

Special Board of Directors Meeting

March 26, 2020



Agenda

- **Cleaning & Frontline Safety Update**
- **Ridership Trends & Fare Revenue**
- **FY21 Budget & District Reserves**
- **Service Updates and Capital Project Prioritization**
- **Communication Efforts**
 - **Internal (All Employees and Labor Partners)**
 - **External (Passengers and Stakeholders)**
- **Emergency Funding & Advocacy Update**

Cleaning & Frontline Safety Update

Rail Car and Station Cleaning Update

➤ Rail Car Cleaning:

- Wiping down surfaces – End Of Line
- Fogging (sanitizing) trains – supply for 25 weeks
- Cost - \$351k (February 25 – March 23)
- Attendance of Car Cleaners – 75%

➤ Station Cleaning:

- Wiping down touch surfaces – 8 times/day
- Cost - \$260k/month
- Attendance of System Service Workers – 90%



Frontline Safety Efforts

➤ Creating a Safe Work Environment

- Education on social distancing
- Encouraging good customer service with minimal contact
- Ensuring that employees have disinfectant and hand sanitizer
- Cleaning train cabs daily
- Appropriate personal protective equipment for the job



Ridership Trends & Fare Revenue

Ridership

March ridership to-date down 3.8 million trips

Week 1 – Some large companies requiring/strongly encouraging work from home

Week 2 – Many schools/day cares shutting down

Week 3 – Shelter in place orders (6-county effective 3/17, statewide effective 3/19)

Week 4 – BART reduced service hours, effective 3/23

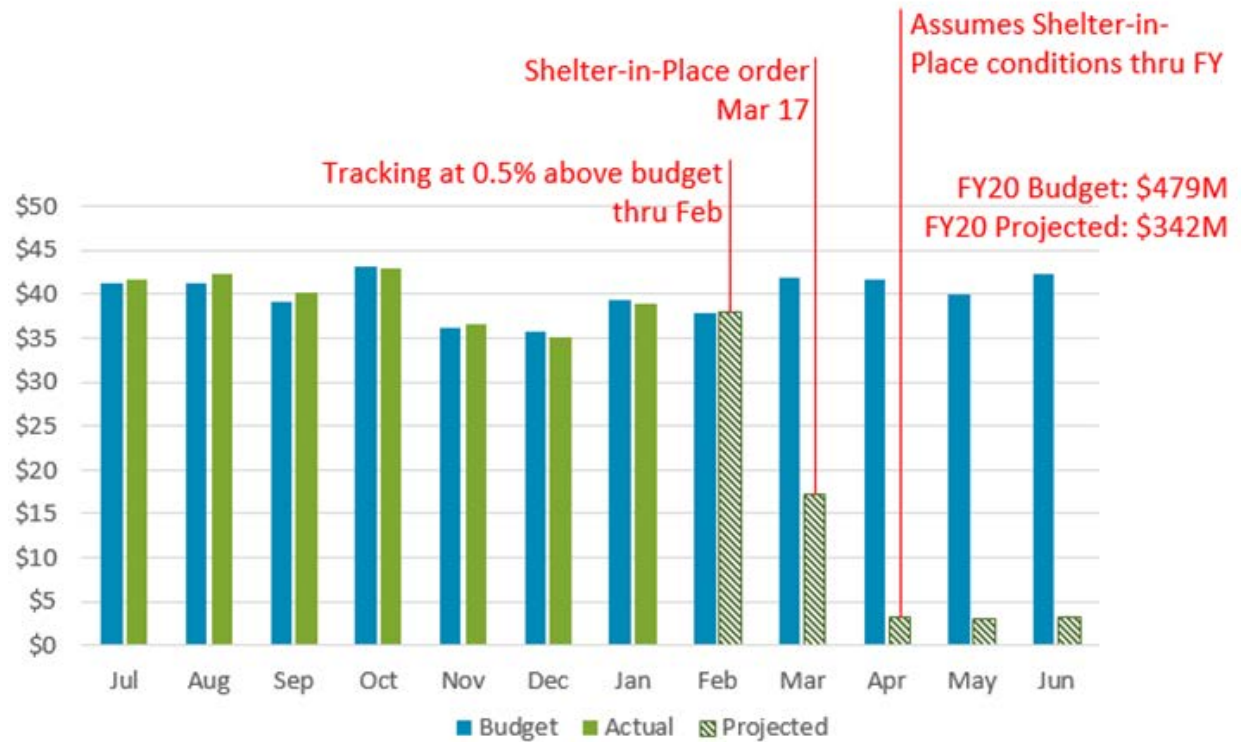
	Feb Pre-COVID Baseline	Week 1 (3/2)		Week 2 (3/9)		Week 3 (3/16)		Week 4 (3/23)	
			%		%		%		%
Mon	399,397	379,775	-5%	301,547	-24%	118,494	-70%	34,933	-91%
Tue	415,760	388,262	-7%	292,011	-30%	54,029	-87%	32,117	-92%
Wed	413,275	384,382	-7%	268,192	-35%	48,085	-88%		
Thu	417,531	375,215	-10%	231,820	-44%	45,915	-89%		
Fri	375,170	328,949	-12%	184,605	-51%	42,461	-89%		
Sat	149,954	113,388	-24%	58,187	-61%	18,793	-87%		
Sun	94,762	74,791	-21%	37,004	-61%	12,737	-87%		
Ridership Total	2,265,849	2,044,762	-10%	1,373,366	-39%	340,514	-85%	67,050	-92%
Est Rev Impact		-\$927,000		-\$3,734,000		-\$8,072,000		-\$8,749,000	

