

California Transit
Association



California Without Transit: COVID-19's Impact on Public Transit

July 17, 2020



Crisis Overview

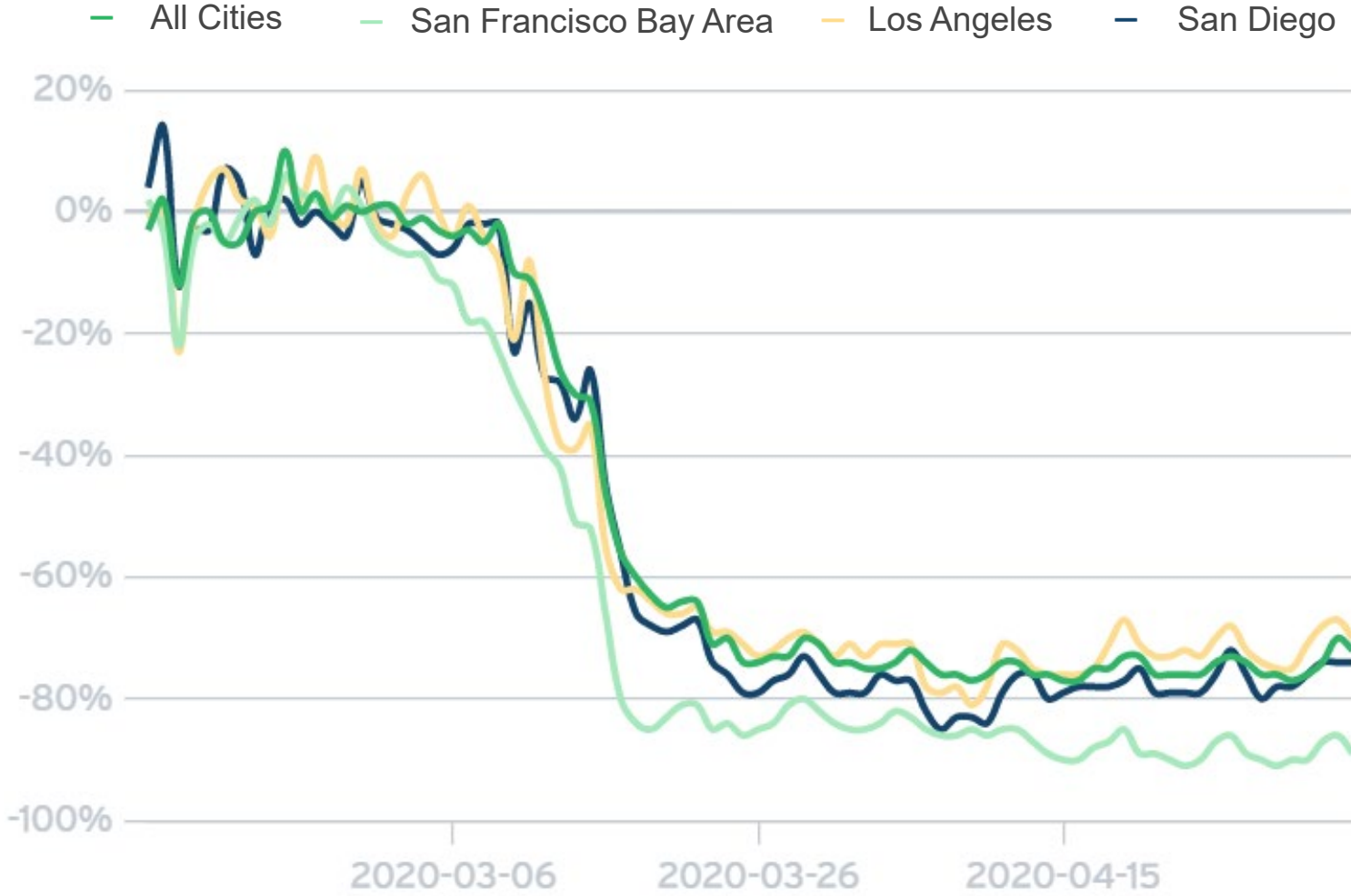
Michael Pimentel

Deputy Executive Director

California Transit Association



Ridership Decline



\$26-\$40 Billion

Estimated annual financial impact of COVID-19 on U.S. transit agencies

Immediate Actions: Two Capitols



TWO CAPITOLS
ONE GOAL



March 20, 2020

The Honorable Mitch McConnell
Majority Leader
United States Senate
S-230, U.S. Capitol
Washington, DC 20510

