



# COVID-19 Recovery Plan

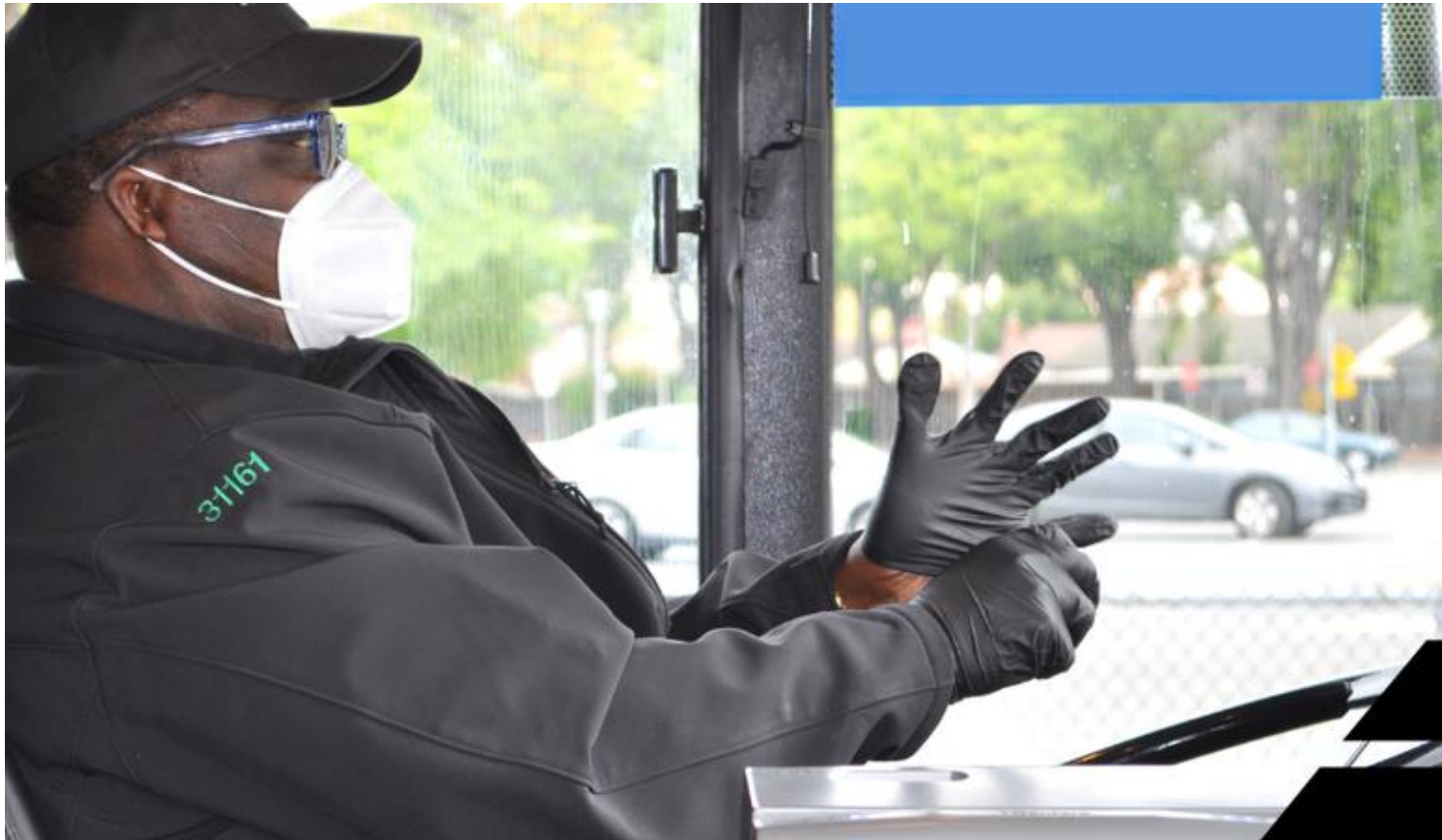
AC Transit  
August 5, 2020

# Background



- June 3, 2020 – Presentation of draft Recovery Plan items for Board feedback on the following topics:
  - Finance
  - Workforce Availability
  - Service Recovery
  - Health & Safety
  - Marketing & Communications
- Subsequent follow-ups with the Board on budget, service, physical distancing and fare collection

# COVID-19 Recovery Plan Version 1.0



- **Health & Safety** for passengers and operators and including vehicle sanitation
- **Planning & Operations** for Local, Transbay, Supplementary and Paratransit services
- **Community Engagement** to riders, communities, and stakeholders
- **Financial Outlook** including revenues and expense
- **Employee and Facility Health and Safety (SMART Plan)**
- **Innovation and Technology** to support activities and plans above

# Recovery Plan Phases

## Emergency Response

AC Transit's immediate response to the pandemic and the State and County Shelter-in-Place(SIP) Order, including the closure of businesses and facilities. Equivalent to Stage 1 of the California Resilience Roadmap

## Stabilize

AC Transit's response after having a better understanding of the severity and duration of the pandemic. County and other health authorities begin to lift the SIP Order and allow some businesses and facilities to reopen. Equivalent to Stages 2 and 3 of the California Resilience Roadmap.

