



BLUE RIBBON



**TRANSIT RECOVERY
TASK FORCE**

TRANSIT RECOVERY STRATEGIES OVERVIEW

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Funding



**Network
Connectivity**



Equity
(Vulnerable
Populations)



Service

**NEAR-TERM TRANSIT
OPERATOR RECOVERY
STRATEGY
TRENDS**



**Public
Health**



Labor

NEAR-TERM TRANSIT OPERATOR RECOVERY STRATEGY TRENDS, DETAIL 1



FUNDING

- Insufficient funding for pre-COVID-19 service levels
- Significant funding uncertainty
- Labor costs are generally over 2/3 of budget
- Service reductions result in some, but limited, savings
- Dipping into reserves for operating and may also impact capital projects



SERVICE

- Demand uncertain due to safety concerns, telework, and school re-opening
- Funding uncertainty makes it difficult to plan for service
- Some operators incrementally increasing service
- Some routes exceeding capacity due to social distancing
- Roadway congestion expected to impact bus speed



NETWORK CONNECTIVITY

- Reduced frequencies impact connectivity
- Rapidly changing schedules and different service change processes and timelines, make coordination challenging between systems
- As service is restored, connectivity should improve

NEAR-TERM TRANSIT OPERATOR RECOVERY STRATEGY TRENDS, DETAIL 2

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LABOR

- Operators avoiding layoffs for agency staff
- Some contracted service providers have reduced staff commensurate with reduced service
- Most operators eliminated overtime and implemented hiring freezes



PUBLIC HEALTH

- All frontline staff have PPE
- Mandatory face covering for riders
- Social distancing guidelines = 20-30% capacity
- Driver protective barriers (under production) needed before restart of fare collection



EQUITY [Vulnerable Populations]

- Focus on routes that serve essential services and vulnerable populations when reducing service
- Restoring service on high demand routes, which tend to serve vulnerable populations
- Social distancing capacity on vehicles may result in customer being passed up
- Some agencies enhanced non-fixed route solutions (on demand, taxi voucher, shuttle)

MTC COMMITMENT

We're in uncharted territory but MTC pledges support to assist operators with:

- Coordination with network connectivity, i.e, examining gaps in service and finding ways to support most transit dependent
- Regional safety/public health communication strategy



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1 Daly City, Millbrae 

BART
ba



TRANSIT OPERATOR PRESENTATIONS

The background features abstract, overlapping green geometric shapes, primarily triangles and polygons, in various shades of green, creating a modern and dynamic visual effect.

Transit Operators Near-Term Recovery Strategies

June 15, 2020



Planning for a Regional Recovery

- ▶ Transit operators have been working together to foster consistency in operational, safety and customer communication approaches
- ▶ Convened working groups on four key areas:
 - ▶ Financial Sustainability
 - ▶ Public Health & Safety
 - ▶ Service and Operations Planning
 - ▶ Communications
- ▶ Transit operators have provided a joint submittal of initial approaches to adaptation and service recovery

California plans to follow a phased re-opening

Resilience Roadmap Stages

STAGE 1: Safety and Preparedness

Making essential workforce environment as safe as possible.

STAGE 2: Lower Risk Workplaces

Creating opportunities for lower risk sectors to adapt and re-open.

Modified school programs and childcare re-open.

STAGE 3: Higher Risk Workplaces

Creating opportunities for higher risk sectors to adapt and re-open.

