



375 Beale Street, Suite  
800  
San Francisco, CA 94105

## Meeting Agenda

### Blue Ribbon Transit Recovery Task Force

#### *Members*

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Monday, October 26, 2020

1:05 PM

Board Room – 1st Floor (REMOTE)

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The Blue Ribbon Transit Recovery Task Force will meet on Monday October 26, 2020 at 1:05 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/85863201615>

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

Webinar ID: 858 6320 1615

International numbers available: <https://bayareametro.zoom.us/j/kcUC1XPYJv>

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

*A quorum of this Task Force shall be a majority of its voting members (17)*

## 2. Chair Comments

*Commissioner Jim Spering*

## 3. Consent Calendar

- 3a. [20-1334](#) Minutes of the July 20, 2020 Meeting  
**Action:** Task Force Approval  
**Attachments:** [Minutes of 7 20 2020 BRTTRTF Meeting](#)
- 3b. [20-1420](#) Minutes of the September 14, 2020 Meeting  
**Action:** Task Force Approval  
**Attachments:** [Draft Minutes 9 14 2020 BRTTRTF Meeting](#)
- 3c. [20-1333](#) BRTTRTF #4 Meeting Summary  
**Action:** Task Force Approval  
**Attachments:** [BRTTRTF #4 Meeting Summary Memo](#)
- 3d. [20-1421](#) BRTTRTF #5 Meeting Summary  
**Action:** Task Force Approval  
**Attachments:** [BRTTRTF #5 Meeting Summary Memo](#)

## 4. Stage 2: Near-term Transit Recovery

*MTC staff will present a summary of the surveys conducted by transit operators and industry groups this past summer, provide an overview of the planned communications effort for the return of riders back to transit, and present an overview of transit operations funding in the Bay Area.*

- 4a. [20-1422](#) Operator Survey Summary and Return-to-Transit Communications  
**Action:** Information  
**Presenter:** Randy R. Rentschler, MTC Staff and Sara LaBatt, EMC Research, Inc.  
**Attachments:** [Item 4a Return-to-Transit Program Overview](#)  
[Item 4a Return to Transit Research Review Report](#)

**4b. [20-1529](#) Transit Operations Funding Overview**

**Action:** Information

**Presenter:** Therese McMillan, MTC Staff

**Attachments:** [Item 4b BTRTF Transit Ops Funding](#)  
[Item 4b Transit Operator Ridership and Revenue Update Handout](#)  
[Joint Comment Letter](#)

**5. Stage 3: Transformation Action Plan**

*Based on feedback from the September Blue Ribbon Transit Recovery Task force meeting, a proposed set of goals and objectives to guide the scope of the Task Forces' Transformation Action Plan will be presented for your consideration. At the October meeting, we look forward to your feedback and input.*

**5a. [20-1423](#) Stage 3: Transformation Action Plan**

**Action:** Information

**Presenter:** Steve Kinsey, CivicKnit

**Attachments:** [Item 5a Stage 3 Goals Memo](#)  
[TAP Goals Objectives](#)  
[Joint Comment Letter](#)  
[MTC Policy Advisory Council Comment Letter](#)

**6. Public Comments / Other Business**

[20-1596](#) Correspondence Received

**Attachments:** [Joint Comment Letter Labor Union](#)

**7. Meeting Summary**

*Steve Kinsey, CivicKnit*

**Adjournment**

*The next meeting of the Blue Ribbon Transit Recovery Task Force will be held Monday, November 16, 2020 at 9:05 a.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 #:** 20-1334      **Version:** 1      **Name:**

**Type:** Action Item      **Status:** Consent

**File created:** 9/2/2020      **In control:** Blue Ribbon Transit Recovery Task Force

**On agenda:** 9/14/2020      **Final action:**

**Title:** Minutes of the July 20, 2020 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [Minutes of 7\\_20\\_2020 BTRTF Meeting](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the July 20, 2020 Meeting

**Recommended Action:**  
Task Force Approval

**Attachments:**



375 Beale Street, Suite  
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San Francisco, CA 94105

## Meeting Minutes - Draft

### Blue Ribbon Transit Recovery Task Force

#### Members

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Monday, July 20, 2020

4:05 PM

Board Room – 1st Floor (REMOTE)

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#### 1. Roll Call / Confirm Quorum

**Present:** 31 - Sperring, Member Pedroza, Member Haggerty, Member Cortese, Member Josefowitz, Member Papan, Member Rabbitt, Member Worth, Member McMillan, Member Hursh, Member Powers, Member Ramacier, Member Mulligan, Member Tree, Member Whelan, Member Hartnett, Member Tumlin, Member Fernandez, Member Halls, Member Wu, Member Kinman, Member Beall, Member Chiu, Member Kim, Member Lindsay, Member Murphy, Member Currier, Member Griffiths, Member Wunderman, Member Rotchy, and Member Ford

**Absent:** 1 - Member Guardino

Julianne Cravotto acted as a delegate and voting member of the Task Force in place of David Chui  
Actions noted below as "Chiu" were taken by Julianne Cravotto.

#### 2. Chair Comments

#### 3. Consent Calendar

**Upon the motion by Member Papan and seconded by Member Hartnett, the Consent Calendar was unanimously approved. The motion carried by the following vote:**

**Aye:** 30 - Sperring, Member Pedroza, Member Haggerty, Member Cortese, Member Josefowitz, Member Papan, Member Rabbitt, Member Worth, Member McMillan, Member Hursh, Member Powers, Member Ramacier, Member Mulligan, Member Tree, Member Whelan, Member Hartnett, Member Tumlin, Member Fernandez, Member Halls, Member Wu, Member Kinman, Member Chiu, Member Kim, Member Lindsay, Member Murphy, Member Currier, Member Griffiths, Member Wunderman, Member Rotchy and Member Ford

**Absent:** 2 - Member Beall and Member Guardino

**3a.**     [20-1100](#)     Minutes of the June 29, 2020 Meeting

**Action:** Task Force Approval

**Attachments:** [Item 3a Minutes BTRTF 6\\_29\\_2020](#)

**3b.**     [20-1101](#)     BTRTF#3 Meeting Summary

**Action:** Task Force Approval

**Attachments:** [Item 3b BTRTF #3 Meeting Summary Memo](#)

#### 4. Near-Term Recovery Update

- 4a. [20-1102](#) Transit Public Health and Safety Plan  
Transit Operators will provide an update on their Health and Safety Plans.

**Action:** Information

**Presenter:** Steve Kinsey, CivicKnit and Transit Operators

**Attachments:** [Item 4a Healthy Transit Update](#)  
[Item 4a Urban Habitat TransForm Seamless ATU Letter](#)

The following individuals spoke on this Item:

Aleta Dupree;

Vinita Goyal, Silicon Valley Community Foundation; and

John Courtney.

- 4b. [20-1126](#) Near-term Recovery Update  
Transit Operators will provide an update on their coordination efforts and recovery planning.

**Action:** Information

**Presenter:** Steve Kinsey, CivicKnit and Transit Operators

**Attachments:** [Item 4b Near-term Recovery Update - Transit Agency Presentation](#)

The following individuals spoke on this Item:

Aleta Dupree;

Bob Allen of Urban Habitat; and

Adina Levin.

#### 5. Transformation Action Plan: Stage 3 Launch

- 5a. [20-1103](#) Transformation Action Plan: Stage 3 Launch  
Following a brief context setting presentation, Task force members will be asked to share their priorities and ideas to be incorporated into a Transformation Action Plan.

**Action:** Information

**Presenter:** Steve Kinsey, CivicKnit / MTC staff

**Attachments:** [Item 5 Memo Transformation Action Plan Intro Presentation](#)  
[Transformation Action Plan Discussion](#)

The following individuals spoke on this Item:

Adina Levin;

Vinita Goyal of Silicon Valley Community Foundation;

Aleta Dupree; and

Roland Lebrun.

## **6. Public Comments/ Other Business**

[20-1153](#) Correspondence Received

**Attachments:** [Item 6 Transit Operators General Managers Letter](#)

## **7. Summary and Next Steps**

## **8. Adjournment / Next Meeting**

The next meeting of the Blue Ribbon Transit Recovery Task Force will be in September , time and date TBD, remotely and by webcast as appropriate.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-1420      **Version:** 1      **Name:**

**Type:** Action Item      **Status:** Consent

**File created:** 9/17/2020      **In control:** Blue Ribbon Transit Recovery Task Force

**On agenda:** 10/26/2020      **Final action:**

**Title:** Minutes of the September 14, 2020 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [Draft Minutes 9\\_14\\_2020\\_BTRTF Meeting](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the September 14, 2020 Meeting

**Recommended Action:**  
Task Force Approval

**Attachments:**



375 Beale Street, Suite  
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## Meeting Minutes - Draft

### Blue Ribbon Transit Recovery Task Force

#### Members

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Monday, September 14, 2020

1:05 PM

Board Room – 1st Floor (REMOTE)

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#### 1. Roll Call / Confirm Quorum

**Present:** 30 - Sperling, Member Pedroza, Member Haggerty, Member Cortese, Member Josefowitz, Member Papan, Member Worth, Member McMillan, Member Hursh, Member Powers, Member Ramacier, Member Mulligan, Member Tree, Member Whelan, Member Hartnett, Member Tumlin, Member Fernandez, Member Halls, Delegate Baker, Member Wu, Member Kinman, Member Beall, Member Chiu, Member Kim, Member Lindsay, Member Murphy, Member Griffiths, Member Wunderman, Member Rotchy, and Member Ford

**Absent:** 2 - Member Rabbitt, and Member Currier

#### 2. Chair Comments

#### 3. Consent Calendar

The following individuals spoke on this Item:  
Roland Lebrun

This Item is moved to BTRTF Meeting on October 26, 2020 at 1:05 PM.

3a. [20-1334](#) Minutes of the July 20, 2020 Meeting

**Action:** Task Force Approval

**Attachments:** [Minutes of 7\\_20\\_2020 BTRTF Meeting](#)

3b. [20-1333](#) BTRTF #4 Meeting Summary

**Action:** Task Force Approval

**Attachments:** [BTRTF #4 Meeting Summary Memo](#)

#### 4. Transformation Action Plan Stage 3 Discussion

4a. [20-1248](#) Transit Challenges and Moving Forward

**Action:** Information

**Presenter:** Therese McMillan, MTC and Nancy Whelan, Marin Transit

**Attachments:** [Transit Challenges and Moving Forward](#)

**4b.**     [20-1249](#)     SPUR and Seamless Bay Area Presentation

**Action:** Information

**Presenter:** SPUR and Seamless

**Attachments:** [SPUR and Seamless Bay Area Presentation](#)

The following individuals spoke on this Item:

Monica Mallon

Adina Levin, friends of CalTrain

Peter Straus, SF Transit Riders

Richard Hedges

Sid Kapur

Roland Lebrun

Derek Sagehorn, East Bay Transit Riders Union

Robert Allen, Urban Habitat

Aleta Dupree, and

Adam Pavlacka

**4c.**     [20-1380](#)     Action Plan Scope and Next Steps

**Action:** Information

**Presenter:** Steve Kinsey, CivicKnit

**Attachments:** [BRTRTF Proposed Next Steps roadmap](#)

**5. Public Comments/ Other Business**

The following individuals spoke on this Item:

Roland Lebrun

**5a.**     [20-1246](#)     Correspondence Received

**Attachments:** [TransForm Urban Habitat Teamsters ATU and TWU](#)

[TransForm-UH-ATU-Teamsters Response Letter from James Spering](#)

**6. Meeting Summary****7. Adjournment**

The next meeting of the Blue Ribbon Transit Recovery Task Force will be held Monday, October 26, 2020 at 1:05 p.m. remotely and by webcast as appropriate.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

**File #:** 20-1333      **Version:** 1      **Name:**  
**Type:** Action Item      **Status:** Consent  
**File created:** 9/2/2020      **In control:** Blue Ribbon Transit Recovery Task Force  
**On agenda:** 9/14/2020      **Final action:**  
**Title:** BTRTF #4 Meeting Summary  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [BTRTF #4 Meeting Summary Memo](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
BTRTF #4 Meeting Summary

**Recommended Action:**  
Task Force Approval

**Attachments:**





## TRANSIT RECOVERY TASK FORCE

TO: Blue Ribbon Transit Recovery Task Force

DATE: September 14, 2020

FR: Steve Kinsey, CivicKnit

RE: BRTRTF Meeting #4 Summary

### **Mutual Understanding from Task Force Meeting #4 (July 20, 2020)**

- 1) All operators will provide Personal Protective Equipment (PPE) for employees**
- 2) All operators are cleaning and disinfecting vehicles daily**
- 3) Meeting the needs of transit dependent riders should be a priority**
- 4) Continued coordination among transit operators is beneficial.**

### **Additional Information requested to be included in a future Task Force Meeting**

- 1) What changes can MTC do now vs. what requires legislation?**
- 2) Can cleaning information be posted on buses?**
- 3) How will Governance be analyzed?**
- 4) What additional transit rider survey information will be compiled?**

### **Identified Concerns**

- 1) CTA's industry support role limits their public credibility.**
- 2) Health and safety compliance is not being independently monitored.**
- 3) Public transit ridership will not recover without providing a travel time advantage.**
- 4) 1<sup>st</sup>/Last Mile considerations do not adequately address and are separate from TDM opportunities.**

### **Meeting Summary**

Chair Sperring opened the meeting by expressing appreciation for the Task Force's timely recommendation on the 2<sup>nd</sup> tranche of CARES Act funding. He acknowledged those with continuing concerns, and stated that the Commission is listening. The Task Force received two letters following its action of CARES funding; one from the ATU representative and another from several operators.

Transit operators gave an update on their "*Riding Together: Bay Area Healthy Transit Plan*". They emphasized that it has been a unified effort, draws from national and global research, covers the entire region, and will be adaptively managed by individual agencies, ensuring that both employees and riders are safe. They proposed that the California Transit Association (CTA) serve as the entity to collect transit operator health data (data clearinghouse), offered to update the Task Force on a quarterly basis, and committed to publishing a publicly accessible "dashboard" of safety metrics linked with individual agencies' websites for those interested in more detail.

Task Force members responded with comments and questions. Several disagreed that CTA would be the best manager of information, and some encouraged MTC to take a greater role in monitoring health and safety information.

Operators provided a Near-Term Recovery update. The pandemic has created challenges for both near and long term transit planning. CARES Act funds will run out by year's end and fares will be slow to recover. Operator focus is on communities with the greatest transit need. Operators are

adjusting as ridership demand changes and are maintaining recommended physical distancing measures to the extent feasible. . Flexibility to make changes based on changing circumstances and demand is made more difficult by the months-long process for making service adjustments.

Most operators are participating in weekly coordination meetings that began in April to collaborate on areas including service planning, communications and financial sustainability. Service planning meetings include comparison of passenger surveys, coordination of hub schedule and service information, and advancing transit priority projects on bridge approaches and along major corridors. Ongoing transit improvement planning includes transit priority projects, hub signage, Clipper upgrades, and fare integration.

A regional network map was presented, illustrating a snapshot of frequent service routes that will be updated as service changes are made. Operators plan to establish shared principles related to a connected network, funding needs, and associated governance considerations.

