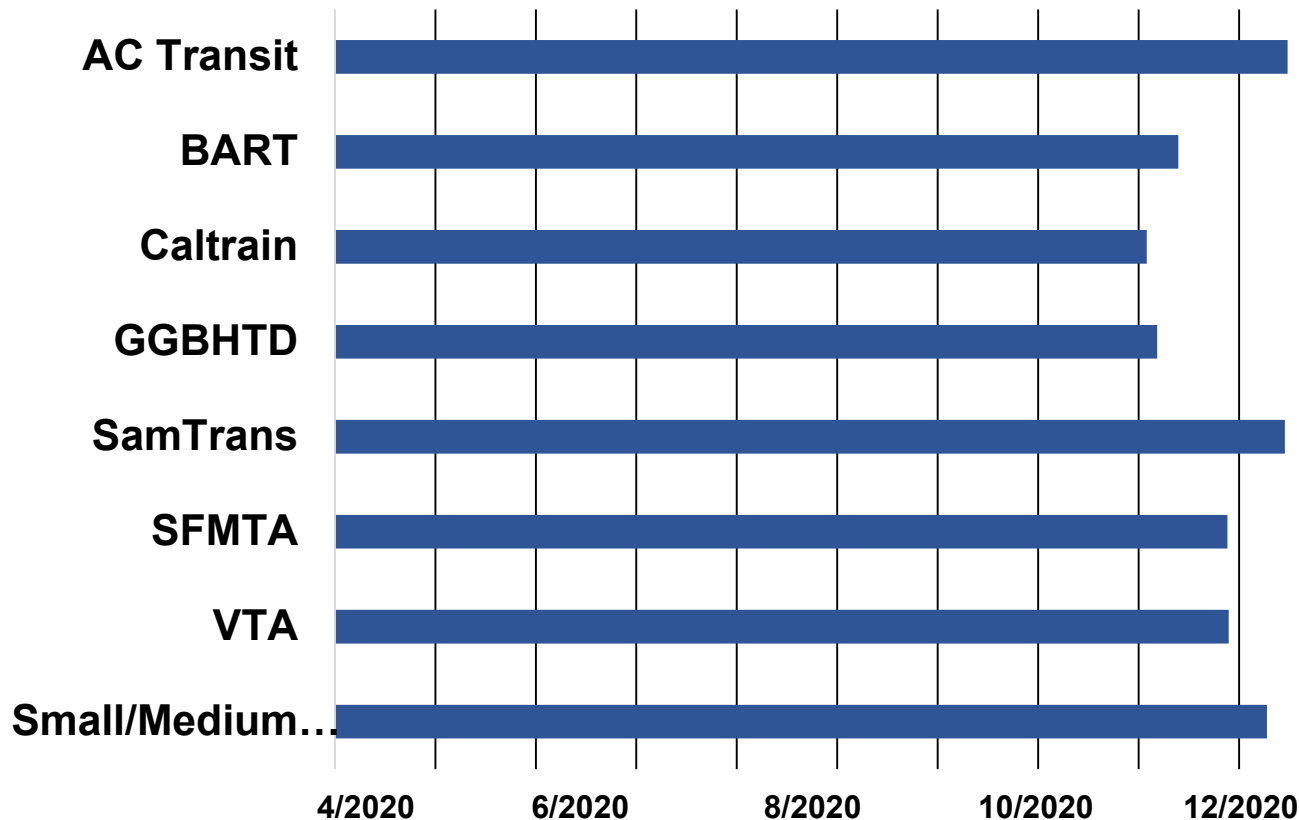




# IS THERE A FINANCIAL “CLIFF”?

## How many months of revenue loss will the CARES Act backfill?

Note: Different length of bars reflects impact of equity adjustment, CARES Act covers 8.7 months of revenue loss region-wide



- Revenue loss is estimated, unprecedented uncertainty
- Agencies have reduced operating costs so CARES Act funding should stretch longer than shown here
- Recovery strategies restore service as demand returns
- HEROES Act, INVEST in America Act, FTA Formula funds, and state funding all present opportunities for further revenue loss backfills based on need



## EXISTING AND FORWARD-FOCUSING REGIONAL INITIATIVES

BLUE RIBBON

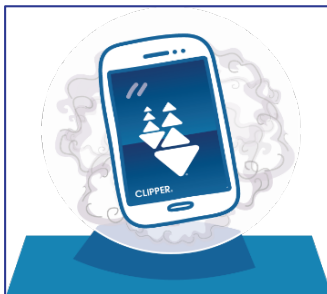


TRANSIT RECOVERY  
TASK FORCE

## A HISTORY OF MTC INITIATIVES

- **Interoperator Transit Coordination Implementation Plan [Resolution 3055] (1998)**
- **The San Francisco Bay Area Regional Rail Plan (2007)**
- **Resolution 3434 established the Regional Transit Expansion Program (2001, rev. 2008)**
- **Transit Sustainability Project (2012)**
- **Regional Transit Coordination Implementation Plan [Resolution 3866] (2011, rev. 2015)**

