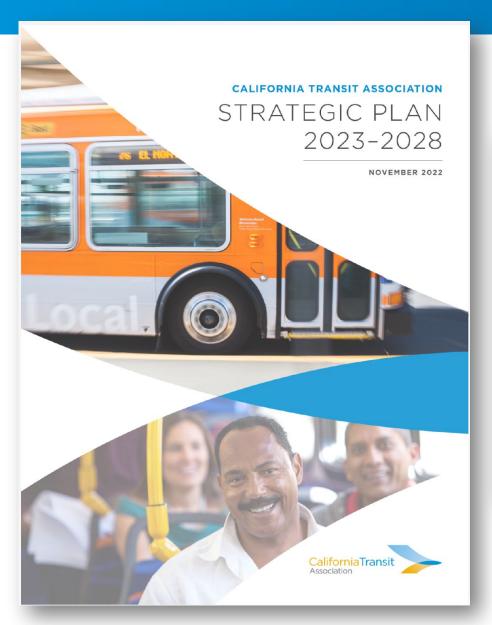


Update from California Transit Association

Prepared for "Steering Transit from the Fiscal Cliff"

April 13, 2023

Our Top Priority in '23: Transit Operations Funding



PRIORITY OBJECTIVES, 2023 TO 2028

- **1a.** Secure new transit operations funding to address the pandemic-induced looming fiscal cliff and support transit's recovery from the pandemic.
- **1b.** Provide support to public transit agencies in the transition to zero-emission vehicles; address agency needs for recharging/ refueling infrastructure, maintenance facilities, etc.
- **1c.** Update the Transportation Development Act (TDA).

- 1d. Enhance transit industry workforce recruitment and training efforts – for example, through engagement with Community College system State Chancellor and other educational partners to promote driver training and certification programs.
- **1e.** Address driver and passenger safety and security concerns related to inappropriate behavior on transit vehicles and at stations; address the impact of unhoused persons on transit vehicles and at stations.

Phase 1 of Our Campaign in Full Swing



Support Inself Operations Parking the say lower, transmission consistence areas Coldinate basis supplicantly investigate have been groupy it induces being to be pre-weating the Dirited Stoke Congress and the risksing teletyposet by the Store Legislature in 2020 and 2021. White this encipency tanding and statetoy relief, has altered Carloma a word are natsearche a forcentione for helping what searches inducting the force, values able communities with second of warkens for non-back to compared the president dentation it was activated. with the assumption that our pandemic related it leaves in dial is used e main be that it like. While rideratio has staried to recound, come transit opencies are etti facing identifici evels (antifateb bollevenues (well/below pre-pandenic levels drives by several factors, including continued service and involving and extensions over their basility is calledy. According to a face internet specify carbonizing from internet field in and supply chain learns as well as increased cests for certificity, issertioflying, and very site to pring zero antitation. technology online. As such without additional support from the state, some of California's largest and must shall be all available may yoon by lacked with parking convices or impressinglarcs. We are requesting the Administration and the begintature work with the Association to address operating funding challenges, while exploring ways to morover operations and bring riders back to California's analysis systems. Additionally, we are requesting that the Administration and the Legislature entered the statatory relact generated to California's Install agencies Interpt Forcel Scat 2024-25.

Provide Annual to Brandstaurware Resources: for itsend scending work in bring back tideet. our Autochtion continues to heur concerns shout the growing homelees nees problem on our systems and the tireal to public safet; that comes with it individuals experiencing increases second the presently whether on which are unit or frame. If he are the restored share entropy of the the theorem by of California from that approximately 52 percent of reactly regardles decided homen senase as a littaterige and early 30 percent of transit agencies described an increase. In individuals experiencing homolessness on their systems due to the pancemic. Pesalisy related to this increase, is shift openics have seen a growing number of entries contributautors, prevenuero 5 roomatato and a contra concerns from intera that they no issue feel with on transit exclerits, in repent budgets, the Administration and Legislature have dedicated significant funding supporting programs for individuals supprised to home easiers and mental headly resures. However, loaned againers have a niedanately how provided last threely applying for and incoming factor load 4 and have collised for the section densities with local arguing partners, which has preven it affecting a preventing to support that of a partners reasons multiple polyclylines. As south, we balleye that transit approxime should be alighter for, or provided with, a dedecided investor of familiary for attendancy found to write any that the where provide predences to conside hereing energy and provide to the part in the caracteristics with toward agencies to create man meaningful and saccaestal partnershok.

