

BLUE RIBBON



TRANSIT RECOVERY
TASK FORCE

NEAR-TERM TRANSIT RECOVERY: UPDATES

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Programming and Allocations

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RECOVERY – WHAT WE HEARD

EQUITY

- Important to understand how agencies are adjusting service with transit dependent riders in mind: low-income and disabled riders, seniors, essential workers, students
- Provide access to all riders on higher cost systems, either through discounts or other fare policies

BE BETTER INFORMED

- Conduct outreach and surveys to understand rider needs
- Capitalize on surveys being conducted by SVLG, Bay Area Council, Transit Agencies and other organizations

SYSTEM

- Develop consistent protocols and standardization for agencies
- Network coordination at a regional level is an essential part of recovery planning
- Recovery plans should address operating efficiencies for financial sustainability
- There is insufficient funding to resume all pre-COVID services at this time

CURRENT TRANSIT SERVICE MAP



Map 1: Current Transit Service by Type

June 24, 2020

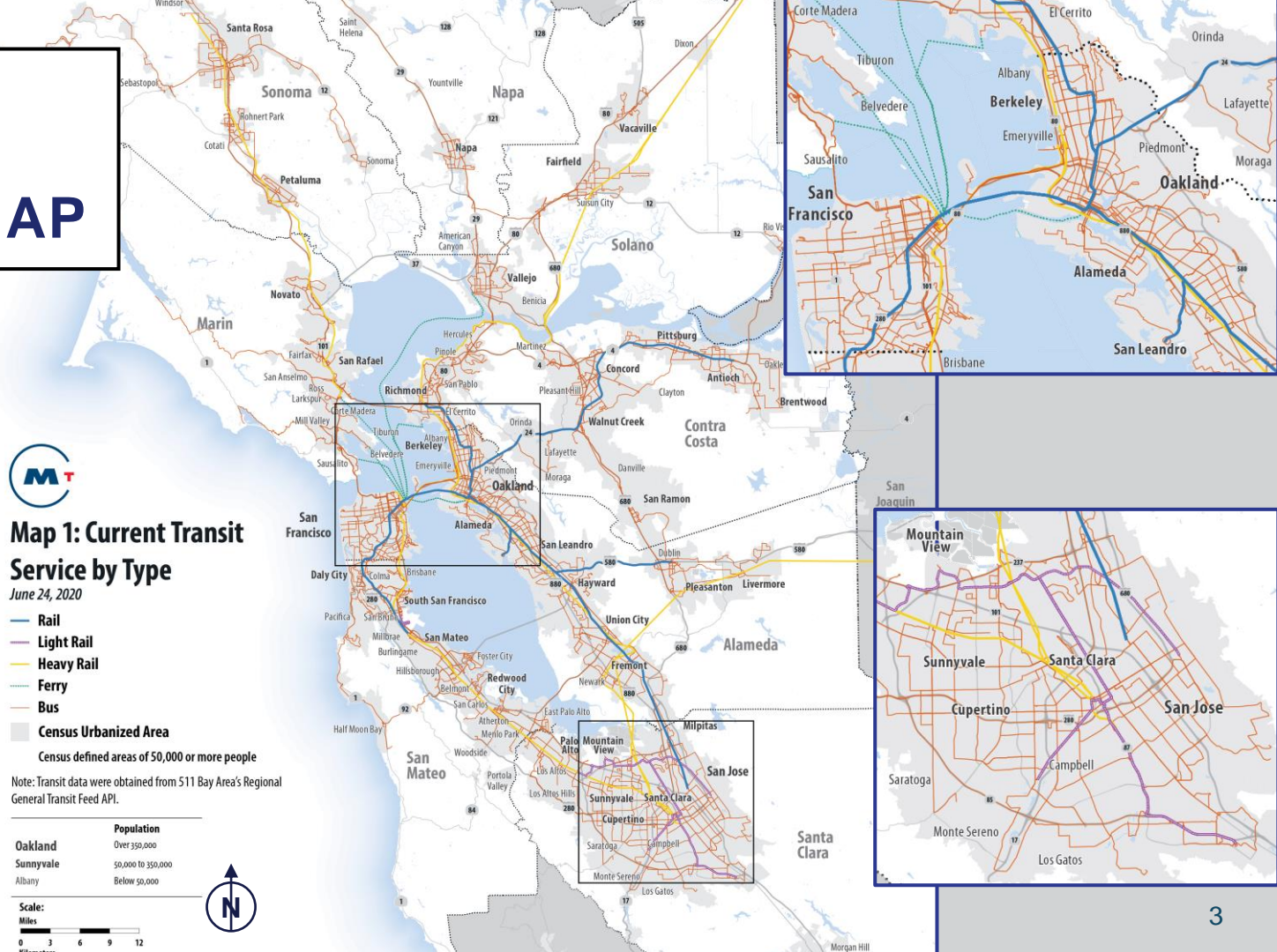
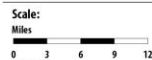
- Rail
- Light Rail
- Heavy Rail
- Ferry
- Bus

