



EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

AGENDA

Board of Directors Meeting

March 18, 2021 @ 9:15 AM

[Zoom](#)

Meeting ID: 885 6484 1695

Chair

Geoffrey Sears,
Wareham Development

Vice Chair

Bobby Lee, At-Large
Residential Member

Secretary

Betsy Cooley, At-Large
Residential Member

Treasurer

Andrew Allen
At-Large Business
Member

Directors

Peter Schreiber,
Pixar

Colin Osborne

At-Large Business
Member

Kassandra Kappelos
Public Market

1. Call to Order
2. Public Comment
3. Board Appointment of Employer Director - Zack McGahey, Zymergen
4. Approval of the Minutes of the January 21st, 2021 Board of Directors Meeting (Attachment)
5. Executive Directors Report
 - A. Status Update on License Agreement with BioMed
 - B. Status Update on Mandela Site
 - i. Progress Report
 - ii. Budget vs. Cost Report
6. Business Items
 - A. Review and Consider approval of Amendment 3 to Professional Services Agreement with Yorke Engineering for continued Storm Water Monitoring Services at the Horton Site (Attachment)
 - B. Review and Consider approval of Amendment 2 to Professional Services Agreement with Zoon Engineering for additional Construction Management Support services (Attachment)
 - C. Review and Consider Approval of Amendment 3 to Transportation Agreement with the Berkeley Gateway TMA to modify fees for the West Berkeley Shuttle service through June 30th, 2021 (Attachment)
 - D. Review and Consider Approval of Engagement Letter with Maze & Associates, Inc. for 2020 Audit Services (Attachment)
 - E. Discuss Potential Procurement of Book-keeping and Tax Preparation Services
 - F. Review of Ridership Data and Discuss BART Impacts to Services (Attachment)
7. Confirm date of Next Meeting – April 15th, 2021
8. Adjournment

EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

ACTION SUMMARY MINUTES

Board of Directors Meeting

January 21, 2021

1. Call to Order

The regular meeting was called to order at 9:18 AM by Geoff Sears

Directors Present: Geoff Sears, Betsy Cooley, Bobby Lee, Peter Schreiber, Cassandra Kappelos

Staff Present: Roni Hatstrup, Karen Boggs, Tiffany Gephart

Ernest Klock, Zoon Engineering; Christine Daniels, City of Emeryville; Dennis Shipman, MV Transportation; Brad Farmer; City of Emeryville

2. Public Comment

There were no comments from the public.

3. Approval of the Minutes of the December 17, 2020 Board of Directors Meeting.

Betsy Cooley motioned for approval; Bobby Lee seconded the motion to approve the minutes of the December 17, 2020 Board of Directors meeting.

This item was approved by a majority vote of the Board.

AYE - 5

No - 0

ABSTAIN - 0

4. Executive Directors Report

- A. Status Update on License Agreement with BioMed & CUP Extension
- B. Status Update on Mandela Site

Ernest Klock commented that the underground work is continuing, the sewer line is in and will be tested soon. Preconstruction meetings have completed with the appropriate agencies. Fire lines have gone in and will be inspected and tested this week. Ernest noted that the project is on schedule and he is happy with the progress.

5. Business Items

- A. Review and Consider Approval of Amendment #1 to Shuttle Operations & Maintenance Agreement with MV Transportation, Inc. (Attachment)

Roni commented that at the last Board of Directors meeting MV Transportation provided updated pricing for 2021 and the pricing increased significantly. Roni noted that she has reviewed the costs over the last several weeks and provided an overview of the proposed changes. Roni noted that the first agreement with MV Transportation was authorized in February 2013 and has since been renewed over the last 7 years.

Roni noted that the most significant changes were to operator wages which increased 29-40% due to the higher number of senior drivers and vehicle cleaning costs, which Roni noted that she would consider outsourcing independently from the operations agreement.

EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

ACTION SUMMARY MINUTES

Board of Directors Meeting

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Roni further noted that the pricing for 8 to Go services is within approved budget for services through June 30th, 2021, however noted that new pricing for 8 to Go would be sent to the City of Emeryville for the next two fiscal years. Roni noted an amendment to the BGTMA transportation agreement would need to be issued to ensure ETMA's costs are covered.

Roni noted that MV Transportation will no longer be providing the vehicle disinfecting and she has chosen a 3rd party vendor which will save costs. West Berkeley Shuttle fixed costs vehicles decreased due to depreciation of the vehicles. The variable costs (operator rates) increased by 43%. 8 to Go fixed costs increased 65% and variable costs increased 37%, due to the allocation of costs proposed by MV Transportation.

Roni commented that despite the proposed pricing increases, the new pricing remains to be lower than the current industry ranges.

Geoff Sears asked if the request is for approval of the contract for 2-years.

Christine Daniels introduced the new Finance Director Brad Farmer. Christine noted that City Council will have a lot of questions about 8 to Go cost increases and that they City of Emeryville will be experiencing a 14- and 15-million-dollar shortfall over the next 2 years. Christine commented that this will be a big challenge and noted that City Council will likely request that someone to attend the Budget and Governance Committee meeting on February 11, 2021, to explain why the costs will increase at this rate.

Brad Farmer expressed concerns regarding the pricing increases from 2020 to 2021. Roni clarified that the total costs proposed for 2021 includes the anticipated increase service hours.

Christine Daniels commented that since the costs are passed on to Emeryville taxpayers, they want to make sure that City Council understands why they would be asked to approve an increased rate. Also, what the impacts will be to the seniors if services are reduced due to budget cuts.

Roni suggested a committee be formed to review the proposed pricing in more detail.

Geoff Sears asked what the benefit is of renewing the contract for 2 years vs 1 year. Roni noted that there would be a risk for pricing to increase more significantly, if pricing is not locked in for the 2-year term, since MV Transportation would have an opportunity to reevaluate their prices.

Geoff Sears inquired about reducing dispatcher costs, such as reducing staffing to one FTE dispatcher. Roni noted that it is important to have dispatching staff on-site during service hours to ensure service issues are handled quickly and rider inquiries are addressed.

Betsy Cooley commented that she would like to get the input from the City officials regarding the increases. Betsy Cooley further asked if it would be wise to go out to bid or if this is the best pricing and how much time would be needed to go out to bid.

EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

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Roni commented if the Board approves a one-year extension to gain more clarification on the pricing increases, staff will need 7 months to conduct the bidding process for a new transportation provider. The bidding process could start in the April/May timeframe.

Bobby Lee asked when the drop-dead date is for approving the contract. Dennis Shipman commented that they are contracted through the end of January. Bobby Lee asked if the Board would be able to reconvene before the end of January to review. Geoff Sears suggested the Board authorize the contract through June 30, 2021, to allow more time for a comprehensive review of the proposed pricing.

