BLUE RIBBON TRANSIT RECOVERY TASK FORCE OVERVIEW

SPUR DIGITAL DISCOURSE: THE BAY AREA’S TRANSIT SURVIVAL PLAN

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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

We are here

2020
MTC
CARES Phase 1
CARES Phase 2
Bay Area Public Transit Transformation Action Plan

2021
May - June
Action Plan Implementation

2025
Commission Policies
Legislation
New Funding
Governance

Stage 1
Stage 2
Stage 3
Release Action Plan

TRANSIT RECOVERY TASK FORCE
Community Stakeholders
Transit Operators
Transit Agency Near-Term Recovery Strategies
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

Findings from Bay Area Transit Ridership Trend Study, UCLA Luskin School of Public Affairs (UCLA), January 2020.
COVID-19 DECLINE IN TRANSIT RIDERSHIP

May Monthly Ridership, Comparison of 2020 to 2019

Regionwide Ridership
May: -84%

Source: Operator self-reported May 2020 ridership.
CARES ACT
REVENUE MIX CAUSES VARIED VULNERABILITIES

Heavily Fare-Reliant

**BART**
- Fares: $807 million
- Non-Farebox Revenue
- STA
- Other

**Caltrain**
- Fares
- Federal Transit Grants
- STA
- Other [2]

**SF Bay Ferry (WETA)**
- Fares
- Bridge Tolls/Other [1]

Unique Revenue Mix

**Muni (SFMTA)**
- Fares
- Sales Tax
- Other [1]
- City & County of SF/Other [2]

**Golden Gate Transit + Ferry**
- Fares
- STA
- Tolls/Other [2]

**SMART**
- Fares
- STA
- Non-Farebox [1]

[1] Parking and shuttle revenue.
[2] Subsidy from member agencies, rental income, interest and other.

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[1] Bridge tolls (Regional Measure 2), local sales tax, local property tax.

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 (incl. 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.
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
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

Blue Ribbon Transit Recovery Task Force
- Guide and reposition transit for future
- Near-term recovery strategies

Partnership Board Seamless Mobility Subcommittee
- Quick Complete Streets
- Data requirements
- First and last mile
- Technology platforms
- TDM
- Telecommuting
- Employer outreach

BATA Recovery Working Group
- Address constrained revenue outlook for Rehab
- Address transit capacity constraints plus likely increase in driving for Operations
TRANSFORMATION ACTION PLAN
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.
THANK YOU.

www.mtc.ca.gov/mtc.ca.gov/blue-ribbon-transit-recovery-task-force