COVID-19 Response Update

June 11, 2020
Agenda

➢ Front Line and Public Safety Updates

➢ Ridership Updates

➢ Advocacy Updates

➢ Employee and Labor Partner Engagement
Front Line and Public Safety Efforts
# Masks On Order

<table>
<thead>
<tr>
<th></th>
<th>Current Inventory on Hand (EA)</th>
<th>Current Total Pending Ordered (EA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>N95 Mask</td>
<td>75,000</td>
<td>32,500</td>
</tr>
<tr>
<td>KN95 Mask</td>
<td>105,400</td>
<td>40,600</td>
</tr>
<tr>
<td>Poly Surgical Mask</td>
<td>207,300</td>
<td>42,350</td>
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<tr>
<td>Cloth Mask</td>
<td>43,805</td>
<td>16,925</td>
</tr>
<tr>
<td>Employee Made &amp; Donated</td>
<td>105</td>
<td></td>
</tr>
<tr>
<td>Gift from Shanghai Metro</td>
<td>10,000</td>
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# Critical Personnel Availability - Operations

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Train Operator</td>
<td>89%</td>
<td>89%</td>
<td>88%</td>
</tr>
<tr>
<td>Station Agent</td>
<td>87%</td>
<td>84%</td>
<td>80%</td>
</tr>
<tr>
<td>Operations Foreworker</td>
<td>92%</td>
<td>93%</td>
<td>79%</td>
</tr>
<tr>
<td>Train Controller</td>
<td>87%</td>
<td>77%</td>
<td>86%</td>
</tr>
<tr>
<td>Power Support Controller</td>
<td>80%</td>
<td>100%</td>
<td>69%</td>
</tr>
<tr>
<td>Elevator Escalator Maintenance</td>
<td>79%</td>
<td>88%</td>
<td>70%</td>
</tr>
<tr>
<td>System Service Workers</td>
<td>87%</td>
<td>88%</td>
<td>87%</td>
</tr>
<tr>
<td>Traction Power Maintenance</td>
<td>86%</td>
<td>79%</td>
<td>90%</td>
</tr>
<tr>
<td>Train Control Maintenance</td>
<td>86%</td>
<td>90%</td>
<td>84%</td>
</tr>
<tr>
<td>Track &amp; Structures Maintenance</td>
<td>95%</td>
<td>94%</td>
<td>93%</td>
</tr>
<tr>
<td>Automatic Fare Collection Maintenance</td>
<td>87%</td>
<td>87%</td>
<td>92%</td>
</tr>
<tr>
<td>Transit Vehicle Mechanic</td>
<td>66%</td>
<td>88%</td>
<td>72%</td>
</tr>
<tr>
<td>Transit Vehicle Electronic Technician</td>
<td>74%</td>
<td>84%</td>
<td>83%</td>
</tr>
<tr>
<td>Utility Worker/ Car Cleaner</td>
<td>50%</td>
<td>80%</td>
<td>70%</td>
</tr>
<tr>
<td>RS&amp;S Foreworker</td>
<td>43%</td>
<td>84%</td>
<td>86%</td>
</tr>
<tr>
<td>Electronic Repair Shop Technician</td>
<td>49%</td>
<td>100%</td>
<td>62%</td>
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<tr>
<td>eBART Vehcile Mechanics</td>
<td>75%</td>
<td>83%</td>
<td>83%</td>
</tr>
<tr>
<td>eBART Track &amp; Civil</td>
<td>50%</td>
<td>50%</td>
<td>82%</td>
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<tr>
<td>eBART DMU Engineers</td>
<td>84%</td>
<td>89%</td>
<td>81%</td>
</tr>
<tr>
<td>eBART Custodians</td>
<td>74%</td>
<td>79%</td>
<td>80%</td>
</tr>
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Technology Evaluations

➢ Test new style electrostatic fogging application – Complete
  • Successful – Now disinfecting operating fleet nightly
  • 24 additional electrostatic fogging applicators on order

➢ Demonstration of Static UV process to disinfect train interiors – Complete
  • Unsuccessful
    • Extremely Labor Intensive – three people to set up and operate
    • Inefficient – 20 minutes application time per car (plus additional set up time)

➢ Assessing HEPA and MERV 14 filters for Legacy and FOTF cars – In progress
  • Prototype Testing to begin June 10

➢ Testing UV in HVAC duct work for Legacy and FOTF Cars – In progress
  • Design in progress
  • Possible field-testing late July

➢ Demonstration of Disinfection Robot for rail cars – Week of June 15

➢ Researching permanently mounted pulse UV technology in rail cars – In progress
# Critical Personnel Availability - Police