Dennis Shipman of MV Transportation commented that they would like to continue the partnership and would be willing to address any questions regarding the proposed pricing increases. Dennis also offered to share the financial statements upon completion of the 2020 audit for the Board to review.

Roni requested 3 volunteers for the subcommittee to review the budget. Geoff Sears, Betsy Cooley, and Bobby Lee volunteered.

Geoff Sears motioned for approval Amendment #1 to Shuttle Operations and Maintenance agreement to authorize the proposed pricing through June 30th, 2021; Betsy Cooley seconded the motion.

This item was approved by a unanimous vote of the Board.

AYE - 5

NO - 0

ABSTAIN - 0

- B. Review and Consider Approval of Amendment #2 to Transportation Agreement with Berkeley Gateway TMA for modified pricing (*Attachment*)

Roni recommended a change to a fixed rate per revenue hour pricing at \$85 per hour instead of a monthly fixed cost.

Geoff Sears noted that he would recuse himself from the vote, however suggested the Board authorize an extension through June 30, 2021.

Bobby Lee motioned for approval of Amendment #2 to the Transportation Agreement with Berkeley Gateway TMA through June 30, 2021. Kassandra Kappelos seconded the motion.

This item was approved by a unanimous vote of the Board.

AYE - 5

NO - 0

ABSTAIN - 0

EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

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Board of Directors Meeting

January 21, 2021

C. Review and Consider Approval of Office Trailer Acquisition

Roni provided an overview of the manufacturer warranty, noting that any damage caused during transport of the unit would be covered by Mobile Modular.

Roni requested Board approval of the Office Trailer and ADA Ramp quote provided by Mobile Modular.

Bobby Lee motioned for approval of the Office Trailer acquisition. Geoff Sears seconded the motion.

This item was approved by a unanimous vote of the Board.

AYE - 5

NO - 0

ABSTAIN - 0

D. Authorize Chair to execute an Amendment to the License Agreement with BioMed Realty to extend the term to June 30th, 2021 for continued use of the Horton Street parking facility.

Bobby Lee motioned for approval; Peter Schreiber seconded the motion to execute an Amendment to the License Agreement with BioMed Realty to extend the term to June 30th, 2021, for continued use of the Horton Street parking facility.

This item was approved by a unanimous vote of the Board.

AYE - 5

NO - 0

ABSTAIN - 0

E. Review and Consider Adoption of the draft changes to the Administrative Policies (Attachment)

Bobby Lee asked if it would make sense to start with a trial deposit in a nominal amount such as 1-3 dollars to independently verify the ACH transfer method.

Betsy Cooley asked if there are any businesses that specialize in fraudulent transactions and what information would they have. Roni commented that a legal firm could provide additional information and validate what is written. Roni commented that she could also have the legal team review the policy as well.

Roni asked if the Board would like to defer the motion pending additional research. Bobby Lee commented that he would be willing to look at IT best practices. The Board agreed to defer a motion to the next regular meeting pending a review with Bobby Lee.

EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

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Board of Directors Meeting

January 21, 2021

- F. Review and Consider Participation in the APTA Pledge for Health & Safety Commitment Program (*Attachment*)

Roni provided an overview of the program to promote safe practices for public transit, consistent with other transit agencies.

Bobby Lee stated his support of the APTA pledge and motioned for approval for ETMA participation. Geoff Sears seconded the motion.

This item was approved by a unanimous vote of the Board.

AYE - 5

NO - 0

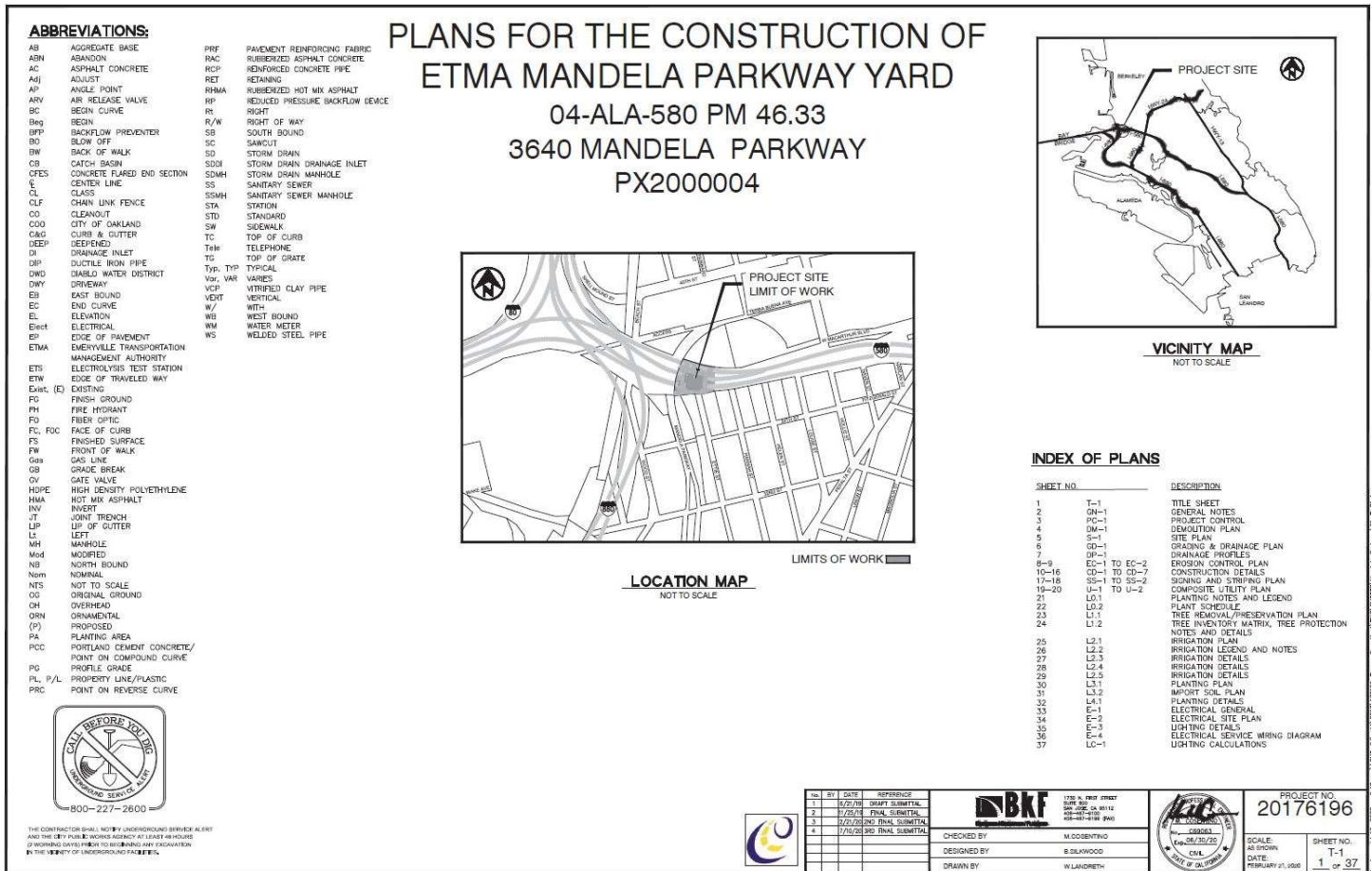
ABSTAIN - 0

6. Confirm date of Next Meeting
The meeting date was confirmed for February 18, 2021.
7. Adjournment
The meeting adjourned at 11:01 AM.