Census Urbanized Area

Census defined areas of 50,000 or more people

Note: Transit data were obtained from 511 Bay Area's Regional General Transit Feed API.

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000



CURRENT TRANSIT SERVICE AND COMMUNITIES OF CONCERN

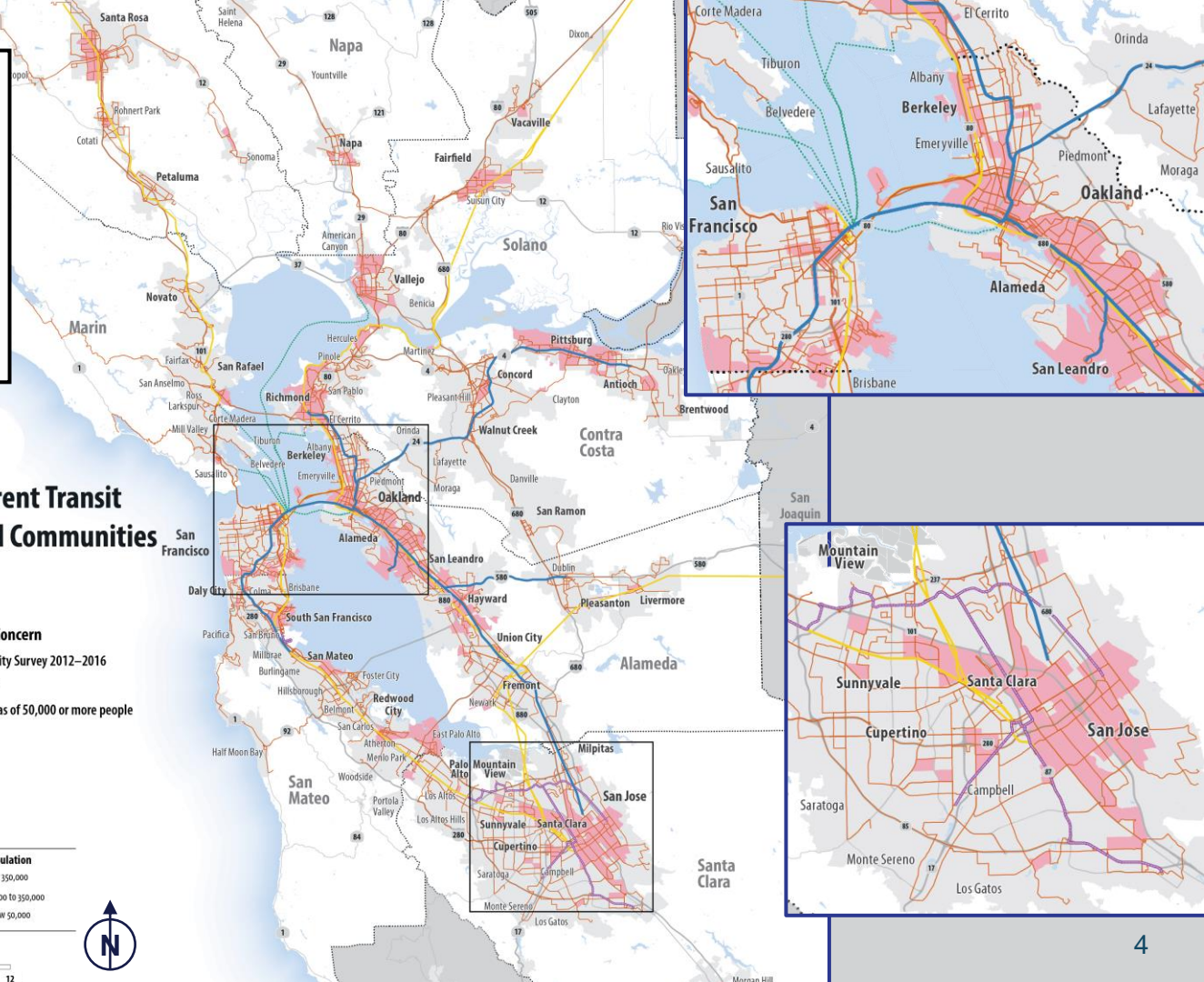
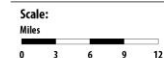


