



December 7, 2020

Nick Josefowitz, Chair, Programming and Allocations Committee
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Commissioner Josefowitz:

On behalf of the region's public transit agencies and in advance of the December 9th Programming and Allocations Committee meeting, we are writing to support Agenda Item 3d Proposed Principles for Redirecting Funding to Transit Operations for Emergency Response.

As noted in the staff memo, while the CARES Act provided a \$1.3 billion lifeline, Bay Area transit operators will collectively face an operating revenue loss of between \$400 and \$600 million by the end of the current fiscal year, and without a substantial improvement in the pandemic facilitating a return of ridership and general mobility, the scale of operating revenue losses could approach \$1.7 billion in Fiscal Year (FY) 2021-22.

Despite our dire financial situation, we remain committed to allocating our limited resources to essential, safe transit service for those who need it the most. Data shows that essential workers and the transit dependent – specifically, those riding public transit today – are overwhelmingly low-income and/or people of color who lack access to other mobility options.

We support the proposed principles that are reflective of the complex and differing situations and decisions each operator is facing. The principles provide for a path that can be tailored to

the unique position of each operator in making the difficult trade off decision to shift funds that we rely upon to keep our systems safe and in good repair to transit operations.

While we fully support allowing for the enhanced flexibility to shift funds to transit operations to serve as a temporary bridging or glide path strategy, as the staff memo acknowledges, the level of funds available at the regional level are insufficient to address the larger crisis. Ultimately what is needed is additional relief from the state and federal government at a scale to address the serious financial situation that the region is facing.

Additionally, we want to ensure that agencies who choose not to flex funds from capital projects to operations are held harmless, and we appreciate the inclusion in the final principle that “funding redirected from transit capital priorities to transit operations for any particular operator, should be treated as an advance against future funding shares for that operator.” We look forward to further discussion of how this will be implemented and how the region’s state-of-good-repair backlog and ongoing needs will be met long-term.

We remain hopeful that in working together, we will come through this pandemic crisis with a more resilient and sustainable transit network that meets the mobility needs of the region.

Sincerely,



Michael Hursh,
General Manager
Alameda-Contra Costa
Transit District



Diane Feinstein,
Interim Transportation
Manager City of Fairfield



Rachel Ede,
Deputy Director
City of Santa Rosa
Transportation and Public
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Lori DaMassa,
Transit Coordinator
City of Vacaville

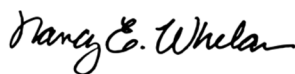
Rick Ramacier,
General Manager
County Connection



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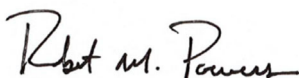
Nancy Whelan,
General Manager
Marin Transit



Kate Miller
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Authority



Jared Hall,
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Robert Powers,
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Bryan Albee,
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Jeanne Krieg,
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Joan Malloy,
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Nina Rannel,
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Charles Anderson,
General Manager
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Authority

cc: Therese McMillian, Executive Director, MTC
Commissioners, MTC
Members, Blue Ribbon Transit Recovery Task Force