Mandela Bus Yard Construction Progress

Bus Yard Committee Meeting March 16th, 2021 9:00AM



Prepared by Zoon Engineering



Construction Status Summary

Construction began December 14th and is delayed for approximately five (5) weeks. The original date of completion was June 8th, 2021 and the revised date of completion is estimated to be July 13, 2021 due to delays with the Fire Line inspection and recent rain days. Oakland Fire approved the Fire Line installation on March 5th and Horizon completed the backfill and compaction of the Fire Line trench. OC Jones is scheduled to begin grading work on March 15, 2021.

During the week of March 8th, 2021, PG&E inspected and approved the new service meter location at the Ettie Street gate. Bear Electric plans to complete the foundation and service cabinet installation this week. Following that, PG&E can install the meter and activate the service. Water Services are active and began when meters were installed weeks ago. Sewer Service will be active after Private Sewer Lateral certificate is obtained from Oakland at the close of the permit process. We conducted a field visit with Mobile Modular to go over the trailer location, utility hookups, and ADA pathway routing for the new trailer.

Schedule – Full project lookahead schedule below reflects delays due to Fire Line and Rain.

D.C. Jones & Sons, Inc.
 Project: Emeryville Transportation Management Association, Emeryville, CA
 Owner: Emeryville Transportation Management Association
 Project Schedule
 Job #220520

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
3/11/2021	RESP	1-Feb	8-Feb	15-Feb	22-Feb	1-Mar	8-Mar	15-Mar	22-Mar	29-Mar	5-Apr	12-Apr	19-Apr	26-Apr	3-May	10-May	17-May	24-May	31-May	7-Jun	14-Jun	21-Jun	28-Jun	5-Jul	12-Jul
GENERAL																									
USA	OCJ																								
DISCHOLE	OCJ																								
REMOVE TREES	OCJ																								
TRAFFIC CONTROL PLAN	OCJ																								
CONSTRUCTION																									
UNDERGROUND - IRRIGATION	MATRIA	MATRIA	MATRIA	MATRIA																					
UNDERGROUND - ELECTRICAL	BEAR	BEAR	BEAR	BEAR																					
EMBED LATERALS	EMBED																								
UNDERGROUND (WATER) - DELAYED	HORIZON			DELAY	DELAY	DELAY																			
UNDERGROUND (WATER)	HORIZON																								
SUBGRADE	OCJ							X																	
EXCAVATE BOXWALLS	OCJ							X																	
PLACE AGGREGATE BASE	OCJ							X																	
FINISH AGGREGATE BASE FOR CONCRETE	OCJ							X																	
FORM/POUR CONCRETE	MR MARIEN									MTM	MTM	MTM	MTM	MTM											
ELECTRICAL - DIRECT PILES & INSTALL WIRE	BEAR												BEAR	BEAR											
EXCAVATE / GRADE / FORM / POUR MEDIAN AND DRIVEWAY	OCJ												X	MTM											
FINISH AGGREGATE BASE	OCJ														X										
PLACE MMA	OCJ															X									
INSTALL FENCE	GOLDEN BAY																X								
STRIPING & SIGNS	STRIPING GRAPHICS																	X							
IRRIGATION AND PLANTING	MATRIA																		GOLDEN	GOLDEN	GOLDEN	STRIPING	MATRIA	MATRIA	MATRIA
PUNCHLIST	OCJ																							X	X

Work Complete

Upcoming Work

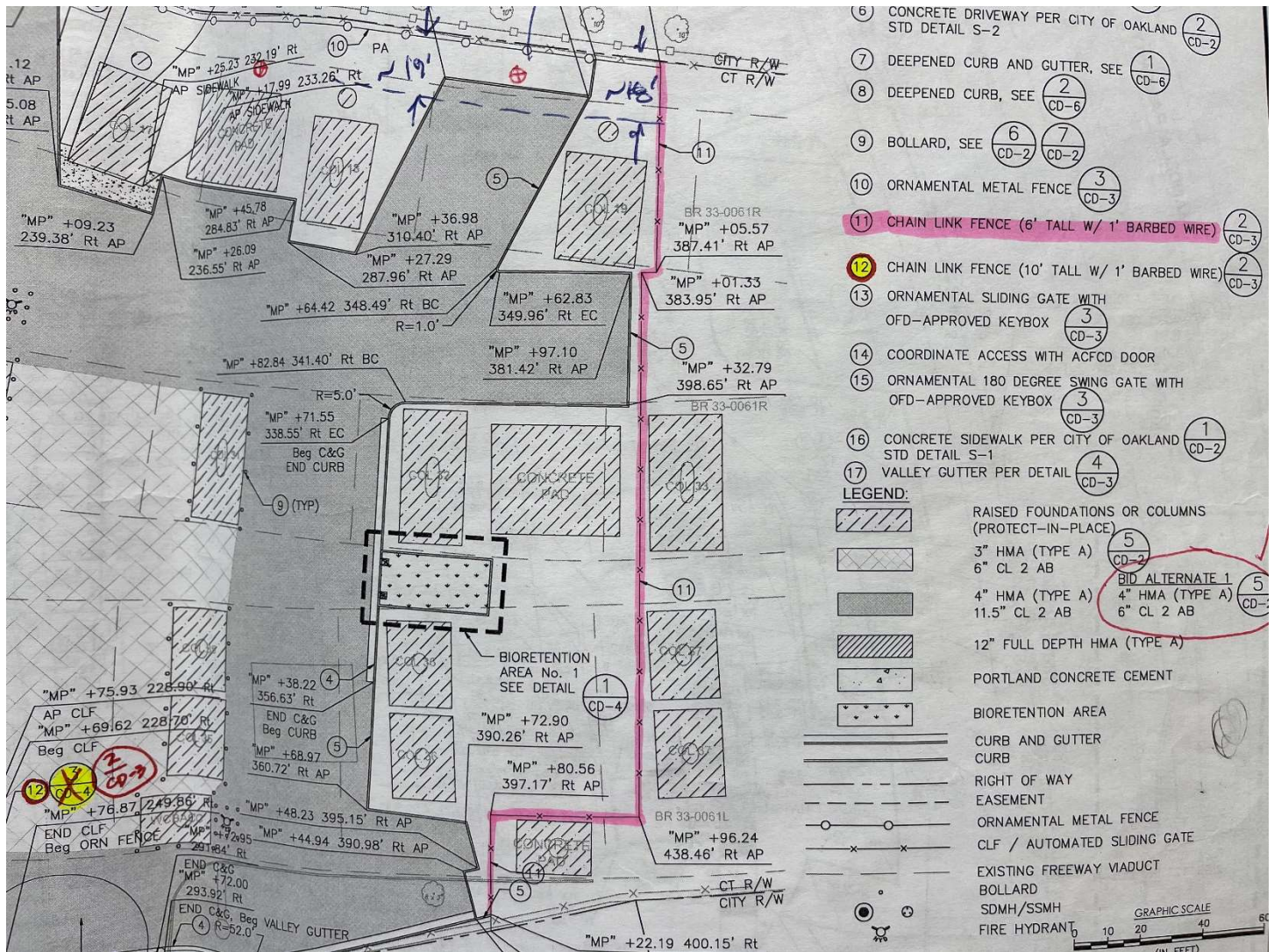
Budget Summary – CCO3 costs will be better understood after OC Jones submits extra work tag costs by end of this month. CCO4 estimate for changing all site fence to 10-foot high for added security. CCO5 estimate for concrete ADA pathway. CCO6 estimate for removing PG&E lines in conflict with Bioretention Area #1.

