



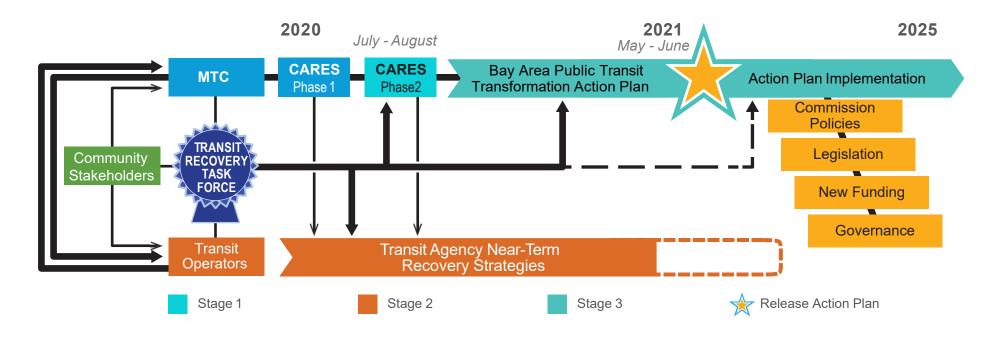
BLUE RIBBON

BLUE RIBBON TRANSIT RECOVERY TASK FORCE

- Appointed by Commission in May 2020 to guide the Bay Area's transit system recovery in response to the COVID-19 pandemic
- 32 members composed of representatives from the State, MTC Commission, transit operators, and stakeholder groups
- Purpose:
 - Guide the expedited distribution of CARES Act Phase 2 funds.
 - Safety, network connectivity, financial sustainability, and transportation system equity will be important considerations.
 - By mid-2021, submit a Bay Area Public Transit Transformation Action Plan to the Commission.
 The Plan should identify actions needed to re-shape the region's transit system into a more
 connected, more efficient, and more user-focused mobility network across the entire Bay Area and
 beyond.

TASK FORCE TIMELINE





TASK FORCE MEETING TOPICS



Meeting 1 - May 29, 2020

- Task Force Framework
- Task Force Member Perspectives

Meeting #2 - June 15, 2020

- Transit Operator Safety Plan Outline
- Operator Recovery Strategy Review
- CARES Act Distribution Options

Meeting #3 - June 29, 2020

- Near Term Recovery
- Transit Operator Safety Plan
- Network Connectivity Planning
- CARES Act Funding Proposal

Meeting #4 - July 20, 2020

 Launch discussion of Phase 3 Transformative Action Plan

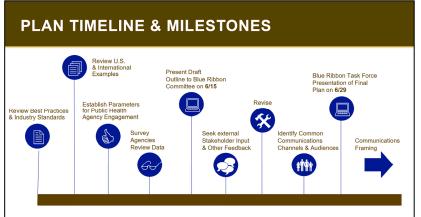


OPERATOR HEALTH & SAFETY PLAN



- Region's Transit Operators are Working in Coordination to Develop and Implement a Health & Safety Plan that will:
 - Establish comprehensive shared protocols to reduce risks for employees and passengers
 - Unite Voices of Bay Area Transit Agencies
 - Leverage Available Data
 - Curate Best U.S. / International Practices
 - Collaborate with Local Public Health Agencies
 - Launch Common / Scalable Standards
 - Review Customer Journey & Health-Vulnerable Passengers
 - Create Common Approach for Communications
 - Establish Simplified Metrics & Reporting





NEAR-TERM COMMITMENTS



Understand near-term rider needs, especially for vulnerable populations

- Transit operators are conducting agency specific polls and surveys*
- Identify funding for multiagency 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 operators, monitor connectivity and minimize gaps

Related Regional Collaboration

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







- Move quickly to distribute the first allocation of funds to operators as soon as possible
- Distribute funding in a manner that **best addresses operators' needs** arising from the COVID-19 crisis
- Allow flexibility to enable the region to address uncertainty/changed circumstances
- Address urbanized area (UZA) constraints associated with federal funds with a needs-based funding distribution of any COVID-19 supplemental state funds
- Future distribution(s) will be subject to a comprehensive COVID-19 recovery strategy for each operator that considers any recommended regional adjustments to ensure network connectivity, lifeline service needs, and financial sustainability.

