



375 Beale Street, Suite  
800  
San Francisco, CA 94105

## Meeting Agenda

### Blue Ribbon Transit Recovery Task Force

#### *Members*

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Friday, May 29, 2020

1:35 PM

Board Room - 1st Floor (REMOTE)

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The Blue Ribbon Transit Recovery Task Force will meet on Friday, May 29, 2020 at 1:35 p.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Task Force members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Task Force members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Task Force Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/94694114459>

Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 946 9411 4459

International numbers available: <https://bayareametro.zoom.us/u/abLHxH6yXb>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

**1. Roll Call / Confirm Quorum**

2. [20-0873](#) Welcome and Framing Remarks
- Understanding the Recovery Challenge (Jim Spering)
  - State Legislature Support of the Task Force (David Chiu)
  - MTC's Collaborative Commitment (Therese W. McMillan)
- Presenter:** Commissioner Jim Spering, David Chiu, Therese W. McMillan
- Attachments:** [Transit Recovery Task Force Welcome Letter](#)  
[Welcome Letter Attachment](#)

3. [20-0874](#) Task Force Framework
- Task Force process, phases, and timeline
  - Task Force Interviews- Key points
  - Acknowledge other Agenda Packet Attachments
- Presenter:** Steve Kinsey
- Attachments:** [Task Force Frame Work](#)  
[Presentation](#)  
[Handouts Correspondence Transit Agencies](#)

4. [20-0875](#) Member Perspectives
- Initial reflections on what has been presented
- Presenter:** Commissioner Jim Spering

**5. Public Comment**

- [20-0902](#) Correspondence Received
- Attachments:** [CORRESPONDENCE RECEIVED\\_ Blue Ribbon Transit Recovery Task Force](#)

6. [20-0876](#) Summary and Next Steps
- Summarize today's meeting outcome
  - Describe Next Steps
- Presenter:** Steve Kinsey

**7. Closing Remarks (Commissioner Jim Spering)****8. Adjournment / Next Meeting**

The next meeting of the Blue Ribbon Transit Recovery Task Force will be held Monday, June 15, 2020 at 1:05 p.m. remotely and by webcast as appropriate.

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者, 請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知, 以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0873      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 5/26/2020      **In control:** Blue Ribbon Transit Recovery Task Force

**On agenda:** 5/29/2020      **Final action:**

**Title:** Welcome and Framing Remarks

- Understanding the Recovery Challenge (Jim Spering)
- State Legislature Support of the Task Force (David Chiu)
- MTC's Collaborative Commitment (Therese W. McMillan)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [Transit Recovery Task Force Welcome Letter](#)  
[Welcome Letter Attachment](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Welcome and Framing Remarks

- Understanding the Recovery Challenge (Jim Spering)
- State Legislature Support of the Task Force (David Chiu)
- MTC's Collaborative Commitment (Therese W. McMillan)

**Presenter:**

Commissioner Jim Spering, David Chiu, Therese W. McMillan



**TRANSIT RECOVERY  
TASK FORCE**

May 27, 2020

Dear Task Force members:

Please accept my appreciation for your willingness to serve as a member of MTC's Blue Ribbon Transit Recovery Task Force. I expect our Task Force's work to be carried out over the next year, so each of you has made a serious commitment of time and energy that deserves recognition right from the start.

Before I see you on May 29 at 1:30 pm, I encourage you to review the attached background information and Task Force meeting materials. These and additional resources will be posted for you and the public on the MTC website at: <https://mtc.ca.gov/blue-ribbon-transit-recovery-task-force>. The material for Friday's meeting includes interview summaries, Bay Area transit financial background, service status, and transit demographic profiles. We have also provided some preliminary safety survey information which will be used by operators and MTC staff to prepare a full discussion of that critical priority issue in our second meeting. Please review ahead of time as we do not plan to formally present the materials during our short time together on Friday -- but sharing these resources now will help to develop the mutual understanding that is the foundation of our work.

In the meantime, allow me to share some initial thoughts about our upcoming journey together.

The COVID-19 pandemic and its associated economic disruption have created the most serious and complex crisis the Bay Area has had to face during my 34 years as an elected official. The Task Force's work will be both significant and complicated.

To break things down into manageable chunks, I see our journey consisting of three separate stages. First will be the immediate challenge of developing and recommending to the Commission a fair and thoughtful distribution of the Bay Area's remaining federal CARES Act dollars to transit agencies. This is something our Task Force needs to complete by the end of June so that the Commission can act, ideally in July. This will be the central focus of our next two meetings. During those meetings, I will be eager to hear what you think should be the most important considerations for the Commission in this Phase 2 allocation; and if and how you see these allocations influencing transit agencies' recovery strategies.

Our second stage, which will overlap in timing with the first stage, will center on the transit agencies' near-term recovery strategies. Their strategies will form the public transit system we will have for the next year or more. As Task Force members, we will all learn about the difficult trade-offs and different approaches taken by various operators and assess whether their individual strategies reflect a safe,

connected, financially sustainable, and equitable system as we transition back to a new and different reality. These recovery plans will be critical to bringing Bay Area residents safely back onto our transit systems. The Task Force priority in this stage will be to recommend regional priorities and collaborative practices transit providers should incorporate into a cohesive recovery effort, beginning with robust safety measures.

The final stage of our journey is where the Task Force has a unique opportunity to foster long-term improvements in the Bay Area transit network despite the very serious funding shortages that transit operators will be facing for years to come. The future of Bay Area transit necessarily will be different. Let's seize this opportunity to make it better: leaner, cleaner, faster, easier, friendlier, better connected, and more affordable. Members of the state Legislature—including some Task Force members—are highly interested in the future of Bay Area transit as well, and we will welcome partnering with them to turn our planning into action.

I very much look forward to (virtually) seeing each of you on Friday afternoon as the Task Force assembles for the first time, and to working in partnership with each of you during the months to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Sperring", with a large, stylized flourish at the end.

Jim Sperring  
Chair, Blue Ribbon Transit Recovery Task Force



# TASK FORCE MEMBERS

May 29, 2020

## Commissioners

**Jim Spering**

*Task Force Chair*

**Scott Haggerty**

*MTC Chair*

**Alfredo Pedroza**

*MTC Vice Chair*

**Dave Cortese**

**Nick Josefowitz**

**Gina Papan**

**David Rabbitt**

**Amy Worth**

**Therese W. McMillan**

*MTC Executive Director*

## Operators

**Nuria Fernandez, VTA**

**Jim Hartnett, SMCTD**

**Michael Hursh, AC Transit**

**Denis Mulligan, GGBHTD**

**Robert Powers, BART**

**Rick Ramacier, CCCTA**

**Michael Tree, LAVTA**

**Jeffrey Tumlin, SFMTA**

**Nancy Whelan, Marin Transit**

## State Representatives

**State Senator Jim Beall**

**Assemblymember David Chiu**

**CalSTA Secretary David S. Kim**

## Stakeholders

**Hayley Currier, TransForm**

**John Ford, Commute.org**

**Ian Griffiths, Seamless Bay Area**

**Carl Guardino, SVLG**

**Daryl Halls, BACTA Chair**

**Randi Kinman, MTC Policy  
Advisory Council**

**James Lindsay, ATU**

**Stacy Murphy, Teamsters**

**Susan Rotchy, Independent  
Resource Center**

**Ellen Wu, Urban Habitat**

**Jim Wunderman, Bay Area Council**



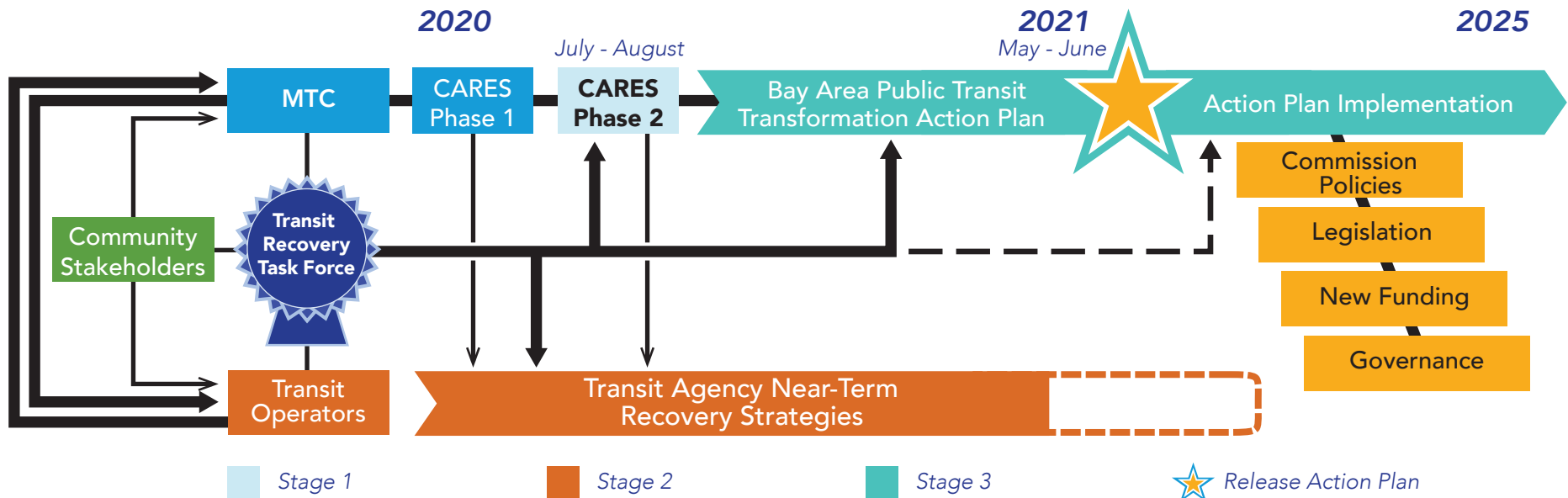
# PURPOSE + TIMELINE

May 29, 2020

## TASK FORCE PURPOSE

The Commission appointed the Blue Ribbon Transit Recovery Task Force to immediately assist MTC in understanding the scale of the crisis facing all Bay Area transit systems as a result of the COVID-19 pandemic, and to guide its regional support through expedited distribution of CARES Act Phase 2 funds. Safety, network connectivity, financial sustainability, and transportation system equity will be important considerations.

Additionally, by mid-2021, the 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.





# INTERVIEWS SUMMARY

May 29, 2020

## NEAR-TERM PRIORITIES

- Immediately achieve uniform, high operational standards of cleanliness and disinfection.
- Prioritize the needs of vulnerable and transit dependent riders in Recovery-based changes.
- Collaboratively develop and deliver a comprehensive, consistent, confidence-building transit message.
- Act with great urgency to distribute remaining CARES Act funds.
- Ensure accountability and transparency of allocations.

## NEAR TERM CONCERNS

- Simultaneous loss of both revenues and ridership has created an unprecedented challenge.
- CARES Act funding will not cover all revenue losses. Smaller agencies may not survive.
- Riders will not return unless uniform, high quality safety and cleanliness standards are evident.
- Sufficient attention will not be given to vulnerable transit riders' needs and operator security.
- Phase 1 distribution concerns need to be addressed in CARES Act Phase 2 fund distribution.

## TRANSFORMATION PRIORITIES

- Create a more understandable, more connected, and more efficient user-focused system.
- Make agency governance changes that achieve improved performance and cost efficiencies.
- Provide the right mix of mobility options to serve both choice and transit dependent users.
- Transit's future should include unified, affordable fare policies and digital access technologies.

## TRANSFORMATION CONCERNS

- Entrenched, parochial governance structure will be difficult to change.
- Near-term service reductions will make it harder to rebuild ridership.
- Transit advocates lack adequate understanding of transit's regulatory and labor constraints
- The decision making process will not adequately reflect the needs of vulnerable riders.