COST			CONTRACT BALANCE		
Construction Cost	Amount	Line	Progress Payment (PP) Request	Pay Request	Line
OC Jones & Sons - Base Bid Contract	\$ 1,934,135.00	A	PP 1 - December 2020 Bill	\$ 262,913.89	
Change Order #1 - Debris Removal	\$ 21,298.89	B	PP 2 - January 2021 Bill	\$ 350,050.00	
Change Order #2 - Horizon Extra Work	\$ 4,285.60		PP 3 - February 2021 Bill	\$ 119,335.60	
OC Jones & Sons - Revised Contract (Line A + Line B)	\$ 1,959,719.49	C	PP 4 - March 2021 Bill		
			PP 5 - April 2021 Bill		
			PP 6 - May 2021 Bill		
			PP 7 - June 2021 Bill		
RISK & CONTINGENCY			Subtotal Pay Requests	\$ 732,299.49	G
Future Change Order Estimates	Amount	Line	Retention Withheld to date (5%)	\$ (36,614.97)	H
Change Order #3 - Fire Plans/Extra Work - Estimated	\$ 15,000.00		Total Payments (Line G - Line H)	\$ 695,684.52	I
Change Order #4 - All 10-foot Chain Link Fence - Est	\$ 14,107.50		Total Contract (From Line C)	\$ 1,959,719.49	J
Change Order #5 - ADA Concrete Path - Estimated	\$ 5,000.00		Contract Remaining (Line J - Line G)	\$ 1,227,420.00	K
Change Order #6 - Remove PG&E Lines - Estimated	\$ 5,000.00				
Subtotal Potential Change Order Costs	\$ 39,107.50	D			
Estimated ETMA Obligation (Line C + Line D)	\$ 1,998,826.99	E			
Project Budget	\$ 2,051,680.00	F			
Project Contingency (Line F - Line E)	\$ 52,853.01				

Construction Issues – Future CCOs

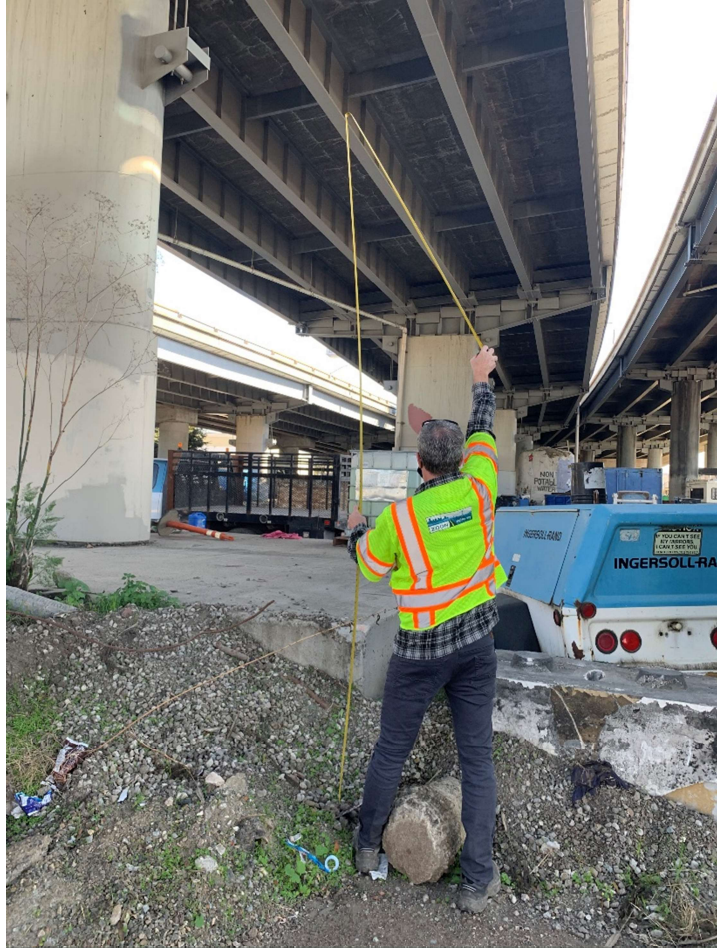
CCO3 – Horizon Fire Line Extra Work - Oakland Fire Line approved and backfilled, no further delays associated with this item. We received two extra work tags associated with this work and fees for plan preparation. Will update as soon as we have costs from OC Jones – CCO3 cost estimate \$15,000.

CCO4 – Change Chain-Link Fence Height to 10-foot on Eastern Property Line. Met onsite with Roni on March 5th, 2021. Plans call for 6-foot fence along eastern property line, but foundation heights and equipment storage will allow for easier scaling. Cost change is estimated to be \$14,107.50 (includes OC Jones markup) for all 10-foot fence to replace planned 6-foot fence along eastern property line.