MTC staff initiated the Task Force's Stage 3 effort to develop a *Public Transit Transformation Action Plan*. Though time was limited, members were asked to identify personal priorities. Task Force members support continuing coordination. Several indicated that providing buses an advantage on streets and highways should be prioritized. Others emphasized that governance needs to be systematically analyzed. Giving vulnerable populations, including paratransit users, special attention was mentioned. Secretary Kim encouraged engaging with the state's Integrated Travel Program (Cal ITP) regarding contactless payment upgrades. Assembly Member Chiu restated his willingness to introduce legislation, beginning in December.

Additional surveys of rider preferences, coordinated, connected network planning, transit advantage infrastructure, universal data collection, finding additional funding, considering governance changes, reducing disparities for disadvantaged communities, and creating affordable fares were mentioned.

As the process proceeds, targeted outreach, additional surveying, receiving input from the Advisory Council and Partnership Board, and bringing forward work related to Fare Integration, Signage and Wayfinding, and the BATA Recovery Ad Hoc Working Group will occur.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

**File #:** 20-1421      **Version:** 1      **Name:**  
**Type:** Action Item      **Status:** Consent  
**File created:** 9/17/2020      **In control:** Blue Ribbon Transit Recovery Task Force  
**On agenda:** 10/26/2020      **Final action:**  
**Title:** BTRTF #5 Meeting Summary  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [BTRTF #5 Meeting Summary Memo](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
BTRTF #5 Meeting Summary

**Recommended Action:**  
Task Force Approval

**Attachments:**



## TRANSIT RECOVERY TASK FORCE

TO: Blue Ribbon Transit Recovery Task Force

DATE: October 26, 2020

FR: Steve Kinsey, CivicKnit

RE: BRTRTF Meeting #5 Summary

### **Mutual Understanding from Task Force Meeting #5 (September 14, 2020)**

- 1) Additional transit rider survey and messaging information should be presented.**
- 2) Additional funding is needed to support both existing and expanded services.**

### **Identified Concerns**

- 3) How is equity achieved in this work?**
- 4) Survival is a preoccupying responsibility for operators at this time. The near-term recovery stage is much longer than originally anticipated.**
- 5) Will a qualified consultant be retained to evaluate institutional issues?**

### **Meeting Summary**

Chair Sperling opened the meeting by expressing appreciation to Carl Guardino for his many civic contributions as CEO of the Silicon Valley Leadership Group and welcomed Jason Baker as a new Task Force member, replacing Carl upon his retirement. He also acknowledged the Task Force's contribution to the Operators' *Healthy Transit Plan* and said that the MTC Commission will receive regular updates.

He described the meeting as a pivot point, turning from CARES funding and health issues to a focus on the future of public transit. Recognizing that recovery is taking longer than originally anticipated, the Chair said that it is still important to proceed, which began with several presentations at the September meeting.

MTC Executive Director, Therese McMillan, initiated a joint presentation on the Stage 3 *Transformation Action Plan*; acknowledging that transit's existing situation is challenging and highly uncertain as a result of the pandemic's continuing impact on both revenue and ridership. She recognized that the Stage 3 focus should be on a post-COVID future, but cautioned that it must be balanced with parallel consideration of the operator-led Stage 2 Recovery. In all aspects of MTC's planning and programming, it is essential to address the historic disparities facing underserved and vulnerable transit riders, including directly seeking out their input in the work of this Task Force.

Marin Transit General Manager, Nancy Whelan, presented the operators' perspective on the challenges associated with improving transit's coordination and performance, emphasizing that agencies are in "survival mode", with a 77% decline in ridership regionally. In a review of the transit trips since April 2020, operators have found that most trips are local, with an average distance of less than six miles.

Ms. Whelan highlighted that while transit agencies are continually seeking to improve, there exists a significant number of elements outside of their control that impact transit operations. She suggested that improvements should be considered in the context of near-term and longer-term. Near-term improvements to service coordination, low-cost innovations, and an improved 511 may

be possible without significant new funding. With additional funds and time to plan, other transit priority improvements and a regional express bus service could build the Bay Area into a world-class system. She closed by identifying several different levels of management and governance options, ranging from non-binding to consolidation.

Task Force members, followed by the public, responded with questions and comments, offering thoughts on equity, the importance of improving existing service before further expansion, the need to identify new funding sources, the inherent issues that make consolidation difficult, and how now is the opportunity to think about making changes that create significant improvements. Further, the needs of people with disabilities should be an integral topic in this process and future discussions.

Assembly Member Chiu stated that health safety and survival are important and hopes that we can build public confidence without the need to pursue legislation. He encouraged thinking about ways to make the recovery do more than achieve 4% of trips on transit.

A second presentation was made by Ian Griffiths, Seamless Bay Area's Policy Director and Jonathan Kass, SPUR's Interim Transportation Policy Director. They emphasized that institutional reform is essential during this recovery period to address problems such as infrequent, unreliable, and inequitable service. They also identified changing land use policies and securing additional transit funding as needed in addition to institutional reform. They focused on the benefits that can be achieved through the use of a network manager with broad, binding authority, and illustrated systems around the world that function under that structure. They recommended that the Task Force retain a qualified consultant to analyze the Bay Area's transit investments and governance structure as the best approach to transform our network.

Task Force members, followed by the public, responded with questions and comments. Several supported the idea that the region's transit management is too fractured, warranting consolidation. Some emphasized that no significant improvement can occur without substantial additional funding, while others felt that improved services are not wholly dependent on more funds. Some believe that MTC can or does serve as the Network Manager. Others questioned whether any U.S. Network Manager examples exist, and the Seattle area was identified.

Public members encouraged changes be designed by thinking of the customer first, giving special attention to fare integration and affordability.

Task Force member feedback and public comments from the September meeting will be used to develop a focused work scope discussion for the October 26 meeting.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
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## Legislation Details (With Text)

**File #:** 20-1422      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 9/17/2020      **In control:** Blue Ribbon Transit Recovery Task Force  
**On agenda:** 10/26/2020      **Final action:**  
**Title:** Operator Survey Summary and Return-to-Transit Communications  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [Item 4a Return-to-Transit Program Overview](#)  
[Item 4a Return to Transit Research Review Report](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
**Operator Survey Summary and Return-to-Transit Communications**

**Presenter:**  
Randy R. Rentschler, MTC Staff and Sara LaBatt, EMC Research, Inc.  
**Recommended Action:**  
Information

**Attachments:**



BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

# RETURN TO TRANSIT

## Existing Research + Program Overview

### Presenters

Randy Rentschler, MTC

Sara LaBatt, EMC Research, Inc.

October 26, 2020



# Project Purpose and Research Notes

- ▶ Review and summarize existing research provided by Bay Area transit operators and other entities to MTC around the impact of COVID-19 on current and future transit ridership
- ▶ Summarize barriers and motivators for the public's return to transit
- ▶ Determine where there are gaps in the information already gathered
- ▶ Inform the design of future public opinion and employer research on this topic

## Research Notes

***Most of the reviewed research was conducted in the May to July 2020 timeframe, when return to work plans were just beginning to be formulated and much was still not understood about COVID-19.***

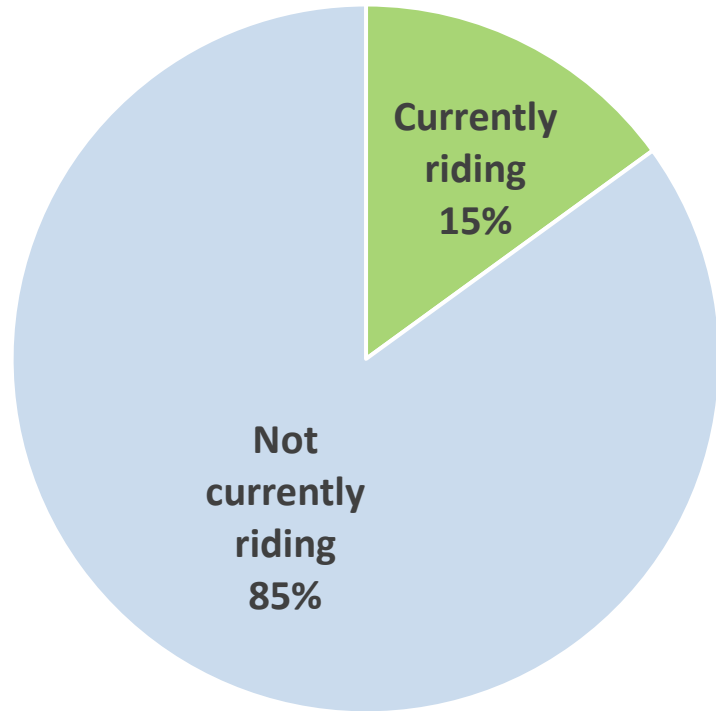
*Transit rider research was provided by 11 Bay Area transit agencies, including ACE, AC Transit, BART, Caltrain, Capitol Corridor, Golden Gate Transit, Golden Gate Ferry, SamTrans, SMART, VTA, and WETA. Most of the agency research was conducted online using invitations distributed through rider lists, social media postings, agency websites, and community groups.*

*Employer research was provided by Bay Area Council, Silicon Valley Leadership Group, and Caltrain's GoPass program.*



# Current Rider Behavior

Are you currently riding BART?  
(among pre-COVID riders)



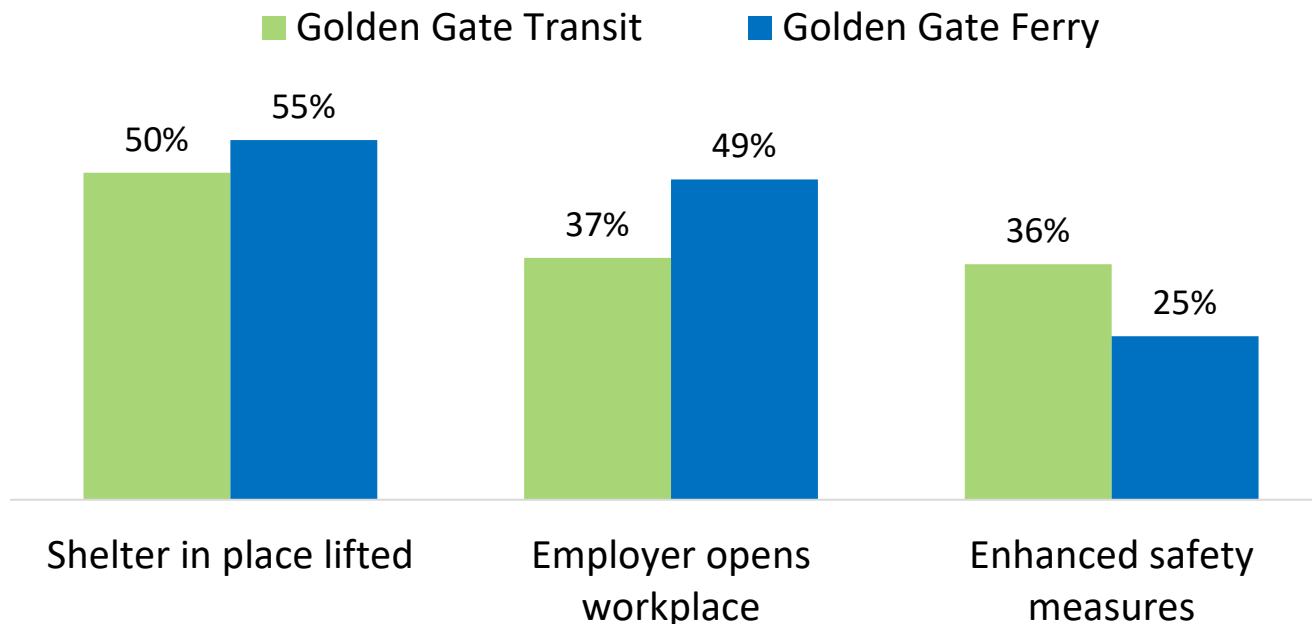
*Current BART riders primarily work in  
healthcare, construction, food service, or  
government*

- ▶ A majority of Bay Area transit riders **stopped riding transit** in March 2020; many of the rest reduced their ride frequency.
- ▶ The reduction was largely driven by **employers shutting down workplaces** and requiring work be done remotely; replacing transit riding with another travel mode was a much smaller driver of trip reduction.
- ▶ Remaining riders were mostly **commuting to work**, and many identified themselves as **essential workers**; those continuing to ride were largely lower income, more likely to be Black or Hispanic, and less likely to own or have access to a vehicle.

# When Will They Return to Transit?

Many riders believed they would return to at least some transit riding **when employers reopen workplaces** and the shelter in place orders are relaxed; **few said they would wait for a vaccine** or cure to consider a return to transit.

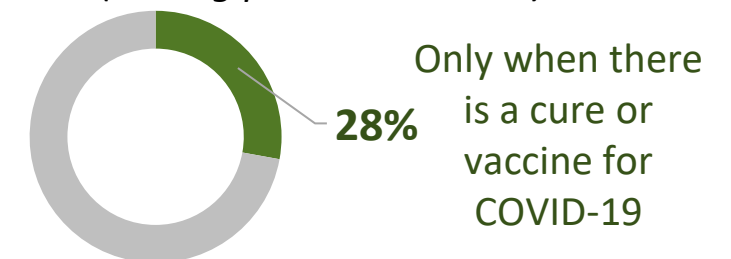
**What needs to happen for you to return to riding Golden Gate Transit/Ferry?**  
*(among those not riding now)*



**When the shelter in place order is lifted, how often do you expect to ride AC Transit?**  
*(among pre-COVID riders)*

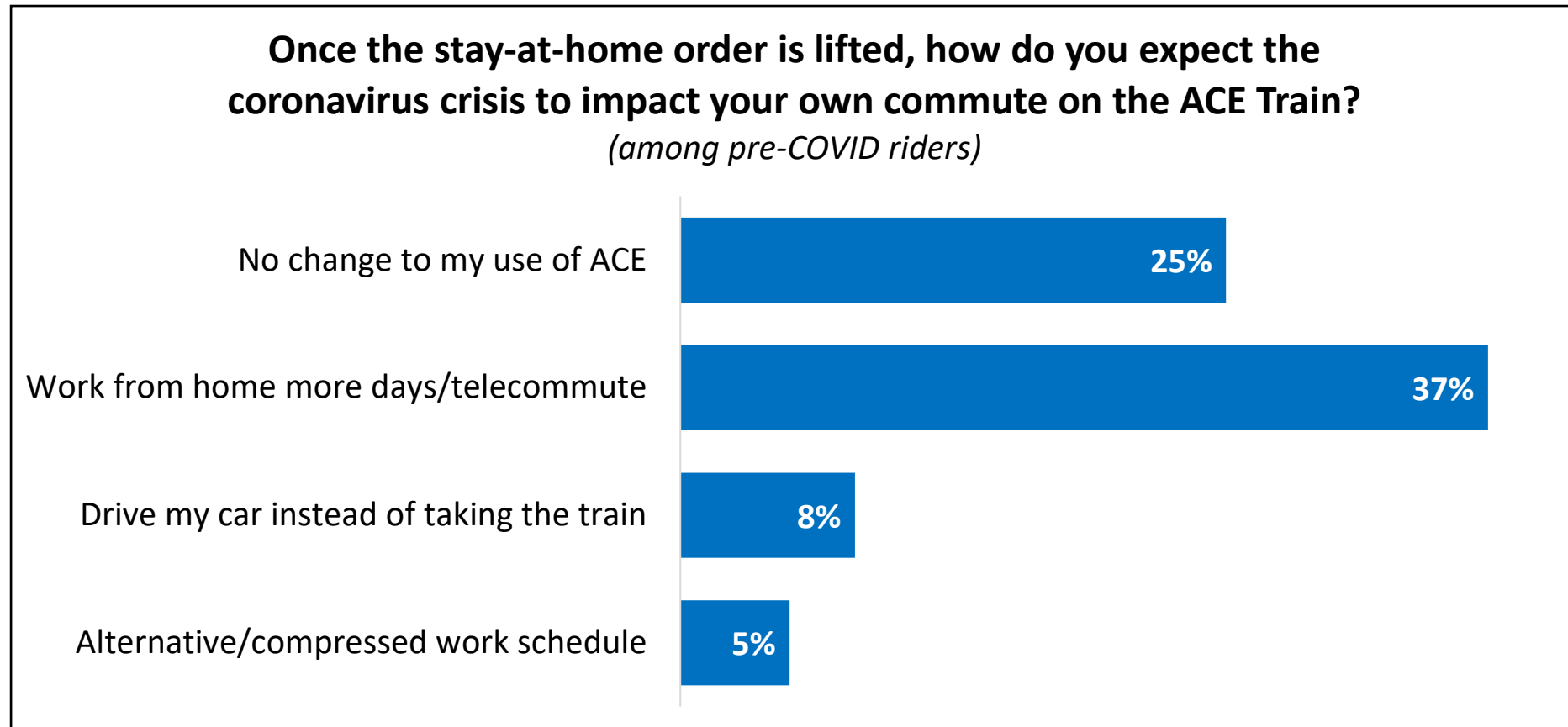
As frequently as before	49%
Less often than before	20%
Not at all	8%
Don't know	23%