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Lieutenants</td>
<td>92%</td>
<td>100%</td>
<td>84.6%</td>
</tr>
<tr>
<td>Sergeants</td>
<td>83%</td>
<td>93%</td>
<td>80%</td>
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<tr>
<td>Civilian Supervisors</td>
<td>80%</td>
<td>100%</td>
<td>80%</td>
</tr>
<tr>
<td>Police Officers</td>
<td>90%</td>
<td>91%</td>
<td>88%</td>
</tr>
<tr>
<td>Community Service Officers</td>
<td>69%</td>
<td>80%</td>
<td>86%</td>
</tr>
<tr>
<td>Fare Inspectors</td>
<td>56%</td>
<td>63%</td>
<td>71%</td>
</tr>
<tr>
<td>Dispatchers</td>
<td>90%</td>
<td>95%</td>
<td>84%</td>
</tr>
<tr>
<td>Police Admin Specialist</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Date Range</td>
<td>Proof of Payment</td>
<td>Criminal</td>
<td></td>
</tr>
<tr>
<td>-------------------------</td>
<td>------------------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>March 16 – March 22</td>
<td>37</td>
<td>65</td>
<td></td>
</tr>
<tr>
<td>March 23 – March 29</td>
<td>2</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>March 30 – April 5</td>
<td>4</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>April 6 – April 12</td>
<td>1</td>
<td>44</td>
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<tr>
<td>April 13 – April 19</td>
<td>0</td>
<td>67</td>
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</tr>
<tr>
<td>April 20 – April 26</td>
<td>14</td>
<td>58</td>
<td></td>
</tr>
<tr>
<td>April 27 – May 3</td>
<td>4</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>May 4 – May 10</td>
<td>1</td>
<td>74</td>
<td></td>
</tr>
<tr>
<td>May 11 – May 17</td>
<td>6</td>
<td>104</td>
<td></td>
</tr>
<tr>
<td>May 18 – May 24</td>
<td>6</td>
<td>106</td>
<td></td>
</tr>
<tr>
<td>May 25 – May 31</td>
<td>6</td>
<td>95</td>
<td></td>
</tr>
</tbody>
</table>
Ridership Update
Ridership Tracker

BART Weekly Ridership Tracker during COVID Pandemic
% of Expected Baseline Ridership

Bay Area Shelter-in-Place Order

Reduced service hours:
5AM-9PM Weekdays
8AM-9PM Weekends

Reduced headways:
Trains run every 30 minutes

Week of
90% 61% 15% 8% 7% 6% 6% 7% 7% 7% 8% 9% 9%
BART Ridership Variance

Ridership Variance Since Lowest Ridership Week

- Mon, 06/08: +62%
- Tue, 06/09: +65%
- Wed, 06/03: +56%
- Thu, 06/04: +44%
- Fri, 06/05: +44%
- Sat, 06/06: +52%
- Sun, 06/07: +52%

Legend:
- Orange: Lowest Ridership Week
- Blue: This Week
Capitol Corridor Ridership Variance

- Sun, 06/07: +191%
- Mon, 06/08: +143%
- Tue, 06/09: +107%
- Wed 06/03: +90%
- Thu, 06/04: +97%
- Fri, 06/05: +141%
- Sat, 06/06: +142%

Legend:
- Orange: Lowest Ridership Week
- Blue: This Week
Average Weekday Exits by Station

Week 13 (5/25) Average Weekday Exits by Station

Week 13 Baseline (Pre-COVID)
A continued effort to prioritize the safety and health of its riders and workforce

**NEAR TERM FOCUS:** BUILD TRUST AND CONFIDENCE WITH BART RIDERS, EMPLOYEES AND BAY AREA COMMUNITY

- Communications
  - focus on signage and messaging about public health and safety
  - 15 step welcome back plan
- Business Community Partnerships
  - education sessions on BART’s welcome back plan
  - Q&A to discuss business community questions and concerns
- Public Health and Public Safety
  - monitoring train capacity to inform service planning
  - riders’ adherence to mask/face covering mandates
  - BART Police Department continued efforts to increase staff presence
Rebuilding Ridership Taskforce

• Decals, posters, and banners have been shipped to stations and are being put up

• Train car window decals at the printer
Rebuilding Ridership Taskforce

• 136 hand straps sold as of 6/10 (mostly by phone order)
• Pilot seating configuration complete and car is in service, planning for a survey (designated wheelchair spaces remain)
Business Community Outreach

Bay Area companies presented these concerns

- Cleaning & Disinfecting Measures
  - Cleaning technologies
  - Air filtration
  - Disinfecting procedures (trains, stations, high touch-surfaces)

- Social Distancing & Capacity of Trains and Stations
  - Dwell times
  - Train, station and platform capacity tracking
  - Data transparency

- Public Safety & Security
  - BART Police Department strategies for increased presence and public safety enforcement

- Other
  - Mobile technology
  - Touchless capabilities

Many companies presented their return-to-work plans as phased approaches, following public health guidance.

