



CEO STATE OF METRO & COVID UPDATE

January 19, 2020

Alex Clifford, CEO
Santa Cruz Metropolitan Transit District

Post COVID: What Does Transit Look Like?

- No one really knows
- More questions than answers
- No history to draw from
- We know a little about the economic recovery from the 2008 Great Recession – But it's not the same as COVID (roughly 2008 – 2014)
- The 2009 (swine flu) H1N1/09 Pandemic never got this bad nor did the 2005 (Avian Flu) H5N1

Always Do the Right Thing

- Protect Employees & Customers
- Great care for the public trust –
Thoughtfulness - Do the right thing and
minimize costly mistakes
- We will make the best decisions if we share
information and experiences through our
state and national professional organizations

Santa Cruz METRO's Initial Strategy

Phase I - Restore public/customer confidence in a safe experience when riding a bus

Phase II – Added Value

Phase III – Post-COVID Transit Service

Santa Cruz METRO's Initial Strategy

Phase I

Restore public/customer confidence in a safe experience when riding a bus

Santa Cruz METRO's Initial Strategy

The APTA Health & Safety Pledge:



Our Commitments To Health & Safety



Our system has joined public transit agencies across these country in committing to making every ride safer — and we need your help.



Welcoming Back Our Customers

METRO is a Safe Place to Be

(Bus Ads)

Deliberately
DISINFECTING



SERIOUSLY
SANITIZING



SERIOUS ABOUT
SAFETY



COVID Prevention Measures

Protecting Our Customers Plastic Sneeze Barriers



COVID Prevention Measures

Protecting Our Customers

Nightly Disinfecting of Buses Using an Electrostatic Fogger



Onboard Hand Sanitizer Dispensers



COVID Prevention Measures

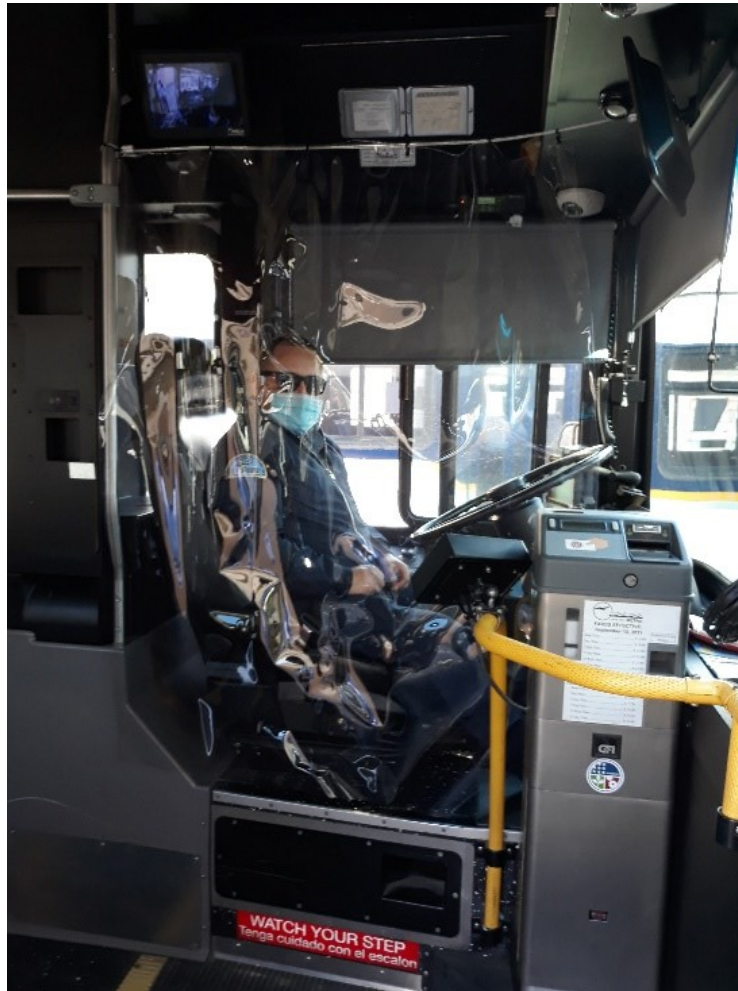
Protecting Our Customers



**Disinfecting High-Touch Surfaces on Buses
Throughout the Day at Transit Centers**

COVID Prevention Measures

Protecting Our Bus Operators



COVID Prevention Measures

Face Covering Mandatory!



Your face covering prevents airborne droplets from infecting others.

- Always fully cover your nose and mouth.
- Do not pull your face covering below your nose or mouth.
- Make sure that ear loops are properly adjusted behind your ears.
- Discard or sanitize/wash face coverings after use.