**What would it take for you to return to your previous level of VTA usage?**  
*(among pre-COVID riders)*

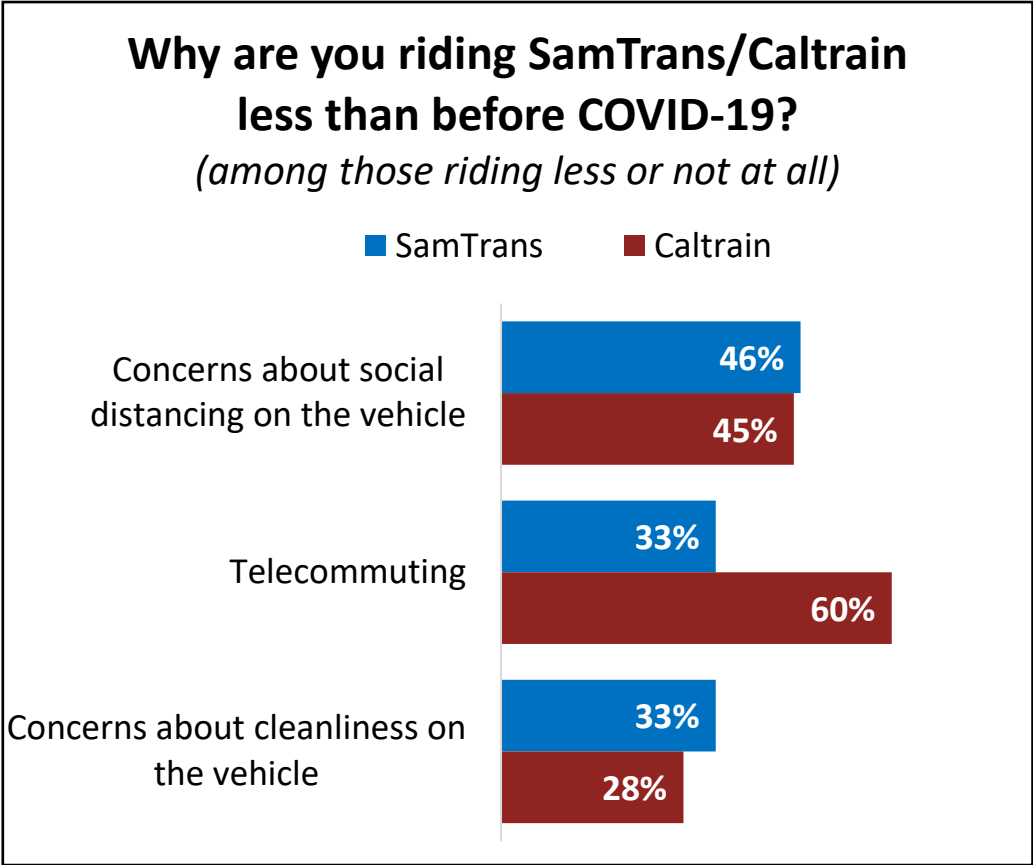


# Anticipated Commute Changes

Many riders expect to **telecommute more frequently** than before COVID, and many felt their employers may support **flexible work schedules** to ease commute crowds. For most agencies there is a small segment likely to replace some or all of their transit trips with driving.



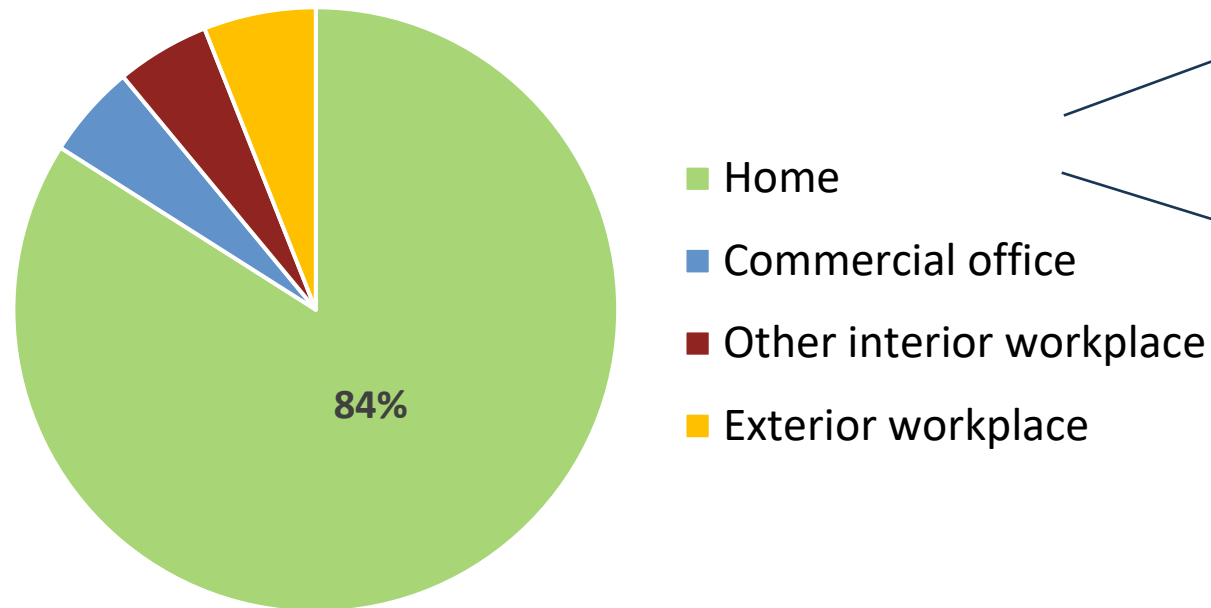
The biggest concern both current and former riders have about returning to transit is the **potential for exposure** to the virus. Enforced **mask wearing**, enhanced vehicle and station **cleaning**, **distancing**, and **hand sanitizer** are important both for current and past riders. Clear and consistent **communication** and **visible cleaning and enforcement** were requests.



Rank importance from 1 to 6 <i>(among pre-COVID riders)</i>	SamTrans Riders	Caltrain Riders
Mandatory face coverings	1	1
Enforced distancing on vehicles	2	2
Limiting riders	3	4
Enhanced cleaning practices	4	3
Available hand sanitizer	5	5
Distancing markers at stops	6	6

Nearly all employers surveyed reported that **most or all of their workforce was working remotely** when the surveys were conducted, and most felt they would not ask staff to come back until the **stay at home order was ended**. Many were only starting to work on return to work strategies.

**Percent of current company workforce in each location**  
*(among Bay Area Council members)*



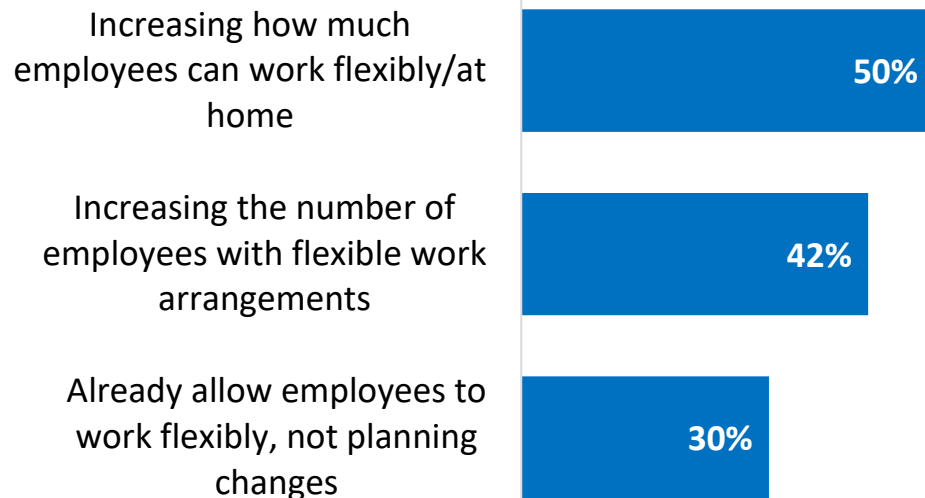
61% were just starting to work on return to work strategy

70% of at-home workforce would not be asked to return until the end of the stay at home order

# Employer Adjustments

Many employers said they were willing to continue **allowing employees to work remotely** even when restrictions are lifted, or allow for **flexible work arrangements** such as staggered hours or rotating office shifts. Many employers were also preparing to offer **protective equipment and supplies** for their employees, as well as creating distancing guidelines.

## How likely is your organization to consider adopting more flexible work arrangements post-COVID? (among SVLG members)



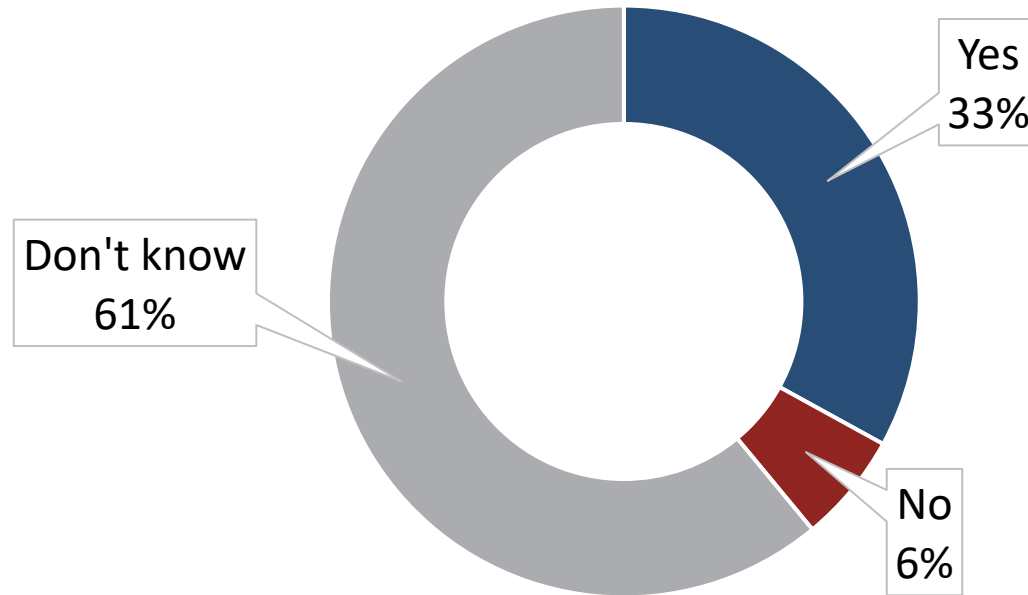
## Which is your company considering implementing? (among BAC members)

Which is your company considering implementing? (among BAC members)	% of employers
Providing disinfectants/hand sanitizers	90%
Moving to partial remote work	89%
Moving some employees to support distancing	78%
Providing masks for employees	73%
Requiring employees to wear specific PPE	69%
Creating rotating office shifts	66%
Providing gloves for employees	46%
Moving to full remote work	18%

# Employer Transit Programs

Employers may be **hesitant to encourage transit use** or shared rides for commuting coming out of the pandemic.

**Will your company continue to encourage employees to use transit or shared ride options for their commute?**  
*(among Caltrain GoPASS program employers)*







BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

## RETURN-TO-TRANSIT PROGRAM



# RETURN-TO-TRANSIT PROGRAM OVERVIEW

- MTC acted on 10/14/20 to fund resident and business/employer research.
- This research will help to inform a communications effort when riders return to transit in greater numbers, and to inform decisions that can be made in the meantime.
- MTC is working on this effort with the Transit Operators Communications Working Group.



# Future Research Topics: Riders/Public



- ▶ Better understand challenges and perceptions of transit-dependent populations, low-income communities, communities of color, and people with disabilities.
- ▶ Track key behaviors and perceptions on workplace reopening, transit ridership, and safety
- ▶ Monitor potential for long-term change in commuting



- ▶ Gauge reactions to evolving public health information and developments regarding COVID, including impact of national, state, and local leadership
- ▶ Measure awareness of transit operator safety measures and communications on COVID safety
- ▶ Test impact of potential messaging around safety and return to transit

# Future Research Topics: Employers



- ▶ Hear from a range of employer types, sizes, industries, and locations, about the near and long-term transportation needs of their employees
- ▶ Understand planning process and timeline for asking employees to return to work, including the triggers that might set a plan in motion
- ▶ Gauge potential for mid- and long-term changes in support for increased or continued remote work
- ▶ Understand how employee commute behaviors interact with perceptions of workplace safety
- ▶ Support collaboration between employers and operators to ensure transit planning is coordinated with return to workplace plans
- ▶ Explore what employers are learning from their own employee engagement processes on future commute plans and concerns





[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)