The Honorable Nancy Pelosi
Speaker of the House
United States House of Representatives
H-232, U.S. Capitol
Washington, DC 20515

The Honorable Charles E. Schumer
Minority Leader
United States Senate
S-221, U.S. Capitol
Washington, DC 20510

The Honorable Kevin McCarthy
Minority Leader
United States House of Representatives
H-204, U.S. Capitol
Washington, DC 20515

Dear Leader McConnell, Speaker Pelosi, Leader Schumer, and Leader McCarthy:

On behalf of the California Transit Association, I write to you today to respectfully urge the United States Congress to provide **\$16 billion in emergency funding to the nation's public transit agencies** to offset the direct costs and revenue losses associated with the COVID-19 pandemic. The

Association represents California's transit industry, inclusive of public transit agencies, transit allies/support groups, engineering firms, equipment manufacturers, and transit industry suppliers.

...the California Transit Association...urge[s] the United States Congress to provide **\$16 billion** in emergency funding to the nation's public transit agencies...

As you know, the transit industry nationwide, like virtually all other sectors of the American economy, is being severely impacted by the COVID-19 pandemic. The industry is being asked to keep its doors open to provide essential services to the riders who rely on public transit. Governor Newsom's "stay at home" order, requiring all Californians to stay at home or at their place of residence unless they are needed to maintain the continuity of operations of critical infrastructure sectors or must access essential services. What will follow are further ridership declines and revenue losses that will make more dire the existential threat posed by the virus to public transit service in California.

The emergency funding we are requesting – a request that is entirely consistent with the one presented to you by the American Public Transportation Association – is absolutely necessary to prevent further harm to public transit agencies, their workers and their riders, and to maintain essential public transit services. These essential services provide the freedom of mobility for individuals with disabilities; public



March 21, 2020

The Honorable Gavin Newsom, Governor
State of California
State Capitol, Suite 1173
Sacramento, CA 95814

The Honorable Toni Atkins, President Pro Tempore
California State Senate
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendón, Speaker
California State Assembly
State Capitol, Room 209
Sacramento, CA 95814

RE: Need for Emergency Relief Funding to California's Public Transit Agencies

Governor Newsom, President Pro Tem Atkins and Speaker Rendón:

On behalf of the member agencies in the California Transit Association and all who still need public transportation right now, I respectfully urge you to provide **at least \$1 billion in emergency state funding to California's transit agencies**, to offset an actual and anticipated four to six months of direct costs and revenue losses associated with the COVID-19 pandemic. This level of support, which we urge you to begin providing through SB 89 (Budget and Fiscal Review) [Chapter 2, Statutes of 2020] as well as in a supplemental budget appropriation, is essential to preventing immediate and severe disruptions to transit service that would limit

...the California Transit Association and all who still need public transportation right now...urge you to provide at least **\$1 billion** in emergency state funding to California's transit agencies...

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As an association representing public officials, we know that – in the absence of immediate action by the state government and in the face of continued inaction by the federal government – these trends will require transit to cease to function as it has historically. In fact, as we write this letter, transit agencies across the state are suspending or dramatically curtailing much of their service, they are deferring payments to contractors, and/or furloughing employees; and if emergency funding is not forthcoming, several agencies will begin to shut down service entirely.



Funding Update

March 27, 2020

House Passes \$2 Trillion Emergency Funding Package, Sends Bill to President

Earlier this morning, the United States House of Representatives passed the [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act](#), the \$2 trillion economic aid package that includes \$25 billion in emergency funding for public transportation. The President is expected to sign the funding package upon receipt.

Based on [preliminary](#) estimates, transit funding is expected to flow to California as follows:

- FTA 5307 – Urbanized Area Formula Grants: \$2,360,301,615
- FTA 5311 – Formula Grants for Rural Areas: \$86,790,829
- FTA 5337 – State of Good Repair Grants: \$1,175,496,694
- FTA 5340 – Growing States/High Density States: \$127,690,194

Funding for California is expected to total more than \$3.75 billion.**

Funding from the package will be apportioned no later than 7 days after its enactment. Funding can be used for "operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service." Critically, funding from this funding package does not require matching funds and will be available to transit agencies until expended.

