



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

March 12, 2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

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

Dear Speaker Pelosi,

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

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:

	Daily			Daily Revenue Impact		
	Daily Exits	Fare Revenue	Days	-25%	-35%	-50%
Average Weekday	404,000	\$1,787,000	5	(\$447,000)	(\$625,000)	(\$893,000)
Average Saturday	150,000	\$663,000	1	(\$166,000)	(\$232,000)	(\$331,000)
Average Sunday	95,000	\$419,000	1	(\$105,000)	(\$147,000)	(\$209,000)
Weekly Total	2,265,000	\$10,015,000	7	(\$2,504,000)	(\$3,505,000)	(\$5,008,000)

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

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



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March 12, 2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

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,

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

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8TH DISTRICT

Bevan Dufty
9TH DISTRICT

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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 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,



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



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March 12, 2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

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

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Dufty
9TH DISTRICT

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



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2020

March 12, 2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

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

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

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Dear Chair Frazier,

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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



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Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

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

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
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9TH DISTRICT

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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