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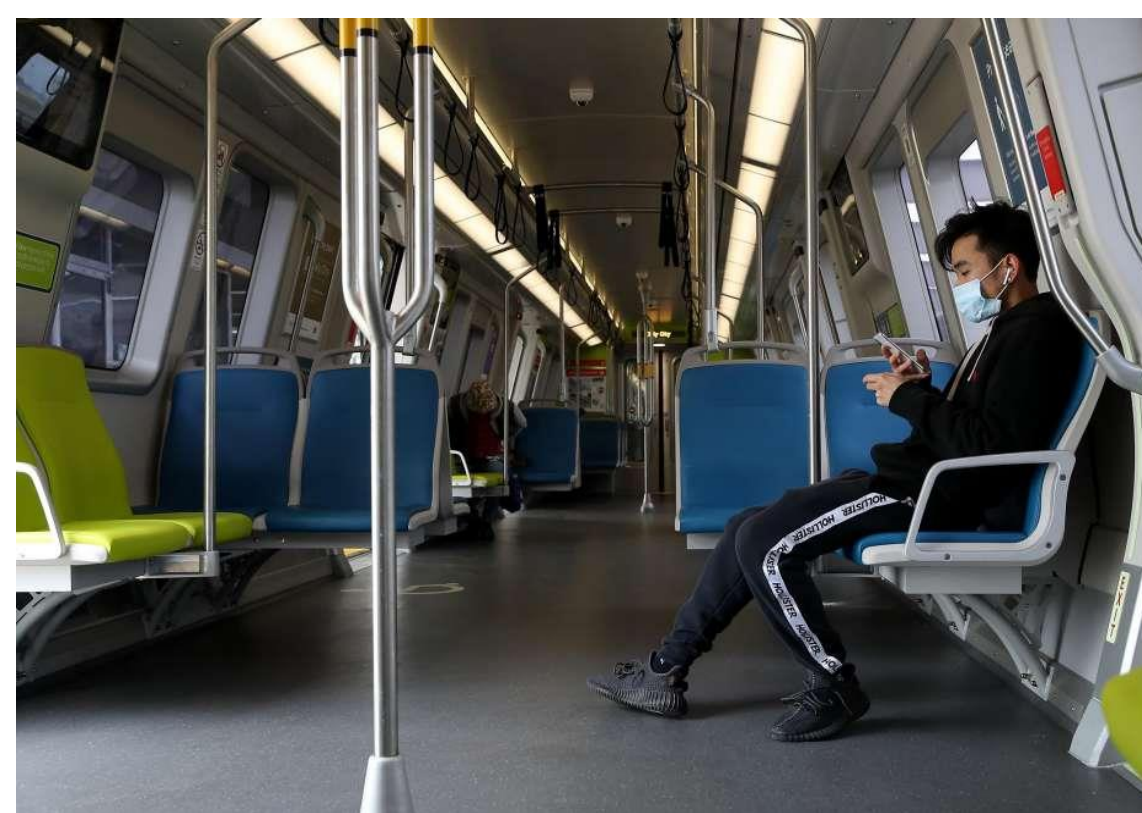
**510.550.8924**

**Chelsea Sektnan**

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Getty Images/Justin Sullivan



AP/Noah Berger



# Metropolitan Transportation Commission

## Return to Transit Research Review Report

### *October 2020*

# Project Purpose

- ▶ The Shelter-in-Place orders issued in mid-March led to an immediate and significant drop in travel and commuting around the Bay Area. A number of transit agencies and other organizations in the area have conducted qualitative and quantitative research on this topic during that period, investigating the shift in habits, perceptions, and expectations about current and future transit ridership.
- ▶ The purpose of this report is to summarize the common findings that were identified through a review of this existing research provided by MTC, to determine where the gaps are in that research and inform the design of our own research program to fill those gaps and unify the body of knowledge.
- ▶ The first section of this report summarizes the common themes and findings that emerge from previous research, despite these surveys being conducted at different times and asking different questions.
- ▶ The final section includes EMC's suggestions for prospective research on the topic.

# Research Reviewed for this Report

- ▶ **Timing Note: Most of the reviewed research was conducted in the May to July 2020 timeframe, when return to work plans were just beginning to be formulated and much was still not understood about COVID-19.**
- ▶ Transit rider research was provided by 11 Bay Area transit agencies, including ACE, AC Transit, BART, Caltrain, Capitol Corridor, Golden Gate Transit, Golden Gate Ferry, SamTrans, SMART, VTA, and WETA. Most of the agency research was conducted online using invitations distributed through rider lists, social media postings, agency websites, and community groups.
- ▶ Employer research was provided by Bay Area Council, Silicon Valley Leadership Group, and Caltrain's GoPass program.
- ▶ More details on the methodology for each piece of research is in the appendix to this report.



- ▶ Most of the research reviewed was not designed to obtain a random sample of riders of each operator, but instead was promoted to gather as many responses as possible to an opt-in online survey tool. Only a few agencies took necessary steps to control for known sources of sample bias inherent in this design.
- ▶ Respondents were also asked to predict their own future behaviors in a very uncertain and changing environment, which can be fairly unreliable when it comes to actually predicting future behaviors.
- ▶ As a result we advise that this data be considered only for **general sense of direction and sentiment**, and not interpreted as a truly representative and reliable sample of former or current riders.
- ▶ Because the questions asked in each survey were often slightly different, and asked of different rider groups, the data represented here is our best attempt at making direct comparisons across the various studies.



**Summary**

# Current Rider Behavior

- ▶ A majority of Bay Area transit riders **stopped riding transit** in March 2020; many of the rest reduced their ride frequency.
- ▶ The reduction was largely driven by **employers shutting down workplaces** and requiring work be done remotely; replacing transit riding with another travel mode was a much smaller driver of trip reduction.
- ▶ Remaining riders were mostly **commuting to work**, and many identified themselves as **essential workers**; those continuing to ride were largely lower income, more likely to be Black or Hispanic, and less likely to own or have access to a vehicle.

- ▶ Many riders believed they would return to at least some transit riding **when employers reopen workplaces** and the shelter in place orders are relaxed; **few said they would wait for a vaccine** or cure to consider a return to transit.
- ▶ Many riders expect to **telecommute more frequently** than before COVID, and many felt their employers may support **flexible work schedules** to ease commute crowds. For most agencies there is a small segment likely to replace some or all of their transit trips with driving.
- ▶ The biggest concern about both current and former riders have about returning to transit is the **potential for exposure** to the virus. Enforced **mask wearing**, enhanced vehicle and station **cleaning, distancing**, and **hand sanitizer** are important both for current and past riders. Clear and consistent **communication** and **visible cleaning and enforcement** were requests.

- ▶ Nearly all employers reported that **most or all of their workforce was working remotely** when the surveys were conducted, and most felt they would not ask staff to come back until the **stay at home order was ended**. Many were only starting to work on return to work strategies.
- ▶ Many employers said they were willing to continue **allowing employees to work remotely** even when restrictions are lifted, or allow for **flexible work arrangements** such as staggered hours or rotating office shifts. Many employers were also preparing to offer **protective equipment and supplies** for their employees, as well as creating distancing guidelines.
- ▶ Employers may be **hesitant to encourage transit use** or shared rides for commuting coming out of the pandemic.



**Recommendations**

# Future Research Topics: Riders/Public



- ▶ Better understand challenges and perceptions of **transit-dependent populations**, including those still riding (or who never stopped)
- ▶ Continue to track key **behaviors and perceptions** on workplace reopening, transit ridership, and safety
- ▶ Monitor potential for **long-term change** in commuting
- ▶ Gauge reactions to **evolving public health information** and developments regarding COVID, including impact of national, state, and local leadership
- ▶ Measure **awareness** of transit operator safety measures and communications on COVID safety
- ▶ Test **impact of potential messaging** around safety and return to transit



# Future Research Topics: Employers



- ▶ Hear from a **range of employer types**, sizes, industries, and locations, about the near and long-term transportation needs of their employees
- ▶ Understand planning process and timeline for asking employees to return to work, including the **triggers** that might set a plan in motion
- ▶ Gauge potential for mid- and long-term changes in support for increased or continued **remote work**
- ▶ Understand how employee **commute behaviors** interact with perceptions of **workplace safety**
- ▶ Support collaboration between **employers and operators** to ensure transit planning is coordinated with return to workplace plans
- ▶ Explore what employers are learning from their own **employee engagement processes** on future commute plans and concerns





**Detailed Report**

# Summary: Current Rider Behavior



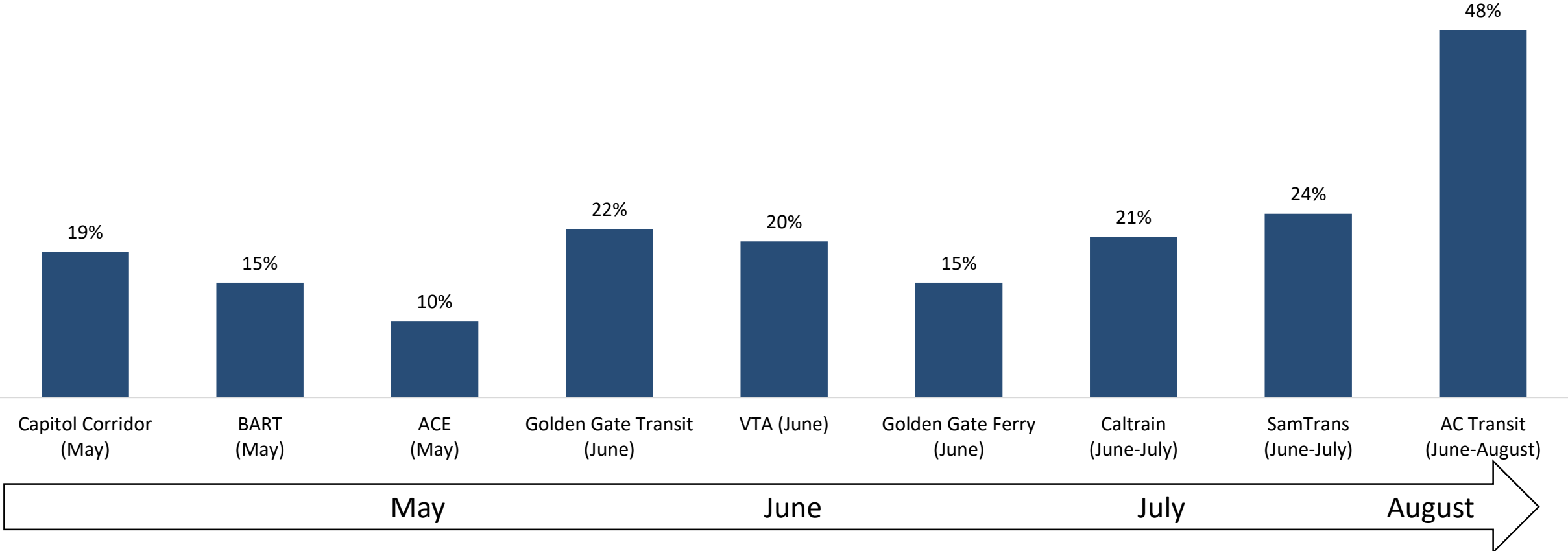
AP Photo/Jeff Chiu

- ▶ A majority of Bay Area transit riders **stopped riding transit** in March 2020; many of the rest reduced their ride frequency.
- ▶ The reduction was largely driven by **employers shutting down workplaces** and requiring work be done remotely; replacing transit riding with another travel mode was a much smaller driver of trip reduction.
- ▶ Remaining riders were mostly **commuting to work**, and many identified themselves as **essential workers**; those continuing to ride were largely lower income, more likely to be Black or Hispanic, and less likely to own or have access to a vehicle.

# Ridership vs. Pre-COVID

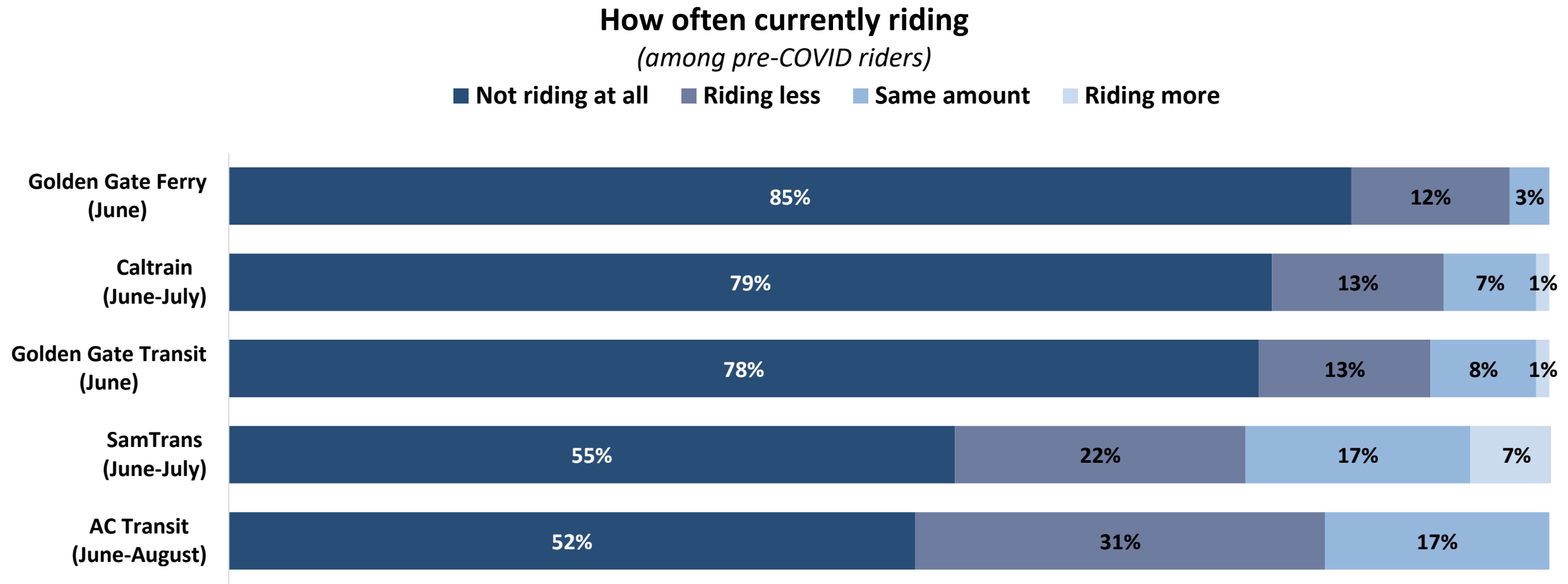
*Ridership was down significantly at the point these surveys were taken.*

**% of Pre-COVID ridership at time survey was conducted**



# Change in Ridership During COVID

*While some had merely reduced their riding, a majority had stopped riding at all where this question was asked.*



# What Drove Ridership Change

*Working at home was the most significant driver of ridership drops, followed by COVID-related safety concerns.*



## Working/Schooling at home

Golden Gate Transit	79%
Golden Gate Ferry	75%
Caltrain	65%
AC Transit	60%
SamTrans	47%



## Concerns about safety/cleaning/distancing on transit

SamTrans	46%
Caltrain	45%
Golden Gate Transit	29%
Golden Gate Ferry	28%
AC Transit	19%