PLAN EXCERPT – FENCE ALIGNMENT HIGHLIGHTED

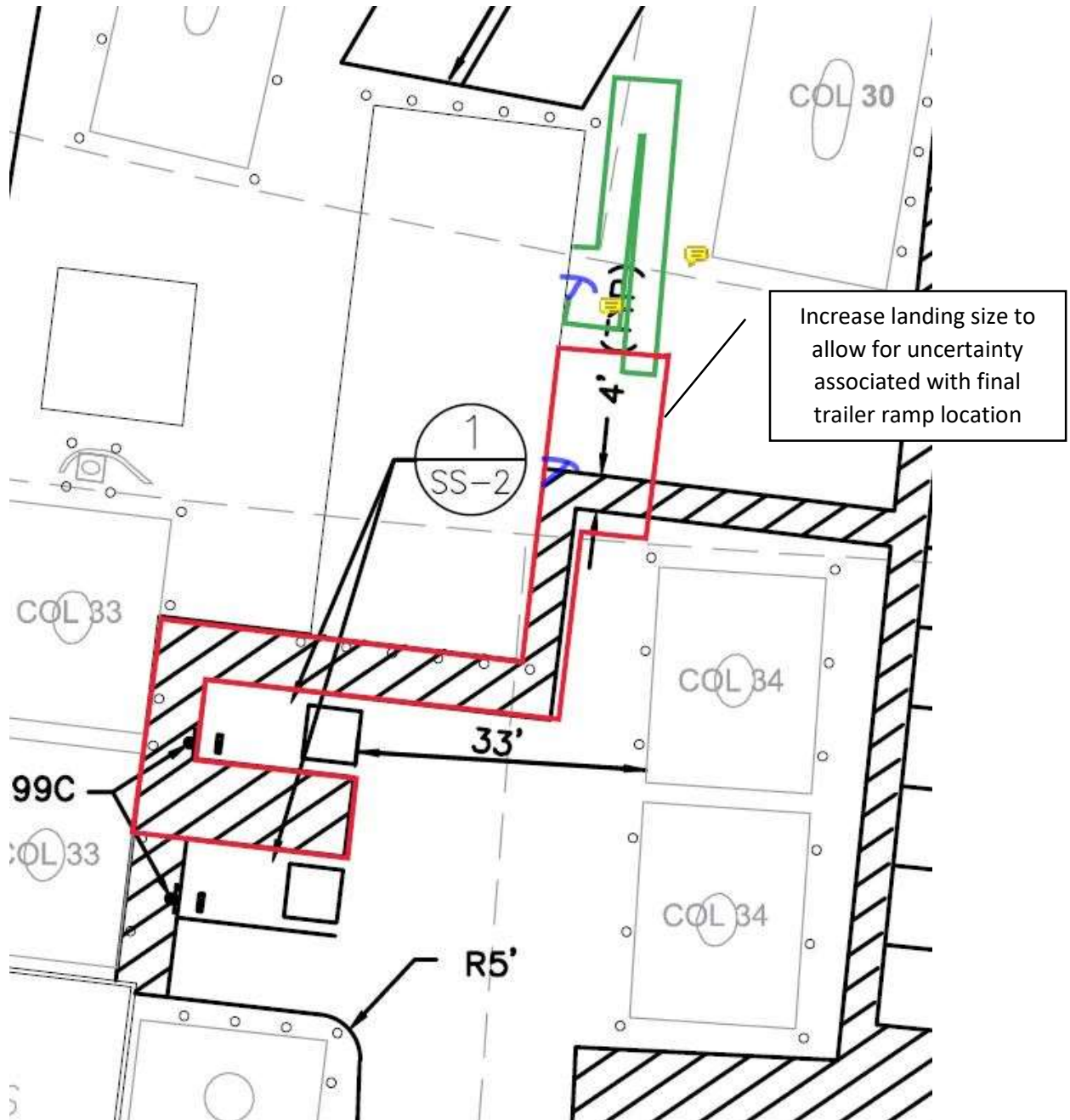
Construction Issues – Future CCOs – CCO4 Cont'd



PICTURES ALONG EASTERN PROPERTY LINE – 6-FOOT HEIGHT VS 10-FOOT HEIGHT

Construction Issues – Future CCOs Cont'd

CCO5 – Convert ADA Path-of-Travel to Concrete Walkway – Plans call for Asphalt Concrete in highlighted area below. This area outlined in red must be ADA compliant (1.5% max slope in any direction) and this is near impossible to obtain with Asphalt Paving. Compliance can be guaranteed with concrete and is required per Caltrans encroachment permit ADA form (TR0405). Suggest exploring change order with OC Jones to convert this to concrete, offset partially by Asphalt Concrete savings.



Next Steps- Site Visit conducted with Trailer Supplier on March 12, 2021 and confirmed approximate landing location. Landing location has grown to account for uncertainties associated with exact final ramp landing location. Finalize dimensions and seek change order cost from OC Jones and include Asphalt Credit. Total CCO5 cost estimated \$5,000.

Construction Issues – Future CCOs Cont'd

CCO6 – Landscape RFI (known PG&E conflict with Bioretention Area 1) – Two 6" diameter abandoned PG&E lines run through Bioretention Area 1. These would be within the filtration media but would not be expected to interfere with the function of the drain. **BKF confirmed that these can stay in place if needed**, however, OC Jones received authorization from PG&E to remove. This will take less than one day and will be extra work but would be less than extra work associated with concrete subcontractor forming activities in this area. Total CCO6 estimated cost \$5,000.



PG&E LINES IN CONFLICT WITH BIORETENTION AREA 1

Construction Issues Resolved

1. Irrigation Contractor RFI (Conflict with ACFC box culvert) – Resolved and OC Jones provided with new elevations ahead of staking, so no delays or extra costs.
2. OC Jones missed the need for Oakland Fire Knox Boxes at gates for emergency access - \$4K cost to OC Jones, no cost to ETMA.
3. Minor relocation (1-foot south) of light pole location for parking lot lighting to avoid abandoned PG&E conduit.
4. \$9K savings for deletion of double backflow device at Fire Service meter on Ettie Street. Seek credit from OC Jones via deductive Change Order.
5. Relocated Irrigation Back Flow preventer and service line to conform with EBMUD approvals. No extra work costs.
6. Landscape (Irrigation) Contractor RFI last week (upsized backflow preventer) – Plans called for 1-inch water meter connection but installed meter per EBMUD was 1.5-inches necessitating a change order. However, new meter installation location re-routed the mainline resulting in no need to install the highlighted line. This credit will be used to offset the backflow extra. Will report back on cost savings if any.