## Recovery

An end to the pandemic is in sight via the imminent development of a vaccine, a reliable treatment, or the virus has taken its course in the AC Transit service area. There is further lifting of the SIP Order but health and safety guidelines still exist. AC Transit is able to more clearly assess its financial outlook and plan accordingly. Equivalent to Stage 4 of the California Resilience Roadmap.

## Beyond COVID-19

COVID-19 is contained and the pandemic is over. Economic recovery is in full swing but traffic conditions are worse than pre-pandemic and travel patterns are different. AC Transit is able to start to grow service to pre-pandemic levels assuming commensurate revenue growth and no restrictions on ridership.



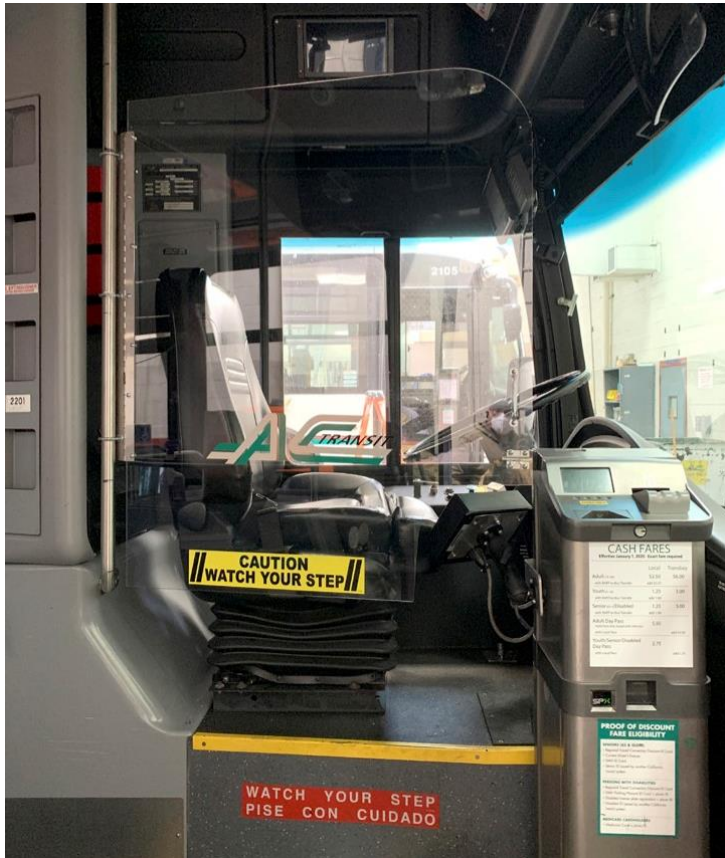


## Recovery Plan Notes

- Plan content draw from official guidance from state, county and APTA
- Collaborated with District's labor unions on certain plan aspects including design of shields, training and enforcement of safety practices
- District is still in the Emergency Response phase of the Recovery Plan. Some components of the plan will advance and some may regress depending on environmental conditions. Plan allows for flexibility
- Plan is a living document that will be updated with future versions as additional official guidance is released



# Health & Safety Update



- **Personal Protective Equipment (PPE)** - Once staff identified consistent suppliers, the District distributed masks, gloves, wipes, and hand sanitizer daily to all operators. Staff is investigating processes to distribute some PPE to riders as a safety mitigation.
- **Mask-wearing Enforcement** - Staff developed a public communications campaign requiring mask-wearing based on state regulation. Staff is developing an enforcement plan that is sensitive to law enforcement fears and minimizes the burden of enforcement on operators.
- **Physical Distancing** - The District promoted 6-foot physical distancing through limiting vehicle capacity to 10 passengers on a 40-foot bus. In addition, the District implemented rear-door boarding in part to promote a more even distribution of passengers on the bus. Staff does not recommend relaxing physical distancing standards until multiple criteria are met, including county guidance.

# Health & Safety Update (continued)



- **Contact Tracing** - Staff is confidentially obtaining the history of physical contact between employees that have tested positive and other staff. This information is shared with affected staff in order to take the necessary health and safety action as directed by the counties and the CDC.
- **Vehicle Sanitation** - Staff has reinforced the proper procedures to clean and disinfect vehicles, including use of PPE for service employees. EPA-approved cleaning products were introduced in daily sanitation of vehicles at the fuel island. Finally, staff is engaged in daily disinfecting of buses by fogging.
- **Vehicle Ventilation** - The current practice is to run the vehicle HVAC system to bring air in and open the rear roof hatch for air to exit to facilitate air exchange to exit the coach. The operator's window is to remain closed to avoid interior airborne particulates from exiting past their face. Staff has also added filtration media to buses not equipped.



# Health & Safety Update (continued)



- **Fleet Assignments** - Where feasible and necessary, Dispatchers are assigning the largest available multi-door vehicles to promote physical distancing and rear-door boarding/alighting.
- **Standby Shadow Buses** - Division Transportation staff, in coordination with Supervision and Planning, regularly deploy standby "shadow" buses to increase capacity on routes with ridership that often exceeds vehicle capacity. Deployment is based on trip-level ridership data collected through the Automatic Passenger Counter (APC) system. Staff will continue this as long as operators are available to support the effort and ridership demand continues to meet or exceed vehicle capacity.
- **Fare Collection** - The District suspended fare collection and moved to rear-door passenger boarding to protect bus operators. Staff will consider resuming fare collection upon the installation of temporary operator protection shields on all buses in operation.





# Discussion



Thank you