## Service changes/cuts

SamTrans	21%
Caltrain	15%
AC Transit	12%
Golden Gate Ferry	3%



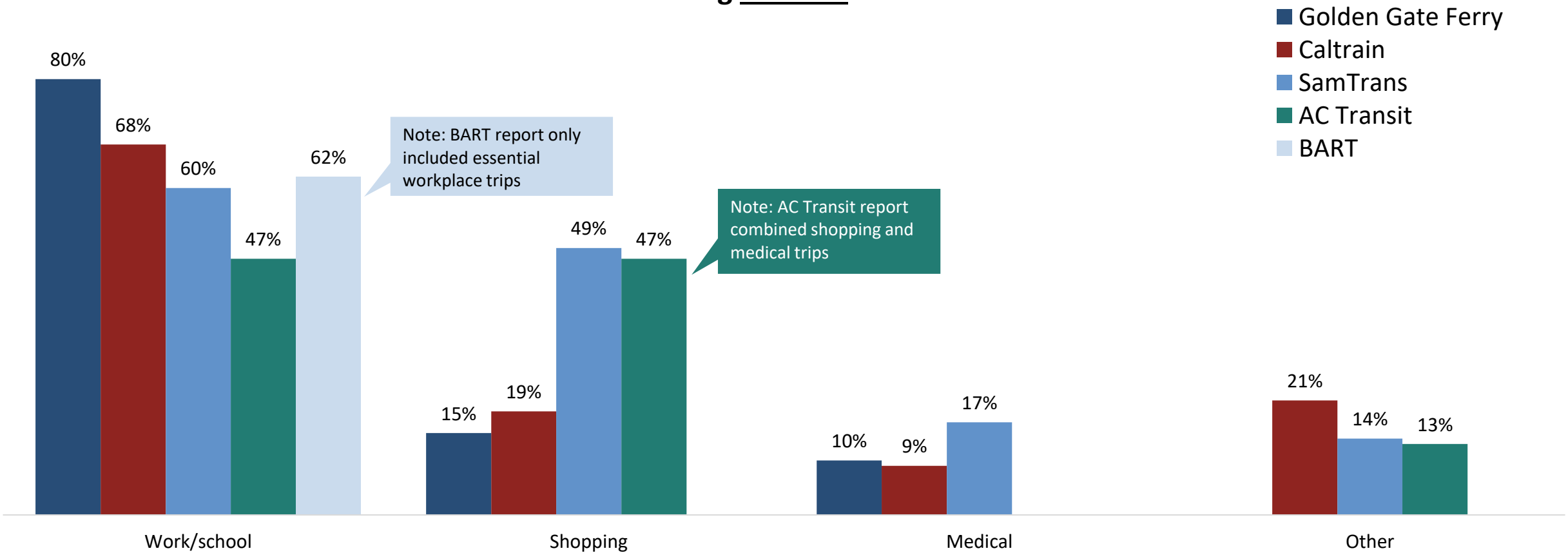
## Lost job/cut hours

SamTrans	28%
VTA	17%
Golden Gate Transit	14%
Golden Gate Ferry	12%
Caltrain	14%
AC Transit	6%

# Where Are They Going During COVID?

*Those still riding transit were mostly going to work, although shopping and errands are significant for the bus services.*

## Among Current Riders



# Demographic Shifts in Ridership

(all data only from  
surveys in this report)

*Those who were riding transit when these surveys were conducted were generally more likely to be male, lower income, Black, or Hispanic.*

	Over Represented <i>Current rider % compared with pre-COVID rider %</i>	Under Represented <i>Current rider % compared with pre-COVID rider %</i>
BART	Men +12 African-American +12 Hispanic +7 Low Income +15	Women -11 White -17 Bachelor's and up -32 Have personal vehicle -24
Caltrain	Hispanic +8 Under \$75,000 annual income +20 \$100,000 - \$124,000 annual income +3	White -9 \$150,000 - \$200,000 annual income -7 \$200,000+ annual income -16
SamTrans	African-American +3 Hispanic +5 Under \$50,000 annual income +22	White -11 \$100,000+ annual income -21
VTA	Men +7 Hispanic +4 Under \$50,000 annual income +13 \$50,000 - \$100,000 annual income +4	Women -6 White -7 \$100,000 - \$200,000 annual income -7 \$200,000+ annual income -10
AC Transit	African-American +7	White -10



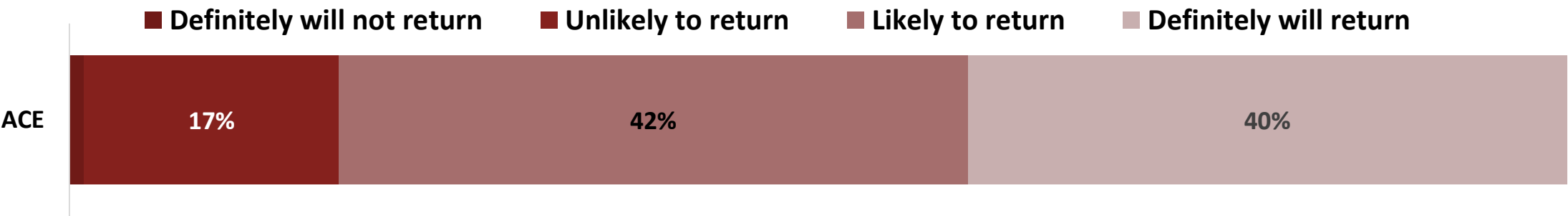
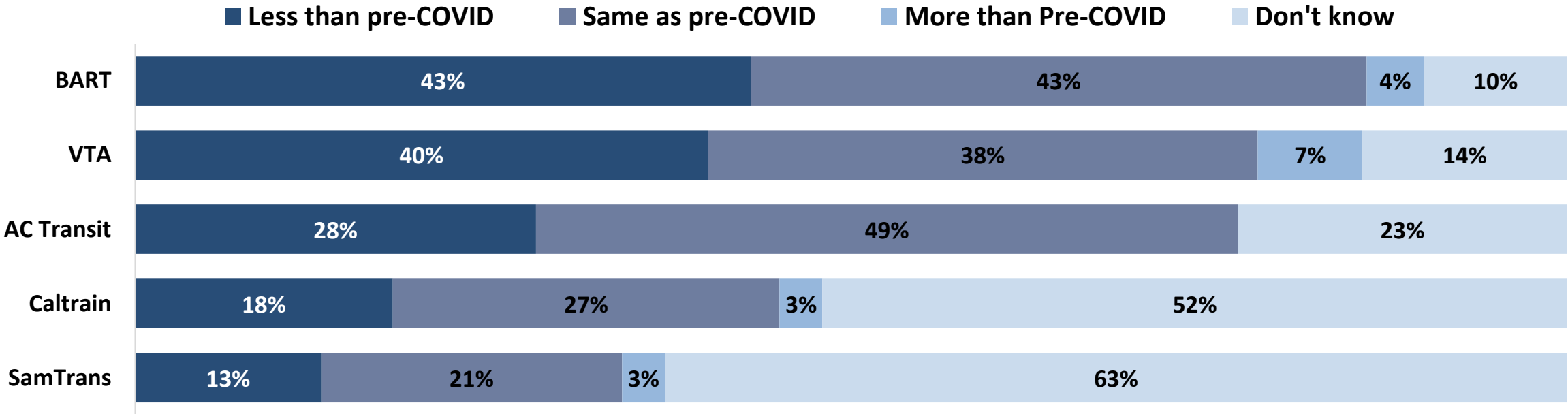
# When Will They Return to Transit?

Many riders believed they would return to at least some transit riding **when employers reopen workplaces** and the shelter in place orders are relaxed; **few said they would wait for a vaccine** or cure to consider a return to transit.



# Anticipated Post-COVID Ridership

*For most agencies, half or more of the former riders surveyed said they would be back to riding after COVID.*



# Return to Transit Triggers

*Offices and schools reopening and the shelter in place being lifted were seen as the two biggest factors for considering a return to transit.*



## Golden Gate Ferry

When stay at home/shelter order is lifted	55%
When employers/schools open	49%
When transit safety is enhanced	25%



## AC Transit

When a treatment/vaccine is developed	33%
When employers/schools open	18%
When stay at home/shelter order is lifted	4%
A month after order is lifted	4%



## ACE

When stay at home/shelter order is lifted	25%
When a treatment/vaccine is developed	19%
A month after order is lifted	9%
When employers/schools open	5%



## BART

When employers/schools open	43%
When stay at home/shelter order is lifted	19%
A month after order is lifted	15%
When a treatment/vaccine is developed	10%



## Golden Gate Transit

When stay at home/shelter order is lifted	50%
When employers/schools open	37%
When transit safety is enhanced	36%
When service increases	35%



## Capitol Corridor

When stay at home/shelter order is lifted	29%
A month after order is lifted	13%



## VTA

When a treatment/vaccine is developed	28%
---------------------------------------	-----

# Anticipated Commute Changes

Many riders expect to **telecommute more frequently** than before COVID, and many felt their employers may support **flexible work schedules** to ease commute crowds. For most agencies there is a small segment likely to replace some or all of their transit trips with driving.



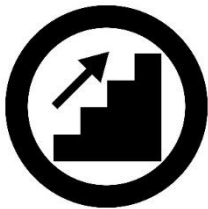
# Commute Changes

Many felt they were likely to telecommute more often after the pandemic, and some said they would drive more often.



## Telecommute/school at home more often

BART	68%
VTA	59%
Caltrain	48%
ACE	37%
Golden Gate Transit	44%
Golden Gate Ferry	44%
SamTrans	32%
SMART	22%



## Phased return to work

Golden Gate Ferry	53%
Caltrain	52%
Golden Gate Transit	50%
SamTrans	35%



## Drive more often

Capitol Corridor	76%
WETA	36%
BART	27%
ACE	8%

## Flexible/staggered work schedule

Golden Gate Transit	36%
Golden Gate Ferry	36%
Caltrain	28%
SamTrans	28%
ACE	5%





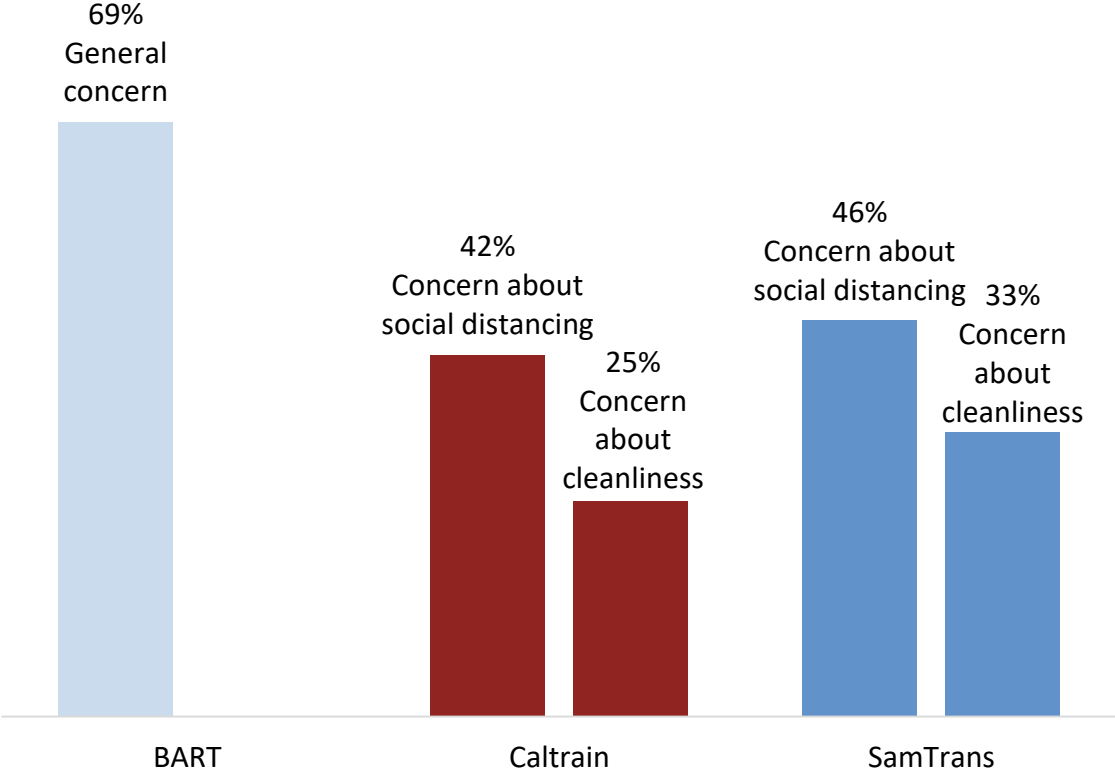
# Safety On Transit

The biggest concern both current and former riders have about returning to transit is the **potential for exposure** to the virus. Enforced **mask wearing**, enhanced vehicle and station **cleaning**, **distancing**, and **hand sanitizer** are important both for current and past riders. Clear and consistent **communication** and **visible cleaning and enforcement** were requests.



*Many riders were concerned about safety and cleanliness on transit; mandatory face masks and enhanced cleaning were important for them to feel comfortable returning to transit.*

### COVID-related transit safety concerns during or after Shelter-in-Place



**Face masks ranked top safety measure** in Caltrain, SamTrans, AC Transit, VTA surveys  
Ranked 2<sup>nd</sup> most important in SMART survey  
Ranked 3<sup>rd</sup> most important in BART survey



**Enhanced cleaning ranked top safety measure** in BART and SMART surveys  
Ranked 2<sup>nd</sup> most important in VTA survey  
Ranked 3<sup>rd</sup> most important in Caltrain and AC Transit surveys



# Employer Landscape

Nearly all employers reported that **most or all of their workforce was working remotely** when the surveys were conducted, and most felt they would not ask staff to come back until the **stay at home order was ended**. Many were only starting to work on return to work strategies.



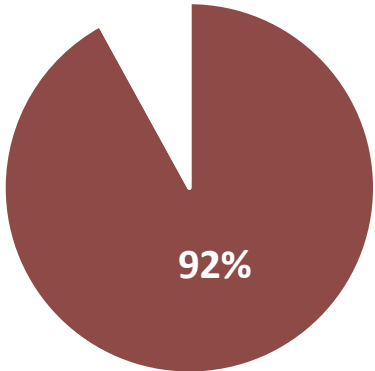
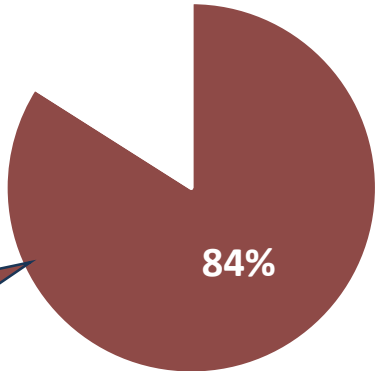
*Most employees were working at home at the time of the industry surveys, and many employers were just beginning their return to office planning.*

**Average % of employees working remotely during SiP**

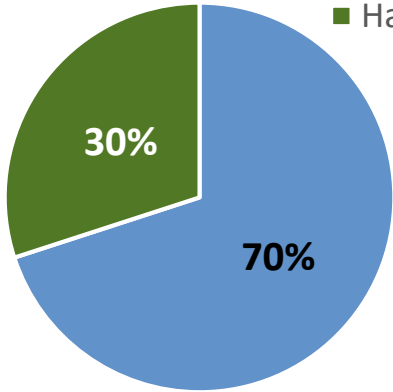
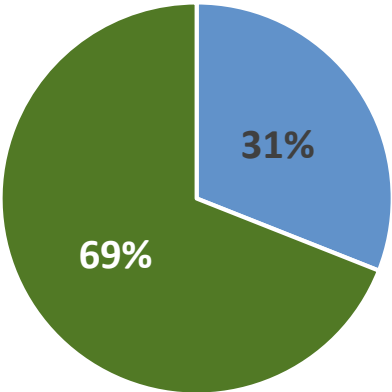
**Bay Area Council survey**

**GoPass employers survey**

70% of employees will not go back to the workplace until the end of the order



**Return-to-office strategy Planning progress**



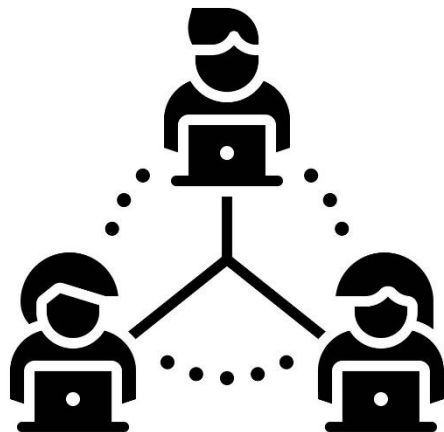
■ Finalized return strategy  
■ Have not finalized return strategy

# Employer Adjustments

Many employers said they were willing to continue **allowing employees to work remotely** even when restrictions are lifted, or allow for **flexible work arrangements** such as staggered hours or rotating office shifts. Many employers were also preparing to offer **protective equipment and supplies** for their employees, as well as creating distancing guidelines.