FIRE LINE COMPLETE – LIGHTPOLE FOUNDATIONS COMPLETE



PG&E FUTURE SERVICE LOCATION OUTSIDE ETTIE STREET GATE



TRAILER FUTURE LOCATION



SITE READY FOR GRADING

Mandela Site - Project Budget Status

Date: 3/16/21 (costs to date through January/February 2021)

Project Management Oversight	Project Budget	Total Authorized Budget	Cost to Date	Remaining Balance	% of Work Completed	% of Budget Expended
Gray Bowen Scott - Through PS&E Completion		\$ 133,000.00	\$ 134,196.86	\$ (1,196.86)	100%	101%
Gray Bowen Scott - Owners Rep During Construction		\$ 40,000.00	\$ 26,828.01	\$ 13,171.99	62%	67%
Total Project Management Oversight		\$ 173,000.00	\$ 173,000.00	\$ 161,024.87		
	Balance	\$ -	\$ 11,975.13			

Project Engineering & Permitting	Project Budget	Total Authorized Budget	Cost to Date	Remaining Balance	% of Work Completed	% of Budget Expended
Feasibility Study - Mandela Turn Pocket		\$ 5,000.00	\$ 4,995.77	\$ 4.23	100%	100%
Conceptual Site Plan		\$ 48,771.00	\$ 46,036.35	\$ 2,734.65	100%	94%
Design & Environmental		\$ 270,752.00	\$ 270,733.08	\$ 18.92	100%	100%
Design Support During Construction		\$ 29,500.00	\$ 6,413.00	\$ 23,087.00	44%	22%
Permitting & Other Expenses (see breakdown below)		\$ 191,328.01	\$ 106,105.46	\$ 85,222.55	90%	100%
Total Project Engineering	\$ 400,000.00	\$ 545,351.01	\$ 434,283.66	\$ 111,067.35		
	Balance	\$ (145,351.01)	\$ 111,067.35			

Construction Oversight - Zoon Engineering	Project Budget	Total Authorized Budget	Costs to Date	Remaining Balance	% of Work Completed	% of Budget Expended
Construction Oversight & Inspections		\$ 188,800.00	\$ 156,270.00	\$ 32,530.00	62%	83%
Construction Oversight & Inspections - Proposed Budget Augmentation (pending authorization)		\$ 75,580.00	\$ -	\$ 75,580.00		
Total Construction Oversight	\$ 190,000.00	\$ 264,380.00	\$ 156,270.00	\$ 108,110.00		
	Balance	\$ (74,380.00)	\$ 108,110.00			

Total Management & Engineering Costs	\$ 590,000.00	\$ 982,731.01
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Modular Office	Project Budget	Estimated Budget	Cost to Date
Mobile Office Unit (and taxes)		\$ 148,628.27	\$ 47,554.76
Delivery, anchoring, skirting		\$ 27,566.00	
ADA Ramp		\$ 14,415.00	
Total	\$ 175,000.00	\$ 190,609.27	\$ 47,554.76
*Per mobile modular revised quote.	Balance	\$ (15,609.27)	\$ 143,054.51

Construction Cost	Project Budget	Authorized Bid Amount & CCOs	Pending CCO's	Cost to Date
OC Jones & Sons - Base Bid Amount		\$ 1,934,135.00	\$ -	\$ 706,724.00
Change Order #1 - Debris Removal		\$ 21,298.00	\$ -	\$ 21,289.89
Change Order #2 -Horizon Extra Work - footing removal @		\$ 4,285.60	\$ -	\$ 4,285.60
Change Order #3 - Fire Service Plans & Fees (estimate)		\$ -	\$ 15,000.00	\$ -
Change Order #4 - All 10 foot chain link fence (estimate)		\$ -	\$ 14,107.50	\$ -
Change Order #5 - ADA Concrete Path (estimate)		\$ -	\$ 5,000.00	\$ -
Change Order #6 - Remove PG&E Lines (estimate)		\$ -	\$ 5,000.00	\$ -
Retention Held to Date (5%)		\$ -	\$ -	\$ (36,614.97)
TOTAL	\$ 2,051,680.00	\$ 1,959,718.60	\$ 39,107.50	\$ 695,684.52
	Balance	\$ 91,961.40	\$ 52,853.90	\$ 1,264,034.08

Contingency Balance (see below)	\$ 600,000.00	\$ 417,513.62
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	Project Budget	Authorized Budget	Costs to Date	Remaining Balance
TOTAL PROJECT BUDGET/COST	\$ 3,589,680.00	\$ 3,550,572.50	\$ 1,494,817.81	\$ 2,055,754.69

Contingency Summary	
Original Project Contingency	\$ 600,000.00
Remaining Budget - Construction oversight	\$ (74,380.00)
Remaining Budget - Construction	\$ 91,961.40
Permitting & Other Expenses	\$ (145,351.01)
Office Trailer	\$ (15,609.27)
Pending Contract Change Orders	\$ (39,107.50)
Contingency Balance	\$ 417,513.62

Permitting Fees & Other Site Expenses	Total Estimated Costs	Actual Costs To Date	Remaining Balance
Video Security System	\$ 75,000.00	\$ -	
Cable/WiFi	\$ 500.00	\$ -	
Office Furniture	\$ 5,000.00	\$ -	
Water Meter/EBMUD	\$ 58,448.00	\$ 58,448.00	
PGE Application Fee	\$ 5,515.58	\$ 5,515.58	
Fire Service	\$ 5,000.00	\$ 1,609.74	
Sewer Fee	\$ 2,500.00	\$ 1,277.19	
Other misc expenses (plan printing,etc.)	\$ 1,500.00	\$ 1,390.52	
Permit Fees (Caltrans, Oakland Planning, Building Permit, Encroachment Permit).			
Caltrans Encroachment Permits & Permit Extensions	\$ 1,148.00	\$ 1,148.00	
Oakland Planning Permit	\$ 8,510.52	\$ 8,510.52	\$ -
Oakland px Permit	\$ 28,205.91	\$ 28,205.91	
Subtotal - Other Site Expenses	\$ 191,328.01	\$ 106,105.46	\$ -

**AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT BETWEEN
EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION AND YORKE ENGINEERING**

THIS AMENDMENT NO. 3 to agreement dated August 20th, 2018 between the Emeryville Transportation Management Association, a California non-profit corporation, herein called the "Association," and Yorke Engineering, a Limited Liability Corporation, herein called the "Consultant."

RECITALS

WHEREAS, Association retained Consultant to provide storm water assistance services for the Associations transportation parking facility for a not to exceed amount of \$8,000; and

WHEREAS, Association authorized Amendment 1 to extend the term of services one (1) year to June 30th, 2020 and increase the compensation limit by \$5,200 for continued monitoring and reporting services; and

WHEREAS, Association authorized Amendment 2 to extend the agreement to March 31st, 2021, and increase the compensation limit by \$5,628 for continued storm water monitoring and reporting services; and

WHEREAS, Association wishes to extend the term of the agreement three (3) additional months to June 30th, 2021 and increase the total compensation limit by \$1,966, for continued storm water monitoring and reporting services described in Exhibit A, attached and included herein.