CARES ACT PROPOSED APPROACH

Phase 1 — \$781 million

Distribution Approach

- 33% based on percentage share of FY 2020 -21 State Transit Assistance Revenue-Based Formula (inc. AB 1107 sales tax)
- 33% Based on percentage share of farebox revenue
- 33% based on percentage share of FY 2019-20 Operating Costs

Phase 2 (Proposed) — \$508 million

Distribution Approach

- Seeks to fully backfill operators' lost revenue due to COVID-19 through a horizon of 12/31/2020 across both Phase 1 and Phase 2
- Able to meet 90% of estimated need through 12/2020
- Includes a "true up" as the approach looks at the total anticipated revenue loss over the ten month period of 3/2020 to 12/3030 and calculates the total amount of CARES Act funding an operator needs across both Phase 1 and Phase 2
- Uses a consistent set of revenue loss assumptions for all operators across two time periods (March to August 2020 and September to December 2020) to determine a monthly revenue loss amount

EQUITY CONSIDERATIONS

Equity adjustment is applied by weighting 25% of an operator's projected revenue losses to its ridership share of **very low income** (under \$50,000 income per household) passengers.

CARES Act Bay Area Total = \$1.3 billion

CARES Act Phase 1 Distribution \$781 million April 2020 (MTC Res. 4420)

UMINES MUL. #1,200,300,000

CARES Act Phase 2
Distribution
\$508 million
Target: July 2020

BART: \$377,044,397

SFMTA: \$373,773,780

VTA: \$141,572,305

AC Transit: \$114,157,462

Caltrain: \$64,635,781

Golden Gate Transit + Ferry: \$51,579,223

SamTrans: \$45,878,998

WETA: \$18,756,406

SMART: \$14,952,173

MTC Regional Programs: \$12,883,886 =

County Connection: \$11,812,397 =

Marin Transit: \$10,176,062 =

Tri Delta Transit: \$8,024,446 -

LAVTA: \$6,818,958 -

Sonoma County Transit: \$5,772,456 -

Soltrans: \$5,531,715 -

NVTA: \$4,377,166 -

Santa Rosa CityBus: \$4,075,570 -

WestCAT: \$4,017,750 -

FAST: \$3.938.721 -

ACE: \$2,680,453 -

Union City Transit: \$1,946,364 -

Vacaville City Coach: \$1,789,844 -

icaville City Coach. \$1,709,044

Petaluma Transit: \$1,060,920 -

TJPA: \$583,273 -

City of Dixon: \$390,263 -

City of Rio Vista: \$157,836 -

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 11

CONSISTENT REVENUE LOSS ASSUMPTIONS



- Revised assumptions (in italics) since last meeting, based on newest data, slightly more optimistic*
- Unprecedented uncertainty remains a challenge
- Use of consistent assumptions across all operators allows for CARES Act distribution options to be considered on a level playing field
- Amounts shown below are a % reduction below what the fund source generated prior to COVID-19.

March - August 2020

- Fares -90%
- Sales taxes -45%
- BATA bridge tolls -60%
- Golden Gate Bridge tolls -60%
- SFMTA Parking -90%
- SFMTA General Fund -20%
- Park n Ride revenues -90%
- State Transit Assistance -32%
- State Rail Assistance -32%

September - December 2020

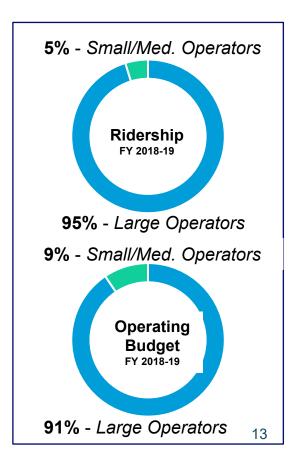
- Fares -70%
- Sales taxes -30%
- BATA bridge tolls -25%
- Golden Gate Bridge tolls -40%
- SFMTA Parking -15%
- SFMTA General Fund -20%
- Park n Ride revenues -75%
- State Transit Assistance -40%
- State Rail Assistance -40%

^{*}Although a majority of transit operators support these assumptions as a basis for the distribution, they are not uniformly supported by all.