*Employers also felt that they were likely to look into more telecommuting, and safety measures in their offices.*



### Expanded telecommute options

89% of employers surveyed by BAC (short term)

50% of employers surveyed by Leadership Group (long term)

49% of GoPass employers surveyed by Caltrain (long term)

### Workplace adjustments

#### Requiring masks

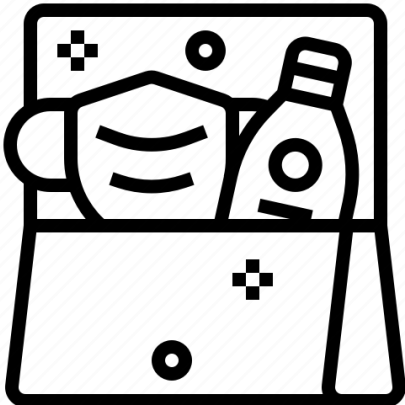
69% of employers surveyed by BAC

72% of employers surveyed by Leadership Group

#### Enabling social distance in the office

77% of employers surveyed by BAC

73% of employers surveyed by Leadership Group



### Employers surveyed by BAC will...

Provide masks	73%
Provide gloves	46%
Provide hand sanitizer	90%

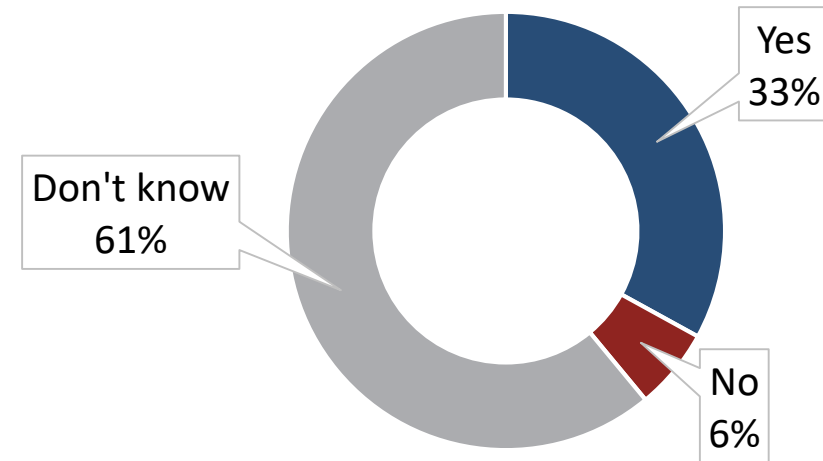
# Employer Transit Programs



*The Chronicle/Jessica Christian*

Employers may be **hesitant to encourage transit use** or shared rides for commuting coming out of the pandemic.

**Will your company continue to encourage employees to use transit or shared ride options for their commute?**  
*(among Caltrain GoPASS program employers)*





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# Appendix – Detailed Description of Past Research (Riders)

Agency	Population	Distribution	Dates	Interviews
ACE Train	Riders	Via e-blast, text alert, social media, agency website	May 15-June 1	1,083
AC Transit	Riders	Via AC Transit's eNews, website, and social media channels; on board AC Transit coaches; community-based organization stakeholder network	June 22-Aug 24	1,531
BART	Riders	Via email invitation to random sample of 5,000 BART riders; data weighted by age, race, and household income in order to be representative of overall BART riders	May 19-May 26	1,239
Caltrain	Riders	Via email, social media, community-based organizations, station VMS signs, news release, agency website	June 22-July 12	1,437
Capitol Corridor	Riders	Via email to subscribers, social media	May 18-May 27	410
Golden Gate Transit (Bus)	Riders	Via web, email, social media	June 1-June 12	694
Golden Gate Ferry	Riders	Via web, email, social media	June 1-June 12	797
SamTrans	Riders	Via email, social media, community-based organizations, station VMS signs, news release, agency website	June 22-July 19	542
SMART	Riders	Via agency communication channels, 65 public and private agencies	May 11-May 17	3,281
VTA	County residents	Mixed-mode hybrid live phone/email to web/text to web survey, offered in English, Spanish, Chinese, and Vietnamese	May 31-June 4	790
WETA	Riders	Via passenger list	Late June/early July	820

# Appendix – Detailed Description of Past Research (Employers)



Agency	Population	Distribution	Dates	Interviews
Bay Area Council	CEOs	-	May 13-14	123
Silicon Valley Leadership Group	Employers	-	March 30-31; April 8	100; 74 (two rounds)
Caltrian/GoPass	Employers	Online survey distributed to all 121 Go Pass companies	May 11-May 26	102

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-1529      **Version:** 1      **Name:**

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

**File created:** 10/15/2020      **In control:** Blue Ribbon Transit Recovery Task Force

**On agenda:** 10/26/2020      **Final action:**

**Title:** Transit Operations Funding Overview

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [Item 4b BTRTF Transit Ops Funding](#)  
[Item 4b Transit Operator Ridership and Revenue Update Handout](#)  
[Joint Comment Letter](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
**Transit Operations Funding Overview**

**Presenter:**  
Therese McMillan, MTC Staff

**Recommended Action:**  
Information

**Attachments:**

BLUE RIBBON



## TRANSIT RECOVERY TASK FORCE

Agenda Item 4b

# STAGE 2: TRANSIT RECOVERY FUNDING + OUTLOOK

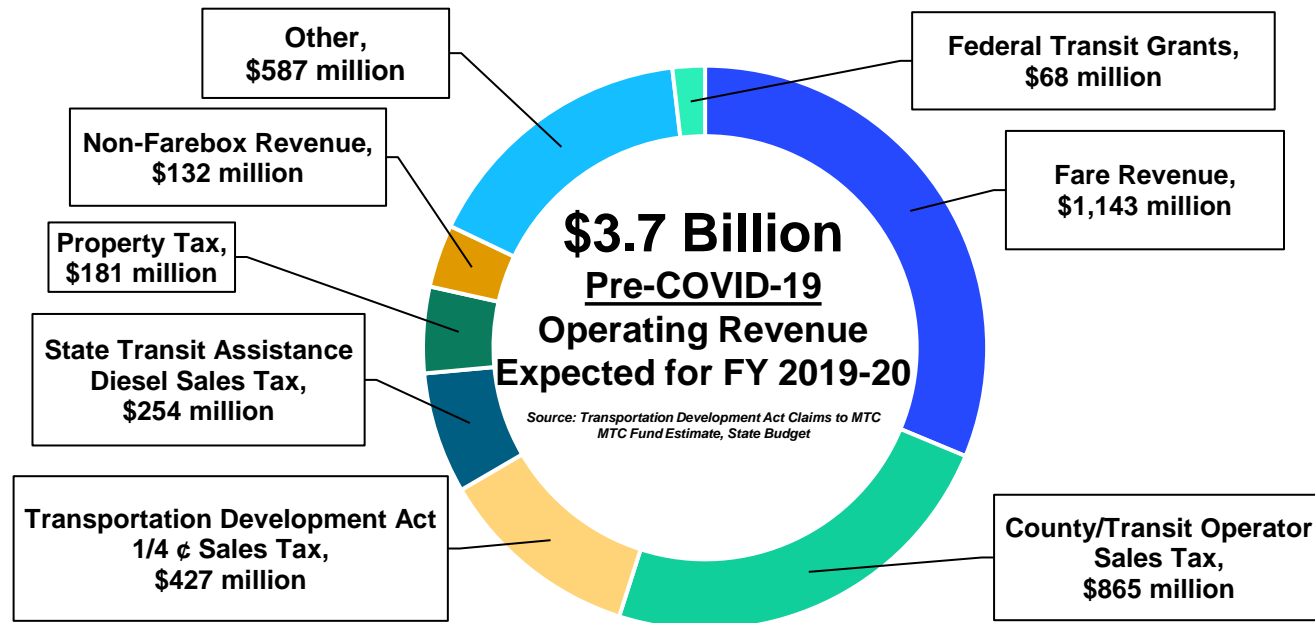
**Therese McMillan**  
MTC  
October 26, 2020

# TRANSIT OPERATING REVENUES BEFORE COVID-19

## \$3.7 Billion in Transit Operating Revenues Generated Annually Before the COVID-19 Pandemic

Prior to the pandemic the Bay Area's 25 Federal Transit Administration-eligible transit operators expected to generate or collect approximately \$3.7 billion in operating revenues in Fiscal Year 2019-20.

Fare revenues represented the largest share of overall revenues at 31%, followed by county and transit operator sales taxes at 24%.

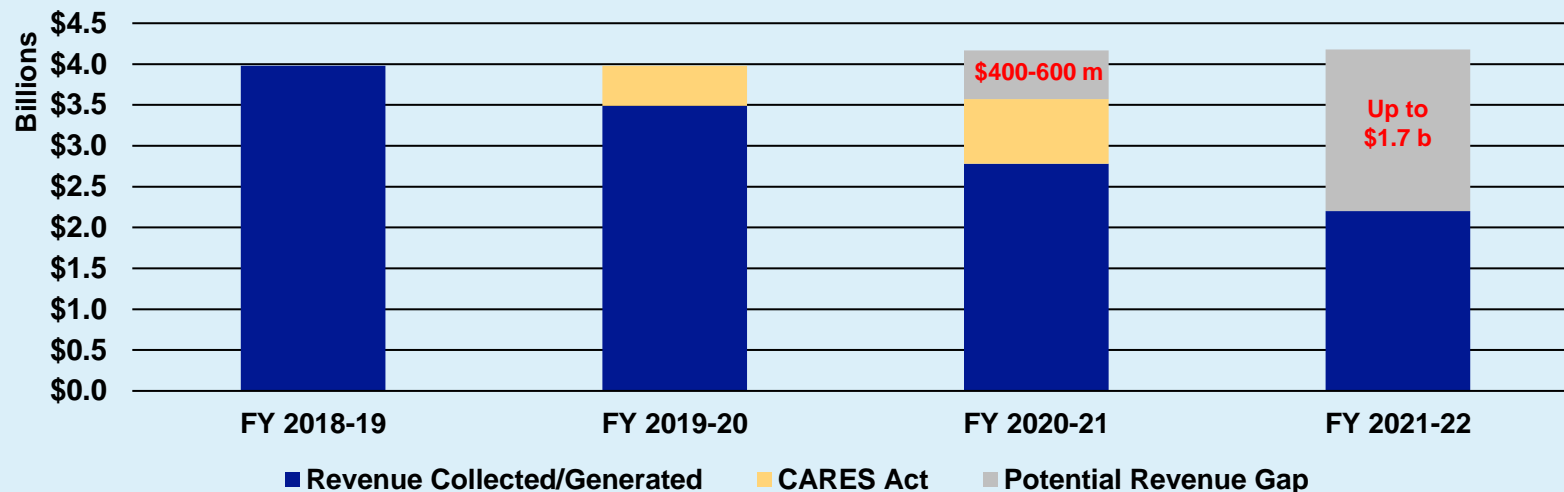


# COVID-19 IMPACTS ON REVENUE

COVID-19 and the Bay Area's shelter-in-place orders have impacted almost all sources of transit revenues, especially fare, sales tax, toll, and parking revenues. Allocations from the CARES Act have helped to address the full deficit for FY 2019-20 and will help *reduce* the shortfall in FY 2020-21.

Even with the support of the CARES Act, transit agencies still expect a gap of **\$400-\$600 million** between the revenue available in their operating budgets and what those budgets would have looked like in FY 2020-21 without the COVID-19 pandemic. Looking forward to FY 2021-22 and without additional federal support (such as the U.S. House-approved HEROES 2 Act), transit agencies may face revenue losses of up to **\$1.7 billion**. **We are approaching a financial cliff that is not possible to close through local/regional action alone.**

## Annual Bay Area Transit Operating Revenue



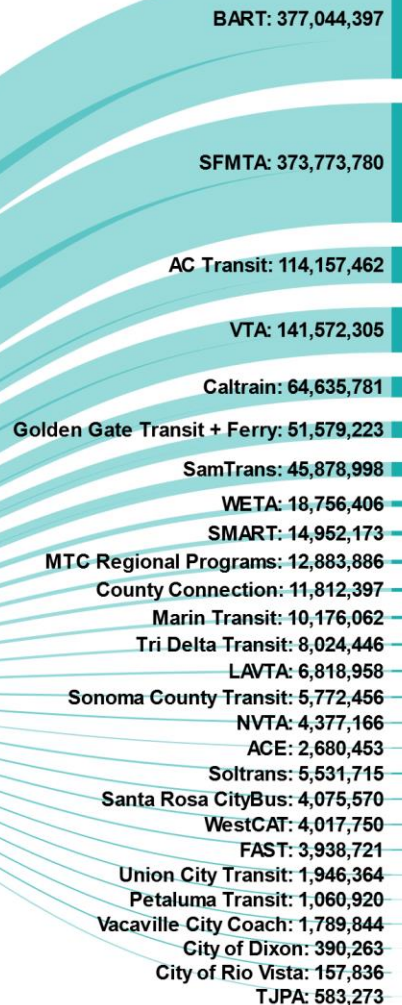


# CARES ACT

## Bay Area CARES Act Distribution \$1.3 billion

MTC Resolution 4420

Funds allocated in two phases in  
April & July 2020



The CARES Act was  
based on the  
assumption that travel  
patterns and the  
economy would begin  
to return to “normal” in  
Q4 of 2020.