NOW, THEREFORE, BE IT MUTUALLY AGREED that Section 2 of the agreement be amended to extend the term to June 30th, 2021 and Section 3 of the agreement be amended to increase the total compensation limit by \$1,966 for a total not to exceed amount of \$20,794.

IN WITNESS WHEREOF, the Association approved Amendment No. 3 to this Agreement on the 18th of March, 2021.

EMERYVILLE TRANSPORTATION
MANAGEMENT ASSOCIATION

CONSULTANT

By: _____
Executive Director

By: _____

From: [Marissa Hernandez \(MHernandez@YorkeEngr.com\)](mailto:MHernandez@YorkeEngr.com)
To: [Roni Hattrup](#)
Cc: [Michael Dudasko \(MDudasko@YorkeEngr.com\)](mailto:MDudasko@YorkeEngr.com); [Ashley Beck \(ABeck@YorkeEngr.com\)](mailto:ABeck@YorkeEngr.com); [Brian Yorke \(BYorke@YorkeEngr.com\)](mailto:BYorke@YorkeEngr.com)
Subject: Emeryville TMA - Horton Street Storm Water Support Amendment
Date: Monday, February 22, 2021 4:33:51 PM
Attachments: [ETMA Exhibit A - Amend 2 7-1-2020.pdf](#)

Hi Roni,

Continuing our efforts on providing storm water support for the Emeryville Transportation Management Association (ETMA) Horton Street Bus Yard, we would appreciate your authorization for the amendment described below. This is necessary to extend our services through June 30 to coincide with the lease extension for the bus yard.

AMENDMENT TO SCOPE OF WORK: This amendment includes the effort to perform the following tasks:

Task 1 – Monthly Storm Water Visual Inspections

Yorke will continue to visually observe each drainage area once per month for up to 3 additional months starting in April 2021 (through the end of the storm water year on June 30, 2021). Visual inspections will occur during daylight hours for the following:

- The presence or indications of prior, current, or potential unauthorized non-storm water discharges (NSWDs);
- Authorized NSWDs, sources, and associated Best Management Practices (BMPs); and
- Outdoor industrial equipment and storage areas, outdoor industrial activity areas, BMPs, and all other potential sources of industrial pollutants.

-
Deliverable: Completed Monthly Inspection Forms (Up to Three)

Task 2 – Annual Comprehensive Site Compliance Evaluation and Annual Report

Because of the operation of the Horton Street facility through the end of the storm water year, it will be necessary for Yorke to assist ETMA with preparing its 2020-2021 Annual Report in accordance with the requirements of the relevant reporting screens in the Storm Water Multiple Application and Report Tracking System (SMARTS). This will include an on-site visit to perform the following activities to complete the Annual Comprehensive Site Compliance Evaluation (ACSCE):

- An inspection of all areas of industrial activity and associated potential pollutant sources for evidence of, or the potential for, pollutants entering the storm water conveyance system;
- An inspection of all drainage areas previously identified as having no exposure to industrial activities and materials in accordance with the definitions in Section XVII of the IGP;
- An inspection of equipment needed to implement the BMPs;
- An inspection of any BMPs;
- A review and effectiveness assessment of all BMPs for each area of industrial activity and associated potential pollutant sources to determine if the BMPs are properly designed, implemented, and effective in reducing and preventing pollutants in industrial storm water discharges and authorized NSWDs; and
- An assessment of any other factors needed to comply with the requirements in Section XVI.B

of the IGP.

-
Deliverables: Draft 2020-2021 Storm Water Annual Report Completed in SMARTS

AMENDMENT TO COST ESTIMATE: The estimated time and cost for this amendment is **11.5 hours** and **\$1,966**. This effort will be performed on a time and materials basis.

AMENDMENT TO ASSUMPTIONS:

- Our effort will be limited to the budget defined, and if further effort is required, additional budget will be proposed for approval;
- Yorke will be provided with a means to access the site for inspections and sampling so that the sampling can be performed without other personnel on-site;
- We will conduct up to three additional on-site visits for monthly visual observations (for a total of 12 visits for the year); additional meetings at the facility or at ETMA offices, if needed, will be proposed separately;
- ETMA will apprise Yorke of any changes to storm water management that may affect visual monitoring; and
- Yorke will upload information into SMARTS and ETMA is responsible for certifying and submitting the information uploaded.

AUTHORIZATION: This amendment is authorized under the original proposal or PO terms and conditions, attached. The labor rates and assumptions, as listed in our original proposal, are still in effect. If the amended scope and cost outlined above is authorized, please provide approval via e-mail or an amended PO, as applicable. If you would prefer a letter proposal for your internal systems, please let us know and we can convert this e-mail to a letter.

Thanks!
Marissa

Yorke Service Areas Include: Air Quality, Storm Water, Hazardous Waste, Industrial Hygiene-Safety, and CEQA Technical Reports. For More Info: www.YorkeEngr.com/Services.

Marissa Hernandez | San Juan Capistrano Office
Technical Editor / Proposals Support II

O: (949) 248-8490

MHernandez@YorkeEngr.com | [V-card Link](#)

Yorke Engineering, LLC | Corporate Office

31726 Rancho Viejo Road, Suite 218, San Juan Capistrano, CA 92675

Phone: (949) 248-8490 | Fax: (949) 248-8499

www.YorkeEngr.com



Specializing in Air Quality and EH&S Services

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**AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT BETWEEN
EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION AND ZOON ENGINEERING, INC**

THIS AMENDMENT NO. 2 to agreement dated May 21, 2020 between the Emeryville Transportation Management Association, a California non-profit corporation, herein called the "Association," and Zoon Engineer, Inc, a California Corporation, herein called the "Consultant."

RECITALS

WHEREAS, Association retained Consultant to provide Construction Oversight and Administration Services for the Associations Fleet Parking Facility for a not to exceed amount of \$78,100 for the first phase of work, which included Tasks 1, 2, 3, 6 and 7 described in the Statement of Work dated May 12th, 2020; and

WHEREAS, Association approved Amendment 1 to extend the term to December 31, 2021 and to increase the compensation limit by \$110,700 for Tasks 4 and 5, described in the Statement of Work dated May 12th, 2020; and

WHEREAS, Consultant has issued a budget augmentation request in the amount of \$75,580 to cover costs associated with the increased level of effort on the Emery Go Round Fleet Parking Facility project, which is described in their letters dated February 17th and March 11th, 2021, which are attached as Exhibit A; and

WHEREAS, Association wishes to Amend the agreement once again, to increase the compensation limit defined in Section 3A of the agreement by \$75,580.

