March 12, 2020

The Honorable Nancy Pelosi
Speaker of the House
1236 Longworth House Office Building
Washington, D.C. 20515

Dear Speaker Pelosi,

The San Francisco Bay Area Rapid Transit (BART) system is a critical, regional public transportation link for the Bay Area; moving over 400,000 people each weekday and over two million passengers every week. However, the COVID-19 spread in the Bay Area is having a significant and immediate impact on BART ridership and revenue as more employers encourage telecommuting, major events and conferences are cancelled, and schools curtail in-person classes.

The reality of BART’s lauded 60% farebox recovery ratio, one of the highest in the country, is we are particularly vulnerable to the loss of fare revenue during catastrophic events such as the COVID-19 pandemic, leaving the agency short of critical funding to maintain service.

Last week, BART ridership was down approximately 5% on Monday and ended with ridership down nearly 12% on Friday. This week, we carried 25% fewer riders on Monday, 30% fewer on Tuesday, and 35% less on Wednesday. Given the rapidly evolving situation with the virus, we anticipate ridership will continue to decline.

The chart below shows the impact on our passenger fare revenue with incremental ridership decreases compared to expected levels at this time of year:

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<th>Daily Exits</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>-25%</td>
</tr>
<tr>
<td>Average Weekday</td>
<td>404,000</td>
<td>$1,787,000</td>
<td>$(447,000)</td>
</tr>
<tr>
<td>Average Saturday</td>
<td>150,000</td>
<td>$663,000</td>
<td>$(166,000)</td>
</tr>
<tr>
<td>Average Sunday</td>
<td>95,000</td>
<td>$419,000</td>
<td>$(105,000)</td>
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<tr>
<td>Weekly Total</td>
<td>2,265,000</td>
<td>$10,015,000</td>
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As detailed above, a weekday ridership loss of 25% to 50% has an estimated revenue loss of approximately $450,000 to $890,000 each day and $2.5 million to $5 million per week.
We have examined methods to reduce expenses, but the reality is most BART operating expenses are directly related to labor costs. As we continue regular service levels and increase cleaning to help reduce the spread of the virus, BART has limited options to reduce operating expenses in the short term.

As you are aware, President Trump recently signed the Coronavirus Preparedness and Response Supplemental Appropriations Act which will provide a total of $8.3 billion to support response efforts to the virus with $950 million set aside for state and local efforts; including infection control at the local level to prevent additional cases. However, neither the Centers for Disease Control and Prevention nor the State of California have yet to issue guidance on whether a local special district, such as BART, could directly apply for funding.

As a local agency and an essential public transit service provider in the Bay Area, BART needs to receive federal funding to help reduce the spread of the virus and to maintain our service levels. We request your support in securing funds for BART so we may continue to fulfill our key role in safely connecting the region and maintaining critical lifeline access throughout the Bay Area; especially for health care workers and first responders.

Sincerely,

[Lateefah Simon, signature]

cc: Representative Barbara Lee
    Representative Eric Swalwell
    Representative Jackie Speier
    Representative Mark DeSaulnier
    Representative Ro Khanna
    Representative David Price, Chair House THUD Appropriations
    Representative Mario Diaz Balart, Ranking Member THUD Appropriations
    Representative Peter DeFazio, Chair House T&I
    Representative Sam Graves, Ranking Member House T&I
March 12, 2020

The Honorable Dianne Feinstein  
United States Senate  
331 Hart Senate Office Building  
Washington, D.C. 20510

The Honorable Kamala Harris  
United States Senate  
112 Hart Senate Office Building  
Washington, D.C. 20510

Dear Senators Feinstein and Harris,

The San Francisco Bay Area Rapid Transit (BART) system is a critical, regional public transportation link for the Bay Area; moving over 400,000 people each weekday and over two million passengers every week. However, the COVID-19 spread in the Bay Area is having a significant and immediate impact on BART ridership and revenue as more employers encourage telecommuting, major events and conferences are cancelled, and schools curtail in-person classes.

The reality of BART’s lauded 60% farebox recovery ratio, one of the highest in the country, is we are particularly vulnerable to the loss of fare revenue during catastrophic events such as the COVID-19 pandemic, leaving the agency short of critical funding to maintain service.

Last week, BART ridership was down approximately 5% on Monday and ended with ridership down nearly 12% on Friday. This week, we carried 25% fewer riders on Monday, 30% fewer on Tuesday, and 35% less on Wednesday. Given the rapidly evolving situation with the virus, we anticipate ridership will continue to decline.

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<td>5</td>
<td>($447,000)</td>
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</tr>
<tr>
<td>Average Saturday</td>
<td>1</td>
<td>($166,000)</td>
<td>($232,000)</td>
</tr>
<tr>
<td>Average Sunday</td>
<td>1</td>
<td>($105,000)</td>
<td>($147,000)</td>
</tr>
<tr>
<td><strong>Weekly Total</strong></td>
<td><strong>7</strong></td>
<td><strong>($2,504,000)</strong></td>
<td><strong>($3,505,000)</strong></td>
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As detailed above, a weekday ridership loss of 25% to 50% has an estimated revenue loss of approximately $450,000 to $890,000 each day and $2.5 million to $5 million per week.
We have examined methods to reduce expenses, but the reality is most BART operating expenses are directly related to labor costs. As we continue regular service levels and increase cleaning to help reduce the spread of the virus, BART has limited options to reduce operating expenses in the short term.