# INTERVIEW QUOTES I

May 29, 2020

This is a permanent disruptor. There's lots of uncertainty and no one has a crystal ball.

Each stage has importance, but if we don't deal with survival there won't be a final stage.

I'm concerned we won't think big enough. We'll get stuck in turf wars.

There's not enough funding. How do we fight over it without fighting?

We need to shape what we can and monitor what we can't.

Seniors and the most vulnerable are the ones who are relying on transit right now. We have to be ready to serve that constituency.

Be bold and move beyond obstruction to a better future for us all.



# INTERVIEW QUOTES II

May 29, 2020

Safety needs haven't been met, and that is critical for getting riders to return.

Urban areas cannot come back without transit, one won't work without the other.

How do we serve people who rely on transit most to fulfill their life and economic duties?

Drivers are afraid, and have already experienced violence over safety enforcement.

We cannot act independently in a conversation this large.

We can't go back to the institutional and operational norms that were in place.

# HOW IS TRANSIT FUNDED?

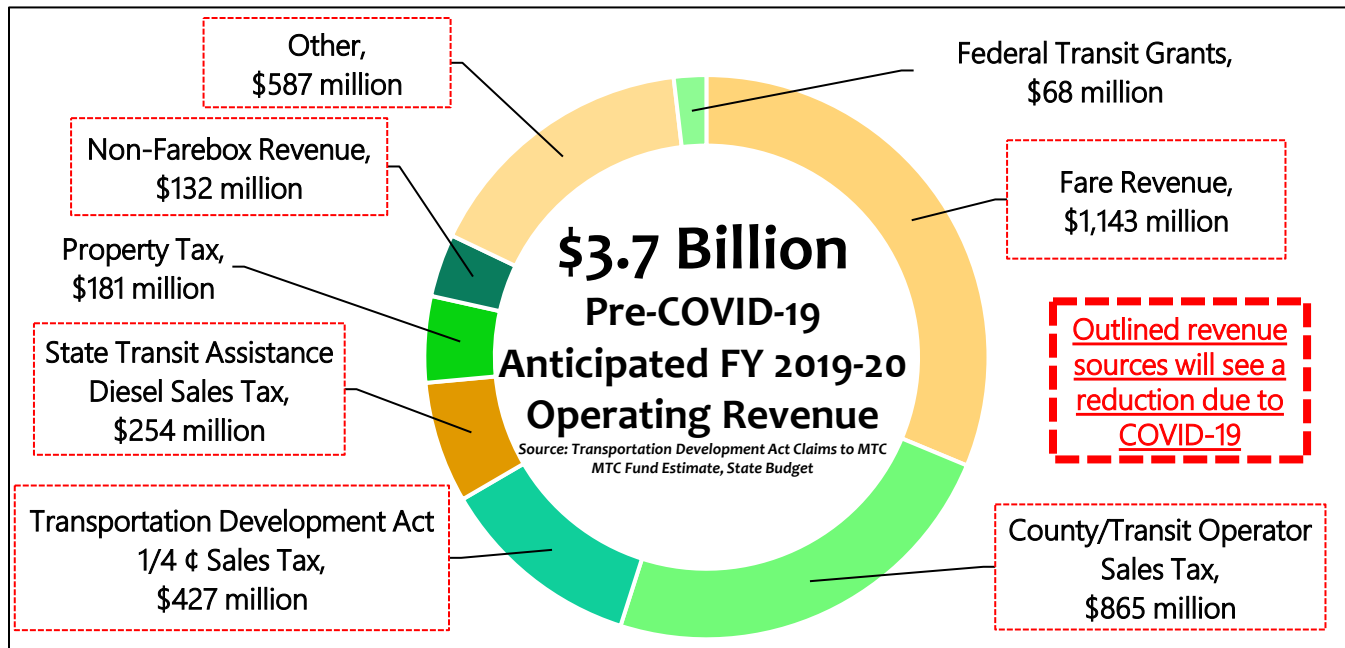
## Transit Operations Funding

### \$3.5 Billion to Operate pre-COVID-19 Service Levels

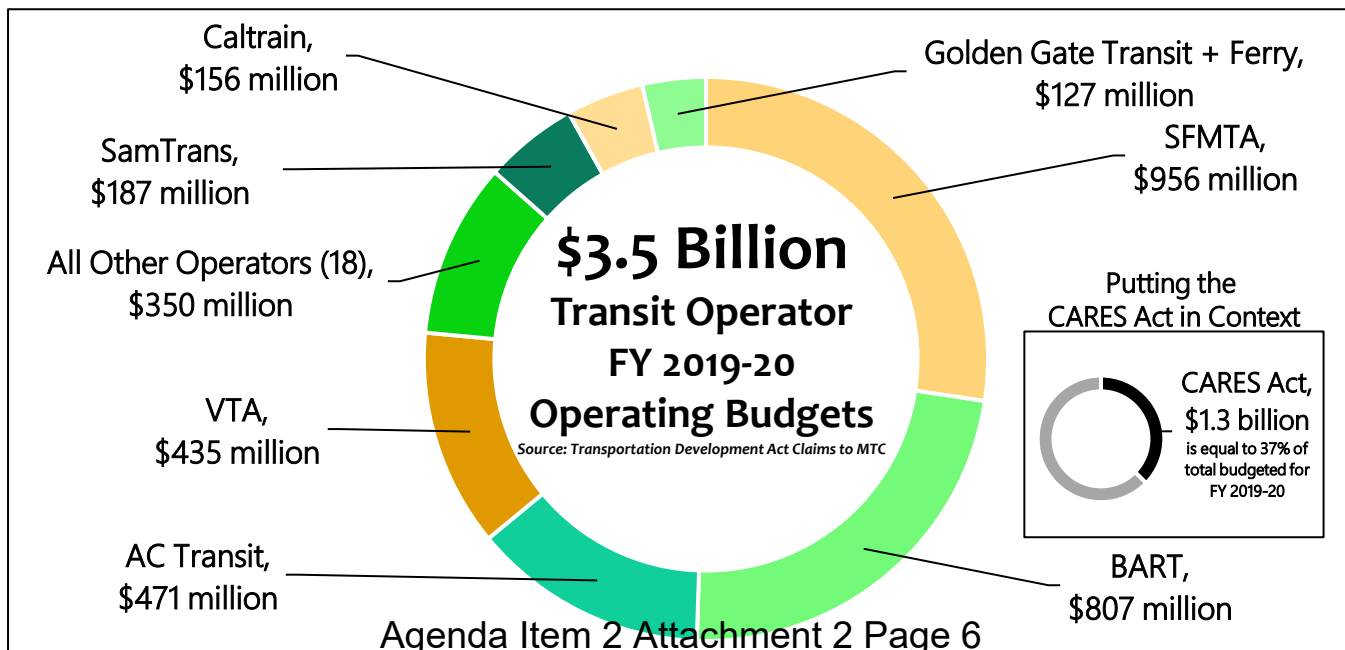
The Bay Area's 25 Federal Transit Administration-eligible transit operators budgeted approximately \$3.5 billion in Fiscal Year 2019-20 to operate nearly 14 million hours of transit service.

### Revenue Heavily Reliant on Fares and Sales Taxes

For Fiscal Year 2019-20 approximately 74% of transit operating revenues were expected to come from fares and sales taxes, the two revenue sources likely to be most severely impacted by COVID-19.



Note: Operating revenue exceeds operating budgets due to fund transfers to capital state of good repair needs.





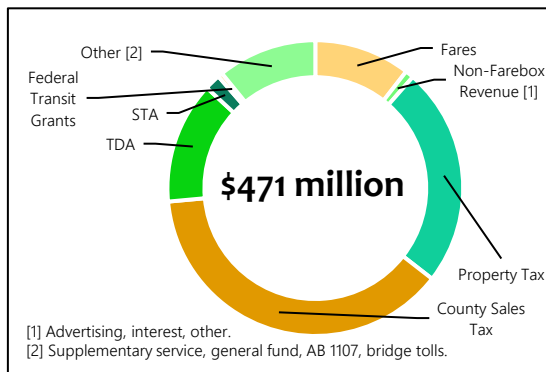
## FY 2019-20 Operating Revenue Sources

### Each Operator Has a Unique Funding Mix

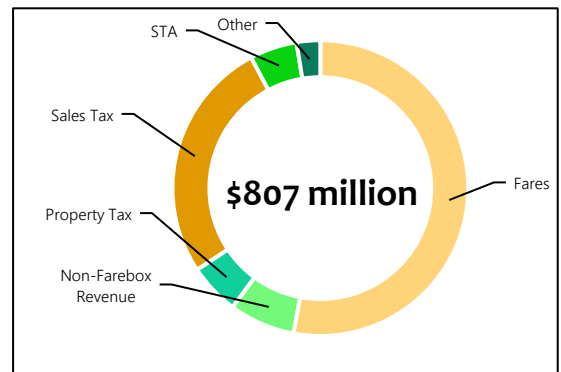
The Bay Area's 25 Federal Transit Administration-eligible transit operators receive their revenue from a wide range of sources. While fare revenue and sales tax revenue are the most important sources of funding for operations, the importance of an individual fund source varies dramatically from operator to operator.

Operators dependent on fare or parking revenue have been hit hardest to date by the impacts of COVID-19 and the resulting collapse of ridership and traffic. The impact of declines in sales tax revenue and other tax-based revenue streams will be begin to be felt over the coming months.