In response to the passage of the funding package, state leaders thanked Congress for their actions and highlighted the importance of the emergency funding to local entities.

Governor Gavin Newsom issued a press release stating "The stimulus bill passed today...provides direct aid to state and



We pivoted...

State Statutory & Regulatory Relief:

Cut transit costs;
Make existing funds more flexible





Bay Area Transportation Network Funding Needs
Federal COVID-19 Economic Recovery Recommendation
April 28, 2020

The COVID-19 crisis is having a devastating impact on transportation budgets in the Bay Area and throughout the nation. MTC estimates that through 2020, the Bay Area could face a 47 percent reduction in revenues from state fuel taxes, other highway and transit user fees, and dedicated sales taxes. This funding shortfall threatens the nearly 250,000 people employed in the surface transportation sector and threatens the Bay Area's ability to operate and maintain our transportation network. MTC has already identified \$4 billion in priority regional transportation projects that are at risk, though the scale of what's at risk—everything from routine road, bridge and transit system maintenance and operations to major capital improvement projects—is much larger.

MTC Recommendation: To mitigate the worst case scenario of large-scale transportation sector job

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could be at near-term risk. Of note, this is not a comprehensive list, but cancellation or major scope reduction of just these planned projects would translate to thousands of jobs lost. For example, the planned Interstate 80 Express Lanes project's cost is estimated to be \$1.3 billion, with tolls and state gas tax funds. A decrease or cancellation of this project would result in an estimated 2,750 construction and engineering jobs.

\$1.3B MTC + \$1.8B LA = \$3.1B Minimum

MTC Recommendations: Transportation

1. Transportation Revenue Backstop Will Mitigate Large-Scale Job Losses

MTC recommends Congress provide a transportation revenue backstop to mitigate large-scale job losses in the transportation industry that would otherwise occur due to the elimination or omission of portions of transportation projects. Replacement funds should be highly flexible and flow via needs-based formulas that target funds to states and regions facing the most severe revenue losses. We estimate \$3.4 billion in highway and transit replacement funds would be required to deliver the funding needed for the Bay Area to weather an 18-month revenue loss scenario.¹

Bay Area Highway and Transit
Forecast of 18-Month Funding Replacement Needed
(Dollars in billions)

	"Typical" Revenue	Estimated Revenue Loss	CARES Act Transit Funds	Remaining Funding Need
Highway		\$2.1	-	\$2.1
Transit	\$13.3	\$2.6	\$1.3	\$1.3
Total		\$4.6	\$1.3	\$3.4

Note: Totals may not sum due to rounding.

2. Surface Transportation Authorization Will Support Long-Term Economic Recovery

As America begins on a path toward long-term recovery, we urge Congress to revitalize the nation's economy and invest in long-lasting mobility and productivity improvements by enacting a long-term surface transportation reauthorization. The 2015 FAST Act provided five years of funding certainty; increased federal investment to advance national goals related to safety, economic growth, congestion relief and climate change; and preserved flexibility to address the Bay Area's unique mobility challenge. MTC urges Congress to build on the FAST Act's progress as follows:

- **Grow Existing Programs:** Congress should grow the core surface transportation programs, especially those that have proven effective in directing much-needed resources to our nation's

¹ This is based on Caltrans's conservative estimate of 11 jobs created per \$1 million invested. See Solutions for Congested Corridors Program Performance Metrics Instructions, California Transportation Commission <https://ctc.ca.gov/sites/default/files/media/documents/programs/sccp/revise-final-scgp-performance-indicators-and-measures-11-11-17.pdf>

² A \$250 billion funding package would be needed to backfill for 18 months of Bay Area revenue losses under a scenario where Congress 1) distributes transit funds according to the needs-based CARES Act transit formulas and 2) distributes highway funds in