Fare Revenue

If the Shelter-in-Place order continues through end of FY20:

- Fare revenue estimated \$140M below budget, down 30% for FY
- Parking revenue additional \$10M+ loss
- Prior to COVID-19, fare revenue was tracking +0.5% above budget
- Uncertainty: duration of shelter-in-place orders, severity of measures, effects of new service hours

FY20 Fare Revenue Projection (\$M)
COVID-19 with Shelter-in-Place thru FY20



FY21 Budget & District Reserves

FY21 Operating Budget

\$M	PROFORMA	PRELIMINARY	REVISED ESTIMATE	
	January	February	Low	High
Passenger Revenue	515	509	223	312
Parking Revenue	36	36	17	23
Other Operating Revenue	31	32	22	24
Sales Tax Proceeds	284	284	174	233
Other Financial Assistance	140	143	127	126
Federal Stimulus	--	--	TBD	TBD
State Stimulus	--	--	TBD	TBD
TOTAL - OPERATING SOURCES	1,006	1,004	562	718
Delta from Preliminary			(442)	(286)
Labor & Benefits	644	636		
Power	55	56		
Other Non-Labor	172	168		
Bond Debt Service	47	47		
Allocations	117	109		
TOTAL - OPERATING USES	1,037	1,016		
NET OPERATING RESULT	(31)	(12)		

FY21 Preliminary Budget

Board rules require Preliminary Budget release by March 31

- **Substantial uncertainty, situation changing daily**

FY21 Preliminary Budget must be completely reworked:

- Too soon to determine depth and length of ridership loss
- Revised service plans based upon lower ridership data under development
- State/federal emergency assistance amounts to be determined

Staff developing contingency budget

- Assuming a range of losses for ridership, fare/parking revenue, sale tax and other sources
- Potential solutions include expense reductions and examination of capital allocations

BART Operating Reserves

BART Funded Reserves	Amount
Operating Reserve – Low Standard Fuel Credits	\$18.5M
Reserve for Economic Uncertainty	\$25.3M
Operating Reserve	\$50.2M

Operating Reserve – Low Standard Fuel Credits (LCFS)

- Previously planned to cover projected FY21 and FY22 budget shortfalls

Reserve for Economic Uncertainty

- Previously planned to cover projected FY21 and FY22 budget shortfalls

Operating Reserve

- Per Financial Stability Policy, goal is to increase to 15% of annual operating expense (~\$130M); requires Board President, Controller/Treasurer and General Manager approval to use