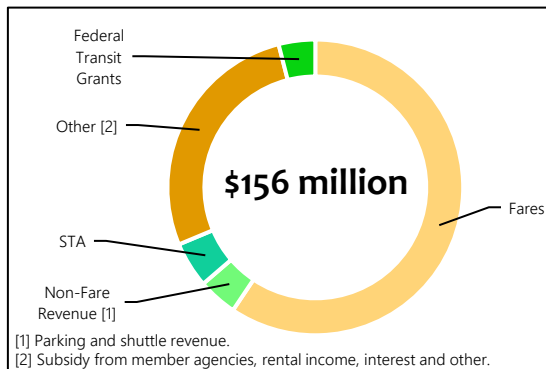
### AC Transit



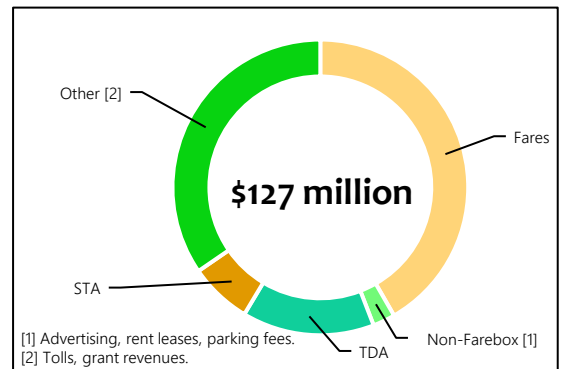
### BART



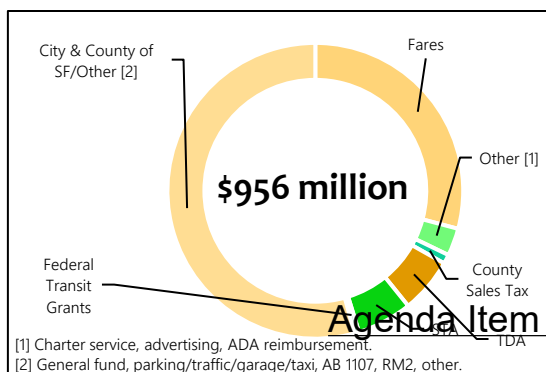
### Caltrain



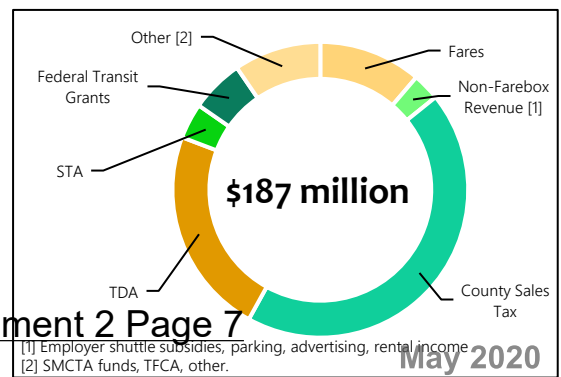
### Golden Gate Transit + Ferry



### Muni (SFMTA)

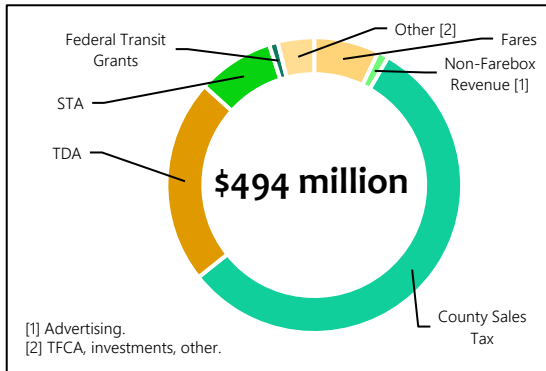


### SamTrans

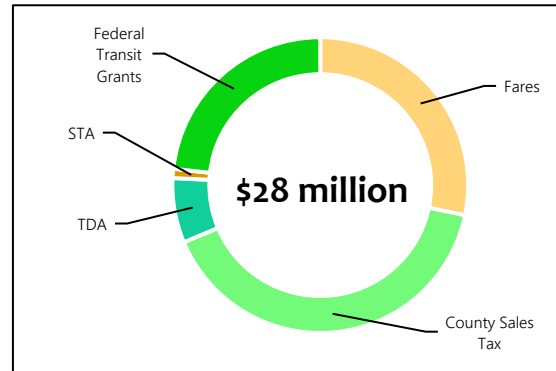


# OPERATOR BUDGETS (con't.)

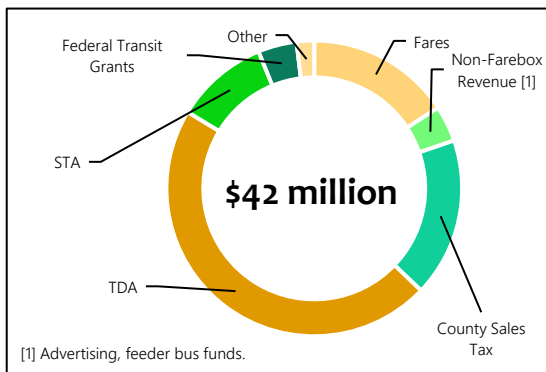
## Santa Clara VTA



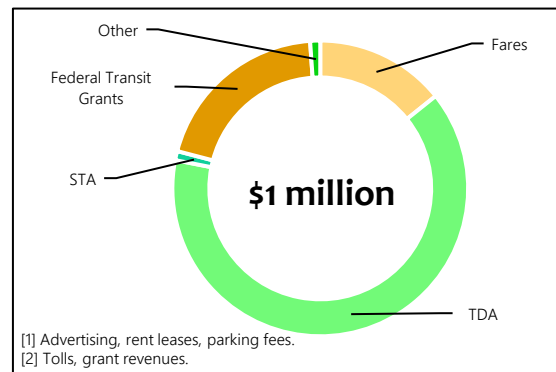
## Altamont Corridor Express (ACE)



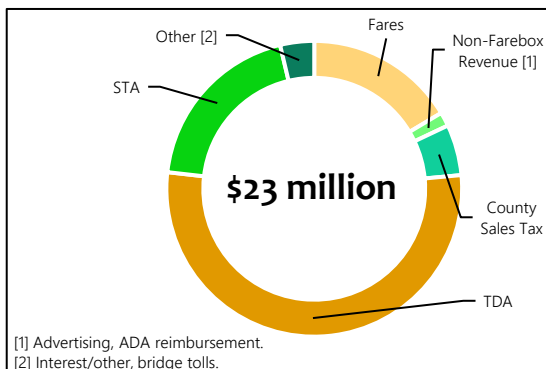
## County Connection (CCCTA)



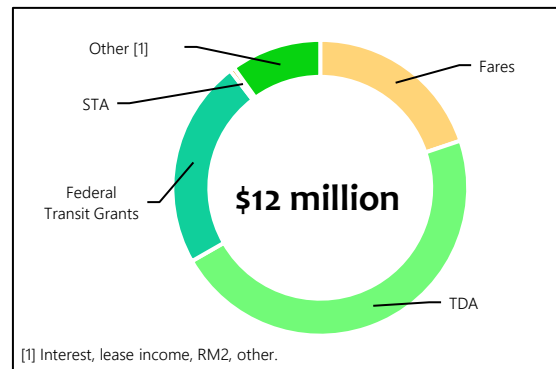
## Readi-Ride (City of Dixon)



## Tri Delta Transit (ECCTA)

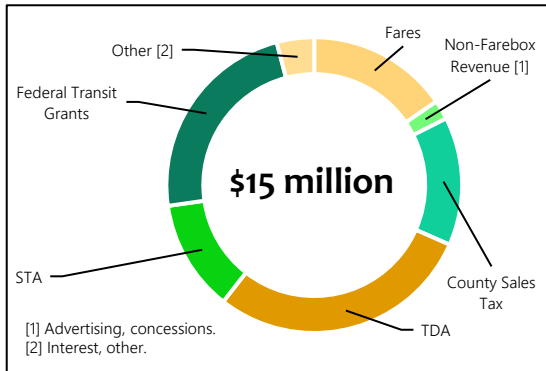


## FAST (City of Fairfield)

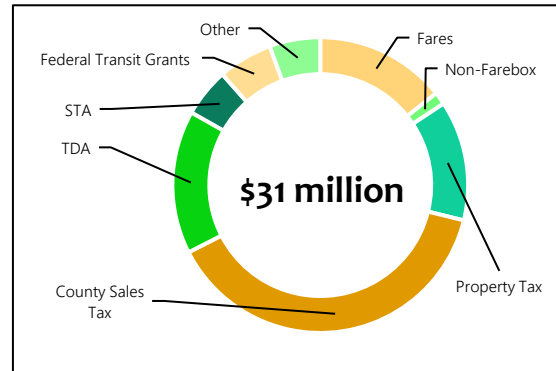


# OPERATOR BUDGETS (con't.)

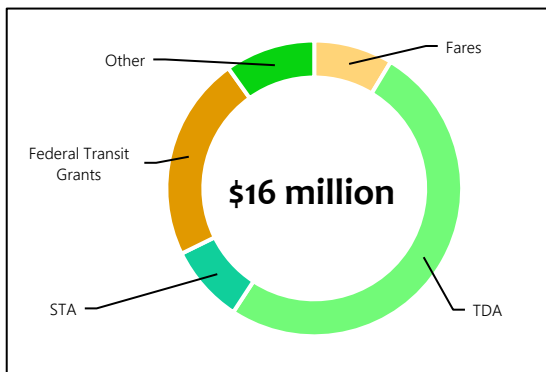
## Wheels (LAVTA)



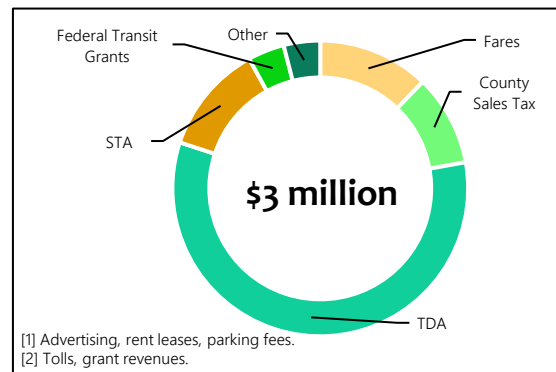
## Marin Transit



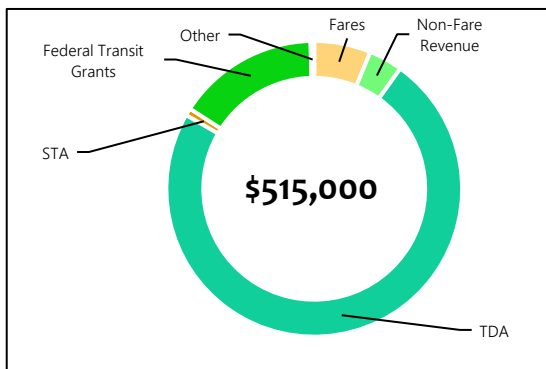
## Napa Vine (NVTA)