Revenue Loss Impact to Metro Programs

	Sales Tax	Fare Revenue	Toll Revenue	Other System Generated Revenues	Total Preliminary Loss
COVID-19 Two Year Loss to Budget (Amount in Millions)					
1	\$(198.8)	\$(141.7)	\$(0.3)	\$(38.9)	\$(379.7)
2	(194.7)	\$(55.6)	-	(3.9)	(254.2)
3					(361.8)
4	(393.5)	(197.3)	(0.3)	(42.8)	(995.8)
5	Metro Bus and Rail Subtotal				
6	Regional Activities				
7	(3.5)	-	-	(5.9)	(9.4)
8	(9.9)	-	-	(0.1)	(10.0)
9	(12.1)	-	-	-	(12.1)
10	(37.8)	-	-	(47.3)	(85.1)
11	(10.1)	-	(24.7)	(32.9)	(67.6)
12	(73.4)	(24.7)	(86.2)	(184.2)	
13	(466.9)	(197.3)	(25.0)	(129.0)	(1,180.0)
14	Regional Transit Other Agencies				
15	(123.6)	-	-	-	(123.6)
16	Local Return				
17	(176.7)	-	-	-	(176.7)
18	Infrastructure Construction, Highway, Rail and Others				
19	(292.8)	-	-	(30.8)	(323.6)
20	\$(1,060.0)	\$(197.3)	\$(25.0)	\$(159.8)	\$(1,803.9)



LOCAL // BAY AREA & STATE

Muni expects to lose the majority of its bus lines permanently as financial devastation mounts

 Rachel Swan | July 2, 2020 | Updated: July 2, 2020 2:30 p.m.



1 of 2
A Muni passenger wears a mask while riding on Market Street during the second week of shelter-in-place orders in March.
Photo: Gabrielle Lurie / The Chronicle

San Francisco, which once packed 68 crowded bus lines into its lean streets, stands to lose most of them as the pandemic sinks its transit budget and steers riders into cars.

LOCAL // BAY AREA & STATE

AC Transit could cut 30% of bus service in East Bay as revenue sinks

 Rachel Swan | July 6, 2020 | Updated: July 6, 2020 10:05 a.m.



A man catches an AC Transit bus on International Boulevard in Oakland in 2019. The coronavirus is forcing the system to consider drastic cuts.
Photo: Michael Short / Special to The Chronicle 2019

As San Francisco braces for a wholesale gutting of its bus system, AC Transit is contemplating similar cuts in the East Bay.

BART is providing daily ridership data so our riders know the number of people riding each day, a key indicator of crowding (or lack of). We are running long trains all day despite low ridership to help with social distancing. Scroll down for daily COVID-19 news updates.

July			Aug.		
Date	Actual	% below baseline	Date	Actual	% below baseline
7/1/20	47,183	89%	8/1/20		
7/2/20	46,450	89%	8/2/20		
7/3/20	32,725	92%	8/3/20		
7/4/20	18,568	86%	8/4/20		
7/5/20	17,169	84%	8/5/20		
7/6/20	43,928	89%	8/6/20		
7/7/20	47,220	89%	8/7/20		
7/8/20	47,231	89%	8/8/20		
7/9/20	46,946	89%	8/9/20		
7/10/20	45,972	89%	8/10/20		
7/11/20	23,874	85%	8/11/20		
7/12/20	17,777	84%	8/12/20		
7/13/20	45,336	89%	8/13/20		
7/14/20			8/14/20		
7/15/20			8/15/20		
7/16/20			8/16/20		



Congress Debating Additional Emergency Funding

- HEROES Act: \$15 billion for public transportation
- INVEST in America Act: \$5.8 billion for public transportation

State Legislature Expected to Take Additional Budget Actions

- May include stimulus for hard-hit industries
- Bond measure also possible



BUDGET ACTION NEEDED



June 29, 2020

The Honorable Gavin Newsom, Governor
State of California
State Capitol, Suite 1173
Sacramento, CA 95814

The Honorable Toni Atkins, President pro Tempore
California State Senate
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon, Speaker
California State Assembly
State Capitol, Room 209
Sacramento, CA 95814

Governor Newsom, President pro Tem Atkins, and Speaker Rendon:

On behalf of the member agencies of the California Transit Association and the millions of Californians who still rely on public transportation right now, I write to you today to thank you for your leadership in providing transit agencies with temporary statutory relief in the June budget. These relief measures are critical to ensuring transit agencies can apply the state funding they already receive toward maintaining transit service as they confront the public health crisis.

Now, as you consider over the coming months the appropriateness of additional budget actions to support critical sectors, we urge you to provide new emergency funding to California's transit agencies to help address their funding shortfall of more than \$3.1 billion.

This emergency funding would address critical funding needs at transit agencies statewide, to prevent devastating permanent reductions of transit services and ensure public transportation is still a viable option for communities most in need.