Service Updates

COVID-19 Impact on Public Transit Across the Nation

Decline in ridership

WMATA has experienced an estimated 90%* ridership decline

Service reductions

New York City Transit has implemented a 25% service reduction

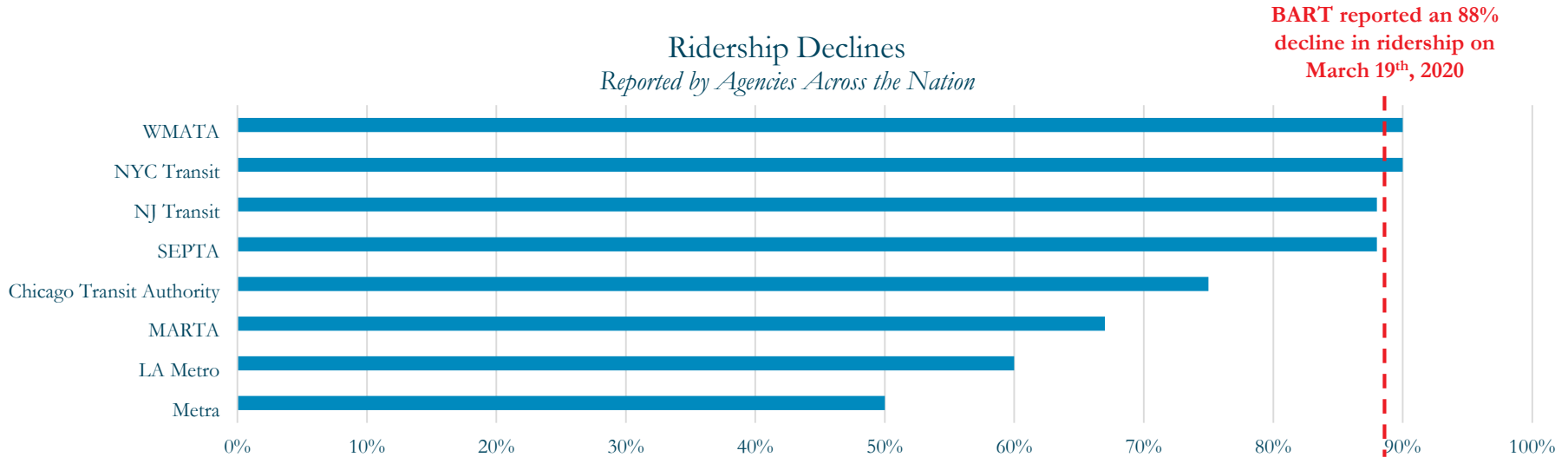
WMATA is closing 19 stations

Cost cutting measures

SEPTA is taking measures to eliminate overtime, put a freeze on new hires, eliminate marketing efforts, and consider future service reductions

* WMATA press release 3/24/2020
(<https://www.wmata.com/service/status/details/COVID-19.cfm>)

Public Transit Agencies Take Measures to Combat Rail Ridership Declines



Service changes to local transit agencies

- **AC Transit:** Continues regular service except for supplemental service to schools; not collecting fares to protect drivers
- **CalTrain:** Reduced peak-hour schedule; AM and PM peak hour service will no longer feature Baby Bullet Service
- **SFMTA:** Service reductions; 13 lines cut; many express routes
- **VTA:** Reduced service; not collecting fares to protect drivers

Service changes to national transit agencies

SEPTA moves to winter weather storm schedule to reduce staffing by 15%

- **WMATA:** reduced frequencies; 20min on all lines except Red (15min); 19 station closures
- **NYC Transit:** 25% reduction; no change to peak
- **MARTA:** weekend schedule; 1 station closed
- **SEPTA:** 25% reduction in service; winter weather service schedule
- **LA Metro:** reduced frequency on all rail lines peak and off peak
- **Metra:** alternate schedules

Monitoring Ridership Data

- Mapping Ridership
 - Day of the week
 - Time of day
 - Train
 - Load level at each station
 - Load distributed across cars in train
- Important Data Considerations
 - Appropriate level of service
 - Social distancing
 - Legacy Fleet 26 persons per car
 - FOTF 32 persons per car
 - Load factor on adjacent or meet trains



Service Modification Consideration

➤ Peak Period Trains

- Average persons per car 4.7
- Impact on adjacent trains - bump up to max of 14
- Decision drop Yellow Line peak trains on March 19

➤ Early Closing

- Identify new peak period - 2:00PM to 6:00 PM
 - maximum persons per car on heaviest line 10 to 21
- Identify ridership drop off - 9:00PM
 - Average persons per car 3.5
 - Decision discontinue service at 9:00 PM on March 23

➤ Saturday Service

- Average persons per car 4.6
- Consideration with matching Sunday
- Decision to open at 8:00 AM on March 28

**Due to COVID-19,
BART is reducing service.
Visit www.bart.gov
for full details.**

Debido al COVID-19, BART reducirá la frecuencia de su servicio. Visite www.bart.gov para obtener todos los detalles.

為了因應 COVID-19，BART 已減少捷運服務。
要了解完整詳情，請瀏覽：www.bart.gov。

Do tình hình COVID-19, BART đang giảm dần các dịch vụ. Vui lòng truy cập www.bart.gov để biết thông tin chi tiết đầy đủ.

BART는 COVID-19 때문에 서비스를 감축하고 있습니다. 더 자세한 사항은 www.bart.gov를 참조하세요.

Dahil sa COVID-19, babawasan na ng BART ang mga serbisyo nito. Bisitahin ang www.bart.gov para sa lahat ng detalye.