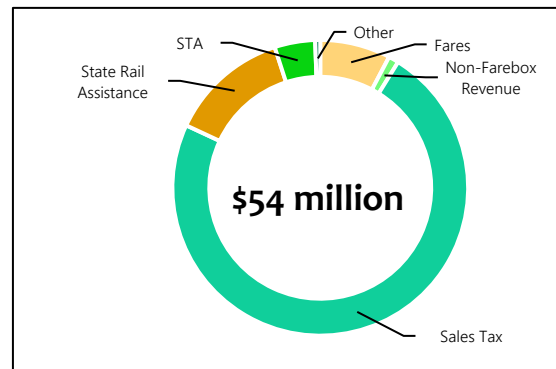
## Petaluma Transit



## Delta Breeze (City of Rio Vista)

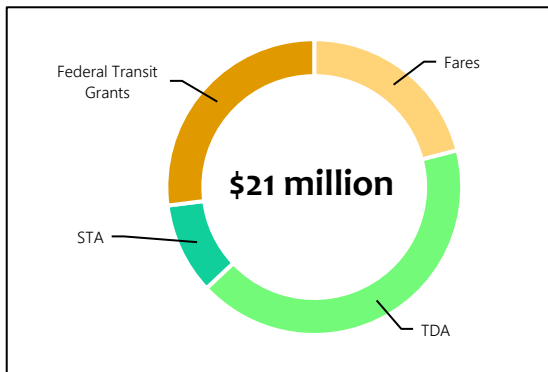


## SMART

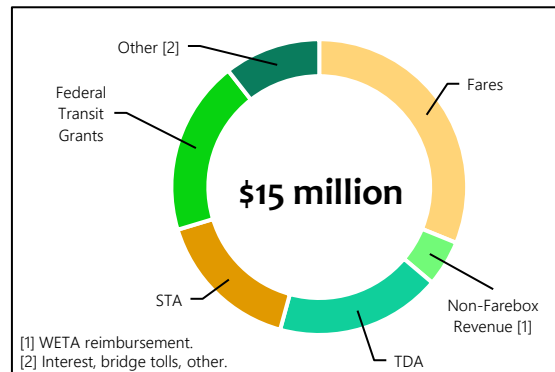


# OPERATOR BUDGETS (con't.)

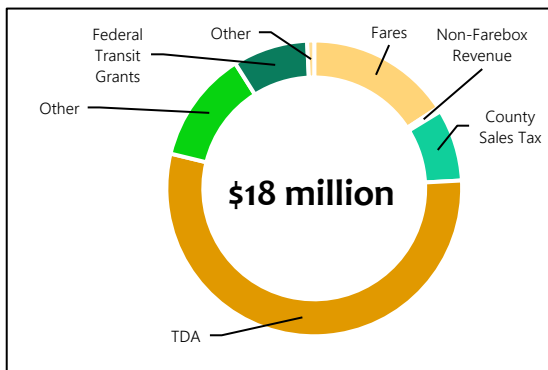
## Santa Rosa CityBus



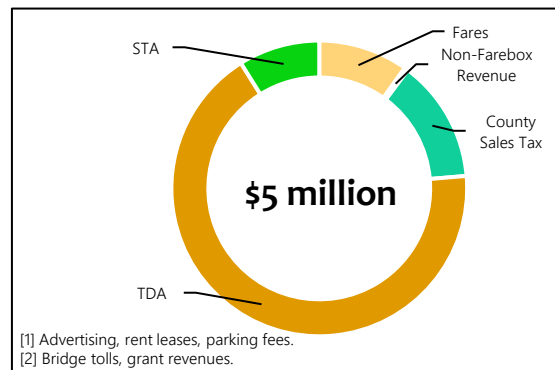
## Soltrans



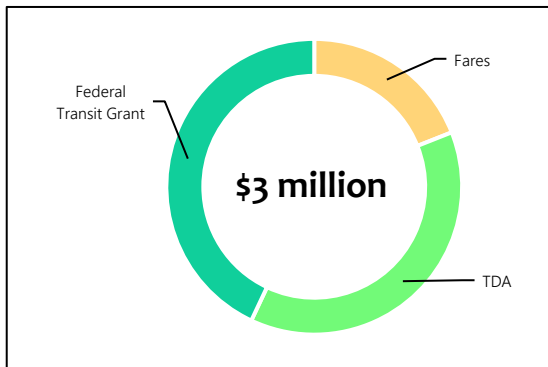
## Sonoma County Transit



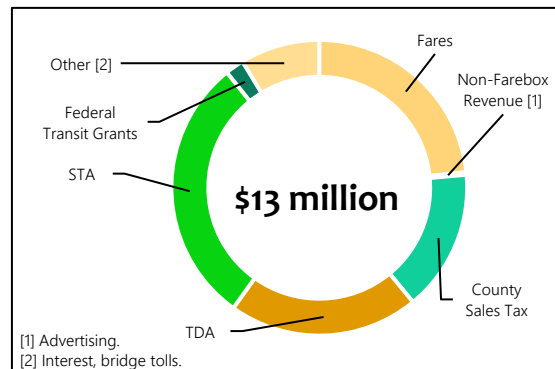
## Union City Transit



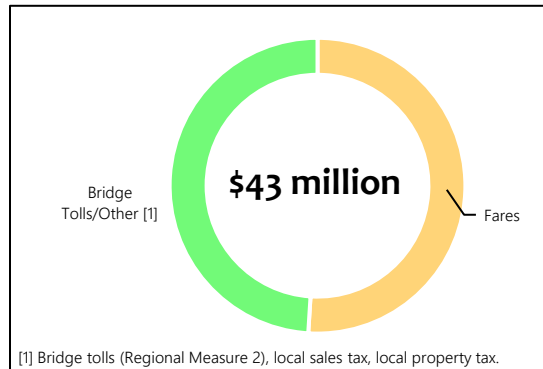
## Vacaville City Coach



## WestCAT (WCCTA)



## SF Bay Ferry (WETA)



Sources: Transportation Development Act Claims to MTC, Operator Budgets

## Definitions

- **Fares.** Revenue from passenger fares (single fare and passes), including revenue earned directly, special transit fares (which may include funds paid as route guarantees by organizations rather than riders), and revenue derived from revenue-sharing agreements with other services and/or operators.
- **Non-Fare Revenue.** Income derived from operations associated with transit. This includes advertising, parking fees, concessions, feeder bus funds, reimbursements for operations, charter services, and funds for student transportation.
- **Property Tax.** Operating revenue from property tax directly levied by the transit agency.
- **County Sales Tax.** Operating revenue from sales taxes levied by the transit agency or by other agencies.
- **TDA (Transportation Development Act).** Operating revenue generated by a one-quarter of one percent sales tax on all retail sales in each county; used for transit, special transit for disabled persons, and pedestrian and bicycle purposes.
- **STA (State Transportation Assistance).** Operating revenue generated by the sales tax on diesel fuel.
- **Federal Transit Grants** Operating revenue from FTA Section 5307 Grants, Section 5311 Grants and Section 5303 Planning Grants.

## Unprecedented Federal Support for Transit Operations

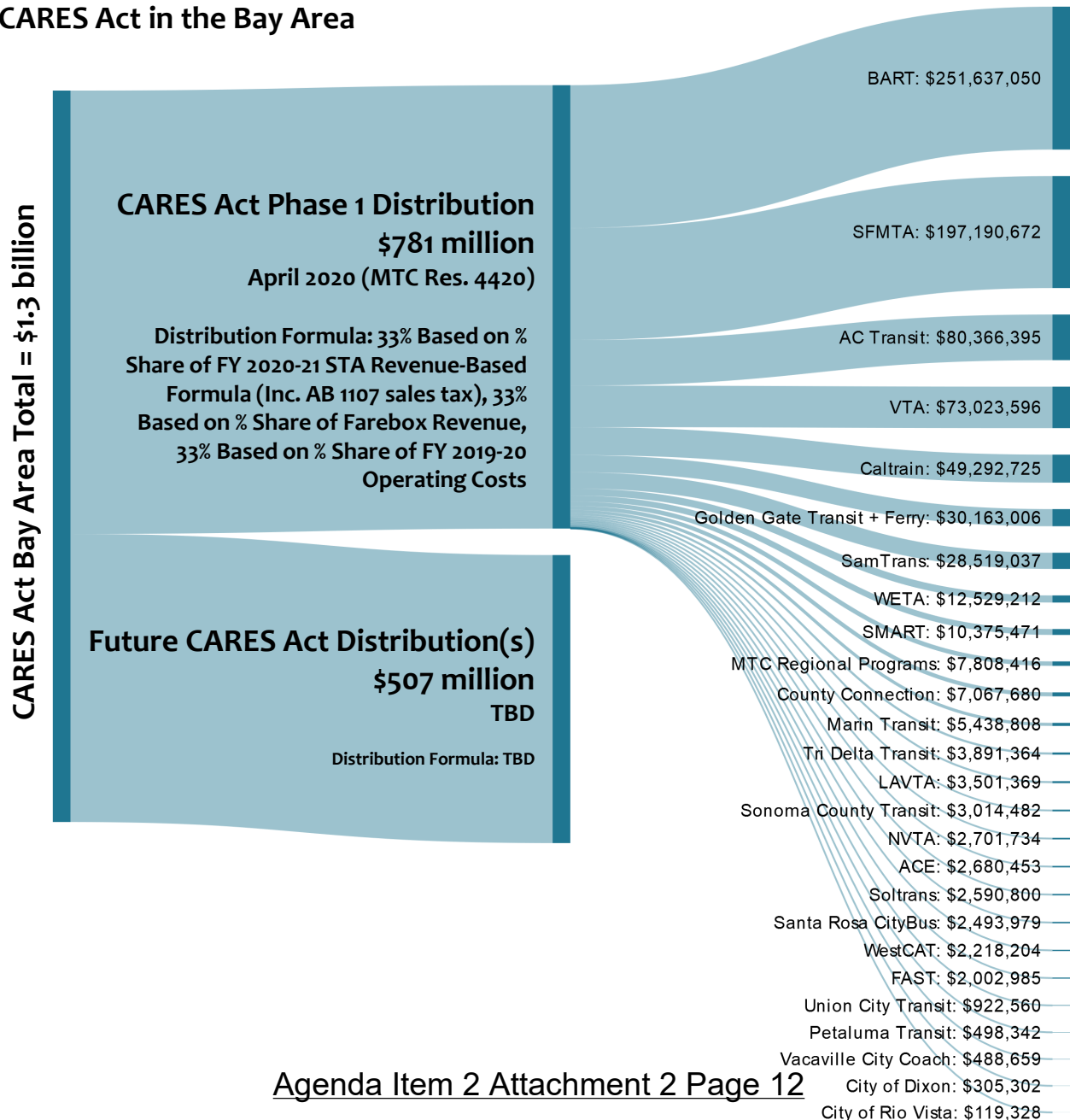
### \$1.3 Billion for the Bay Area

On March 27, 2020 the CARES Act became law and appropriated \$25 billion in supplemental Federal Transit Administration (FTA) Urbanized Area Formula (Section 5307) and Rural Area Formula (Section 5311) program fund apportionments to support transit agency operations impacted by COVID-19. Approximately \$1.3 billion was appropriated to the Bay Area.

### \$507 Million of CARES Act Funds Remain

In April MTC programmed 60.6% of the Bay Area's CARES Act funds, totaling \$781 million, to operators. \$507 million of CARES Act funds remain to be programmed in a future phase(s) this summer. In total the CARES Act provided funds equal to approximately 37% of FY 2019-20 transit operating costs.

### CARES Act in the Bay Area



# COVID-19 Emergency Transit Safety Coordination

## EMERGENCY OPERATIONS CENTER (EOC)

On March 16, 2020, MTC partially activated a virtual Emergency Operations Center (EOC) to assist with regional coordination amidst the COVID-19 national emergency. The EOC was activated relatively early in the pandemic in light of the rapidly changing environment and in anticipation of coming transit service adjustments.

### REGIONAL COORDINATION

#### Meetings

- Convene EOC calls (Daily initially, now weekly)
- Convene Regional Joint Information Center (JIC) – Public Information Officers (PIO) Coordination
- Convene weekly paratransit information gathering and sharing

#### Roles

- Information Clearinghouse - Producing transportation summary reports that are distributed to our transportation partners, the county Departments of Emergency Management, California Office of Emergency Services (CalOES), and federal transportation agencies
- County public health officials have participated in EOC calls to provide insight and directly respond to transit operator questions.

#### Communicating with the Public

- EOC responsible for disseminating rapidly changing transit service changes through 511.org.
- Bus Transit Rider Safety Communication Poster to promote transit rider safety is anticipated to be distributed in Summer 2020.

### Safety for Employees and Riders

Regional conference calls with transit agencies provided opportunity to review and discuss:

- Evolving safety mandates and published guidance
- How and where to procure PPE and safety equipment.
- Sanitation protocols and employee training.

Transit Operators are in direct regular communication with their respective County EOC(s) and Public Health Officials

### Paratransit: Different Needs

Paratransit serves people with disabilities who are typically reliant on public transit. Drivers are in closer contact with riders. Paratransit protocols continue to evolve as agencies seek to protect the well-being of riders and drivers.

- Some have eliminated shared rides, extended paratransit rider eligibility, and eliminated fares
- Some are providing face shields to drivers when social distancing is not possible, such as when securing wheelchairs.
- Some paratransit programs are providing different types of service such as meal or grocery delivery and transporting homeless residents to shelters.

