



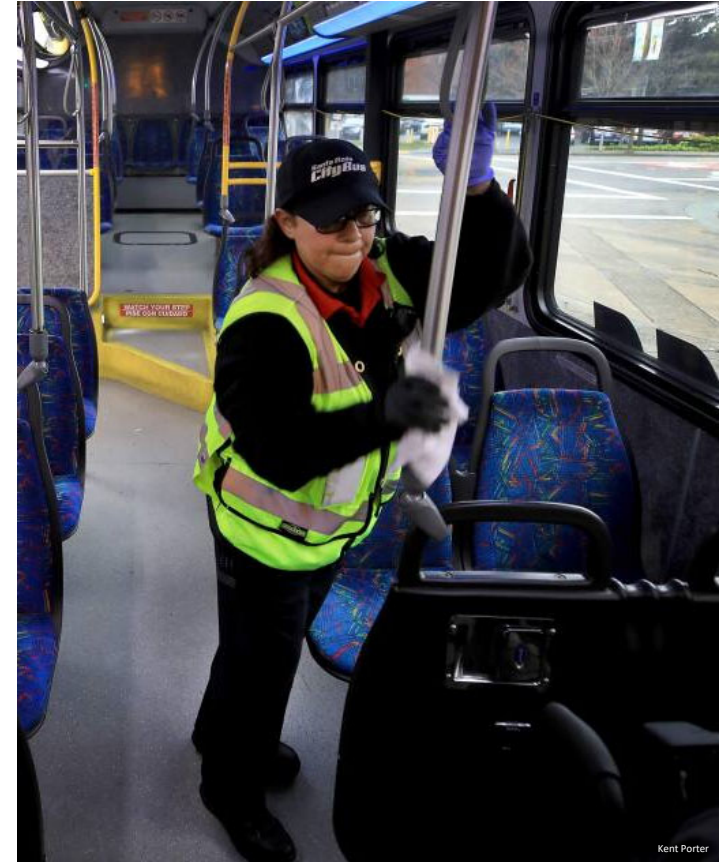
SFMTA Photo

MTC Staff Overview:

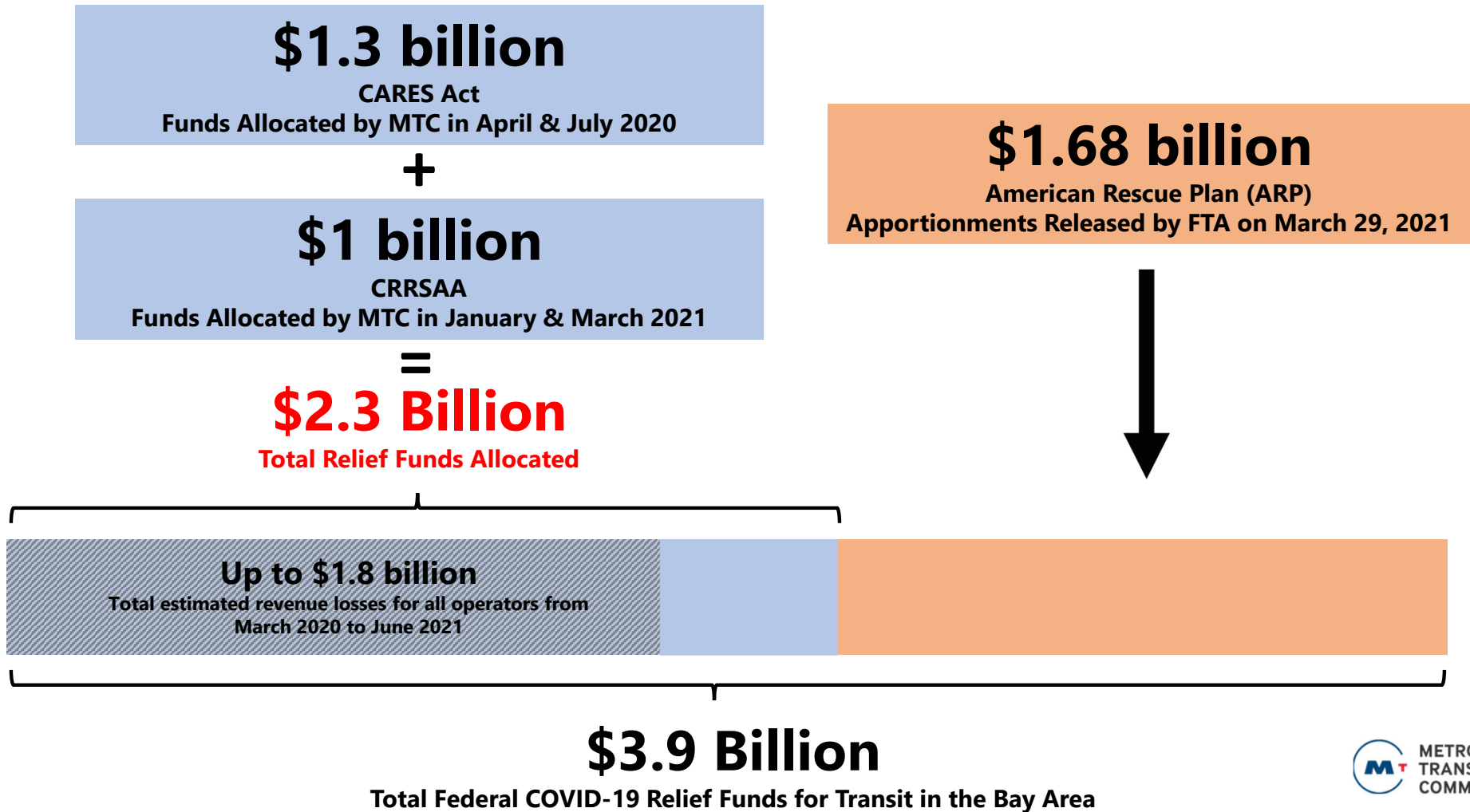
Regional Response to the Pandemic's Impacts on Public Transit