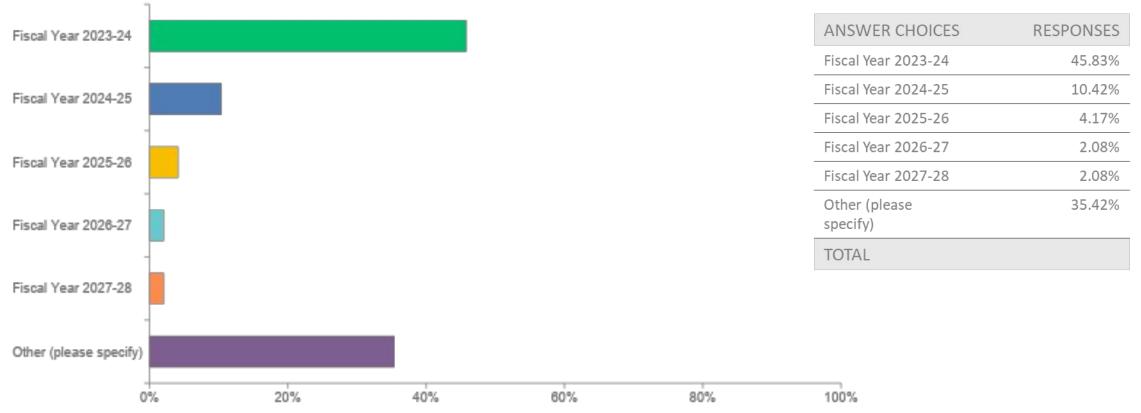
Sustain investments in Zero Existent Transit Resear. Finally, the Astectation and out weinteen contrart to transition the article installition to zero-entrollen and gootly approximate the particular discoverence of a state of the service of the asteroscie. We show the approximate the particular state installing and and the installing the asteroscie we weather appended the multi-particular statement of these new installation factors in the 1° 2022-20 backgit. These investments to be fastilistic outly compliance with ARS's barevalue of the transition to the service of the investment common barbard or state (only inspections and particular transit (out).





Why We Are Mobilizing – Survey Results

Please identify in which state fiscal year your agency projects to fully expend the federal COVID-19 relief funding you received.



Why We Are Mobilizing – Survey Results

Please identify in which state fiscal year your agency projects to fully expend the federal COVID-19 relief funding you received. (Responses from 20 largest survey respondents)

FY 2022-23 (Captured in 'Other')	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
 Los Angeles County Metropolitan Transportation Agency 	Alameda-Contra Costa Transit District	Omnitrans	Foothill Transit	• N/A	 San Diego Metropolitan Transit System
Metrolink	Fresno Area Express	Sacramento Regional Transit District	 Monterey-Salinas Transit 		• Santa Clara Valley Transportation Authority
Orange County Transportation Agency	 Golden Gate Bridge, Highway, and Transportation District Long Beach Transit 	 San Francisco Bay Area Rapid Transit District 	 North County Transit District 		
	Riverside Transit Agency				
	 San Francisco Municipal Transportation Agency San Mateo County Transportation District Santa Cruz METRO Stanislaus Regional Transit Authority 				

Why We Are Mobilizing – Survey Results

- As transit agencies exhaust federal relief, operating deficits begin
 - Deficits begin in FY 2023-24, increase significantly in FY 2024-25
 - Projected statewide need of \$6 billion \$8 billion

• NOTE: Depletion of federal relief *not* sole driver of operating deficits

- Stagnant ridership levels; lost fare revenues
- Capital Costs (vehicles, parts/materials)
- Operating Costs (labor, risk management/insurance, fuel)
- Economic downturn (out-years)

Contact Information

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