



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

The recently signed federal relief package provides much needed immediate funding for local transit agencies that will help mitigate the worst impacts of COVID-19 in the near term. But these funds only stopped the immediate bleeding — they will likely not stabilize transit over the long-term. It may become imperative that the state support agencies further in the coming months with new funds to keep the doors open and the trains running through the hard times to come. Transit agencies across the Bay Area are already suspending or dramatically curtailing services due to the coronavirus. These cuts could become permanent without state action.



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:

- Reducing daily trains to 42 trains per day, down from 92, 54% reduction in services.
- Operating all local weekday service.
- Suspended "Baby Bullet Express" and "Limited Express" service.



CURRENT RIDERSHIP DECLINE: ▼ 94%

CURRENT WEEKLY REVENUE DECLINE: ▼ \$9 million

ESTIMATED FINANCIAL IMPACT:

Potential operating budget loss of between **\$228 million and \$423 million** as of 4/23. Expecting **-\$173.5 million** shortfall through end of current fiscal year.

REDUCTIONS IN SERVICE:

- As of 4/8, Monday-Friday service will run every 30 minutes systemwide all day. Every other train is being canceled Monday-Friday, a 50% reduction in service.
- Considering eliminating Sunday services.
- Eliminated extra commuter trains on Antioch-SFO line until further notice, necessitating emergency bus service.

For more information, visit:

caltransit.org/resources/coronavirus-awareness

Bay Area Transit in Crisis

Continued



CURRENT RIDERSHIP DECLINE: ▼ 93%

CURRENT WEEKLY REVENUE DECLINE: ▼ \$10.3 million

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

REDUCTIONS IN SERVICE:

- Eliminated all but 17 “core” routes in the service area.
- 5 Bus lines will be restored in addition to the 17 core routes above as of 4/25.

OTHER OPERATIONAL IMPACTS:

- \$2.2 million in additional cleaning expenses reported to CTA.



CURRENT RIDERSHIP DECLINE: ▼ 72%

CURRENT WEEKLY REVENUE DECLINE: ▼ \$1.25 million

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 31% of regular light rail service, and 61% regular bus service.
- Will restore some Express Bus service and weekend light rail service on 6/8.

OTHER OPERATIONAL IMPACTS:

- No fares will be collected.



CURRENT RIDERSHIP DECLINE: Bus ridership ▼ 84% Ferries ▼ 98%

CURRENT WEEKLY REVENUE DECLINE: ▼ \$3 million

OTHER OPERATIONAL IMPACTS:

- Bus Operator shields installed 4/20. Requires facial coverings for passengers.

REDUCTIONS IN SERVICE:

- Weekday ferry service has been reduced by over 75%.
- Weekend ferry service has been suspended.
- Service to Chase Center and Oracle Park has been suspended.
- Suspension of 5 bus routes.

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