



COVID-19 Fact Sheet

Impacts and Funding Opportunities

RIDERSHIP DECLINES

BART ridership continues to trend downward at a rapid pace.

- Thursday, March 13 ridership was down 45%
- Friday, March 14 ridership was down 50%
- The weekend of March 15-16 ridership was down 60%
- Monday, March 16 ridership was down 70%

With the implementation of Shelter in Place Orders throughout the BART service area until April 7, we expect this trend to worsen for a sustained period.

REVENUE IMPACTS

BART is experiencing an immediate loss of fare and parking revenues of approximately \$37M per month (at 85% ridership decline). This revenue loss is expected to worsen and, in the event of a full-service shutdown, could reach or exceed \$44M per month.

- Fare and parking revenues cover approximately 65% of BART's day-to-day costs for operating rail service
- Per month, BART fare and parking revenue is approximately \$44M
- BART also receives approximately \$36M per month from other sources, including other operating revenue (such as advertising and interest) and financial assistance (such as sales tax and State Transit Assistance), which are used to operate service and to help fund our substantial capital reinvestment program
- While the impact to the other sources of revenue will lag that of fare and parking revenue, all revenue sources are vulnerable to an economic slowdown
- Other Bay Area transit agencies such as WETA and Capital Corridor have reduced service along BART corridors which makes it more imperative for BART to maintain service

What this means for BART:

- A sustained ridership loss of 85% and a 50% reduction of economic activity impacting other sources could **reduce BART monthly revenues by \$55M (\$37M + \$18M, or a 69% revenue loss)**
- A complete 100% ridership loss due to service shutdown and a 75% reduction of economic activity impacting other sources could **reduce BART monthly revenues by \$71M (\$44M + \$27M, or an 89% revenue loss)**

Monthly Operating Sources	(\$ million rounded)	Impact on Revenue Sources				
		Ridership Decline			Other Sources	
		-75%	-85%	-100%	-50%	-75%
Fare revenue	\$41	-\$30	-\$34	-\$41		
Parking	\$3	-\$2	-\$3	-\$3		
Other Operating Revenue	\$2				-\$1	-\$2
Sales Tax	\$23				-\$11	-\$17
Property Tax	\$4				-\$2	-\$3
Financial Assistance	\$7				-\$4	-\$6
Total Monthly Revenues	\$80	-\$33	-\$37	-\$44	-\$18	-\$27

CURRENT POTENTIAL FUNDING OPPORTUNITIES

BART will pursue all relevant opportunities for financial assistance during this crisis. This is a rapidly changing situation. Information related to potential funding opportunities is summarized below.

Federal Funds:

Coronavirus Preparedness and Response Supplemental Appropriations Act provides 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. Approximately \$37M will be sent to California. To date, neither the Centers for Disease Control and Prevention nor the State of California has issued guidance on whether a local special district, such as BART, could directly apply for funding.

BART will be applying for a grant from the Federal Emergency Management Agency (FEMA) under their program to support operational expenses in response to COVID-19.

Asks:

- Request funding for transit to be specifically included in future stimulus bills
- Request support for FEMA application

State Funds:

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 impacts from COVID-19.

On March 16, the Legislature passed emergency legislation, Senate Bill 89, appropriating \$500M from the State's General Fund to be used for any purpose related the Governor's proclamation of a state of emergency related to COVID-19. SB 89 authorizes additional appropriations in the increments of \$50M up to a total appropriations of \$1B. The bill has bent sent to the Governor, who is expected to sign it as soon as possible.

As a special district, BART should be directly 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.

Asks:

- Inquire how the initial \$500M appropriation will be allocated
- Request a direct allocation of \$55M to offset our loss in revenue due to a 85% loss in ridership during the Shelter in Place Order throughout the BART service area

Local Funds:

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

Beginning to discuss funding opportunities with Congestion Management Agencies within the three counties of the BART District.