## Health & Safety Guidelines

### CDC Guidelines

- Public Services & Infrastructure

Worker Safety Guidance:

- Maintenance Worker
- Bus Worker
- Station Worker
- Rail Operator

<https://www.cdc.gov/coronavirus/2019-ncov/community/index.html>

### APTA Guidelines

Riders and Employees

April 13, 2020

[https://www.apta.com/wp-content/uploads/COVID-](https://www.apta.com/wp-content/uploads/COVID-19_Transit_Guide_FINAL_04132020.pdf)

[19\\_Transit\\_Guide\\_FINAL\\_04132020.pdf](https://www.apta.com/wp-content/uploads/COVID-19_Transit_Guide_FINAL_04132020.pdf)

### California Guidelines

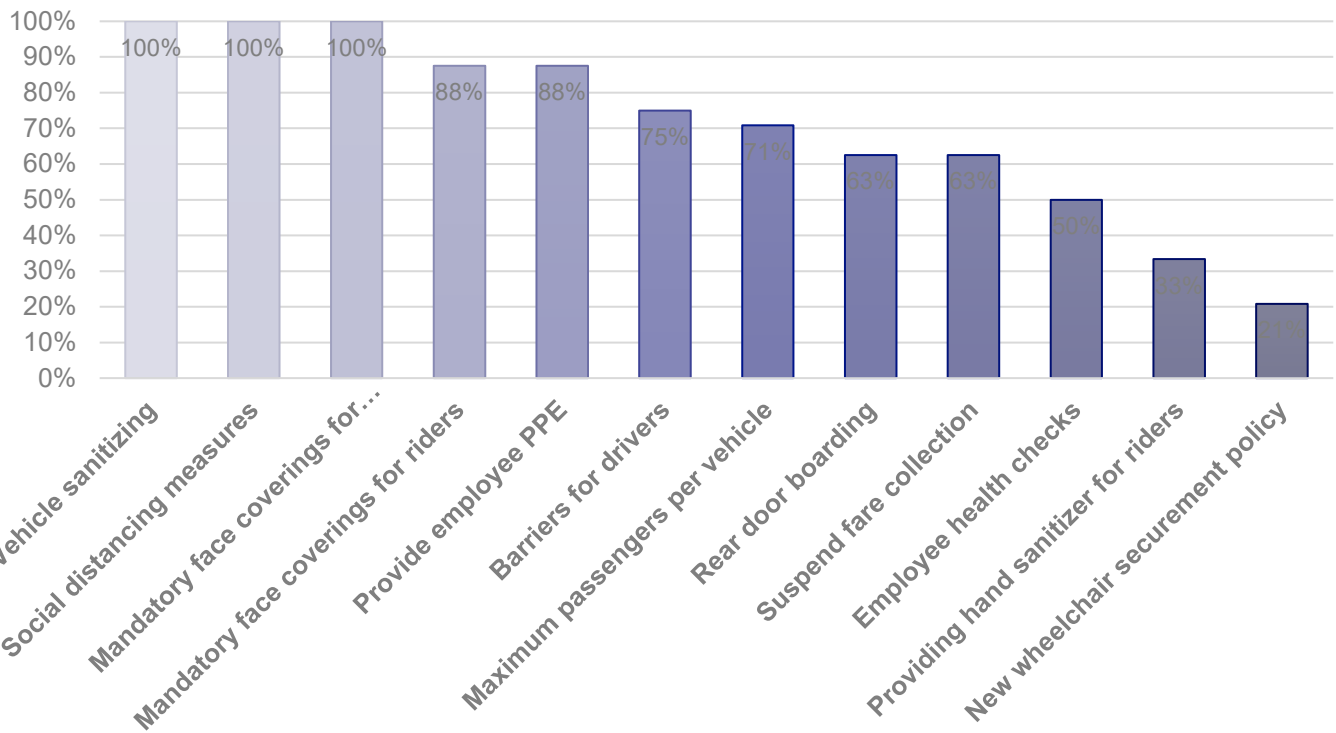
Public Transit and  
Intercity Passenger Rail

May 12, 2020

[https://covid19.ca.gov/pdf/guidance-](https://covid19.ca.gov/pdf/guidance-transit-rail.pdf)  
[transit-rail.pdf](https://covid19.ca.gov/pdf/guidance-transit-rail.pdf)

# COVID-19 Emergency Transit Safety Coordination

Percent of Transit Agencies with Covid-19 Safety Procedures in Place (as of May 22, 2020)



## Transit Operator Safety Practices

MTC conducted a transit agency safety protocols survey (Distributed on April 29, 2020 and updated on May 22, 2020).

- Information Collected: safety guidelines, procurement and distribution of Personal Protective Equipment (PPE), and plans for future safety procedures.
- **What we heard:**
  - Most agencies distribute face coverings (surgical or N95), gloves, and hand sanitizer to drivers and frontline staff.
  - Most agency staff are required to wear PPE.
  - Recommending passenger physical distancing and face coverings.
  - Agencies have been coordinating their pandemic response with County EOCs and County Health Departments
  - Enhancing short-term improvements to safety measures such as driver barriers, passenger load limits, and line-queue pavement markings at transit centers





# TRANSIT RECOVERY TASK FORCE

Note: Information contained here are responses to MTC's safety protocols survey (distributed on April 29, 2020 and updated May 22, 2020). The information is to the best of the agency's knowledge at the time of surveying. Actual practices and conditions may differ from the data represented here.

Survey Question	AC Transit	ACE	BART	CCCTA	Delta Breeze	ECCTA (Tri Delta)	FAST	GGBTDT	LAVTA	Marin Transit	NVTA (Vine)	Petaluma Transit	SamTrans/ Caltrain	Santa Rosa City Bus	SFMTA: Bus & Rail	SFMTA: Paratransit	SMART	SoTrans	Son Co Transit	Union City Transit	Vacaville City Coach	VTA	WestCAT	WETA
Date Submitted	05/13/20	05/21/20	04/30/20	05/04/20	05/06/20	04/30/20	05/04/20	05/04/20	05/05/20	05/05/20	05/22/20	05/08/20	05/15/20	05/05/20	05/04/20	05/04/20	05/03/20	05/06/20	05/01/20	05/20/20	05/06/20	05/20/20	05/20/20	04/30/20
1. What other measures have you put into place to reduce transmission of the Coronavirus?																								
Vehicle sanitizing	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Barriers for drivers	x			x	x		x	x	x	x		x	x		x						x	x	x	x
Clear door boarding	x			x		x	x	x	x			x		x	x					x	x	x	x	x
Support line collection	x			x		x	x				x			x					x	x	x	x	x	x
New wheelchair securement policy	x			x		x	x				x		x						x	x	x	x	x	x
Maximum passengers per vehicle	x			x	x	x	x			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Mandatory face coverings	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Employee health checks	x		x			x		x				x	x		x			x	x	x	x	x	x	x
Provide employee Personal Protective Equipment (PPE)	x	x	x	x		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Mandatory face coverings for riders	x	x	x	x		x		x	x	x	x	x	x	x	x				x	x		x	x	x
Providing hand sanitizer for riders	x		x	x	x	x		x	x	x	x	x	x	x	x				x	x		x	x	x
Social distancing measures	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Other( See notes tab)			x	x			x	x	x				x	x	x	x					x	x	x	x
2. Describe the PPE your agency or contractor is providing to drivers and other front-line staff																								
Face Masks-----																								
Cloth face covering	x	x		x	x	x	x	x	x	x	x	x	x	x	x	x	x		x	x	x	x	x	x
Surgical	x	x	x	x	x	x	x	x	x	x				x	x	x	x		x	x		x	x	x
KN95							x				x													
N95	x		x	x	x	x	x				x			x	x	x		x			x		x	x
PPE																								
Gloves	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Hand sanitizer	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Eye protection	x		x											x	x	x	x		x	x	x	x	x	x
Plastic face shields				x		x			x	x				x	x	x	x		x	x		x		
Coveralls	x											x							x					
Other				Disinfecting wipes				Considering cloth mask options				Antibacterial wipes	All PPE necessary required by any circumstance		Disinfectant cleansers & wipes	Disposable apron					Bleach wipes, disposable barber capes			
3. If applicable, describe the PPE that your agency or contractor is providing to drivers for your paratransit service																								
Face Masks-----																								
Cloth face covering	x			x		x	x	x	x	x	x	x	x	x	x	x			x	x	x	x	x	x
Surgical	x		x	x		x	x	x	x	x		x	x	x	x	x			x	x		x	x	x
KN95							x				x													
N95	x		x	x		x	x														x		x	x
PPE																								
Gloves	x		x	x		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Hand sanitizer	x		x	x		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Eye protection	x		x											x	x	x			x	x	x	x	x	x
Plastic face shields	x					x								x	x	x								
Coveralls	x			x								x						x	x	x				
Other		NA		Disinfecting wipes				NA				Antibacterial wipes			Disinfectant cleansers & wipes	Disinfectant cleansers & wipes								
4. Do you have a shortage of or challenges procuring PPE or safety supplies?																								
Face Masks-----																								
Cloth face covering							x																	
Surgical			x				x	x													x			
KN95							x																	
N95			x		x	x	x															x	x	x
PPE																								
Gloves							x	x																
Hand sanitizer							x	x														x	x	x
Eye protection																								
Plastic face shields																								
Coveralls				x																				
Disinfectant							x																	
Other		NA	Electrostatic sprayers	Disinfecting wipes		Thermometers		Electrostatic sprayers for vehicle & bldg decontamination				Antibacterial Wipes, Electrostatic Sprayer	N9		Disinfectant wipes						Bleach wipes			
Comments (See notes tab)	x		x	x				x	x	x			x		x		x	x	x	x			x	x



**Bay Area Transit Operator Status**  
*As of May 22, 2020*

**TRANSIT RECOVERY  
TASK FORCE**

Transit Operator	Average Weekday Ridership % Decrease (estimated as of April 22, 2020)	Status of Operations/Service	Collecting Fares (yes/no)	Workforce Impacts
AC Transit	-83%	<p><u>Service:</u> Operating a modified service schedule in response to the COVID-19 pandemic. Although similar to the existing Sunday service, arrival times will differ from it.</p> <p><u>Hours of operation:</u> Monday - Sunday - 24 hours (varies by line)</p>	No	<p>Providing personal protective equipment (PPE) to all frontline staff. Face coverings are now required for all passengers and employees.</p> <p>Passengers boarding through rear doors on buses. Passenger limits on buses are as follows: (30ft: 6 passengers, 40ft: 10 passengers, 60ft articulated: 16 passengers, Double-decker: 24 passengers)</p> <p>No furloughs are planned.</p>
BART	-92%	<p><u>Service:</u> Weekday service is running every 30 minutes systemwide all day between 5:00 AM and 9:00 PM with 3-line service beginning earlier in the evening. Single tracking will take place in San Francisco starting at around 8:00 PM. The extra commute trains that run during the AM and PM commute on the Yellow (Antioch-SFO) line have been suspended.</p> <p><u>Hours of operation:</u> Monday - Friday - 5:00 am - 9:00 pm; Saturday - Sunday - 8:00 am - 9:00 pm</p>	Yes	<p>Providing personal protective equipment (PPE) to all frontline staff. Face coverings are now required for all passengers and employees.</p> <p>Have not changed capacity limitations and still running 10 car trains. As ridership increases, will look further into capacity restrictions to maintain social distancing.</p> <p>No staffing shortages or furloughs planned.</p>
Caltrain	-98%	<p><u>Service:</u> Caltrain is running a modified weekday schedule operating 42 trains per day, rather than the usual 92. Trains will make all local weekday stops between San Jose and San Francisco every 30-60 minutes, depending on time of day. Caltrain will continue operating two Gilroy service trains during the morning and afternoon peak commute. Limited and Baby Bullet service will be suspended until further notice. Weekend service will operate normally.</p> <p><u>Hours of operation:</u> Monday - Friday - 4:30 am - 1:40 am; Saturday - 7:00 am - 10:30 pm; Sunday - 8:00 am - 10:00 pm</p>	Yes	<p>Providing personal protective equipment (PPE) to all frontline staff. Face coverings are now required for all passengers and employees.</p> <p>Furloughing train crews on service that has been cut.</p> <p>Ridership on Caltrain is so low, it is easy to keep 6+ feet apart. Therefore, there are no publicly listed specific caps on passengers.</p>