*That has not happened.*

# QUESTIONS TO CONSIDER BEFORE CONSIDERING REDIRECTING FUNDS TO TRANSIT OPERATIONS

**What level of transit service  
are we able to operate?**

*Agencies have reduced operating expenses during the pandemic through a variety of measures. Will the redirected funding allow more service to be operated and where?*

**What steps and approvals  
are needed to redirect a  
fund source?**

*Can MTC approve redirecting a fund source to transit operations? What other approvals are necessary?*

**When will redirected funding  
be available?**

*Is the fund source available in FY 2020-21, FY 2021-22, or later?*

**What programs, projects, and/or  
jobs would be impacted by  
redirecting funds?**

*By redirecting funds other investments will be postponed or canceled. What are the impacts of these other investments?*

**Does the amount of  
funding available  
from a fund source  
help address the  
operating need in a  
meaningful way?**

*Many fund sources may not have enough funding available that can be redirected to transit operations to make a meaningful impact on the operating shortfall, especially considering the barriers to redirecting funds*

# WHAT FUNDING MANAGED BY MTC COULD BE REDIRECTED TO SUPPORT TRANSIT OPERATIONS

BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

## Transit Capital Priorities Program (FTA Formula Funds)

**\$466M/year\***

*Redirecting funds for capital state of good repair projects and replacements to assist with operating needs*

### Trade Offs

- Funds not available until FY 2022
- Capital project delay
- Capital project job losses
- Safety and reliability concerns

*\*FTA limits the use of capital formula funds to preventive maintenance. Operators may not be able to absorb their full apportionment for this purpose.*

## Federal Highway Infrastructure Program STP / OBAG 2 & 3

**\$97M/year**

*Redirecting OBAG 2 or OBAG 3 projects to support transit "preventive maintenance".*

### Trade Offs

- Only \$56 million in total available in FY 2021
- Annual funds not available until FY 2023
- Bike/Ped/Street re-paving/TLC projects/
- Safety and seamless connectivity projects
- MTC regional programs
- CTA planning support
- Delays to county priority projects
- Capital job losses

## State of Good Repair Program

**\$35M/year**

*In 2020 the State Legislature authorized use of SGR Program funds for operations*

### Trade Offs

- Funds available in FY 2021
- Capital project delay
- Capital project job losses
- Safety and reliability concerns

## CARES Act MTC Allocation

**\$12 million**

### Trade Offs

*Already programmed to:*

- Clipper START Pilot Program
- Transit Recovery Planning

# WHAT ABOUT OTHER EXISTING FUND SOURCES?

BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

## County Sales Taxes

### Up to \$10s of millions

*Operators, MTC, and county sales tax authorities can explore what flexibility exists in county transportation sales tax expenditure plans to direct funds to transit operations*

#### Trade Offs

- Funds not available until FY 2022+
- Likely limited legal authority to redirect funds without seeking voter approval
- Capital project delay
- Could be seen as breaking commitments to voters when measures were approved

## Regional Measure 3

### Up to \$10s of millions

*Assuming the CA Supreme Court upholds RM3, requires State Legislature approval to redirect funds from the Regional Measure 3 bridge toll program or public hearing to re-direct funding from specific operations expenditures to general operations*

#### Trade Offs

- Funds likely not available until at least FY 2023
- Could be seen as breaking commitment to voters when measure was approved
- Delays to voter approval capital projects
- Possible impacts to financing capacity for RM3 program

## SB 1 Non-Transit Ops. Programs

### Up to \$100s of millions

(statewide)

*Requires State Legislature approval and/or constitutional amendment to redirect SB 1 funds from non-transit operating uses such as Transit and Intercity Capital Program, highway/road funds, or state and local partnership program funds*

#### Trade Offs

- Funds not available until at least FY 2022
- Impacts to other transportation needs, city and county budgets
- Capital project job losses
- Could be seen as breaking commitments to voters when Prop. 6 was rejected in 2018.

## Cap and Trade Revenues

### Up to \$100s of millions

(statewide)

*Requires State Legislature approval to use unprogrammed cap and trade revenues for transit operations*

#### Trade Offs

- Funds not available until at least FY 2022
- Impacts to other state low carbon priority investments

# SCALE OF OPERATING NEED DWARFS AMOUNT OF FUNDS THAT COULD BE REDIRECTED

Bay Area transit operators may need **over \$2 billion** over the next two fiscal years to fully make up for lost revenue.



At most, the region could redirect around **\$600 million starting in FY2022** to transit operations which would come at enormous cost to state of good repair, safety, and jobs.



Significant political consensus and advocacy would be needed to redirect local sales tax or state funding. Even then, a revenue shortfall of \$800 million to \$1 billion would likely remain.

We don't know how long this crisis will last and what ridership or the economy will look like afterwards

Additional federal support for transit operations is critical, the proposed HEROES 2 Act a positive sign

Transit operators, MTC, the state, we all must be prepared to continue to pivot and adjust to this changing landscape

MTC is here to work with operators to provide flexibility for funding programs the agency manages





THANK YOU.

BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

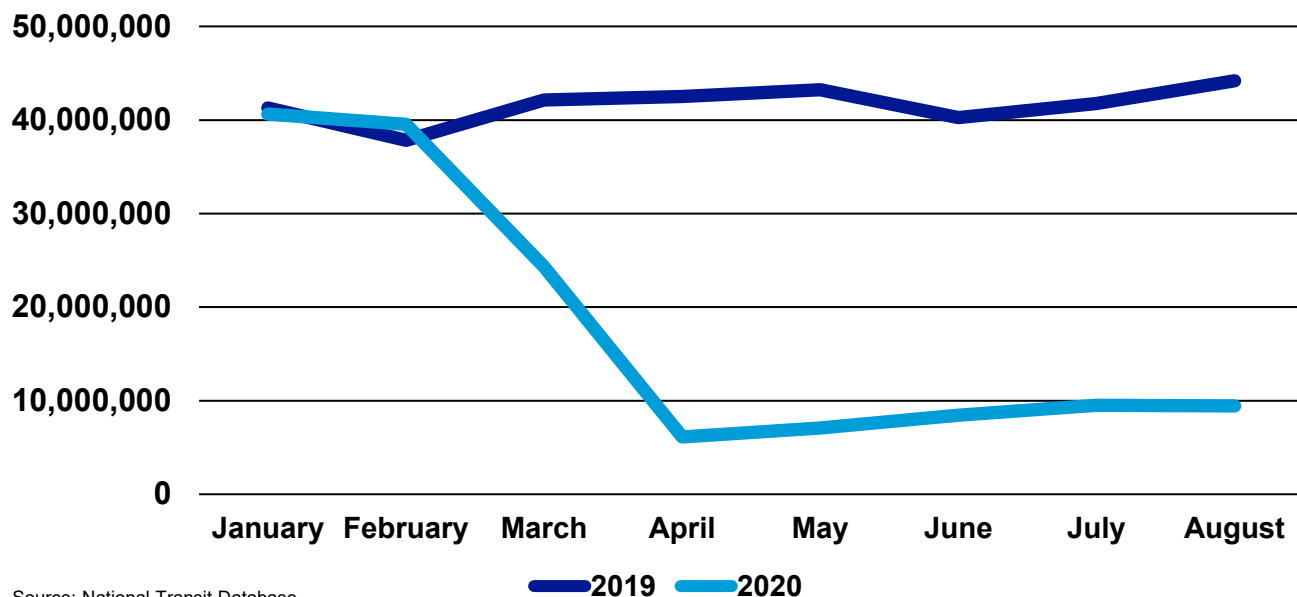
[www.mtc.ca.gov/mtc.ca.gov/blue-ribbon-transit-recovery-task-force](http://www.mtc.ca.gov/mtc.ca.gov/blue-ribbon-transit-recovery-task-force)



October 26, 2020

## Bay Area Transit Ridership (all operators) August Ridership Down 80% from Pre-COVID-19 Levels

Ridership has plummeted from a 2019 average of over 40 million trips per month, to an average of 8 million since the onset of the COVID-19 pandemic.



## Ridership and Service Impacts for Big 7 Operators

Data for August 2020

### SFMTA

**Ridership: -79%**

*Muni Metro remains temporarily suspended.*

### BART

**Ridership: -89%**

*Service ends at 9:00 pm.*

### AC Transit

**Ridership: -58%**

*Most Transbay service suspended.*

### VTA

**Ridership: -70%**

*Operating reduced service.*

### SamTrans

**Ridership: -68%**

*Operating modified schedule.*

### Golden Gate

**Ridership: -88%**

*2/3 of routes suspended.*

### Caltrain

**Ridership: -94%**

*Operating modified schedule.*

Source: National Transit Database

October 26, 2020

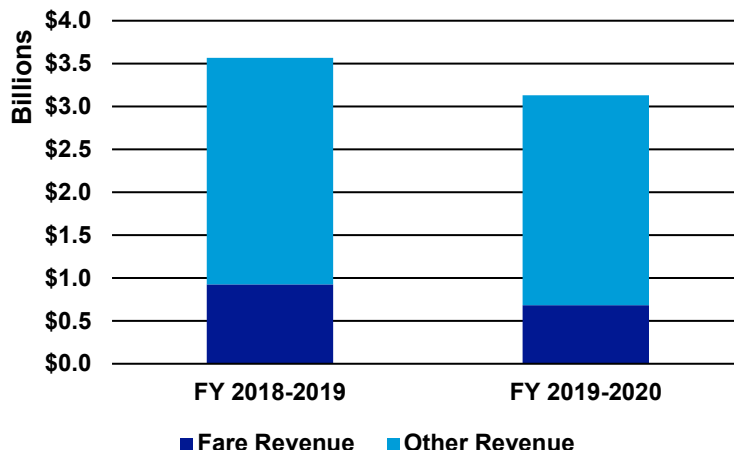
## FY 2019-2020 Revenue Loss

COVID-19 has significantly impacted both fare and non-fare revenues, totaling over **\$400 million in losses** for the Big 7 Operators in FY 2019-20.

CARES Act funding offset these losses for FY 2019-20 (CARES Act funds are not reflected in "Other Revenues").

Source: Transit operator data

## Overall Revenue Impacts Big 7 Operators

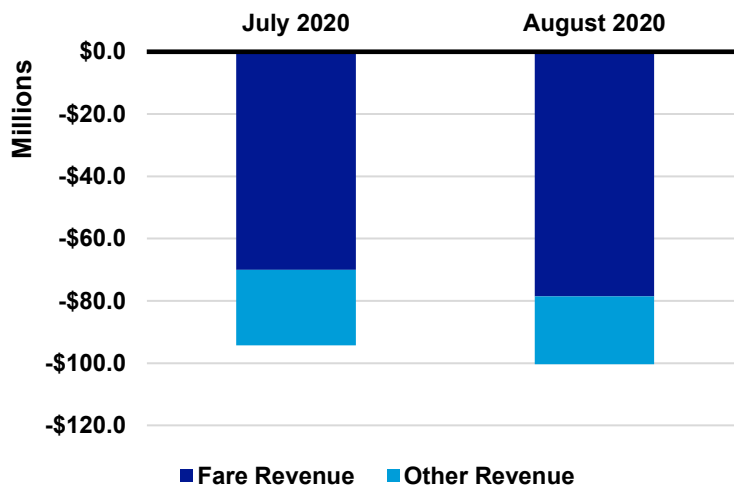


## Ongoing Monthly Revenue Loss

With both ridership and the economy slow to recover, operators continue to face monthly revenue losses of between **\$90-\$100 million per month**.

Source: Transit operator data

## Monthly Revenue Loss Big 7 Operators



October 21, 2020

BY EMAIL

Chair Spering and Members, Blue Ribbon Transit Recovery Task Force  
c/o Therese McMillan, Executive Director  
Metropolitan Transportation Commission  
375 Beale St. Suite 700  
San Francisco, CA 94705

Re: Emergency Transit Recovery Funding

Dear Chair Spering and Blue Ribbon Transit Recovery Task Force Members,

We are writing in regards to the priorities of the Blue Ribbon Transit Recovery Task Force. Public transportation is facing a massive financial crisis, and the Task Force was created in part to ensure that the Bay Area's public transportation agencies survive and recover. It is essential that the Blue Ribbon Transit Recovery Task Force take on the critical shortfall of transit operating funding as a core part of its agenda.

This should include:

1. Regular public updates on the scope of the funding crisis faced by each of the Bay Area's transit agencies;
2. An analysis of what MTC can do within its existing purview to address this funding crisis;
3. Advocacy at the State level to take all feasible actions to prevent service cuts and layoffs, including Legislation and Executive action.

Since the first meeting of the Task Force, Stage 2 of the Task Force's work has been delineated as transit agency recovery. **Operations funding to stave off service cuts, layoffs, and agency shutdowns is the single biggest transportation issue we face.** As the plan for the Task Force's remaining time is developed, transit recovery funding must be on the agenda. The Task Force has the right people in the room to collectively ensure all possibilities are analyzed and pursued.

Sincerely,

Hayley Currier  
TransForm  
Blue Ribbon Transit Recovery Task Force Member

Ellen Wu  
Urban Habitat  
Blue Ribbon Transit Recovery Task Force Member

James Lindsay III  
Amalgamated Transit Union  
Blue Ribbon Transit Recovery Task Force Member

Ian Griffiths  
Seamless Bay Area  
Blue Ribbon Transit Recovery Task Force Member

Stacy Murphy  
Teamsters Local 853  
Blue Ribbon Transit Recovery Task Force Member

John Courtney  
Amalgamated Transit Union, Local 265

Monica Mallon  
Silicon Valley Youth Climate Action

Rev. Dr. Ray Pickett  
Mary Lim-Lampe, J.D.  
Genesis

Eduardo Gonzalez  
Youth Leadership Institute

Richard Marcantonio  
Public Advocates Inc.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 20-1423      **Version:** 1      **Name:**

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

**File created:** 9/17/2020      **In control:** Blue Ribbon Transit Recovery Task Force

**On agenda:** 10/26/2020      **Final action:**

**Title:** Stage 3: Transformation Action Plan

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [Item 5a Stage 3 Goals Memo](#)  
[TAP Goals Objectives](#)  
[Joint Comment Letter](#)  
[MTC Policy Advisory Council Comment Letter](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Stage 3: Transformation Action Plan

**Presenter:**  
Steve Kinsey, CivicKnit

**Recommended Action:**  
Information

**Attachments:**

**TRANSIT RECOVERY  
TASK FORCE**

TO: Blue Ribbon Transit Recovery Task Force

DATE: October 26, 2020

FR: Steve Kinsey, CivicKnit

RE: Stage 3: Transformation Action Plan Scope

The September BRTF meeting was concentrated on Stage 3 (post-recovery) opportunities to work toward a world-class public transit system serving all Bay Area populations. Presentations were made by MTC, transit agencies, and transit advocates, followed by individual member and public comments.

Today's Stage 3 agenda item is designed to draw out what the Task Force wants to prioritize in the *Transformation Action Plan* you are developing. To steer the discussion, four draft Goals are being proposed. They warrant independent reflection and robust discussion, because once adopted, the Goals will drive how the remainder of the Task Force's work is organized. Adoption of specific *Transformation Action Plan* Goals and Objectives is scheduled for the November BRTF meeting.

**Goal 1: Recognize Critical Recovery Challenges Facing Transit Agencies**

Defer post-recovery service planning to allow Bay Area transit agencies to prioritize difficult fiscal and service choices in the midst of increasing uncertainty.

**Goal 2: Advance Equity**

Integrate and be accountable to equity in policy, service delivery and advocacy recommendations, as embodied in MTC's Equity Platform.

**Goal 3: Propose Near-term Network Management & Governance Reform Actions**

Identify specific near-term public transit network management and governance reform actions to facilitate transit transformation.

**Goal 4: Clarify the Relationship Between MTC's Current Transit Initiatives & Transformation Planning**

Review the scope, timing, and decision process of current MTC transit initiatives and identify specific actions to integrate them with Transformation Action Plan implementation.

As presented, the draft Goals recognize that all public transit operators are deeply engaged in making significant, difficult choices based on the depth of the pandemic's impact on ridership and revenue. The deeply uncertain Stage 2 (Recovery) timeline also affects the operators' capacity to engage in specific transformative planning at this time. Given that, the Task Force is encouraged to consider prioritizing near-term actions that can provide a sturdy foundation for reforms that may take longer to implement.



BLUE RIBBON



**TRANSIT RECOVERY  
TASK FORCE**

# **TRANSFORMATION ACTION PLAN: GOALS AND OBJECTIVES**

**Steve Kinsey**  
**CivicKnit**

October 26, 2020

# TODAY'S FOCUS

## **Overarching question:**

What should the Transformation Action Plan achieve?

## **Today:**

- Discussion of proposed Goals and Objectives
- Goals = Scope

## **Next Month:**

Adopt Goals in November



# TRANSFORMATION'S FOUNDATION

- **2006 Transit Connectivity Plan** – Identified ways to improve and implement the quality of linkages between transit systems for the customer.
- **2010-2012 Transit Sustainability Project (TSP)** – Addressed financial shortfalls, transit service performance and improved customer experience.
- **2020 Bay Area Transit Ridership Trend Study (UCLA)** - Focused on recent ridership declines, possible causes, and a framework for reversing these trends.