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As a local agency and an essential public transit service provider in the Bay Area, BART needs to receive federal funding to help reduce the spread of the virus and to maintain our service levels. We request your support in securing funds for BART so we may continue to fulfill our key role in safely connecting the region and maintaining critical lifeline access throughout the Bay Area; especially for health care workers and first responders.

Sincerely,

[Signature]

Lateefah Simon
President

cc: Senator Susan Collins, Chair THUD Appropriations
Senator Jack Reed, Ranking Member THUD Appropriations
Senator Mike Crapo, Chair Banking Committee
Senator Sherrod Brown, Ranking Member Banking Committee
March 12, 2020

The Honorable Scott Haggerty
Chair, Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2006

Dear Chair Haggerty,

The San Francisco Bay Area Rapid Transit (BART) system is a critical, regional public transportation link for the Bay Area; moving over 400,000 people each weekday and over two million passengers every week. However, the COVID-19 spread in the Bay Area is having a significant and immediate impact on BART ridership and revenue as more employers encourage telecommuting, major events and conferences are cancelled, and schools curtail in-person classes.

The reality of BART’s lauded 60% farebox recovery ratio, one of the highest in the country, is we are particularly vulnerable to the loss of fare revenue during catastrophic events such as the COVID-19 pandemic, leaving the agency short of critical funding to maintain service.

Last week, BART ridership was down approximately 5% on Monday and ended with ridership down nearly 12% on Friday. This week, we carried 25% fewer riders on Monday, 30% fewer on Tuesday, and 35% less on Wednesday. Given the rapidly evolving situation with the virus, we anticipate ridership will continue to decline.

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As detailed above, a weekday ridership loss of 25% to 50% has an estimated revenue loss of approximately $450,000 to $890,000 each day and $2.5 million to $5 million per week.
We have examined methods to reduce expenses, but the reality is most of BART operating expenses are directly related to labor costs. As we continue regular service levels and increase cleaning to help reduce the spread of the virus, BART has limited options to reduce operating expenses in the short term.

As an essential public transit service provider in the region, BART requests an immediate operating subsidy from the Metropolitan Transportation Commission (MTC) to offset our revenue losses as we continue to fulfill our key role in connecting the region and maintaining critical lifeline access throughout the Bay Area; especially for health care workers and first responders.

Sincerely,

Lateefah Simon
President

cc: MTC Commissioners
    Therese McMillan, Executive Director
March 12, 2020

The Honorable Jim Frazier
Chair, Assembly Committee on Transportation
1020 N Street, Room 112
Sacramento, CA 95814

Dear Chair Frazier,

The San Francisco Bay Area Rapid Transit (BART) system is a critical, regional public transportation link for the Bay Area; moving over 400,000 people each weekday and over two million passengers every week. However, the COVID-19 spread in the Bay Area is having a significant and immediate impact on BART ridership and revenue as more employers encourage telecommuting, major events and conferences are cancelled, and schools curtail in-person classes.

The reality of BART's lauded 60% farebox recovery ratio, one of the highest in the country, is we are particularly vulnerable to the loss of fare revenue during catastrophic events such as the COVID-19 pandemic, leaving the agency short of critical funding to maintain service.

Last week, BART ridership was down approximately 5% on Monday and ended with ridership down nearly 12% on Friday. This week, we carried 25% fewer riders on Monday, 30% fewer on Tuesday, and 35% less on Wednesday. Given the rapidly evolving situation with the virus, we anticipate ridership will continue to decline.

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Last week, Governor Newsom’s state of emergency declaration allows 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 impacts from COVID-19.

As a special district and an essential public transit service provider in the Bay Area, we believe BART is directly eligible for emergency funding under the authority of the California Disaster Assistance Act. Once the Legislature appropriates additional resources, we request your support in securing funds for BART so we may continue to fulfill our key role in connecting the region and maintaining critical lifeline access throughout the Bay Area; especially for health care workers and first responders.

Sincerely,

Lateefah Simon
President

cc: Assembly Speaker, Anthony Rendon
    Assembly Member Tim Grayson
    Assembly Member Buffy Wicks
    Assembly Member Rebecca Bauer-Kahan
    Assembly Member David Chiu
    Assembly Member Rob Bonta
    Assembly Member Phil Ting
    Assembly Member Bill Quirk
    Assembly Member Kevin Mullin
    Assembly Member Kansen Chu
    David Kim, Secretary, California State Transportation Agency
    Mark Ghilarducci, Director, Governor’s Office of Emergency Services
    Keely Martin Bosler, Director, Department of Finance
    Rhonda Paschal, Deputy Legislative Secretary, Office of the Governor
March 12, 2020

The Honorable Jim Beall  
Chair, Senate Committee on Transportation  
State Capitol, Room 2082  
Sacramento, CA 95814

Dear Chair Beall,

The San Francisco Bay Area Rapid Transit (BART) system is a critical, regional public transportation link for the Bay Area; moving over 400,000 people each weekday and over two million passengers every week. However, the COVID-19 spread in the Bay Area is having a significant and immediate impact on BART ridership and revenue as more employers encourage telecommuting, major events and conferences are cancelled, and schools curtail in-person classes.

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Sincerely,

Lateefah Simon
President

cc: Senate President pro Tempore, Toni Atkins
    Senator Steve Glazer
    Senator Nancy Skinner
    Senator Bob Wieckowski
    Senator Scott Wiener
    Senator Jerry Hill
    David Kim, Secretary, California State Transportation Agency
    Mark Ghilarducci, Director, Governor’s Office of Emergency Services
    Keely Martin Bosler, Director, Department of Finance
    Rhonda Paschal, Deputy Legislative Secretary, Office of the Governor