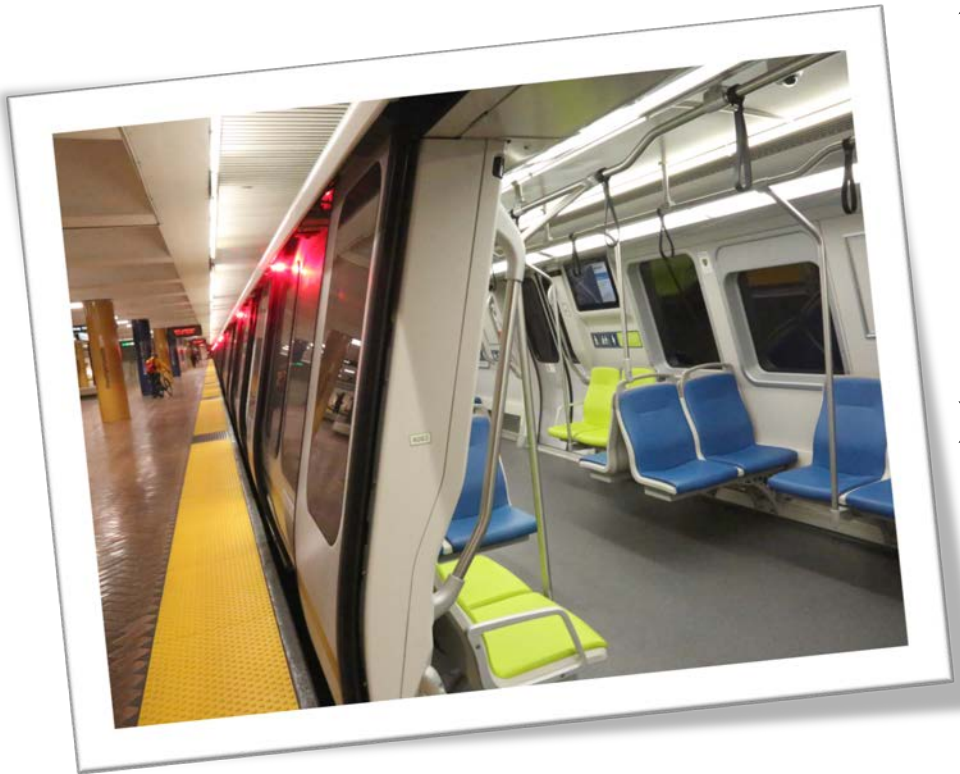


Financial Benefit of Recent Service Changes

- Operating to Capital Load shed
- RS&S: 50 FTE - Up to \$675K/ month
 - FOTF Training
 - FOTF Modifications
- M&E – 200 FTE Up to \$4M/ month
 - Track & Rail Pad Replacement
 - Tunnel Lighting
 - 34.5 KV Cable Replacement Eastbay
 - Waterproofing tunnels M and W lines
 - SVBX support



Possible Future Service Modifications



➤ Extended Headways

- Weekday 30 minute except first 5 trains out of Antioch which remain at 15 minute
- Saturday – 40 minute
- Sunday – 48 minute

➤ Route Consolidation

- Weekdays – eliminate Red and Green lines
 - Supported by Orange line transfer to Yellow and Blue lines for cross bay service

➤ Close on Sundays

Maximum Operating to Capital Load Shed

- Requires further reduction in service
 - RS&S – achieves maximum with 40% reduction in car hours - increased headways
 - M&E – achieves maximum with 30-minute headway, line consolidation and closed on Sundays
 - Achieve incremental increased load shed with each service modification
- RS&S maximum load shed capacity
 - 300 FTE – approximately 3.8M/month for three months
 - FOTF technical training and modifications
- M&E maximum load shed capacity
 - 450 FTE – approximately \$9M/month for six months
 - Capital projects primarily in the right of way

Major Capital Projects

- Benefit from additional access to infrastructure
 - Compensates for impact of social distancing
- Examples of projects recognizing the benefit
 - 19th Street Station Modernization
 - Union City Station Modernization
 - El Cerrito Del Norte Station Modernization
 - Transbay Tube
 - No retrofit – inability to social distance
 - Cathodic Protection
 - Oakland Emergency Generator
 - Cross Passage Doors



Communication Efforts

Internal Communication

➤ **Union Leadership – Collaborate as Partners**

- Continuous phone discussion check-ins and updates with applicable unions as issues and decision points arise
- All-union conference calls multiple times weekly with Labor/HR to share vital information and meet and confer on issues like remote work, advanced accruals for employees, etc.
- Weekly updates with Operations & AFSME, ATU and SEIU on Fridays

➤ **Employee Guidance**

- Consistent update of information from Safety & HR posted throughout facilities, at least weekly, and more often as specific guidance requires
- Managers & supervisors continuously communicating with employees and addressing questions and concerns
- Managers getting case-by-case guidance from HR
- Messaging on monitors in shops and at key reporting locations
- Instant Messaging to Station Agents

In Station Communication

- Multi-language good hygiene posters
- Multi-language social distancing posters

Stay 6 feet apart

任何時候都要和人保持6英尺距離

Manténgase al menos 6 pies de distancia el uno del otro a todo momento.

SF.gov/coronavirus

Worried about novel coronavirus (COVID-19)? 擔心感染新型冠狀病毒？ Nagaaalala ka ba tungkol sa coronavirus? ¿Está preocupado por el nuevo coronavirus?