Since the passage of the federal Coronavirus Aid, Relief and Economic Security (CARES) Act, which we had hoped would suffice, the funding outlook for public transit has clarified and only become more worrisome. We had long considered that a second wave of negative impacts would come crashing down on transit agencies when sales tax revenues plummeted, because of the slowing economy. That said, we did not anticipate the size and severity of this second wave. Our most recent analysis shows that the funding shortfall faced by transit agencies statewide now exceeds \$3.1 billion. The combined need in Los Angeles and the Bay Area alone is \$3.1 billion, underscoring the particularly dire funding picture in the urban regions of the state whose transit agencies have historically served the most riders.

The emergency funding we are now urging you to provide would address the remaining needs for transit agencies after fully accounting for the investments already made in CARES Act funding, which were intended only to blunt the worst and most immediate impacts of the COVID-19 pandemic. This additional funding is essential to preventing significant and permanent reductions in transit services that would adversely impact communities throughout the state. Without additional funding, it could take years for public transit to recover from today's crisis,



June 29, 2020

The Honorable Nancy Pelosi, Speaker
United States House of Representatives
1236 House Office Building
Washington, DC 20515

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Kamala Harris
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

Speaker Pelosi and Senators Feinstein and Harris:

On behalf of the member agencies of the California Transit Association and the millions of Californians who still rely on public transportation right now, I want to thank you for the role you played in securing emergency funding for public transit agencies in the Coronavirus Aid, Resources, and Economic Security (CARES) Act. With your support, California's transit agencies have already received \$3.74 billion in new transit funding that has helped us weather the most immediate impacts of the pandemic.

Now, as you consider over the coming months the appropriateness of providing additional emergency support to critical sectors, we urge you to provide new emergency funding to California's transit agencies to help address their funding shortfall of more than \$3.1 billion.

This emergency funding would address critical funding needs at transit agencies statewide, to prevent devastating permanent reductions of transit services and ensure public transportation is still a viable option for communities most in need.

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FOR IMMEDIATE RELEASE
June 30, 2020

Contact: Gina Vanacore
916-539-1082
gina@caltransit.org

California's Transit Agencies Request Emergency Funding Relief to Prevent Massive, Permanent Cuts to Local Public Transit

"Data show that those riding public transit today are essential workers and overwhelmingly women, low-income, and people of color who lack access to other mobility options," said **Jeffrey Tumlin, Director of Transportation, San Francisco Municipal Transportation Agency**. "Viable public transit is essential to protecting strong and healthy communities and to avoid the loss of thousands of local jobs."

jeopardizes the economic, social, and physical well-being of the communities in which they operate.

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"Like many public transportation agencies throughout the state, we have been forced to reduce services that provide lifeline service for essential and frontline workers and disadvantaged communities," said **Metro CEO Phil Washington**, "Additional state and federal resources are needed to prevent steep losses of public transportation services that our county residents desperately need."

"The worldwide health pandemic has put California's public transit agencies in crisis, with many agencies at risk of permanently eliminating or reducing bus, train and other transit services," said **Joshua W. Shaw, Executive Director of the California Transit Association**. "Without state or federal support, local public transit agencies may be forced to make cuts that threaten economic recovery and disproportionately hurt disadvantaged communities."

Why Our Actions Matter



92% of today's riders are using transit to commute to work. Many riders are essential workers. Many have no other transportation options.

- Pre-crisis, transit ridership reflected a 50/50 gender split; today, 56% of riders are female.
- Since the pandemic, Black and Latino riders comprise the majority of transit riders.
- More than 20% work in health care services. Almost 20% work in food preparation.