CARES ACT PROPOSED DISTRIBUTION

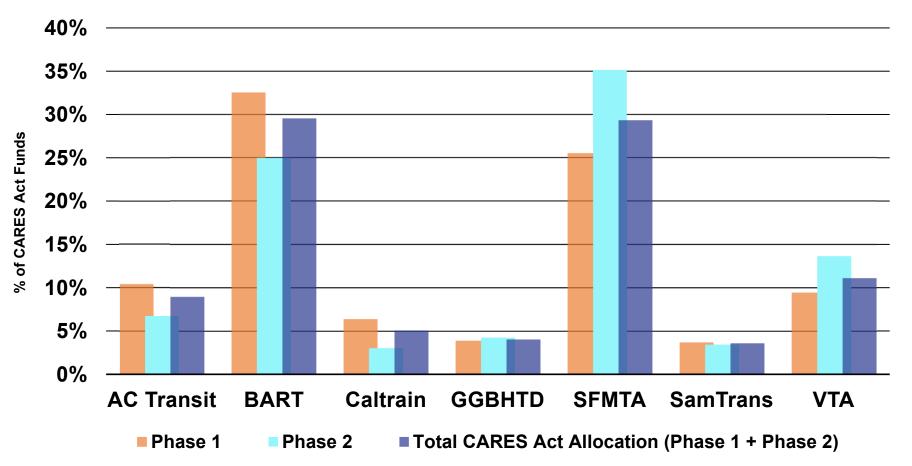


Transit Operator	Total CARES Act Allocation (Phase 1 + Phase 2)	Total CARES Act Allocation % Share (Phase 1 + Phase 2)
AC Transit	\$114,157,462	8.9%
BART	\$377,044,397	29.6%
Caltrain	\$64,635,781	5.1%
Golden Gate Transit + Ferry	\$51,579,223	4.0%
SFMTA	\$373,773,780	29.3%
SamTrans	\$45,878,998	3.6%
VTA	\$141,572,305	11.1%
Large Operator Total	\$1,168,641,945	91.6%
Small/Medium Operator Total	\$106,862,776	8.4%
Regional Transit Programs/Support	\$12,883,886	1% (off the top)
GRAND TOTAL	\$1,288,388,608	100%



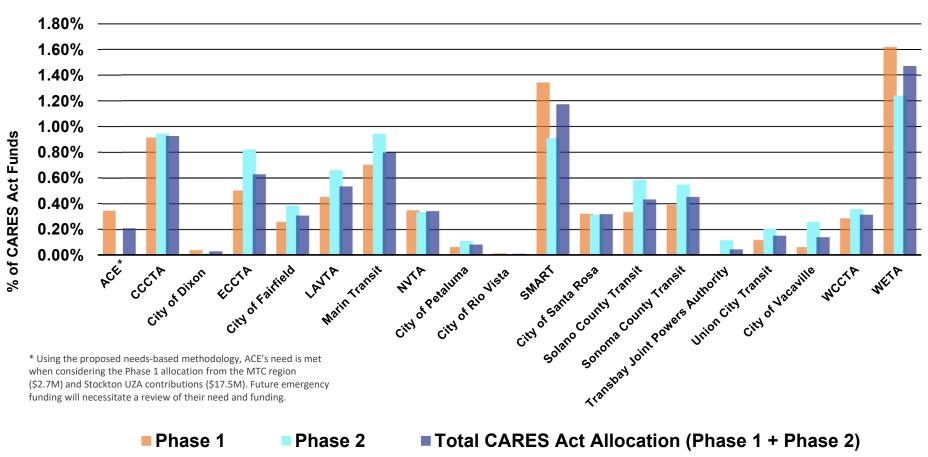
CARES ACT % SHARES BY PHASE





CARES ACT % SHARES BY PHASE, CONT.



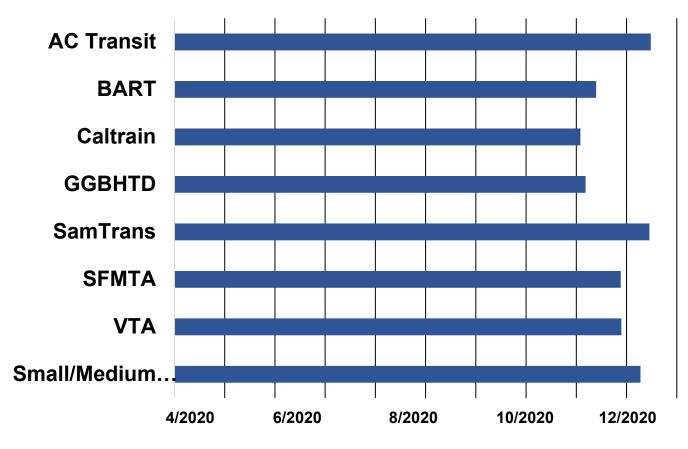


IS THERE A FINANCIAL "CLIFF"?



How many months of revenue loss will the CARES Act backfill?

Note: Different length of bars reflects impact of equity adjustment, CARES Act covers 8.7 months of revenue loss region-wide



- Revenue loss is estimated, unprecedented uncertainty
- Agencies have reduced operating costs so CARES Act funding should stretch longer than shown here
- Recovery strategies restore service as demand returns
- HEROES Act, INVEST in America Act, FTA Formula funds, and state funding all present opportunities for further revenue loss backfills based on need