Introduction

- The past 15 months has been nothing less than an existential crisis for the delivery of public transit service.
- Thanks to the support of the federal government the Bay Area has received nearly \$4 billion in emergency funding to allow transit service to be sustained and as a down payment on its revival.
- As the Bay Area emerges from the pandemic, and as the Commission considers how to allocate \$1.68 billion in American Rescue Plan (ARP) funds, we need to look ahead and make sure this likely final round of federal relief funding helps deliver the transit service our communities need.

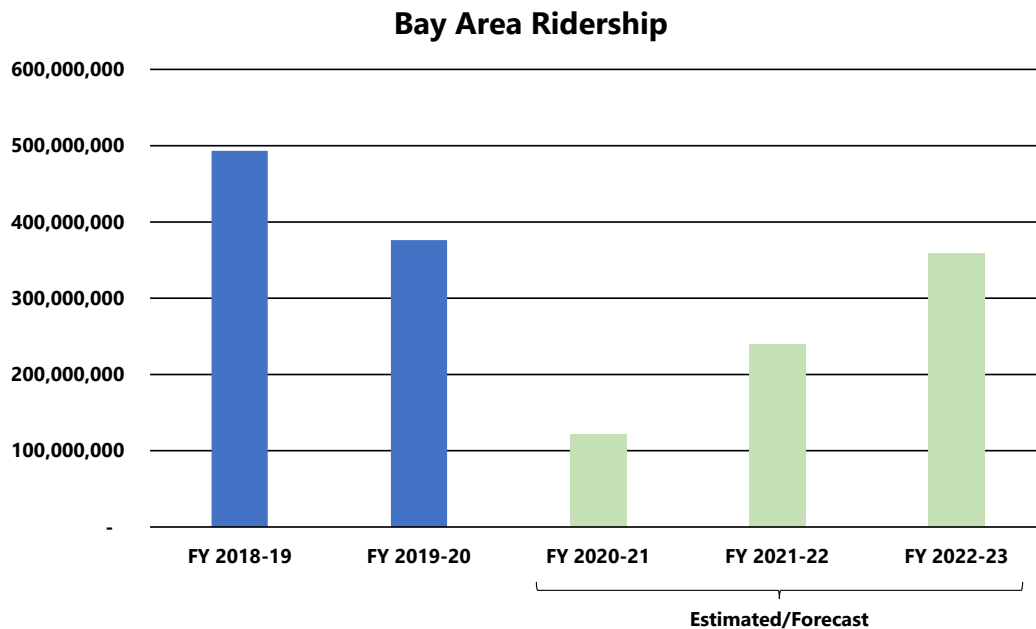


Putting COVID-19 Relief Funds to Work



Ridership

Transit ridership in the Bay Area decreased 75% in FY 2020-21 compared to pre-pandemic levels.



	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
YoY Change	-24%	-68%	97%	50%
vs. FY 18-19	-24%	-75%	-52%	-27%

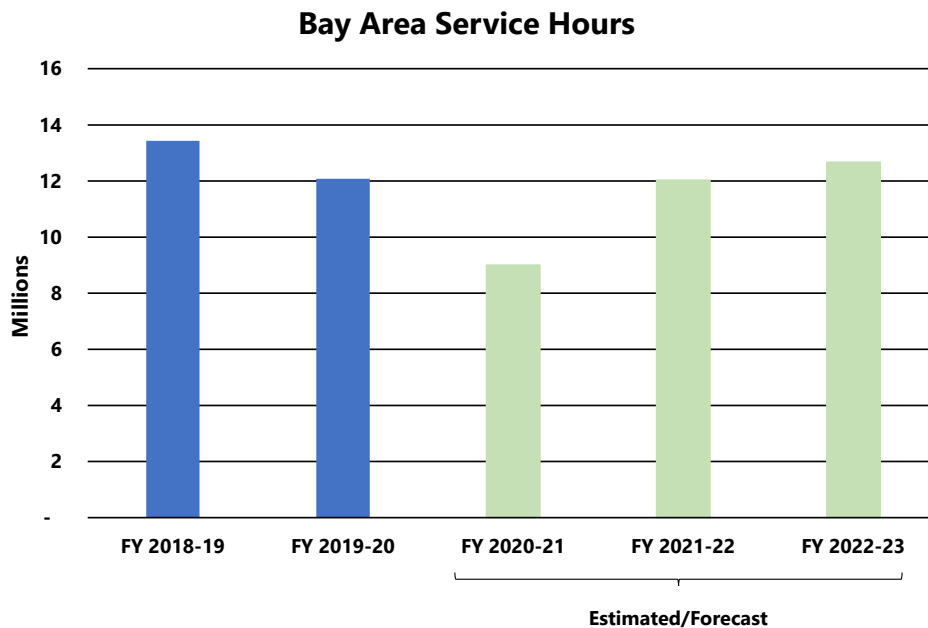
Recovery

- Looking forward, operators forecast substantial year-over-year increases in ridership.
- However, as commute and travel patterns change, operators forecast ridership levels in FY23 to be below pre-pandemic levels.

Source: Operator Data

Revenue Vehicle Hours

Revenue vehicle hours were reduced 33% in FY 2020-21, as compared to pre-pandemic levels.



	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
YoY Change	-10%	-25%	34%	5%
vs. FY 18-19	-10%	-33%	-10%	-6%