BART staff engaged with 100+ Bay Area employers in a dialogue to understand their concerns and return-to-work plans

- BART 15-Step Welcome Back Plan
- 5 days of dialogue, June 1 – June 5
Advocacy Update
Federal Advocacy Update

HEROES Act
• Senate Majority Leader McConnell has repeatedly stated that the Senate is in no rush to pass an additional relief package.
• We expect negotiations will begin in earnest in June, with the July 4 recess as a possible deadline for a deal.

Surface Transportation Reauthorization – Invest in America Act
• On June 3, the House Committee on Transportation and Infrastructure released text for a surface transportation reauthorization bill.
• Provides $411 billion over five years out of the Highway Trust Fund for highway, transit, safety, and research programs, a 46% increase over current investment levels.
• Includes $105 billion for transit programs under the Federal Transit Administration
• An additional $83.1 billion in FY21 to ensure states, cities, tribes, territories, and transit agencies can administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 crisis.
• Authorizes current Capital Investment Grant projects to receive an increased federal cost share to help ensure projects can move forward despite a decrease in local and state revenues designated to cover the local cost share.
The Blue Ribbon Transit Recovery Task Force initial meeting on Friday, May 29

Immediate Deliverables

• June 1: FY 2020 CARES Act Funding Distribution Strategies
• June 5: Transit Operator Joint Recovery Strategy

Task Forces and Subcommittees

<table>
<thead>
<tr>
<th>Task Force</th>
<th>Meeting Cadence</th>
<th>Next Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Ribbon Transit Task Force Meetings (MTC)</td>
<td>Weekly</td>
<td>Prepare for the next Blue Ribbon Meeting on June 15</td>
</tr>
<tr>
<td>GM Blue Ribbon Task Force Meetings</td>
<td>Weekly</td>
<td>Develop and present a joint operator Public Safety &amp; Public Healthy Plan</td>
</tr>
<tr>
<td>Blue Ribbon Operator Caucus Meetings</td>
<td>Weekly</td>
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</table>
Blue Ribbon GMs Establish a Formal Framework

A SET OF WORKING GROUPS THAT WILL COLLABORATE TO ENSURE THAT RECOVERY STRATEGIES ARE COORDINATED THROUGHOUT THE REGION

Blue Ribbon GMs Collaborate To Build an Operator Caucus

A unified response to COVID-19

Financial Sustainability
- Fare integration study
- Resource planning

Communications
- Consistent messaging
- A single voice

Public Health & Safety
- Collaborate with paratransit groups and labor unions
- Identify consistent measures

Service & Operations Planning
- Operator continuity
- Standards for cleaning and disinfecting
State Budget

- On June 3, the Legislature announced an agreement on the FY 20-21 State Budget.
- The agreement includes statutory relief measures intended to hold harmless transit operators that receive state funding and whose ridership levels have been negatively impacted by COVID-19.
- Negotiations on the proposed budget are now underway with the Administration. A vote on the Budget is expected on June 15.
- BART continues to partner with the California Transit Association on efforts to secure additional funding from the State Legislature.
- We are providing information on BART's continued funding needs above and beyond the CARES Act to position a statewide request in late Summer.
State Advocacy Update

Cap and Trade Program

• The last auction for FY 19-20 was held in May and raised $25 million, a steep decline from February's auction, which netted $612 million.

• Total revenues will be about $300 million less than assumed in the FY 19-20 Budget.

• Decline will have minimal impact on current fiscal year programs that receive continuous appropriations from the Greenhouse Gas Reduction Fund (GGRF), including those that support public transit (LCTOP and TIRCP).

• Grant awards are funded by prior Cap and Trade auction results and existing commitments by the State would remain.

• BART has received two TIRCP grants that support the Core Capacity Program and we do not expect any funding impacts at this time. At the end of June 2020, BART will also receive our annual allocation of LCTOP funds, which will support eBART operations in FY21.

• Control language within the Budget does allow for adjustments to programs subject to discretionary appropriations.

• Anticipate auction market to rebound as the economy re-opens and industrial businesses scale-up to full operation, necessitating a need to purchase more allowances.
Testing

- New case confirmed June 9, 2020: frontline employee
  - 10 BART employee contacts identified, all employees affected quarantined for testing
  - No public contact identified
- 2 previous confirmed cases, both recovered, and all contacts tested negative
- Contact tracing protocol established in collaboration with unions
- Notification chain established

Headquarters Return

- Phased approach began Monday June 8, 2020 bringing about 60 employees back into headquarters
- Key employees identified based on roles and responsibilities
- Exceptions given for those who had child/elder/family care challenges or health risk factors
- Trainings, protocols and signage in place