STAGE 4: End of Stay-At-Home Order

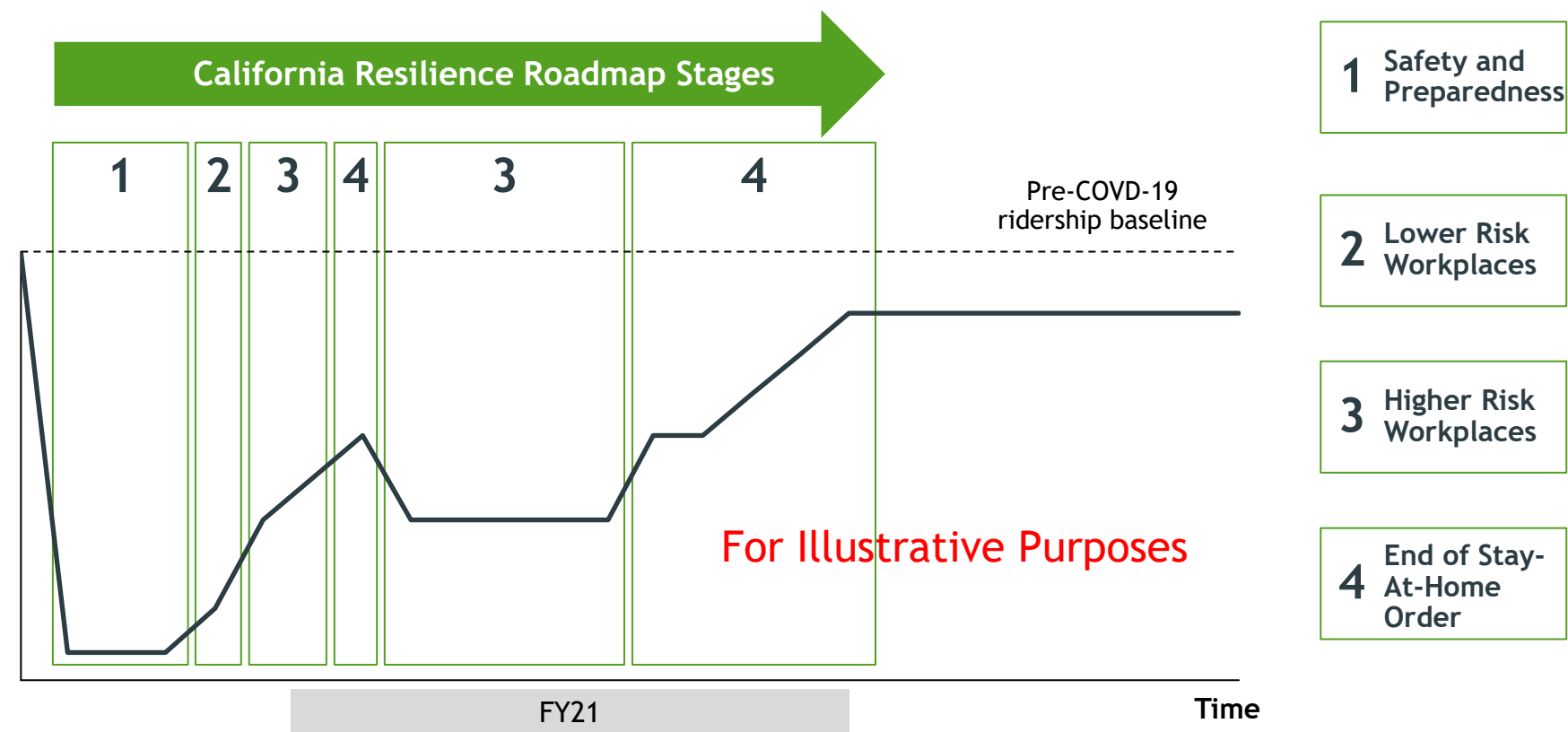
Return to expanded workforce in highest risk workplaces.

Requires Therapeutics.

Transit will adapt service to changes in ridership - possible increase by CA Roadmap Stage of reopening

Ridership, % of pre-COVID under “Faster Ramp” scenario

California Resilience & Recovery Stages



Source (timing): SF.gov, San Francisco public health department and the California Department of Public Health, SF Chronicle, pharmaceutical company press releases, Center for Disease Control, New York State press coverage, FDA guidance, White House press conferences, World Health Organization

Source (scale): BART FY2021 monthly ridership forecasts, BART rider segmentation survey data, BART historical monthly ridership, Oxford Economics unemployment projections, Bureau of Labor Statistics historical unemployment, BART ridership data, Consumer Survey April 2020, Oxford economics jobs by industry in Bay Area counties, Slack HQ, Gartner, KFF

Requirements & Opportunities in Recovery

- ▶ Important factors are a prerequisite to any recovery, and require external coordination
 - ▶ Public Health & Safety - Implementing policies and procedures that promote healthy and safety practices onboard our systems
 - ▶ Equity - Prioritizing vulnerable and transit-dependent riders and ensuring a base level of service for essential trips
 - ▶ Regional Fare Coordination - While a regional fare coordination and integration study is underway, accelerating Clipper START and Clipper 2.0 will provide much needed means-based fare program and no-touch fare payment



Operators Recovery Plans

- ▶ Plans are aligned on important service planning, coordination, and delivery points
 - ▶ All agencies are focused on maximizing the service delivered to match demand within resources available
 - ▶ Ridership and service levels have reduced over the last three months, but some has already begun to return (examples: BART 15 min trains, SFMTA additions to core network, Caltrain adding skip-stop service)
 - ▶ Equity is a key component of decision-making (examples: Muni core service, GG core service)
 - ▶ Network coordination at a regional level is essential, including communications of schedules and transfers at key hubs, and developing information regarding a regional network and frequency map