Restore Public/Customer Confidence

Press Event: October 21, 2020



Santa Cruz METRO's Initial Strategy

Phase II – Added Value

- Contactless/Touchless – Exploring expanded mobile ticketing technology – Pilot project launched in October
- Wi-Fi on fixed-route buses*
- Automatic Passenger Counters (APCs) – Approaching bus loads available on mobile App*
- Smarter bus stops – Redesign underway
- Customer service kiosk at Transit Centers
- Automated Vehicle Location (AVL) and Predictive Arrival & Departure Mobile App

* For Board consideration at a future date

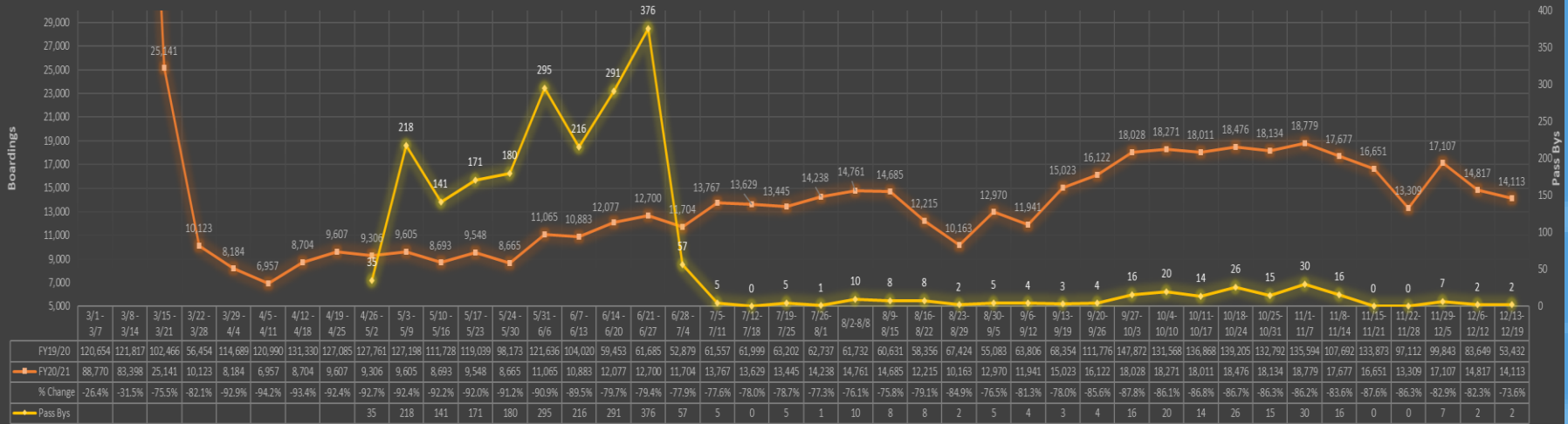
Santa Cruz METRO's Initial Strategy

Phase III – Post-COVID Transit Service

- Evaluating implementation of On-Demand service – Possibly early 2021
- As much as is financially feasible, we are restoring service to pre-COVID levels to ensure the service is available as customers return to work
- Focusing service frequency where it is needed
- On Time Performance improvement – More dependable service (AVL & APCs)
- Rethinking the role, functionality and layout of Transit Centers
- Rethinking the future of Ticket Vending Machines, paper fare media, cash & coins
- Bus on Shoulder

Current State of Ridership

Total Weekly Ridership: FY19/20 - FY20/21 (COVID-19 Impact)



Current State of METRO's Budget

Preliminary Estimate: December 31, 2020

- Total Revenues **DOWN** \$1.3 million
- Total Operating Expenses **DOWN** \$3.2 million
- Operating Balance:
Favorable approximately \$1.8 million

State of Congressional Funding **Consolidated Appropriations Act, 2021**

Omnibus bill

- **Emergency Coronavirus Relief Act (ECRA); AND,**
- **2021 Federal Budget (includes extended FAST Act 2021 appropriations)**

Consolidated Appropriations Act 2021

COVID Stimulus Dollars (ECRA)

Subject to the FTA's interpretation of the legislation and their notice of apportionment...

- METRO's Estimated ECRA Allocation - 5307/5311

Estimated to be a little over \$12 million

The bill limits an agency's ECRA allocation to no more than 75% of the agency's 2018 operating expenses, less their CARES Act appropriation. METRO's 2018 Operating Expenses were nearly \$46 million and 75% = \$34 million. We received a little over \$21* million CARES Act, so our remaining ECRA capacity is about \$13 million (includes ECRA 5311)

* Includes \$584k in 5311 CARES Act

Consolidated Appropriations Act 2021

FY21 Budget – Transit

- One year extension of the Alternative Fuel Tax Credit - approximately **\$300K** to METRO (Capital)
- Plus Ups (Formula Programs) - Increase from FAST Act Authorized (5307, 5311 & 5339a):
 - \$198 million - Nationwide
 - METRO's share (inclusive of STIC) approx. = **+\$205K** (Operating & Capital)
- Competitive (Discretionary) Program Plus Ups - Nationwide:
 - \$125 million Bus and Bus Facilities Program
 - \$125 million Low-No Program

(\$448 million Plus Ups - Combined 5339a, 5339b, Low-No and 5311 - \$198 in formula + \$250 competitive)

Questions



Thank You