## Transit Connectivity Report

Metropolitan Transportation Commission • January 2005

## What's Behind Recent Transit Ridership Trends in the Bay Area?

Volume I: Overview and Analysis of  
Underlying Factors

February 2020



Transit Sustainability Project  
Final Recommendations

May 23, 2012





# MTC'S 30-YEAR LEGISLATIVE HISTORY WITH TRANSIT COORDINATION

Two Bay Area specific bills **SB 602** (1989) followed by **SB 1474** (1996):

- Require MTC to ensure operators have a “joint fare revenue sharing agreement consistent with MTC rules and regulations”
- Authorize MTC to:
  - Require coordination of fares and schedules
  - Identify, in consultation with operators, functions that could be consolidated to improve the efficiency of regional transit
  - Improve service coordination and effectiveness in “**transit corridors of regional significance**” by recommending improvements
  - Require compliance with MTC’s regional transit coordination plan as a condition of receiving STA funds

# MTC'S CURRENT CUSTOMER-FOCUSED TRANSIT INITIATIVES

BLUE RIBBON



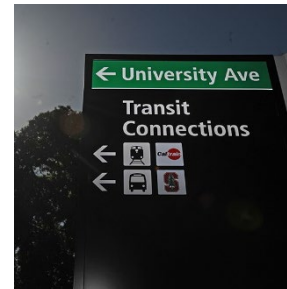
TRANSIT RECOVERY  
TASK FORCE



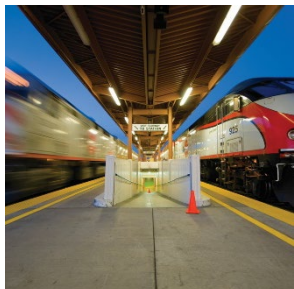
Partnership  
Board  
Subcommittee/  
Connected  
Mobility



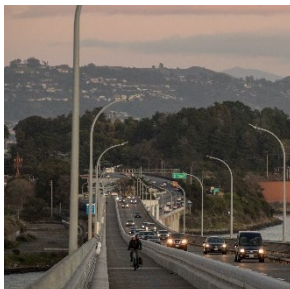
Regional Fare  
Integration/  
Coordination  
Study



Regional  
Mapping,  
Wayfinding &  
Public  
Information



Regional Rail  
Partnership  
Grant



Forward  
Projects  
(Bay Bridge,  
Dumbarton,  
Richmond-  
San Rafael)



Mobility Hub  
Standards  
and Pilots

# CONCENTRATE ON DOING A FEW THINGS WELL

BLUE RIBBON



TRANSIT RECOVERY  
TASK FORCE

- Recognize transit's unprecedented uncertainty
- Assemble the framework for Transformation
- Link Action Plan with the continuum
- Actively involve underserved populations
- Emphasize achievable near-term actions





## TRANSIT TRANSFORMATION

Design, adequately invest in and effectively manage an appropriately frequent, accessible, reliable, affordable and better connected public transit network, serving all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

# PROPOSED GOALS

**1**

## **Goal 1: Recovery**

**Recognize critical recovery challenges facing transit agencies**

**2**

## **Goal 2: Equity**

**Advance equity**

**3**

## **Goal 3: Network Management & Governance**

**Propose near-term network management & governance reform actions**

**4**

## **Goal 4: Current Initiatives**

**Clarify the relationship between MTC's current transit initiatives & transformation planning**

# GOALS AND OBJECTIVES: 1

1

## Goal 1: Recovery

2

## Goal 2: Equity

3

## Goal 3: Network Management & Governance

4

## Goal 4: Current Initiatives

### Goal 1: Recognize critical recovery challenges facing transit agencies

*Defer post-recovery service planning to allow Bay Area transit agencies to prioritize difficult fiscal and service choices in the midst of increasing uncertainty*

#### Objectives:

- A. Encourage additional MTC funding and regulatory relief during the Transit Recovery period
- B. Advocate for additional federal and state funding to support Recovery
- C. Receive quarterly Stage 2 updates from Operators and MTC

# GOALS AND OBJECTIVES: 2

● Goal 1: Recovery

2 ● Goal 2: Equity

3 ● Goal 3: Network  
Management &  
Governance

4 ● Goal 4: Current  
Initiatives

## Goal 2: Advance equity

*Integrate and be accountable to equity in policy, service delivery and advocacy recommendations, as embodied in MTC's Equity Platform*

### Objectives:

- A. Develop specific Equity Principles to guide transit transformation planning
- B. Include focused outreach to current riders, underserved populations, and persons with disabilities to inform the Transformation Action Plan

# GOALS AND OBJECTIVES: 3

● Goal 1: Recovery

2 ● Goal 2: Equity

3 ● Goal 3: Network  
Management &  
Governance

4 ● Goal 4: Current  
Initiatives

## Goal 3: Propose near-term network management & governance reform actions

*Identify specific near-term public transit network management and governance reform actions to facilitate transit transformation*

### Objectives:

- A. Using experienced professionals, evaluate regionwide network management alternatives, addressing issues of legal authority, scope of duties, oversight and budget requirements. Recommend near-term reform actions.
- B. Using experienced professionals, evaluate which agency consolidation opportunities should advance in the near-term, and recommend next steps.
- C. Propose state and regional institutional and legislative actions to support transit transformation.

# GOALS AND OBJECTIVES: 4

1 Goal 1: Recovery

2 Goal 2: Equity

3 Goal 3: Network  
Management &  
Governance

4 Goal 4: Current  
Initiatives

## Goal 4: Clarify the relationship between MTC's current transit initiatives & transformation planning

*Review the scope, timing and decision process of current MTC transit initiatives and identify specific actions to integrate them with Transformation Action Plan implementation*

### Objectives:

- A. Receive presentations on several current MTC transit initiatives and comment on their relationship to the Transformation Action Plan
- B. Identify relationships between MTC initiatives and regionwide network management reforms



## PROPOSED GOALS

### Questions:

Are these the  
right Goals?

Are these the  
right Objectives?

1

### Goal 1: Recovery

Recognize critical recovery challenges facing transit agencies

2

### Goal 2: Equity

Advance equity

3

### Goal 3: Network Management & Governance

Propose near-term network management & governance reform actions

4

### Goal 4: Current Initiatives

Clarify the relationship between MTC's current transit initiatives & transformation planning

# PROPOSED BRT/RTF ROADMAP

BLUE RIBBON



Oct.

Nov.

Dec.

Jan

Feb.

March

April

May

June

**STAGE 2 RECOVERY (Operator Led)**

**PROCESS**

**SCOPING**

**STRATEGY OPTIONS**

**ACTION PLAN**



**GOAL 1**

**STAGE 2  
Update**

**STAGE 2  
Update**

**STAGE 2  
Update**

**GOAL 2**

**EQUITY**

**GOAL 3**

**NETWORK MANAGEMENT/GOVERNANCE**

**GOAL 4**

**CURRENT  
INITIATIVES**

**APPROVAL  
MILESTONES**

**Goals &  
Objectives**

**Existing  
Transit  
Initiatives  
Memo**

**Next Steps  
for Network  
Management &  
Governance**

**Transformation  
Action Plan**



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)



Date: October 26, 2020  
Attention: Chair Jim Spering, Blue Ribbon Transit Recovery Task Force  
Re: Item 5a. Stage 3: Transformation Action Plan

Dear Commissioner Spering and Members of the Blue Ribbon Transit Recovery Task Force,

We appreciate the commitment of agency staff, elected officials, and other stakeholder groups to the recovery of public transportation, and the ongoing engagement through the Blue Ribbon Transit Recovery Task Force. We strongly support the focus on network management and governance in the task force roadmap. We also applaud the recognition that objective professional expertise will be needed to support the task force in developing a strong governance reform and network management strategy.

We wish to express concern about elements of the draft Transformation Action Plan Scope, Goals and Objectives as circulated in the meeting materials. As currently phrased, the goals and objectives fall short of a Transformation Action Plan that would set the region on the path toward an integrated, equitable public transportation system.

We ask that the Scope, Goals and Objectives be strengthened in order to position our region for meaningful Transit Transformation that addresses the needs of our riders and urgency of our climate crisis.

Our specific suggestions include:

- (1) The Scope, Goals and Objectives should more clearly and specifically identify what we actually want to achieve with transformation. Current wording of “an appropriately frequent, accessible, reliable, affordable and better connected transit network” is a good start, but would benefit from additional specificity, including the need for “fully integrated service, fares, schedules, customer information, and a common identity that creates a unified experience for riders.” We also recommend language that recognizes the goal of optimizing the impacts of existing and future public transit investments in the Bay Area.
- (2) Stage 3 should assess how the state and region can deliver stronger authority to implement transit priority on our streets and highways. This could include more authority for transit agencies to deliver bus priority lanes, implement signal priority, and advance regulations and other infrastructure that supports faster transit service.

- (3) Goal 3 should be amended to clarify that network management and governance analysis and reform actions, including the evaluation of consolidation options, should not be limited to near-term actions. This work should be guided by long-term goals, and should include both near-term and long-term reform actions. We applaud the focus on near-term actions, but this should not exclude consideration of mid-term and long-term strategy.
- (4) The framing of Goal 4 should be improved to clarify that the purpose of learning about existing transit coordination initiatives is to highlight successes, shortcomings, and obstacles of current work, which should feed into network management and governance reform actions. Goal 4 may in fact be more appropriate as a process step in support of Goal 3 rather than its own goal.
- (5) In addition to hearing about MTC-led current initiatives, we request in the near future the Task Force receive a presentation from the California State Transportation Authority about ongoing and related State-led transit initiatives and priorities, including the Statewide Transit Strategic Plan. CalSTA should be invited to provide recommendations for what transformative actions would best support State Goals and plans, and position the Bay Area to be in a competitive position for existing and future state funding.

Thank you for considering these suggestions, which we believe can lead to a clearer and bolder Transformation Action Plan that can set our region up for long term success.

Sincerely,

Ian Griffiths  
Policy Director, Seamless Bay Area

Jonathon Kass  
Interim Transportation Policy Director, SPUR

Gwen Litvak  
Senior Vice President, Bay Area Council

Metropolitan Transportation  
Blue Ribbon Transit Recovery Task Force  
375 Beale Street, Suite 800  
San Francisco, CA 94105

Task Force Members;

On October 14, 2020 the Metropolitan Transportation Commission's (MTC) Policy Advisory Council (PAC) received the same report from SPUR and Seamless Bay Area that was presented to the Blue Ribbon Transit Recovery Task Force (BRTRTF) on September 14, 2020. This presentation was made as part of the Chair's Report which includes the Chair's activities as a member of the BRTRTF.

During the following discussion, the PAC voted unanimously to ask that the BRTRTF and MTC adopt the "Recommendations for the Blue Ribbon Transit Recovery Task Force & Transformation Action Plan" (see next page) as guiding principles.

This PAC considers this a starting point, not an entire package, to fulfill the intent of the BRTRTF's third goal: transformation. Independent analysis that brings all parties to the table will allow us to develop a true regional system that helps agencies serve the needs of their local constituents while becoming part of an integrated whole.

We recognize the immediate issues all transit agencies face and the operational problems during this phase of the crisis. This request should not be considered, in any way, a rebuke or dismissal of the work agencies have done to date.

It is, however, a statement of our desire to rebuild in an equitable and sustainable manner. We appreciate your consideration in this matter.

Sincerely,

A handwritten signature in black ink that reads "Randi Kinman". The signature is written in a cursive, flowing style.

Randi Kinman, Chair  
Metropolitan Transportation Commission Policy Advisory Council



# **Recommendations for Blue Ribbon Transit Recovery Task Force & Transformation Action Plan**

While supporting Stage 2 recovery and alignment efforts initiated by transit agencies, the Blue Ribbon Task Force should...

1. Support the long term goal of a connected, equitable, efficient, and rider-focused transit system across the Bay Area that has integrated service, fares, schedules, and customer information, and a common identity.
2. Identify governance and funding reforms, including legislation, that support creation of an effective transportation network manager in the Bay Area with the authority and mandate to integrate all forms of Bay Area transit.
3. Fully analyze of options for transit agency consolidations and their potential to support a more integrated, accessible, rider-focused system.
4. Bring on relevant subject matter experts with domestic and global expertise in effective transportation governance and organization to complete the analysis of governance and funding.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

**File #:** 20-1596      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 10/26/2020      **In control:** Blue Ribbon Transit Recovery Task Force  
**On agenda:** 10/26/2020      **Final action:**  
**Title:** Correspondence Received  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [Joint Comment Letter Labor Union](#)

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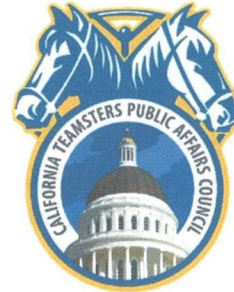
**Subject:**  
Correspondence Received

**Attachments:**

RECEIVED

SEP 17 2020

MTC



September 8, 2020

Metropolitan Transportation Commission  
375 Beale St., Ste 700  
San Francisco, Ca 94105

Dear Chair Sperring and Blue Ribbon Transit Recovery Taskforce Members:

Transit drivers have been among the hardest hit in this pandemic. Our brothers and sisters across this country have been sickened, brought illness home to family members, endured prolonged suffering from the virus, and hundreds have died.

Public transit is an essential service. We keep this economy moving and we are entrusted to help California's workforce, as well as our community's most vulnerable, travel safely. We cannot protect public safety unless transit drivers have a voice in how we provide services in the midst of a pandemic.

At the July 22 Commission meeting, more than twenty representatives for drivers and riders asked that a draft report on public transit safety be made public so that workers and community could review and comment. We were dismayed to see you instead release a final report, "Riding Together: Bay Area Healthy Transit Plan," that was drafted without any input from transit drivers or passengers. We are the ones on the frontlines everyday, with the practical knowledge and experience needed to adapt to a new reality. We are the ones with the most at stake. We are the ones who know better than anyone what is needed to keep our passengers and each other healthy and safe. Yet we were excluded from this process entirely.

It is no wonder that the recommendations produced without any worker input are deeply flawed. In fact, they fall far short of the Cal/Osha guidelines established for public transit. Even the scientific basis for the proposal, which cites close contact and droplet transmittal as the sources of spread, appears outdated based on recent revelations that the virus is airborne.

Cal/Osha guidance clearly states that a distance of six feet between operators and passengers must be maintained. It specifies that seats within 6 feet of the operator must be cordoned off and made

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unavailable to passengers. This plan makes no mention of this requirement and instead inexplicably substitutes its own standard of just three feet of distance and only where practicable.

Public health guidance is clear that a mask is intended to be complimentary to-but not in place of-proper social distancing of 6 feet. This plan contradicts that standard, stating: "Using other prevention measures in combination with social distancing, such as wearing a mask, will modify the threshold of Social Distancing, and thus enable to increase the occupancy rate of the trains." This modification lacks any scientific basis.

There is nothing more important to transit drivers than knowing our vehicles are safe, for us, for our families, for our passengers. That is why we urge you to listen to the voices of drivers and collaborate with us on a revised plan to ensure a safe and healthy future for Bay Area public transit.

California Conference Board, Amalgamated Transit Union

California State Conference, Transport Workers Union

California Teamsters Public Affairs Council