# REGIONAL FARE INITIATIVES IN DEVELOPMENT



## Clipper Mobile App

- Use smart phones to manage account and pay fares
- Launch anticipated at end 2020



## Regional Fare Integration/Coordination Study

- Study kick-off in early 2020
- Identify regional fare coordination and integration strategies



## Clipper START (Means-Based Transit Fares)

- Regional Fare Discount for low-income adult riders (19-64) – no general fare discounts currently exist for this age group.
- July 15, 2020 – Pilot Launch for 4 initial agencies
- Additional 17 agencies anticipated to join pilot at end of 2020

# REGIONAL CONNECTIVITY INITIATIVES IN DEVELOPMENT



## Regional Mapping, Wayfinding & Public Information

- Effort aims to make it easier to navigate and explore the Bay Area using public transit and connecting services
- System concept and business case under development



## Bay Wheels

- Stations and bikes are available within San Francisco, the East Bay and San Jose.

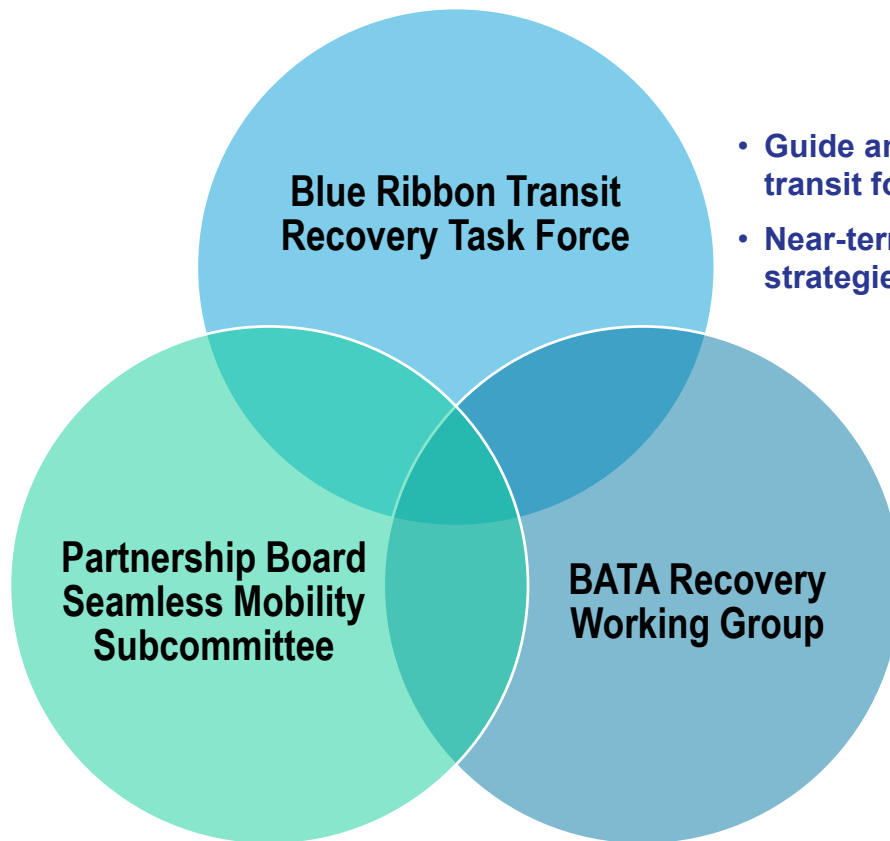


## Mobility Hub Standards and Pilots

- Design guidelines and implementation strategy for public/private mobility hubs

# MTC COVID-19 RESPONSE EFFORTS: RECOGNIZE INTER-RELATIONSHIPS

- Quick Complete Streets
- Data requirements
- First and last mile
- Technology platforms
- TDM
- Telecommuting
- Employer outreach



**Blue Ribbon Transit  
Recovery Task Force**

- Guide and reposition transit for future
- Near-term recovery strategies

**Partnership Board  
Seamless Mobility  
Subcommittee**

**BATA Recovery  
Working Group**

- Address constrained revenue outlook for Rehab
- Address transit capacity constraints plus likely increase in driving for Operations



# TRANSFORMATION ACTION PLAN

BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

# TASK FORCE STAGE THREE PURPOSE

By mid-2021, the Blue Ribbon Transit Recovery Task Force shall submit a **Bay Area Public Transit Transformation Action Plan** to the Commission for its consideration and possible adoption.

The Plan should identify actions needed to **re-shape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.**





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[www.mtc.ca.gov/mtc.ca.gov/blue-ribbon-transit-recovery-task-force](http://www.mtc.ca.gov/mtc.ca.gov/blue-ribbon-transit-recovery-task-force)