## Bay Area Transit Operator Status

As of May 22, 2020

Transit Operator	Average Weekday Ridership % Decrease (estimated as of April 22, 2020)	Status of Operations/Service	Collecting Fares (yes/no)	Workforce Impacts
Golden Gate Transit + Ferry	Bus: -85% Ferry: -96%	<u>Service:</u> Bus: Operating a reduced service on most routes. Permitting local bus rides within San Francisco in an effort to help SFMTA; Ferry: Operating reduced service on all ferry routes, suspended weekend and Chase Center/Oracle Park ferry service. Have restored service on several routes since beginning of May.  <u>Hours of operation:</u> Monday - Sunday - 4:00 am - 12:00 am	Yes	Providing personal protective equipment (PPE) to all frontline staff. Face coverings are now required for all passengers and employees.  The staffing shortage of bus operators have improved but there remains a shortage on the ferry system. This is not significantly impacting operations due to the reduced ferry service.
SF Bay Ferry/WETA	-85%	<u>Service:</u> Operating very limited service to Oakland/Alameda and Vallejo. Alameda Harbor Bay, Richmond, and South SF service suspended. No weekend service.  <u>Hours of operation:</u> Monday - Friday - 6:00 am - 7:00 pm; Saturday - Sunday - Closed	Yes	Providing personal protective equipment (PPE) to all frontline staff. Face coverings are now required for all passengers and employees.  Staff are wiping down every seat used by a passenger after each use and fogging each boat daily.  Have limited capacity to 25% on vessels but ridership is so low it is not an issue.  Have committed to keep contractors whole until the end of the fiscal year.
SFMTA	-83%	<u>Service:</u> All rail service suspended. Bus service has increased on May 16th. Using a phased approach, the SFMTA is developing service plans in response to anticipated demand changes as San Francisco gradually comes out of the shelter-in-place order.  <u>Hours of operation:</u> Regular service - 5:00 am - 10:00 pm; Owl service - 10:00 pm - 5:00 am	Yes	Providing personal protective equipment (PPE) to all frontline staff. Face coverings are now required for all passengers and employees.  Passengers boarding through rear doors on buses.  To minimize risk to operators and to promote social distancing among riders on our most heavily used routes, the frequency of service has been improved to under 10 minutes.
SamTrans	-75%	<u>Service:</u> Implemented a modified schedule with service reductions on 31 routes. Most routes are operating on their Saturday schedules during the weekday. Weekend service is unchanged.  <u>Hours of operation:</u> Regular service - 4:00 am - 12:00 am; Owl service - 12:00 am - 4:00 am	No	Providing personal protective equipment (PPE) to all frontline staff. Face coverings are now required for all passengers and employees.  Passengers boarding through rear doors on buses.  To ensure social distancing, SamTrans will be monitoring ridership levels route-by-route, and will make adjustments as needed. The passenger cap for our 60-foot articulated buses is 10 passengers and 40-foot buses have a cap of 6 passengers.

## Bay Area Transit Operator Status

*As of May 22, 2020*

Transit Operator	Average Weekday Ridership % Decrease (estimated as of April 22, 2020)	Status of Operations/Service	Collecting Fares (yes/no)	Workforce Impacts
VTA	Bus: -76% Light Rail: - 87%	<u>Service:</u> Bus: Operating a reduced service, with 14 lines and school service suspended. Light rail: Trains operate every 30 minutes.  <u>Hours of operation:</u> Bus: Monday - Sunday - 5:00 am - 9:00 pm; Light rail: Monday - Friday - 6:00 am - 6:00 pm; Saturday - Sunday - Closed	No	Providing personal protective equipment (PPE) to all frontline staff. Face coverings are now required for all passengers and employees.  Vehicles and facilities are disinfected daily.  Passengers boarding through rear doors on buses.
Small/Medium Transit Operators	Average weekday ridership has declined between -70% and -98%.  Ridership declines have been greatest on services focused on peak commute trips and the least on services targeted to lifeline riders.	Most operators have reduced service significantly with many operating a modified weekend schedule every day.  Operators like NVRTA and Santa Rosa CityBus have suspended some fixed route service and replaced it with on-demand app or telephone based dial-a-ride service  SMART has suspended weekend service.  Numerous operators are providing meals on wheels deliveries and assisting with transporting unhoused people to hotels.	Fare collection suspended for most, but not all, bus operators.	Providing personal protective equipment (PPE) to all frontline staff.  Several operators including SolTrans and WestCAT are regularly fogging their buses to disinfect them.  Passengers boarding through rear doors on buses when possible. Passenger capacity limitations are in place at some agencies.  Passengers are not required to wear face coverings on all systems, but it is generally recommended.



## COVID-19 Regional Transit Service Disruptions May 15th, 2020

### Regular Service

Service on these routes is operating normally.

### Suspended Service

Service on these routes has been temporarily suspended.

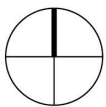
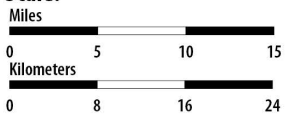
### Bus Substitution

Service on these routes has been substituted by bus.

### Reduced Service

Service or capacity on these routes have been temporarily reduced.

#### Scale:



Source: TomTom North America, January 2016; MTC S11 GTFS

Map Author: JC, May 15th, 2020

File Location: <https://mtcdrive.box.com/s/5ullwk273rko9u2sqx5qm4prqqa1d6zt>

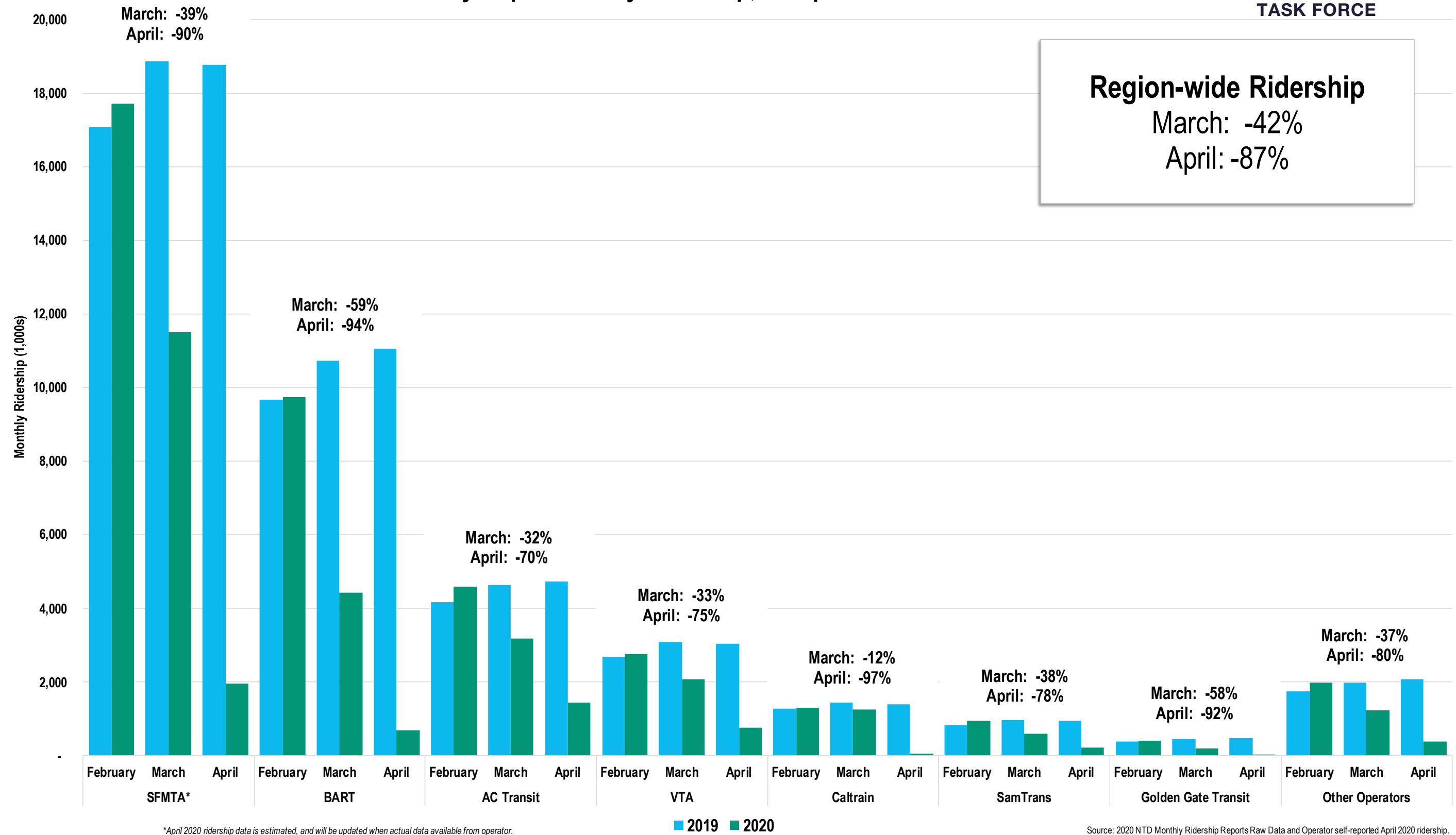
BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE



## February - April Monthly Ridership, Comparison of 2020 to 2019



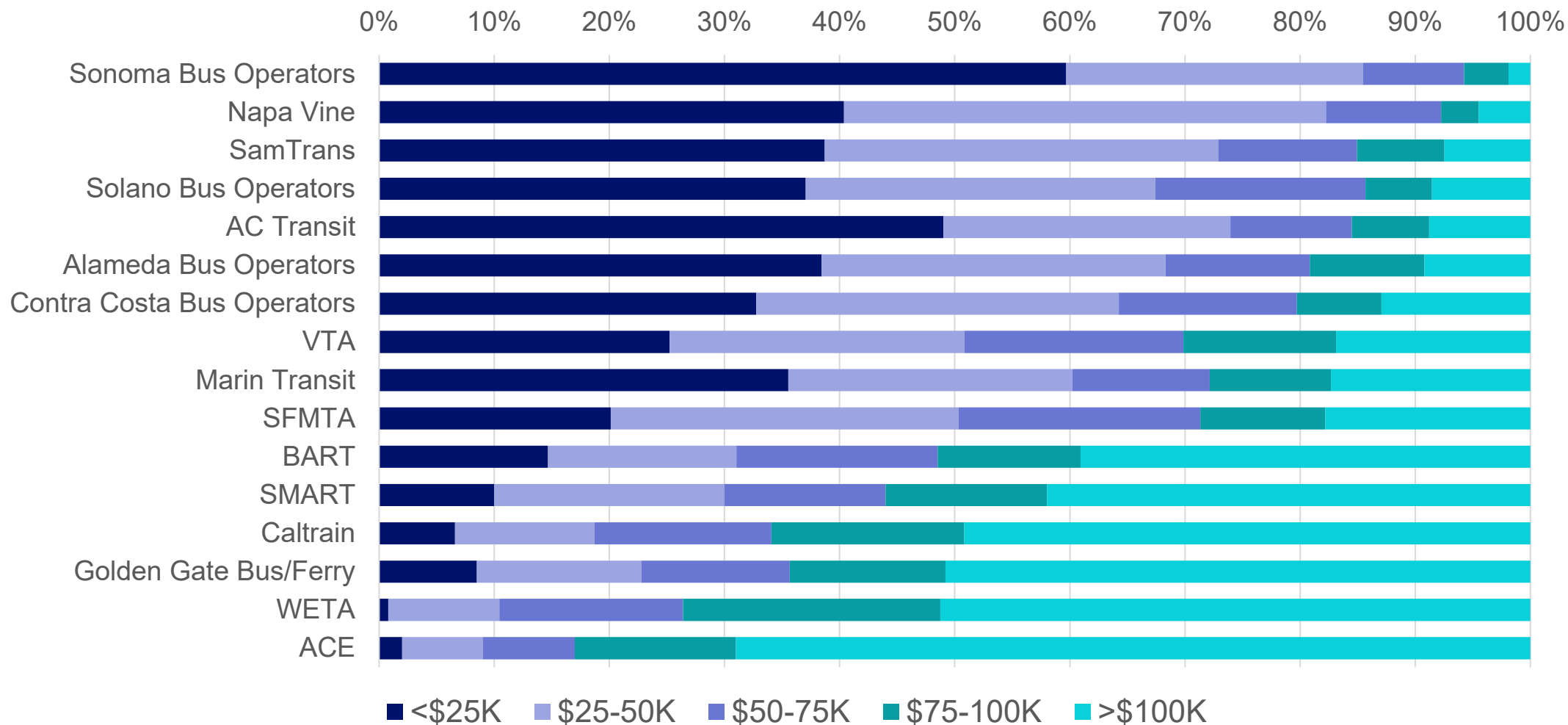


## **Transit Ridership Demographics from Plan Bay Area 2050**

The following charts summarize household income and race/ethnicity characteristics of transit riders who used Bay Area transit between 2012 and 2017. It is important to note that the charts show the percentage of riders with particular household income and race/ethnicity characteristics; these percentages can be applied to pre-pandemic ridership counts to estimate the number of riders within each income or race/ethnicity category.