Follow these common sense health practices now to protect against seasonal cold and flu including novel coronavirus if it comes to our community.

應按照衛生常識的做法預防季節性感冒及感冒，包括新型冠狀病毒，若出現在社區內傳播的情況。

Gawin ang mga sumusunod na mga pangkaraniwang pamamaraan sa pag-alaga ng kalusugan para labanan ang seasonal na lagnat at trangkaso kasama ang novel coronavirus kung sakaling dumating ito sa inyong komunidad.

Sigua estas sensatas prácticas sanitarias hoy mismo para protegerse durante la temporada del catarro, la gripe e incluso el nuevo coronavirus, si es que llega a nuestra comunidad.



Wash your hands often with soap and water, for at least 20 seconds.

勤用肥皂和清水洗手，並洗手至少 20 秒。

Dalasan ang paghugas ng inyong mga kamay ma hindi baba sa 20 segundo gamit ang sabon at tubig.

Lávase las manos frecuentemente con agua y jabón por lo menos unos 20 segundos.

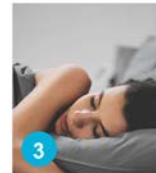


Cover your cough and sneeze. If you are sick, face masks can prevent spread of germs to others, but are not recommended to prevent getting sick. Face masks are NOT a substitute for handwashing.

咳嗽或打噴嚏時應掩蓋口鼻。生病時佩戴口罩可防止將病菌傳播他人，並不建議使用口罩預防疾病。口罩無法取代洗手。

Takpan ang inyong pagubo at pagbating. Kung ikaw ay may sakit, makakatulong ang pag-gamit ng face mask sa pag-iwas ng pagkalat ng mikrobyo, ngunit hindi ito inirekomenda para maiwasan ang sakit. Ang pagsuot ng face ask ay hindi kapalit ng paghugas ng kamay.

Cúbrase la tos y los estornudos con el brazo. Si está enfermo, las máscaras pueden evitar la propagación a los demás pero no se recomiendan para evitar enfermarse. Las máscaras no sustituyen lavarse las manos.



Stay home when sick. If you or someone you live with has returned from China in the past 14 days, and are now sick, call your doctor and give your symptoms and travel history.

身感不適該留在家。若你或與你同住一起的人士在 14 日內從中國大陸返回美國後身感不適，請致電及告知醫生的症狀及旅遊記錄。

Manatili sa inyong tirahan kung kayo ay may sakit. Kung kayo o mga kasambahay ninyo ay bumiyahé mula China noong nakaraang 14 araw, at sila ngayon ay may sakit, tawagan ang inyong doktor at ipaalam ang mga sintomas at kasaysayan ng paglalakbay.

Si está enfermo, quédese en casa. Si usted o alguien más regresaron de la China en los últimos 14 días y se están enfermos, llame a su médico y relate sus síntomas e historial de viajes.



Get a flu shot! It will help you avoid flu symptoms which are similar to novel coronavirus symptoms.

接種流感疫苗！預防你出現類似新型冠狀病毒症狀的流感病徵。

Magpa-flu shot kayo! Makakatulong ito sa pag-iwas sa sintomas ng trangkaso na kahawig din ng sintomas ng novel coronavirus.

¡Vacúnese contra la gripe! La vacuna le puede ayudar a evitar síntomas muy similares a los del coronavirus.



San Francisco Department of Public Health

February 2020

In Station Communication (cont'd)


Train operator announcements, PA announcements, platform digital signs:

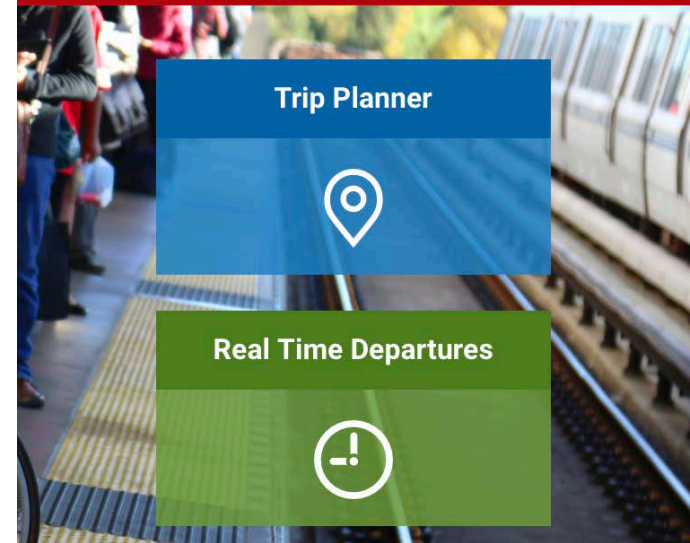
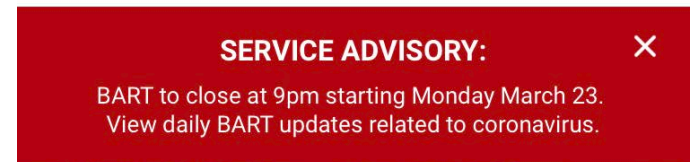
“Thank you essential workers. Help prevent the spread of coronavirus. Stay home if you are sick. Maintain social distancing in the station and on board trains. Use hand sanitizer. Cover your cough and sneeze into a tissue.”