Map 2: Current Transit Service and Communities of Concern

June 24, 2020

- Community of Concern**
American Community Survey 2012–2016
- Urbanized Area**
Census defined areas of 50,000 or more people
- Rail**
- Light Rail**
- Heavy Rail**
- Ferry**
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	Population
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CURRENT SERVICE OBSERVATIONS



When SIP began, focus was on essential travel

- While the “Current Service” map shows consistent transit coverage across the region, some frequencies and spans of service have been curtailed
- Service elimination generally was for supplemental school service and peak commuter service
- Shift to On-demand services in parts of the region supplement the reduced fixed route service in those areas.
- As demand (ridership) increases, operators are increasing frequency or adding service
- Some operators have back-up buses ready to transport passengers left behind



TRANSIT OPERATOR COORDINATION

Weekly Meetings:

- Public Health & Transit
- Communications
- Service/ Operations Planning
- Financial

Areas of Coordination

- New baseline and evolving conditions
- Seek opportunities for coordinated service, policies, or joint criteria development (such as when to reinitiate fare collection)
- Forum for peer exchange of ideas, successful implementation practices, and learned lessons
- Identifying actions as short or long term.
- **Preparing for future Task Force Stage 3 discussions**

NEAR-TERM COMMITMENTS

Understand near-term rider needs, especially for vulnerable populations

- Transit operators are conducting agency specific polls and surveys*
- Identify funding for multi-agency polling and customer surveys
- Operators to indicate priorities for additional data needs – such as O-D/demographic survey to assist with service planning and recovery

*see separate document on list of surveys

Communications Campaign

- Actions being taken to make the system healthy for riders and employees
- Implement coordinated messaging effort to welcome riders back

Quarterly Reporting and Updates

- As services are adjusted by individual operators, monitor connectivity and minimize gaps

Related Regional Collaboration

- Fare Integration Study
- Seamless Mobility
- Caltrans Strategic Partnerships – Transit Grant
- Bay Bridge Forward
- BATA Focus Group

EQUITY IN ACTION – CLIPPER START

Current Program:

- An 18-month pilot program for 4 Transit Operators (BART, Caltrain, GGBHTD, SFMTA) to provide a transit fare discount to eligible riders based on income
- Anticipated launch date – July 15, 2020
- Operators and MTC set aside funding to fund the subsidy

Request:

Consider expanding pilot program to include additional transit operators



Next Steps:

- Confirm interest and participation from transit operators
- CARES Act regional funds could help subsidize additional operators for pilot period.
- Additional follow-up needed on:
 - Clipper System changes
 - Policy & Funding – Identification of new regional funding sources
 - Implementation – Timing, outreach and program management updates



THANK YOU.

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