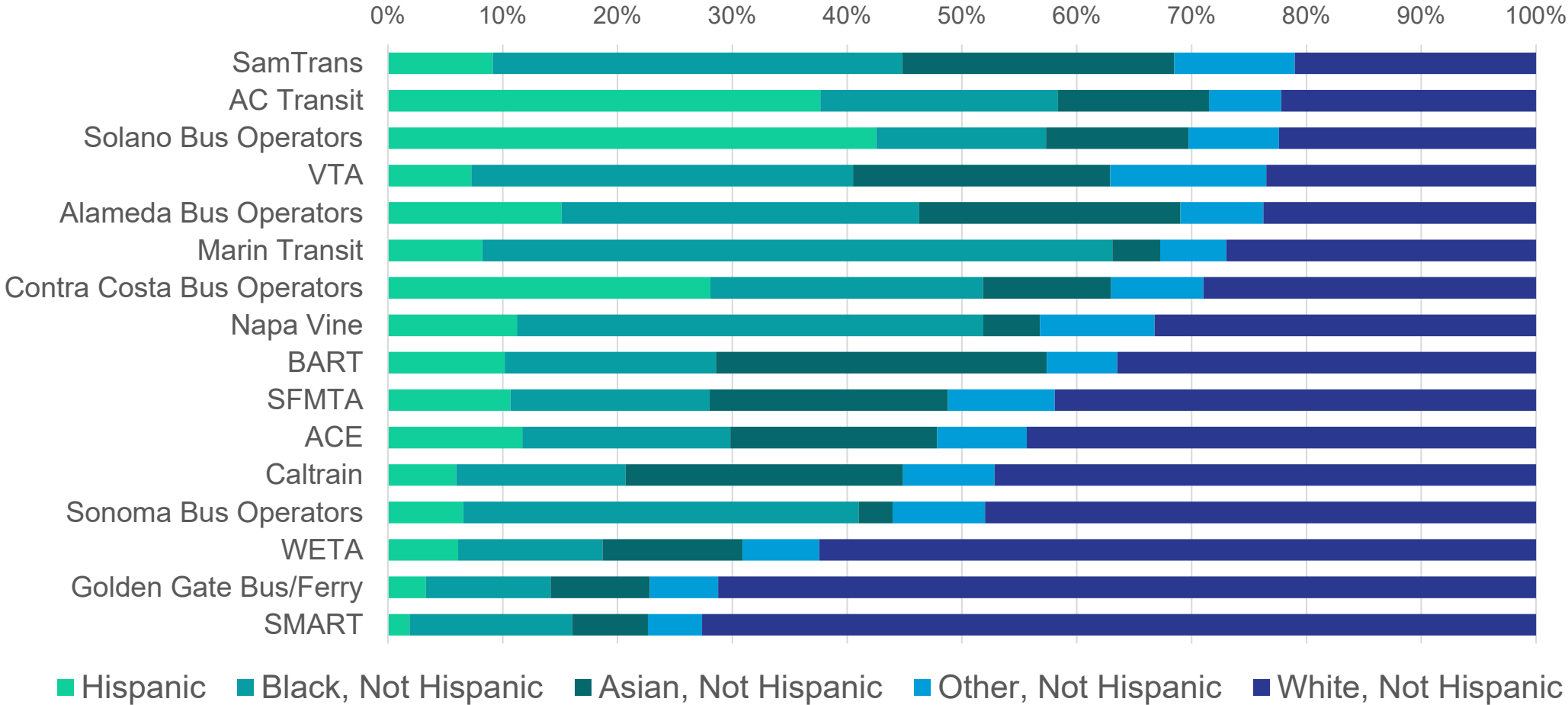
This information was collected from on-board surveys of riders conducted as part of the Regional Onboard Survey Program managed by MTC. Data is collected from approximately five percent of passengers riding the Bay Area's buses, trains, and ferries. Survey data collected from passengers includes trip location information, connecting transportation modes from origins and to destinations, fare payment information, and demographic characteristics of riders and their households. Survey data is collected from transit operators on a rolling basis, with surveys conducted for a few operators every year and a full survey cycle completed every five to seven years. The first data collection cycle was completed in 2017. The data collected from the transit passenger survey are used to support federal Title VI equity reporting requirements for transit riders, to refine regional analytical planning tools, and to perform other MTC transit passenger and equity analyses.

# Transit Ridership by Household Income: *varies by mode and transit operator*





# Transit Ridership by Race/Ethnicity: *also varies significantly*



# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0874      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 5/26/2020      **In control:** Blue Ribbon Transit Recovery Task Force  
**On agenda:** 5/29/2020      **Final action:**  
**Title:** Task Force Framework  
· Task Force process, phases, and timeline  
· Task Force Interviews- Key points  
· Acknowledge other Agenda Packet Attachments

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [Task Force Frame Work](#)  
[Presentation](#)  
[Handouts Correspondence Transit Agencies](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Task Force Framework

- Task Force process, phases, and timeline
- Task Force Interviews- Key points
- Acknowledge other Agenda Packet Attachments

**Presenter:**

Steve Kinsey



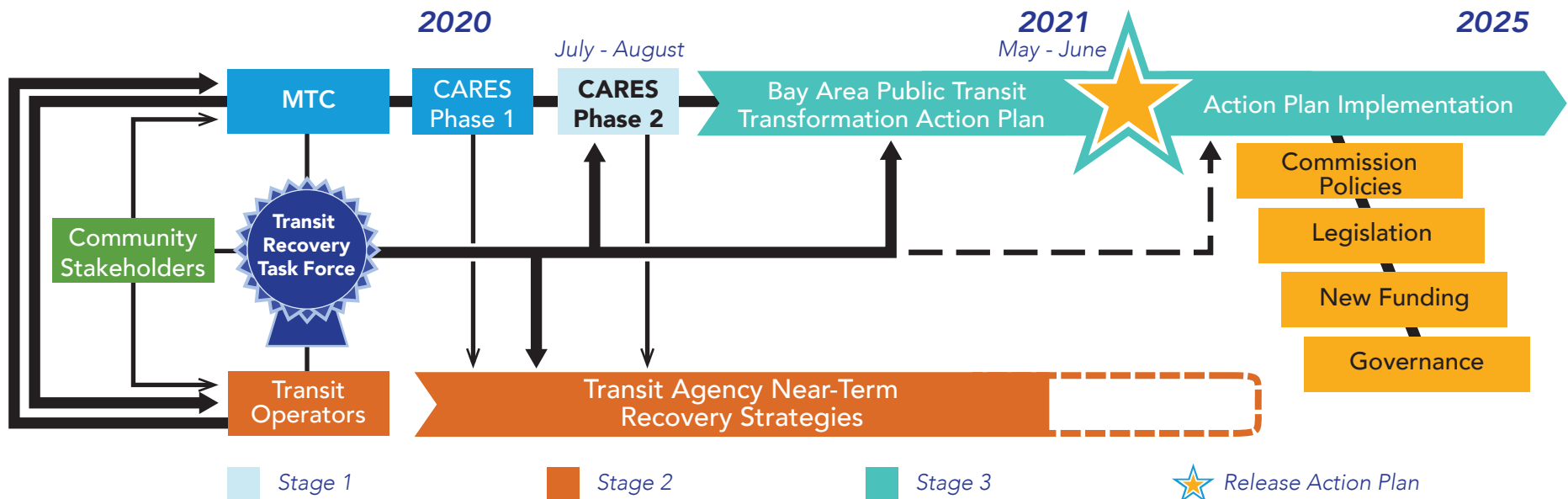
# PURPOSE + TIMELINE

May 29, 2020

## TASK FORCE PURPOSE

The Commission appointed the Blue Ribbon Transit Recovery Task Force to immediately assist MTC in understanding the scale of the crisis facing all Bay Area transit systems as a result of the COVID-19 pandemic, and to guide its regional support through expedited distribution of CARES Act Phase 2 funds. Safety, network connectivity, financial sustainability, and transportation system equity will be important considerations.

Additionally, by mid-2021, the 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.





# INTERVIEWS SUMMARY

May 29, 2020

## NEAR-TERM PRIORITIES

- Immediately achieve uniform, high operational standards of cleanliness and disinfection.
- Prioritize the needs of vulnerable and transit dependent riders in Recovery-based changes.
- Collaboratively develop and deliver a comprehensive, consistent, confidence-building transit message.
- Act with great urgency to distribute remaining CARES Act funds.
- Ensure accountability and transparency of allocations.

## NEAR TERM CONCERNS

- Simultaneous loss of both revenues and ridership has created an unprecedented challenge.
- CARES Act funding will not cover all revenue losses. Smaller agencies may not survive.
- Riders will not return unless uniform, high quality safety and cleanliness standards are evident.
- Sufficient attention will not be given to vulnerable transit riders' needs and operator security.
- Phase 1 distribution concerns need to be addressed in CARES Act Phase 2 fund distribution.

## TRANSFORMATION PRIORITIES

- Create a more understandable, more connected, and more efficient user-focused system.
- Make agency governance changes that achieve improved performance and cost efficiencies.
- Provide the right mix of mobility options to serve both choice and transit dependent users.
- Transit's future should include unified, affordable fare policies and digital access technologies.

## TRANSFORMATION CONCERNS

- Entrenched, parochial governance structure will be difficult to change.
- Near-term service reductions will make it harder to rebuild ridership.
- Transit advocates lack adequate understanding of transit's regulatory and labor constraints
- The decision making process will not adequately reflect the needs of vulnerable riders.



# INTERVIEW QUOTES I

May 29, 2020

This is a permanent disruptor. There's lots of uncertainty and no one has a crystal ball.

Each stage has importance, but if we don't deal with survival there won't be a final stage.

I'm concerned we won't think big enough. We'll get stuck in turf wars.

There's not enough funding. How do we fight over it without fighting?

We need to shape what we can and monitor what we can't.

Seniors and the most vulnerable are the ones who are relying on transit right now. We have to be ready to serve that constituency.

Be bold and move beyond obstruction to a better future for us all.



# INTERVIEW QUOTES II

May 29, 2020

Safety needs haven't been met, and that is critical for getting riders to return.

Urban areas cannot come back without transit, one won't work without the other.

How do we serve people who rely on transit most to fulfill their life and economic duties?

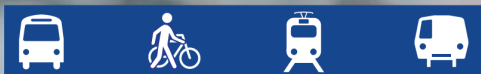
Drivers are afraid, and have already experienced violence over safety enforcement.

We cannot act independently in a conversation this large.

We can't go back to the institutional and operational norms that were in place.