Public Communication

- Daily updates on bart.gov and social media
- BART.gov, App, Trip Planner clearly displays COVID-19 updates and service info
- Sharing daily ridership data on website and social
- Posted financial impacts fact sheet on bart.gov and sharing on social media
- 6 email blasts to-date, BARTable also sharing updates
- News media outreach including national transportation reporters



 **SERVICE ALERT:** Starting Monday March 23, BART will close at 9pm each day. Starting March 28, the system will open at 8am on Saturdays. bart.gov for full details and alternatives.



Website Updates



BART updates related to the coronavirus

BART News

Special BART Board meeting to be held to 3/26 to discuss COVID-19

BART to temporarily reduce service hours based on ridership data

Trip planning help for riders impacted by cuts to our service hours

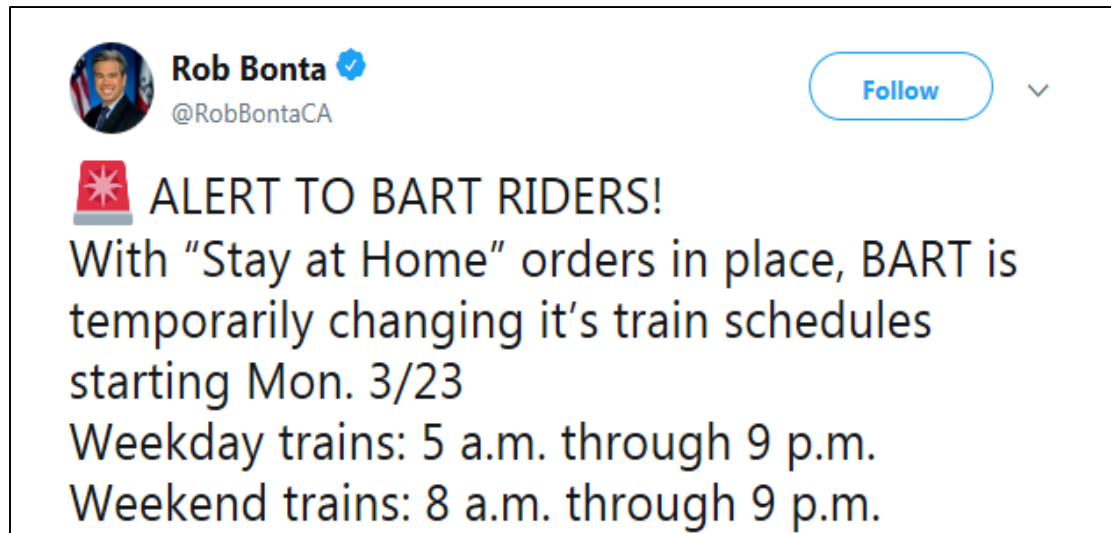
BART updates related to the coronavirus


Yellow line extra commute trains cancelled during low ridership


BART seeks emergency funds in response to COVID-19

Communicating Service Changes

- Signs in stations, platform digital signs, PA announcements, BART Service Advisory, website, app, social media, news media, email blast, elected-officials sharing with their constituents, outreach to community groups and stakeholders



Rob Bonta 
@RobBontaCA [Follow](#)

 **ALERT TO BART RIDERS!**
With "Stay at Home" orders in place, BART is temporarily changing it's train schedules starting Mon. 3/23
Weekday trains: 5 a.m. through 9 p.m.
Weekend trains: 8 a.m. through 9 p.m.

STARTING MARCH 23

**Due to COVID-19
BART is closed
at 9pm.**

Debido al COVID-19,
BART cerrará a las 9pm.

由於 COVID-19 疫情關係，BART
捷運站會於晚上 9:00 關閉。

BART đóng cửa lúc 9 giờ tối do
dịch bệnh COVID-19.

COVID-19로 인해 BART 운행이
9pm에 종료됩니다.

Dahil sa COVID-19, sarado ang
BART nang 9pm.