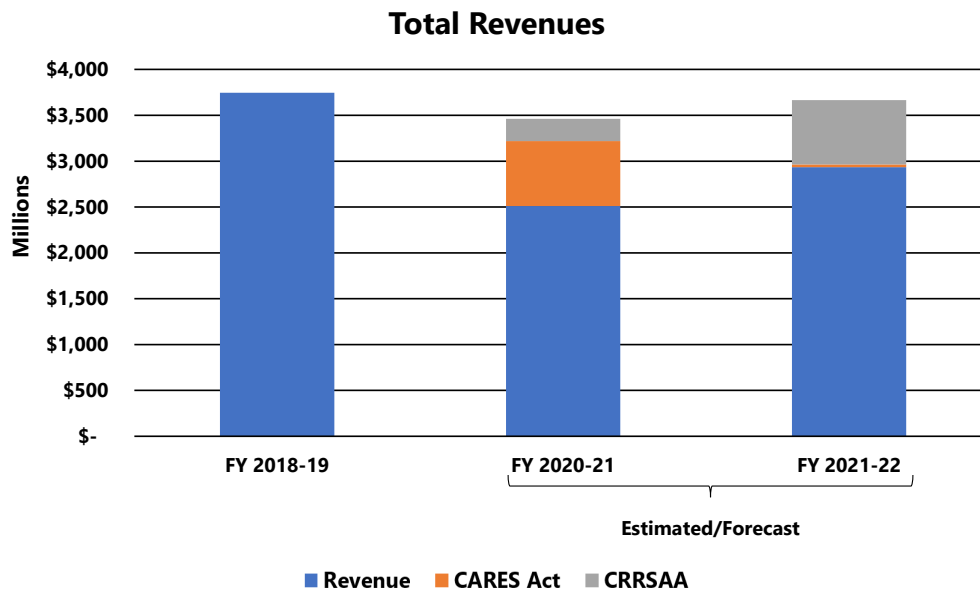
Source: Operator Data

Service Restoration

- Looking forward, operators plan to restore 90% of pre-pandemic service in FY22, and 94% in FY23

Total Revenues

Non-federal relief revenues decreased \$1.2B or 33% in FY2020-21, as compared to pre-pandemic levels.



	FY 2020-21	FY 2021-22
Without Federal Relief	-33%	-22%
With Federal Relief	-8%	-2%

Federal Relief

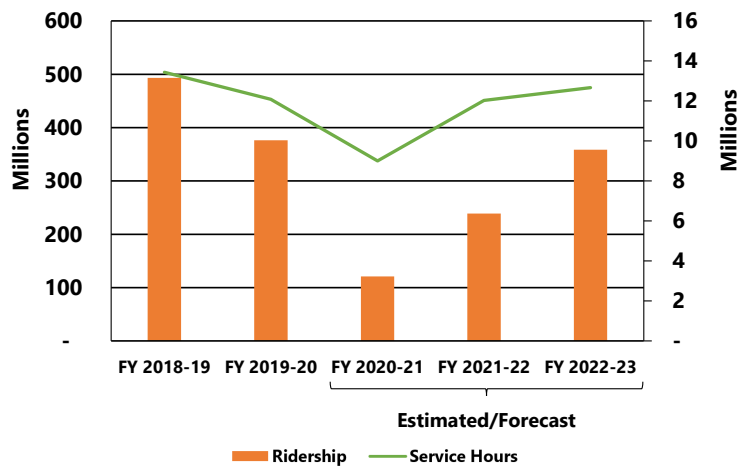
- \$2.3 Billion in federal relief funds were allocated to Bay Area transit operators between the CARES Act (\$1.3B) and CRRSAA (\$981M)
- With these funds budgeted in FY21 and FY22, total revenues are 92% and 98% of pre-pandemic levels, respectively
- Operators are expecting non-relief revenues to increase 17% from FY21 to FY22

Source: Operator Data

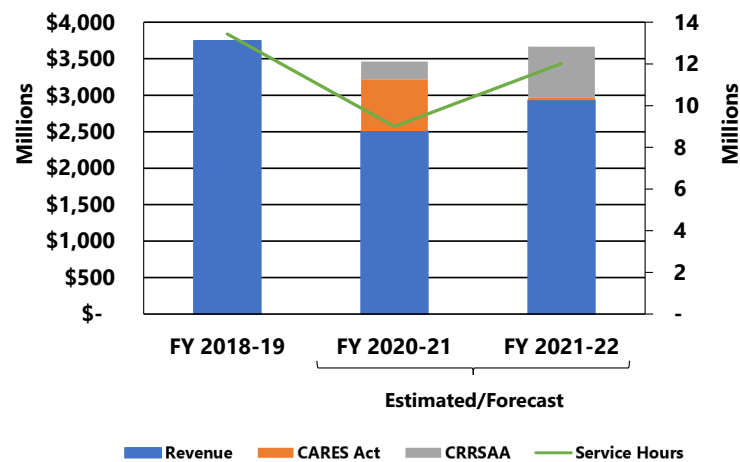
Ridership, Revenue and Service

Although ridership recovery may be slow, operators are preparing to restore service to near pre-pandemic levels with the help of federal relief funds

Bay Area Ridership & Service Hours



Revenue & Service Hours



Relative to pre-pandemic levels, operators expect to restore service at a faster rate than ridership recovery

Federal relief funds enable operators to restore service to near pre-pandemic levels. Without federal relief, operators would have 78% of pre-pandemic revenues.

