Bay Area Transit in Crisis:  
Bay Area’s Public Transit Services Face Existential Crisis in Coming Months Due to COVID-19

Bay Area Transit Agencies Already Feeling Impacts

Transit in California faces an existential crisis due to the severe and adverse impacts of COVID-19. California’s local public transit agencies require $3.1 billion in new funding assistance this year to prevent additional devastating impacts. Transit agencies across the Bay Area have already been forced to suspend or dramatically reduce services due to the pandemic. These cuts could become permanent without state or federal action, and the ripple effects of a California without transit would be far-reaching and devastating to our state’s communities.

CURRENT RIDERSHIP DECLINE: † 98%  
CURRENT WEEKLY REVENUE DECLINE: † $2 million

ESTIMATED FINANCIAL IMPACT:
• With no other dedicated source of funding, Caltrain relies on fares to cover 70% of operating costs. Facing $7.3 million of losses as of 4/15.

REDUCTIONS IN SERVICE:
• About 70 daily trains running, down from 92.
• Operating all local weekday service.
• Suspended “Baby Bullet Express” and "Limited Express” service.

CURRENT RIDERSHIP DECLINE: † 88%  
CURRENT WEEKLY REVENUE DECLINE: † $9 million

ESTIMATED FINANCIAL IMPACT:
Expected financial loss of -$975 million over 3 years due to decreases in fare and sales tax revenue.

OTHER OPERATIONAL IMPACTS:
• COVID-19 related expenses add $44 million in costs to budget.
• To balance budget, agency has closed vacant staff positions and deferred payment on new train cars, among other things.
• Adding additional service to limit 30 riders per train car so riders can social distance.

For more information, visit:  
kaltransit.org/resources/coronavirus-awareness
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CURRENT RIDERSHIP DECLINE: 70%

CURRENT WEEKLY REVENUE DECLINE: $10.3 million

ESTIMATED FINANCIAL IMPACT: Expected to lose $180 - $260 million through June 30.

REDUCTIONS IN SERVICE:
- As of August, 30 total lines running of the 89 pre-pandemic bus routes.
- Estimate that in the coming months agency may only be able to provide 70% of pre-pandemic service.
- OTHER OPERATIONAL IMPACTS:
  - $2.2 million in additional cleaning expenses reported to CTA.

CURRENT RIDERSHIP DECLINE: 72%

CURRENT WEEKLY REVENUE DECLINE: $830,000

REDUCTIONS IN SERVICE:
- Suspended all 46 supplementary bus routes to schools.
- Suspended 26 Transbay routes and 7 local routes, operating 52% of regular bus routes, and reduced daily service to a modified Sunday service.

OTHER OPERATIONAL IMPACTS:
- No-fare Collection indefinitely.
- $1 million in additional cleaning, PPE and equipment/systems expenses.

CURRENT RIDERSHIP DECLINE: 77%

CURRENT WEEKLY REVENUE DECLINE: $750,000

REDUCTIONS IN SERVICE:
- Operating approximately 53% of regular light rail service.
- Operating approximately 62% of regular bus service.

OTHER OPERATIONAL IMPACTS:
- As of 8/1, fare collection will resume.

CURRENT RIDERSHIP DECLINE: Bus ridership 81%  Ferries 98%

CURRENT WEEKLY REVENUE DECLINE: $3 million

OTHER OPERATIONAL IMPACTS:
- District’s Fiscal Year Budget notes a -$87 million shortfall next fiscal year.

REDUCTIONS IN SERVICE:
- As of 7/12, 10 routes will be suspended.
- Operating 4 regional routes on weekends, and 12 regional routes on weekdays.
- District buses running at about 20% capacity.

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