**CALIFORNIA CAN'T SURVIVE
WITHOUT TRANSIT**



Future of Transit

Michael Pimentel

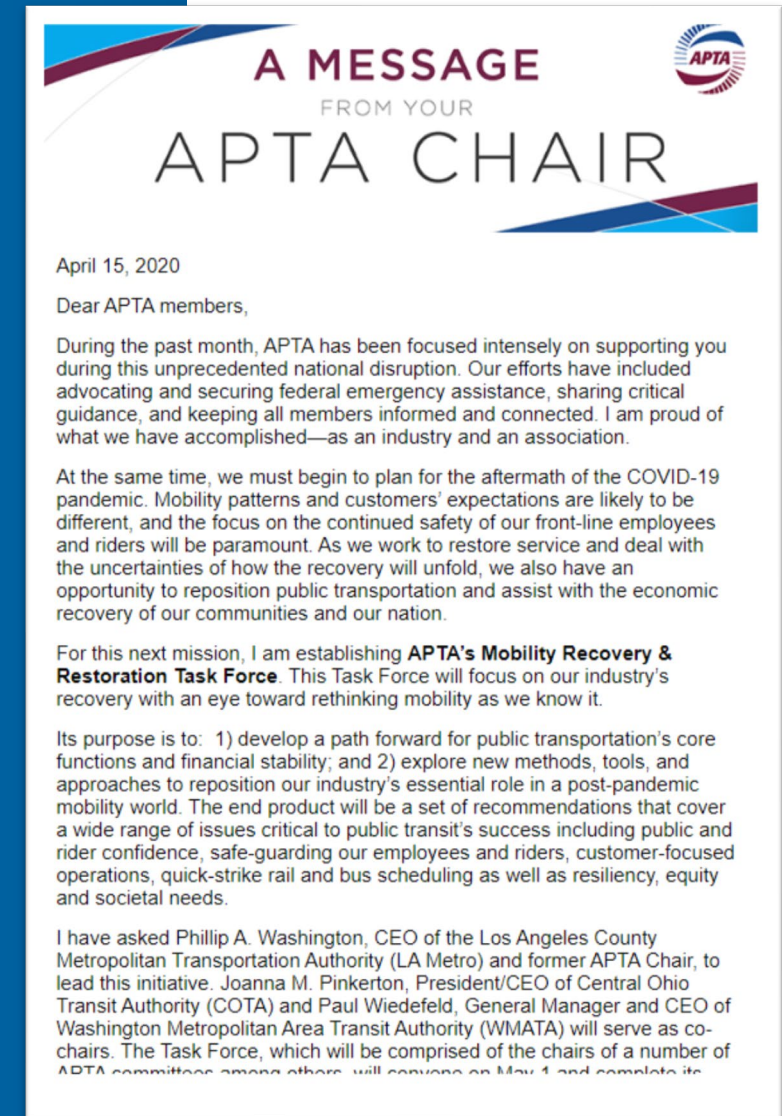
Deputy Executive Director

California Transit Association



APTA Works to Focus Industry Efforts

- APTA Chair Nuria Fernandez announced the formation of “Mobility Recovery & Restoration Task Force”
 - Chaired by LA Metro CEO Phil Washington
- Task Force will:
 - Develop a path forward for public transportation's core functions and financial stability; and,
 - Explore new methods, tools, and approaches to reposition our industry's essential role in a post-pandemic mobility world.
- Timeline:
 - May 1: Task Force Convened
 - September 1: Task Force Finishes Work



MTC's Blue Ribbon Transit Recovery Task Force

California Transit Association



- Investment Strategies + Commitments
- Blue Ribbon Transit Recovery Task Force** ^
- Resources
- Membership Roster
- Meeting Schedule
- Fix It First v
- Focused Growth v
- Transit for the 21st Century v
- Protect Our Climate v

- ### Related News
- Toll Bridge Traffic Starts to Climb After Shelter-in-Place Spurs Steep Drop**
May 07, 2020
 - Blue Ribbon Task Force to Guide Recovery Of Bay Area Transit Network in Post-Pandemic Future**
May 07, 2020
 - MTC, ABAG Respond to Covid-19 Emergency**
May 07, 2020
 - Bay Area Transit Agencies Receive First Wave of Federal Support**
Apr 22, 2020
 - Congestion Pricing Suspended at Bay Bridge**
Apr 22, 2020

Blue Ribbon Transit Recovery Task Force



Following its April action to approve federal emergency funds for public transit, the Metropolitan Transportation Commission (MTC) released on May 7, 2020 a framework for creation of a 30-member Blue Ribbon Transit Recovery Task Force to guide the future of the Bay Area's public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic. The Task Force, chaired by MTC Commissioner and Solano County Supervisor Jim Spering, includes other local elected officials as well as advocates for people with disabilities; representatives from the state Senate and Assembly; the California State Transportation Agency; transit operators; business and labor groups; and transit and social justice advocates. The Task Force members were formally appointed at the Commission's May 27th meeting.