Source: Operator data

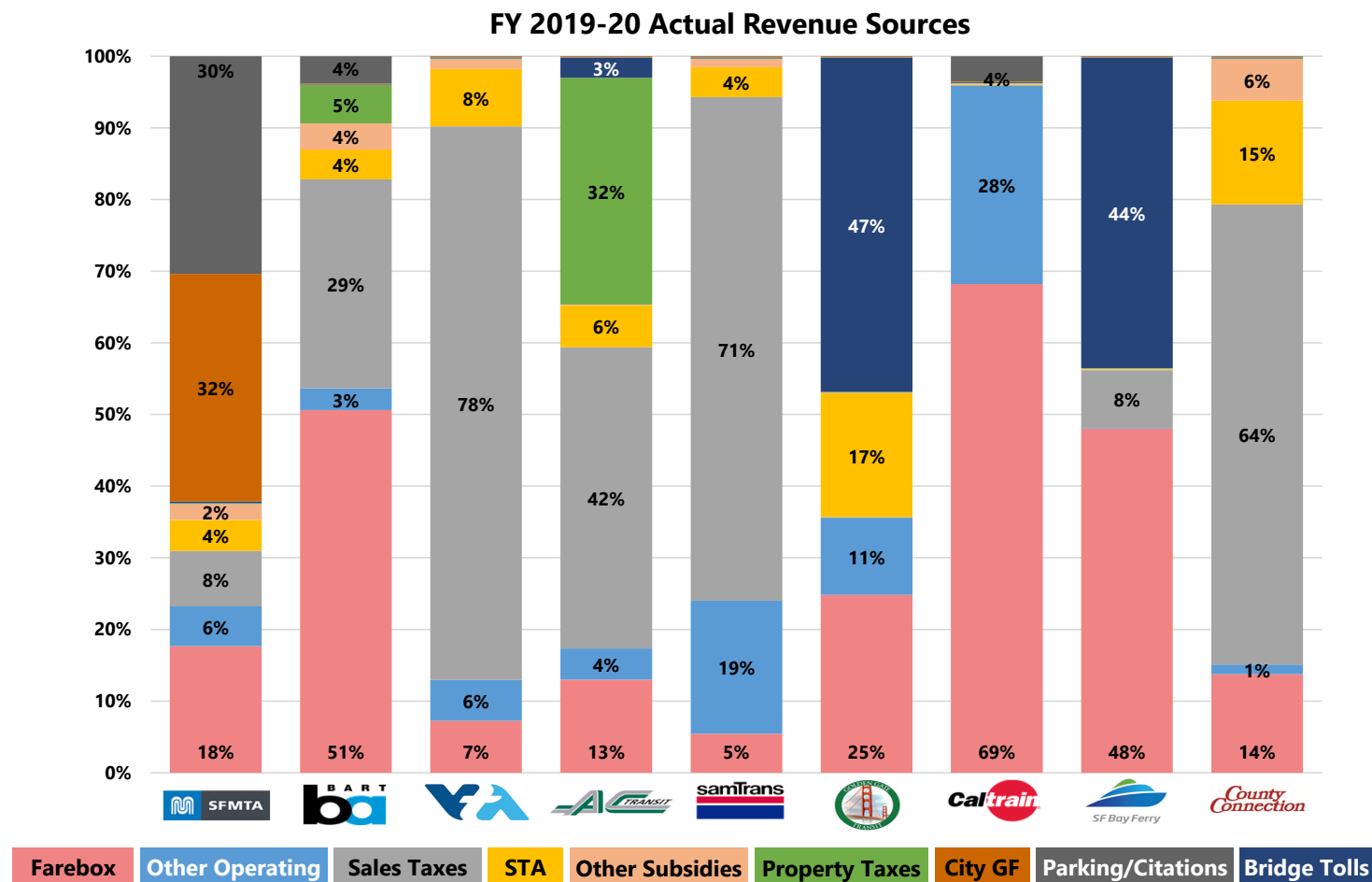
Transit Operators Have Faced Diverse Challenges