BART Alternatives After 9:00 p.m. and Before 8:00 a.m. Saturday

- BART.gov homepage features how to get help planning alternative public transit trips
- Call center available to provide personalized trip planning
- BART's multi-modal trip planner shows cancelled trips and options


The screenshot displays the BART multi-modal trip planner interface. At the top, it shows the origin 'Powell St. BART Station, San Francisco' and the destination 'Downtown Berkeley BART Station, Berkeley'. Below this, there are three travel mode options: 'Walk + BART' (0:25 h), 'BART + BART' (---), and 'Bike + BART' (0:56 h). An advisory section provides information about daily BART updates related to coronavirus, with a link to <https://www.bart.gov/news/articles/2020/news20200225>. The main section shows a trip for Tuesday, 03/24/2020, under the heading 'Walk & Transit'. The first trip is scheduled for 11:24 PM, starting with a walk to a BART station (7), taking a BART train (F), and ending with a walk to the destination (12:18 AM). The total duration is 0:54 and the cost is \$ 3.00+. Below this, there is an alternative trip suggestion based on real-time information. The second trip is scheduled for 11:31 PM, starting with a BART train (ba), taking a BART train (ba), and ending with a BART train (ba) at 11:56 PM. The total duration is 0:25 and the cost is \$ 4.35. A red 'X' icon indicates that this trip is cancelled. Below the cancellation notice, there are 2 messages and a warning icon. The message states: 'This trip is cancelled. Due to low ridership as a result of the COVID-19 shelter in place order, this trip is cancelled until further notice.'

Engaging the Public

You Retweeted

 **Kim-Mai Cutler** ✓
@kimmaicutler

Love the creativity and interactivity here in @SFBART proposing solutions and asking the public for feedback:


 **SFBART** ✓ @SFBART · Mar 13

Staff was asked to get creative with solutions to help prevent spread of Coronavirus.

One idea was this prototype of a personal hand strap we would give out for free. Riders can take them home and clean it before use.

We want to know if this is worthwhile before we order more.

[Show this thread](#)



0:23 64.1K views

 **SFBART** ✓
@SFBART

Q: What do you think of a personal BART hand strap which will be given out to riders for free to help prevent spread of Coronavirus?

Yes! I would use this.	74.9%
No! This is too hokey.	6.3%
Doubtful it will help	18.8%

4,082 votes · Final results

2:00 PM · Mar 13, 2020 · [Twitter Web App](#)

External Communication

➤ Transit Agencies

- Operations regularly meeting and coordinating
- Weekly conference calls with Safety Department of Bay Area Transit Agencies and other California rail transit agencies

➤ CPUC: Updated with information regarding ridership impact and service changes

COVID-19: Emergency Funding & Advocacy Update

Timeline of Key Events

March 4	Governor declares State of Emergency
March 6	First federal stimulus package enacted
March 12	BART Board President sends letter to federal and state delegation and MTC Commissioners requesting immediate financial assistance
March 13	White House Emergency Declaration
March 16	<ul style="list-style-type: none">• Shelter-in-place order issued for six Bay Area counties• Legislature passes SB 89, providing up to \$1B in state funding
March 17	<ul style="list-style-type: none">• Governor signs SB 89• BART creates and shares factsheet on financial impacts and funding opportunities
March 18	Second federal stimulus package enacted
March 19	<ul style="list-style-type: none">• Governor issues statewide stay-at-home order• APTA sends letter to President & Congress requesting \$16B in federal assistance
March 21	<ul style="list-style-type: none">• BART GM and several Bay Area transit leaders send letter to Congressional delegation requesting federal assistance in third stimulus package• CA Transit Association sends letter to Governor and Legislative leaders requesting \$1B in emergency state funding for transit
March 23	BART General Manager and transit leaders from the largest agencies across the nation send letter to Congress requesting \$25B in federal assistance
March 26	Pending Enactment – Third federal stimulus package

Third Federal Stimulus Package

Pending passage in the Senate and House as of March 25

➤ Public Transit Funding Included

- \$25 billion to be distributed using FY20 shares of existing FTA formulas
- Estimated that approximately \$1.3 billion would be available for Bay Area transit operators

➤ Eligibility

- Funding may be used by transit agencies for operating expenses related to COVID-19, including reimbursement for operating costs and lost revenue, the purchase of personal protective equipment and paying for administrative leave of operations personnel due to reductions in service

➤ Key Policy Provisions

- Funding would be apportioned no later than 7 days after the passage of the funding package

BART's Federal Advocacy

- Speaker Pelosi
- Senator Feinstein
- Senator Harris
- Bay Area Congressional Delegation Members
- House Appropriations Subcommittee on Transit, Housing, and Urban Development (THUD)
- House Committee on Transportation and Infrastructure
- Senate Appropriations Subcommittee on THUD
- Senate Banking Committee



Ongoing coordination efforts with:

- American Public Transportation Association
- California Transit Association
- Metropolitan Transportation Commission

BART's State Advocacy

- Office of the Governor
- California State Transportation Agency
- Senate President pro Tem
- Assembly Speaker
- Bay Area Legislative Delegation
- Senate Transportation Committee
- Assembly Transportation Committee
- Senate Budget and Fiscal Review Committee
- Assembly Budget Committee
- Department of Finance
- California Office of Emergency Services

Additional coordination efforts are ongoing with the California Transit Association, MTC, Bay Area transit partners, and BART Labor Unions

 **Scott Wiener** 
@Scott_Wiener

BART, Caltrain, & other transit operators that are independent of county govts are in severe financial distress & at grave risk.