Planning for Uncertain Futures

- ▶ There is significant uncertainty about how the impacts of COVID-19 will evolve over the next 12-18 months
 - ▶ Impacts to travel demands, agency budgets, and service needed & provided
- ▶ Agency actions alone will not fully account for the sources of uncertainty
 - ▶ Public Health Orders
 - ▶ Economic Activity
 - ▶ Confidence of Regional Residents
- ▶ Agencies have addressed this uncertainty through scenario-based planning (examples: Muni, BART, Caltrain)

Support from MTC and Blue Ribbon Task Force

- ▶ Accelerate regional fare efforts (Clipper START, Clipper 2.0)
- ▶ Collaborate with transit agencies to:
 - ▶ Centralize the next round of rider and employer survey/outreach efforts
 - ▶ Develop a Regional 'return-to-transit' Marketing Campaign
- ▶ Advance transit priority travel improvements on bridges and bridge approaches
- ▶ Ensure the speedy allocation of remaining CARES Act funds in a way that accurately reflects revenue losses and adheres to all five Principles

Bay Area Transit: Collaboration Framework

A SET OF WORKING GROUPS THAT WILL COLLABORATE TO ENSURE THAT RECOVERY STRATEGIES ARE COORDINATED THROUGHOUT THE REGION

GMs Collaborate
To Build an Operator Caucus

A unified
response to
COVID-19



Financial Sustainability

- Fare integration study
- Resource planning



Communications

- Consistent messaging
- A single voice



Public Health & Safety

- Collaborate with paratransit groups and labor unions
- Identify consistent measures



Service & Operations Planning

- Operator continuity
- Standards for cleaning and disinfecting

MTC Blue Ribbon Transit Recovery Task Force

Smaller Operators Recovery
Planning

June 15, 2020



Planning for Revenue Uncertainty



CARES funding delays financial deficits



Planning for possible service cuts



More frequent budget revisions to boards
as economic picture clarifies

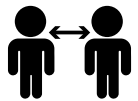
Considerations in Planning for Ridership Uncertainty



Revenue losses and new economic reality



Service resumption by regional operators



Social distancing required and impacts on vehicle capacities



Opening of schools and colleges

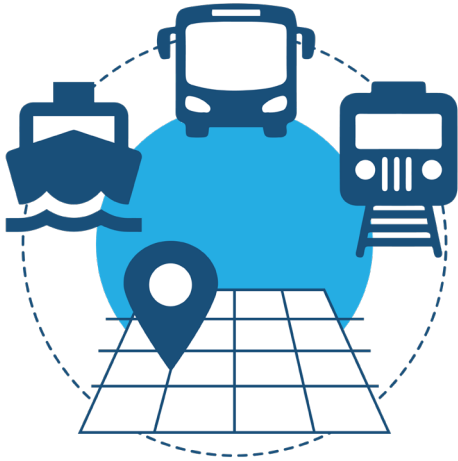


Scaling service increases to returning demand



Consideration of on-demand transit alternatives

Coordinating Schedules and Routes



- Maximizing coordination of schedules and network connections with regional operators
- Resource constraints will not allow every train, ferry, or regional bus to be met
- Improving public communication of coordinated services

Modifying Fares

- Resuming fare collection
- Promoting greater use of Clipper
- Increasing the use of contactless fare media
- Growing interest in means-based fare demonstration project



Transit Service to Those Who Need it Most



- Most riders on smaller bus systems are from households with annual incomes less than \$50k
- Riders during SIP are essential workers and/or are making essential trips
- Service to hospitals, health care centers, grocery stores have been prioritized during SIP
- Core and lifeline services have been maintained and will be throughout recovery period
- On-demand services provide a safety net in some areas
- Youth transportation is often a local priority

Paratransit, the COVID-19 Innovator

- Paratransit vehicles and drivers are being used creatively
 - Meals, groceries, food bank deliveries to those who can't leave home
 - Transporting unsheltered and those living in congregate sites to COVID-19 test sites, medical facilities, or hotels
- Extra safety attention given to ADA paratransit service due to higher risk riders group



BRTF and MTC Support for Transit Recovery

- Developing regionwide message regarding health and safety on public transit
- Coordinating surveys and compiling survey data
- Accelerating Clipper START and Clipper 2.0
- Ongoing monitoring and updating of revenue forecasts
- Continued advocacy for state and federal transit funding

QUESTIONS FOR DISCUSSION

- A. Based on information you are receiving today, what do you feel optimistic about? What do you feel needs more attention?
- B. What are the most important things to focus on for the recovery effort?
- C. Would quarterly updates on near-term recovery efforts be useful for the Task Force?



THANK YOU.

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