- [Resources](#)
- [Membership Roster](#)
- [Meeting Schedule](#)

The Task Force will assist MTC in understanding the scale of the crisis facing all Bay Area transit systems because of the COVID-19 pandemic, and to guide its regional response

Our Future of Transit Effort

- Steered by the Association's **COVID-19 Transit Crisis Relief Task Force**
 - Aims to shape the recovery strategies upon which our members will rely
 - Correct the media narrative on transit restoration



California Transit Association's 55th Annual Fall Conference & Expo

ESSENTIAL REINVENTION

LEADING A NEW ROUTE

PRESENTED BY



PROTERRA

November 18-20, 2020
Ontario Convention Center

COVID-19 Transit Crisis Relief Task Force



- Alameda-Contra Costa Transit District
- Central Contra Costa Transit Authority
- Golden Empire Transit District (Chaired by Karen King, CEO; and Vice Chair, California Transit Association)
- Long Beach Transit
- Los Angeles County Metropolitan Transportation Authority
- Monterey-Salinas Transit
- Orange County Transportation Authority
- San Diego Metropolitan Transit System
- San Francisco Bay Area Rapid Transit District
- San Mateo County Transit District
- Santa Clara Valley Transportation Authority
- Santa Maria Area Transit
- Victor Valley Transit Authority



- Includes **17** recommendations with examples from California
- Provides readers with additional background on the Association's survey process, prioritization, sources

**CALIFORNIA TRANSIT ASSOCIATION:
TRANSIT IS ESSENTIAL**

Recommendations for the Future of Transit
(Final Report)

Submitted by COVID-19 Transit Crisis Relief Task Force
July 13, 2020



Best Practices

1. Direct riders to wear face coverings
2. Support installation of protective barrier for operators, where feasible
3. Update ventilation systems or improve air flow to in transit vehicles
4. Adopt and publicize enhanced cleaning methods
5. Prioritize service restoration in high ridership corridors
6. Restore more frequent service
7. Engage major employers and other stakeholders to develop policies to expand telecommuting and staggered work hours
8. Introduce digital ticketing systems/contactless payments
9. Expand new mobility options where more cost-effective than restoring traditional transit service

10. Work with local and regional partners to implement exclusive or preferred bus lanes
11. Work with local and regional partners to institute traffic signal prioritization

Policy Recommendations

1. Provide emergency funding to transit agencies
2. Institute new local government funding options to support transit and infrastructure near transit
3. Expedite transit project delivery
4. Increase funding for zero-emission buses and charging/refueling infrastructure
5. Authorize operation of transit buses on highway shoulders
6. Continue to move projects through the CIG pipeline

Prioritize Service Restoration in Higher Ridership Corridors



Justification: Prioritizing service restoration in high ridership corridors can help transit agencies maximize the mobility benefits of limited operating budgets and help maintain physical distance between riders...

...In the long-run, this recommendation...will increase the efficiency of transit service.

Restore More Frequent Service



Justification: Restoring more frequent transit service can help transit agencies stay ahead of demand...

...In the long-run, more frequent transit service...can help transit agencies maintain and expand their transit ridership.

Introduce Digital Ticketing and Contactless Payment Systems



Justification: Introducing digital ticketing and contactless payment systems can help transit agencies maintain physical distance...limit contact with shared surfaces and objects; speed bus boarding; increase fare collection ...allow transit agencies to resume fare collection...and help lay the foundation toward greater system integration in the future...

Expand New Mobility Options Where More Cost-Effective Than Restoring Traditional Transit Service

California Transit
Association



Justification: Transit service that was reduced or eliminated...can be restored with new mobility options and other demand response services that, in some cases, are more cost-effective and more convenient than the traditional transit service they replace.

If cost savings are significant, agencies can use them to increase service levels on high ridership lines.

Work with Local and Regional Partners to Implement Dedicated Bus Lanes



Justification: Dedicated bus lanes can help improve transit travel times... To establish dedicated bus lanes... must work with local and regional partners...

...Public transportation agencies need the policy and funding support from all levels of government to actualize the promise of dedicated lanes.

Work with Local and Regional Partners to Traffic Signal Prioritization

Justification: Traffic signal prioritization...can reduce transit travel time and increase schedule reliability, helping to make public transit more attractive for customers and less expensive to operate.

The gains in transit efficiency...can help maintain and expand transit ridership during the pandemic while delivering lasting benefits to transit service.



Best Practices

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Contact Us



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California Without Transit: COVID-19's Impact on Public Transit

July 17, 2020