Here's a BART fact sheet.

Many essential workers rely on transit to get to work.

Both our federal & state governments must step up financially.

COVID-19 Fact Sheet
Impacts and Funding Opportunities

REVENUE DECLINE
BART ridership continues to trend downward at a rapid pace:

- January, ridership declined over 50%.
- Tuesday, March 17 ridership was down 57%.
- Wednesday, March 18 ridership was down 58%.
- Thursday, March 19 ridership was down 62%.
- Friday, March 20 ridership was down 62%.

With the implementation of a statewide Shelter in Place Order on March 17th and further restrictions, we expect this trend to continue for a substantial period.

REVENUE SHORTFALL
BART is experiencing an immediate loss of fare and parking revenues of approximately \$30M per month (at 90% monthly decline). This revenue loss is expected to worsen and, in the event of a full service shutdown, could reach or exceed \$40M per month.

- Fare and parking revenues cover approximately 67% of BART's day-to-day costs for operating rail service.
- For months, BART fare and parking revenue is approximately \$40M.
- BART also receives approximately \$20M per month from other sources, including other operating revenue (such as advertising and related financial assistance from sales tax and State Transit Assistance), which are used to support services and to help fund our substantial capital investment program.
- While the impact to the other sources of revenue will lag that of fare and parking revenues, all revenue sources are expected to be an immediate shortfall.
- Other Bay Area transit agencies such as MTA and Capital Corridor have reduced service along BART corridors which makes it more expensive for BART to maintain service.

What this means for BART:

- A sustained ridership loss of 90% and a 70% reduction of economic activity impacting other sources could reduce BART monthly revenues by \$70M (\$40M + \$30M, or an 85% revenue loss).
- A complete 100% ridership loss due to service shutdown and a 70% reduction of economic activity impacting other sources could reduce BART monthly revenues by \$70M (\$40M + \$30M, or an 85% revenue loss).

Monthly Operating Revenues	(\$ million)	Impact on Revenue Sources			Other Sources	(\$ million)	(-73%)
		Revenue	90%	100%			
Fare revenue	\$41	\$41	\$4.2	\$36.8	\$40		
Parking	\$1	\$1	\$0.1	\$0.9	\$1		
Other Operating Revenue	\$2	\$2	\$0.2	\$1.8	\$2		
Sales Tax	\$13	\$13	\$13	\$13	\$13		
Property Tax	\$4	\$4	\$4	\$4	\$4		

State Funding:
Governor Newsom declared a state of emergency allowing the State to make additional resources available and requires the Office of Emergency Services provide aid to local governments that have demonstrated extraordinary or disproportionate needs for COVID-19.

On March 16, the Legislature passed emergency legislation, Senate Bill 688, appropriating \$500M from the State's General Fund to be used for any purpose related to the Governor's proclamation of a state of emergency related to COVID-19. SB 688 contains additional opportunities for the recovery of \$200M up to local governments of SB.

On March 17, Governor Newsom signed SB 688. To date, he has allocated nearly \$200M for homelessness efforts and healthcare resources.

In several districts, BART should be eligible for this emergency funding under the authority of the California Disaster Assistance Act and plans to pursue funds through the Office of the Governor, California Office of Emergency Services, and the California State Transportation Agency.

Federal:

- Inquire how the initial \$200M appropriation will be allocated.
- Request direct allocation of \$20M to offset our train-to-revenue loss to 90% loss in ridership during the statewide Shelter in Place Order.

Statewide:
An immediate operating subsidy has been requested from the Metropolitan Transportation Commission (MTC).

Page 8 of 8



Future State Funding

- SB 89 states the Legislature's intent to work with the Administration and stakeholders to develop COVID-19 related strategies for inclusion in the Budget Act of 2020
- Appears likely that another round of emergency appropriations will be considered
 - Possibly as early as mid-April when the Legislature is currently scheduled to return to Sacramento
 - Almost certainly during the usual state budget process, generally conducted from mid-May through mid-June
- The California Transit Association is requesting \$1 billion in emergency state funding for state transit agencies to offset an actual and anticipated four to six months of direct costs and revenue losses

Questions?