BLUE RIBBON



**TRANSIT RECOVERY  
TASK FORCE**

**TASK FORCE**  
**FRAMEWORK + INTERVIEWS**

**Steve Kinsey**

CivicKnit

May 29, 2020

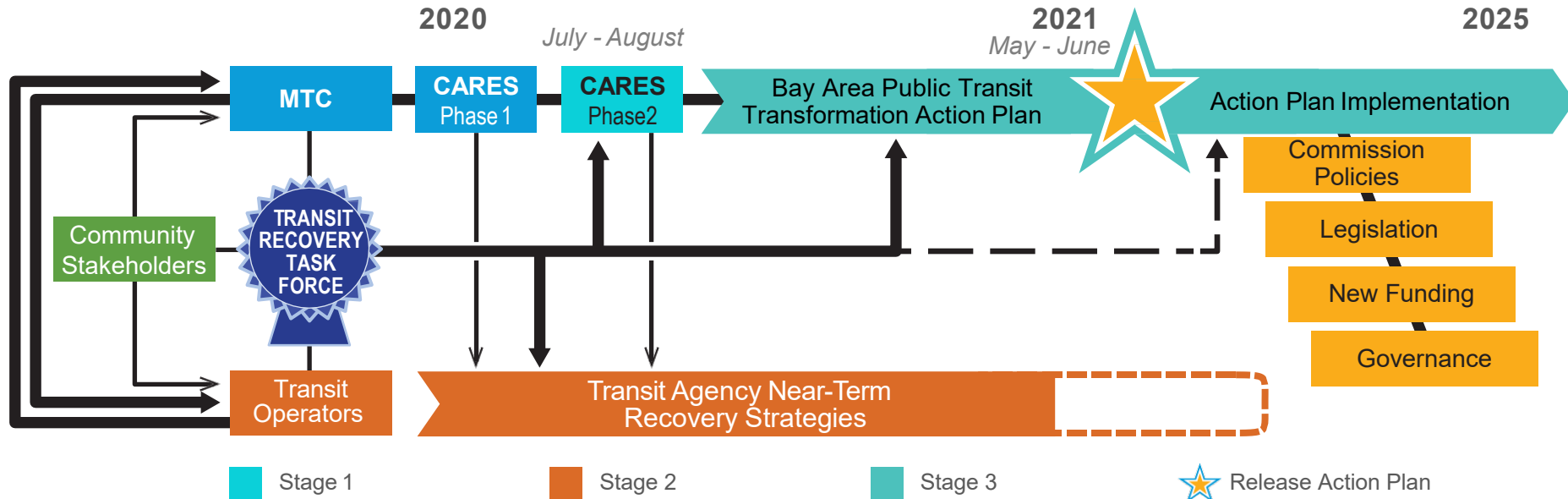
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# TASK FORCE MEMBERS

## MTC COMMISSIONERS

Jim Spering  
*Task Force Chair*

Scott Haggerty  
*MTC Chair*

Alfredo Pedroza  
*MTC Vice Chair*

Dave Cortese

Nick Josefowitz

Gina Papan

David Rabbitt

Amy Worth

Therese W. McMillan  
*MTC Executive Director*

## OPERATORS

Nuria Fernandez, *VTA*

Jim Hartnett, *SMCTD*

Michael Hursh, *AC Transit*

Denis Mulligan, *GGBHTD*

Robert Powers, *BART*

Rick Ramacier, *CCCTA*

Michael Tree, *LAVTA*

Jeffrey Tumlin, *SFMTA*

Nancy Whelan, *Marin Transit*

## STATE REPRESENTATIVES

*State Senator* Jim Beall

*Assemblymember* David Chiu

*CalSTA Secretary* David S. Kim

## STAKEHOLDERS

Hayley Currier, *TransForm*

John Ford, *Commute.org*

Ian Griffiths, *Seamless Bay Area*

Carl Guardino, *SVLG*

Daryl Halls, *BACTA*

Chair Randi Kinman  
*MTC Policy Advisory Council*

James Lindsay, *ATU*

Stacy Murphy, *Teamsters*

Susan Rotchy, *Independent  
Resource Center*

Ellen Wu, *Urban Habitat*

Jim Wunderman, *Bay Area Council*



THANK YOU.

BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

[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)



May 27, 2020

Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale St., Suite 800  
San Francisco, CA 94105-2066

Dear Chair Haggerty and MTC Commissioners,

We are writing in response to the May 27, 2020 letter to the Metropolitan Transportation Commission from Seamless Bay Area regarding recommendations related to public health guidance and safety for transit riders. We recognize the critical importance of ensuring the highest level of public safety for our riders using the protocols recommended by public health experts. We appreciate the recognition of our on-going collaboration with MTC and transit agencies throughout the Bay Area to share information and best practices related to the COVID-19 pandemic.

Transit agencies are currently coordinating to develop Transit Public Health and Safety guidelines and best practices that will address the issues identified in the Seamless Bay Area letter. This work is being informed by guidance from local, national and global public health experts and peer transit systems in regions outside the Bay Area.

As we continue to advance this work, it should be expected that recommendations will evolve throughout the recovery phase, and by working together, our systems will be prepared to respond to changing conditions in a coordinated way. Establishing a new “Office of Rider Safety for Bay Area Transit” would complicate and duplicate these efforts, diverting scarce resources from restoring transit agency services during recovery. This move would add an unnecessary layer and additional cost to the work that is already underway and focused on the following key outcomes:

- Providing workers with personal protective equipment;
- Developing safety standards and protocols to protect public health,



- Developing coordinated marketing and communications campaigns and
- Looking to best practices around the world on how riders can return to and feel safe while riding transit.

We all recognize that these outcomes will be essential to the fundamental recovery of public transit in our region as well as the safety of riders and our essential frontline employees.

We look forward to continuing to work with you as we advance our efforts.

Sincerely,



Nuria Fernandez,  
General Manager  
Santa Clara Valley  
Transportation Authority



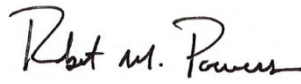
Jim Hartnett, General  
Manager/Executive Director  
San Mateo County Transit  
District/Caltrain



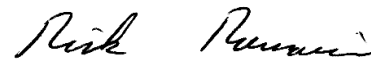
Michael Hursh,  
General Manager  
Alameda-Contra Costa Transit  
District



Denis Mulligan,  
General Manager  
Golden Gate Bridge,  
Highway and Transportation  
District



Robert Powers,  
General Manager  
San Francisco Bay Area  
Rapid Transit District  
(BART)



Rick Ramacier,  
General Manager  
County Connection



Nina Rannells,  
Executive Director  
Water Emergency  
Transportation Authority



Jeffrey Tumlin,  
General Manager  
San Francisco Municipal  
Transportation Agency



May 27, 2020

The Honorable Jim Spring, Commissioner  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale St., Suite 800  
San Francisco, CA 94105-2066

Dear Commissioner Spring:

Thank you for the opportunity to participate in the Metropolitan Transportation Commission's (MTC) Blue Ribbon Transit Recovery Task Force (BRTF). MTC's allocation of the first tranche of Coronavirus Aid, Relief and Economic Security (CARES) Act funds was a critical step that will help ensure transit agencies can maintain core services for essential travel and avoid layoffs and furloughs as we begin the process of planning the recovery and restoration of the region's transit network. We feel strongly that the BRTF will reinforce the regional coordination efforts described below and will put the Bay Area's transit network on a path to financial sustainability and recovery. Together, we can meet this unprecedented challenge.

As the Commission has noted in its discussion of the principles that will guide future CARES Act allocations, the BRTF is an opportunity to discuss the best strategies for ensuring the financial stability of our transit systems and restoring service and ridership in a way that focuses on safety, equity, and network connectivity.

We agree that coordination of our networks and recovery strategies are essential during this continued period of uncertainty. Building on past collaborative efforts, over the last two months, as the impacts of the pandemic on transit systems were first being realized, our agencies began coordinating on several fronts to foster consistent operational, safety, and customer communication approaches.

Since then, we have established a more formal framework that includes the establishment of a set of working groups that will collaborate to ensure that recovery strategies are coordinated throughout the region. Focus areas include:

- Financial Sustainability - Ensure that the pandemic's agency-by-agency financial needs are assessed in a consistent way and the impacts associated with an inability to cover those needs are well understood.
- Public Health and Safety - Develop Transit Public Health and Safety guidelines and best practices to ensure the safety and health of front-line workers and customers during various phases of recovery. This work is being informed by guidance from local, national

and global public health experts and peer transit systems outside of the Bay Area. It should also be expected that recommendations will evolve on different timelines throughout the recovery phase, and our systems will be prepared to respond to changing conditions in a coordinated way.

- Service and Operations Planning - Plan for the coordinated restoration of transit services in a way that ensures access for transit dependent riders and minimizes gaps in service between systems and among communities.
- Communications - Develop and implement regionally coordinated marketing and communications strategies that foster uniform expectations about how the region's transit network will evolve during recovery, what the customer experience will be like, what the region is doing to preserve transit as a viable mobility option now and into the future, and will ultimately regain transit ridership.

These working groups will continue to guide transit agency actions during the time when the BRTF is meeting. We recognize that many of the issues that the BRTF will discuss are covered by the work that these groups are doing, and we expect to report progress to the BRTF and seek feedback on a regular basis.

While the BRTF is charged with discussing how CARES Act funds will be linked to the issues included in Principle 5, we all must keep in mind that adherence to Principles 1-4 are of the utmost importance. Swift allocation of the remaining CARES Act funds will be essential to covering the revenue losses that systems are experiencing and preserving the financial sustainability of transit systems into FY 2021 and beyond. As the BRTF discusses the transit agency recovery strategies and their relationship to CARES Act funding, we should recognize that agencies are operating at historically low revenues and will be for an undetermined amount of time. In light of this, it will be important that recovery strategies:

1. Avoid making it more costly to operate essential transit services through actions that require the operation of services that are over and above what CARES Act allocations will support, or actions that further reduce revenues. As the Seamless Bay Area provisions have been discussed over the last year, we have consistently supported their concepts with the understanding that new investment would be needed to effectively implement many of them. We are working together now to replace lost revenues, and the actions we take during recovery should reflect that.
2. Recognize that agencies receiving CARES Act funds are expected to maintain existing staff. While MTC's initial allocation has demonstrated that there is flexibility in allocating CARES Act funds within the region to achieve certain goals, that flexibility is limited by the expectation from Congress that staff layoffs and furloughs will be avoided.

Again, thank you for the work you are doing to help shepherd us through this crisis. We look forward to working with you, your colleagues, and stakeholders throughout the region to do what



is necessary to position transit to survive this challenge and to emerge from it stronger than ever before. Over the last few months, the Bay Area has demonstrated a clear ability to come together and be resilient in the face of such an immense challenge. We are confident that by working together this effort will be the latest example of that resilience.

Sincerely,

Nuria Fernandez,  
General Manager  
Santa Clara Valley  
Transportation Authority

Jim Hartnett, General  
Manager/Executive Director  
San Mateo County Transit  
District/Caltrain

Michael Hursh,  
General Manager  
Alameda-Contra Costa Transit  
District

Denis Mulligan,  
General Manager  
Golden Gate Bridge,  
Highway and Transportation  
District

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San Francisco Bay Area  
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General Manager  
County Connection

Nina Rannells,  
Executive Director  
Water Emergency  
Transportation Authority

Jeffrey Tumlin,  
General Manager  
San Francisco Municipal  
Transportation Agency

Cc: Members, MTC Blue Ribbon Transit Recovery Task Force  
Members, Bay Area Congressional Delegation  
Ray Tellis, Region IX Administrator, Federal Transit Administration

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0875      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 5/26/2020      **In control:** Blue Ribbon Transit Recovery Task Force

**On agenda:** 5/29/2020      **Final action:**

**Title:** Member Perspectives  
• Initial reflections on what has been presented

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**  
Member Perspectives

- Initial reflections on what has been presented

**Presenter:**  
Commissioner Jim Spering

## Legislation Details (With Text)

**File #:** 20-0902      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 5/29/2020      **In control:** Blue Ribbon Transit Recovery Task Force  
**On agenda:** 5/29/2020      **Final action:**  
**Title:** Correspondence Received  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [CORRESPONDENCE RECEIVED\\_ Blue Ribbon Transit Recovery Task Force #1](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Correspondence Received

**Attachments:**



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# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0876      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 5/26/2020      **In control:** Blue Ribbon Transit Recovery Task Force

**On agenda:** 5/29/2020      **Final action:**

**Title:** Summary and Next Steps

- Summarize today's meeting outcome
- Describe Next Steps

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
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**Subject:**

Summary and Next Steps

- Summarize today's meeting outcome
- Describe Next Steps

**Presenter:**

Steve Kinsey