- Physical Distancing Restrictions
 - Severely Limited Vehicle Capacity
- Staffing Shortages
- Unpredictable Demand Patterns
 - K-12 School Reopening
 - Remote Work
- Constraints on Adjusting Service
 - Labor Agreement Requirements



Transit Operators Are In Unique Financial Positions

- The financial impacts of the pandemic have not been felt evenly by transit operators
- Fare, toll, and parking revenues have continued to experience significant revenue losses
- Sales and property tax revenues have performed relatively well in comparison

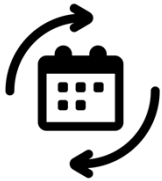


Transit Operator Coordinated Planning Efforts



Common Transit Service Categories and Definitions

- The transit operators in conjunction with MTC staff have developed a set of common terminology to define different transit service types across the region, which will have a wide range of planning applications once finalized



Service Change Timeline Coordination

- The transit operators have developed a recommended regional sign-up and service change schedule that would align Bay Area operators to the same cadence, giving staff the ability to significantly improve schedule coordination for riders making transfers. BART took an initial step by moving their upcoming service improvement to August 30 to better match other operators and the start of schools.
- In addition, BART has arranged transit operator outreach meetings to review upcoming schedule changes well in advance of implementation to allow for inter-operator schedule coordination.



Hub Transfer Coordination

- The operators created draft framework to improve the transfer experience
- Elements include:
 - Areas of improvement currently in progress,
 - Formalization and standardization of hub coordination processes,
 - Identification of remaining gaps and areas of improvement through a pilot evaluation of the El Cerrito del Norte BART Station, and
 - Identification of tools and process that can support hub coordination efforts.
 - One of the tools the operators are testing is MTC's Transit Connectivity Tool, which analyzes the effectiveness of coordinated schedules of various transit operators at key hubs throughout the region.

Recent Transit Operator Service Coordination



Service Connectivity

- On March 22nd, BART and Caltrain significantly improved the transfer connection at the Millbrae Station, which includes coordinated schedule times and simple cross-platform transfers.



Transit Priority

- SFMTA has implemented portions of its Emergency Transit Lanes plan and is allowing access to other transit operators including SamTrans and Golden Gate Transit.
- In the East Bay, AC Transit and the City of Oakland implemented Bus Rapid Transit along International Boulevard and dedicated transit lanes on Broadway through downtown.



Service Reciprocity

- SFMTA has partnerships with SamTrans and Golden Gate Transit to allow local riders to ride SamTrans and Golden Gate Transit buses that operate in San Francisco.



Mutual Aid

- Multiple transit operators are providing "bus bridges" between BART stations to allow for track maintenance and upgrades
- Several operators provided emergency mutual aid to Santa Clara VTA during the suspension of light rail service in May

Transit Operator Presentations

Transit operator General Managers will share an update on their agency's circumstances. The presentations will be delivered in the following sequence:

- | | |
|---------------------------------------|--|
| 1. Michelle Bouchard, Caltrain | 7. Kate Miller, NVTa |
| 2. Rachel Ede, Santa Rosa City Bus | 8. Denis Mulligan, Golden Gate Transit/Ferry |
| 3. Michael Hursh, AC Transit | 9. Robert Powers, BART |
| 4. Jeffrey Tumlin, SFMTA | 10. Rick Ramacier, County Connection |
| 5. Beth Kranda, Solano County Transit | 11. Evelyn Tran, VTA |
| 6. Carter Mau, SamTrans | |

Presentations are expected to be 6-7 minutes each. There will be opportunity for Q&A and public comment following the close of presentations.