NOW, THEREFORE, BE IT MUTUALLY AGREED Section 3A of the agreement be amended to increase the total compensation by \$75,580 for a total not to exceed limit of \$264,380.

IN WITNESS WHEREOF, the Association approved Amendment No. 2 to this Agreement on the _____ of _____, 2021.

EMERYVILLE TRANSPORTATION
MANAGEMENT ASSOCIATION

CONSULTANT

By: _____
Chair

By: _____



CM | claims | project controls

February 17, 2207

Veronica Hattrup
Executive Director
Emeryville Transportation Management Association
1211 Newell Avenue
Walnut Creek, CA 94596

RE: Construction Administration Services for Emery-Go-Round Fleet Parking Facility

Dear Ms. Hattrup:

As discussed last week, I am concerned at our current burn rate in providing construction management services on the Emery-Go-Round Fleet Parking Facility and fear will not have enough to complete. As of the end of January 2021, \$61,140.00 remained in our budget. Based on an expenditure of approximately \$30,000 per month, we will likely run of funds by the end of March. This is a concern when considering our current forecast completion date is end of June, 2021.

The reasons for the overrun include:

1. Additional unanticipated services provided during the preconstruction phase. The constructability review and associated issues required several site visits and significant extra planning coordination with external and internal stakeholders (BKF, Caltrans, Oakland, East Bay Municipal Utility District). As you recall, Ernest Klock was heavily involved in correcting various design issues including revising the asphalt paving section in order to mitigate a potential hazardous waste issue, unmarked concrete slabs and AC to be demoed, and incorrect light standards specifications. These issues required significant additional planning, investigation, resolution development, coordination, meetings, telephone calls, and communications. This led to overruns in Tasks 6 and 7 before construction began.
2. Since construction began on December 21, 2020 there have been several issues, extra work, change orders, design changes, and extensive outside agency coordination that has required significant and unanticipated involvement by Ernest on a daily basis to keep the project moving and mitigate potential delays. These issues were mostly due to Fire Line and EBMUD permitting not addressed by the designers during the design phase of the project. Said issues continue to present difficulties and have resulted in significant increases to the budgets of Task 4, 5, 6, and 7.
3. As a result of the above, Ernest had expended 595 hours by the end of January, compared to a total budget of 200 hours for the entire duration of the project.



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4. The original budget was based on project completion in 100 days. At the moment it appears that our services will be required through end of June 2021, well in excess of the original duration.

Based on our expenditures to date and the anticipated level of effort required to complete the project we forecast the following hours per task :

1. Task 4 - Contractor Oversight and Communication (February 2021 through June 2021)
 - Jon Roberts: 120 hours/ month
 - Ernest Klock: 40 hours/month
2. Task 5 - Change Orders, Invoices, and Contractor Payments (February 2021 through June 2021)
 - Ernest Klock: 15 hours/month
3. Task 6 - Coordination with Outside Stakeholders and Agencies (February 2021 through July 2021)
 - Ernest Klock: 15 hours/month
4. Task 7 - Regular Communication with TMA (February 2021 through August 2021)
 - Ernest Klock: 10 hours/ month

Based on the above we currently forecast a shortfall of \$94,860. The following table provides the specific budget changes per task.

	Ernest Klock Hours	Jon Roberts Hours	Forecast Budget to Complete	Expended Thru January 2021	Total Forecast Budget	Original Budget	Budget Increase/ Decrease
Task 1 Front-end Administrative Construction Contract Specification			\$ -	\$ 33,960.00	\$ 33,960.00	\$ 19,800.00	\$ 14,160.00
Task 2 Bid Soliciting and Award			\$ -	\$ 1,800.00	\$ 1,800.00	\$ 14,200.00	\$ (12,400.00)
Task 3 Negotiating and Finalizing Construction Contract			\$ -	\$ 12,800.00	\$ 12,800.00	\$ 15,800.00	\$ (3,000.00)
Task 4 Contractor Oversight and Communication	200	600	\$ 109,000.00	\$ 32,780.00	\$ 141,780.00	\$ 91,700.00	\$ 50,080.00
Task 5 Change Orders, Invoices, and Contractor Payments	75		\$ 15,000.00	\$ 2,720.00	\$ 17,720.00	\$ 19,000.00	\$ (1,280.00)
Task 6 Coordination with Outside Stakeholders and Agencies	90		\$ 18,000.00	\$ 25,800.00	\$ 43,800.00	\$ 14,500.00	\$ 29,300.00
Task 7 Regular Communication with TMA	70		\$ 14,000.00	\$ 17,800.00	\$ 31,800.00	\$ 13,800.00	\$ 18,000.00
Totals	435.0	600.0	\$ 156,000.00	\$ 127,660.00	\$ 283,660.00	\$ 188,800.00	\$ 94,860.00

Please let me know when you are available to discuss this further. We are more than willing to work with you in finding ways to minimize and mitigate this increase wherever possible. I can be reached at (925) 451-1585 or email nhissen@zoon-eng.com should you have any questions or require any further information.

Sincerely,

Nabil Hissen, PE
CEO - Project Manager



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March 11, 2021

Veronica Hatstrup
Executive Director
Emeryville Transportation Management Association
1211 Newell Avenue
Walnut Creek, CA 94596

**RE: Revised Budget Increase Request
Construction Administration Services for Emery-Go-Round Fleet Parking Facility**

Dear Ms. Hatstrup:

As requested in your email dated March 11, 2021, Zoon Engineering has revised our estimated increase in budget to complete the aforementioned project to \$75,580.00. The following table provides the specific budget changes per task:

	Ernest Klock Hours	Jon Roberts Hours	Forecast Budget to Complete	Expended Thru January 2021	Total Forecast Budget	Original Budget	Budget Increase/ Decrease
Task 1 Front-end Administrative Construction Contract Specification			\$ -	\$ 33,960.00	\$ 33,960.00	\$ 19,800.00	\$ 14,160.00
Task 2 Bid Soliciting and Award			\$ -	\$ 1,800.00	\$ 1,800.00	\$ 14,200.00	\$ (12,400.00)
Task 3 Negotiating and Finalizing Construction Contract			\$ -	\$ 12,800.00	\$ 12,800.00	\$ 15,800.00	\$ (3,000.00)
Task 4 Contractor Oversight and Communication	176	528	\$ 95,920.00	\$ 32,780.00	\$ 128,700.00	\$ 91,700.00	\$ 37,000.00
Task 5 Change Orders, Invoices, and Contractor Payments	70		\$ 14,000.00	\$ 2,720.00	\$ 16,720.00	\$ 19,000.00	\$ (2,280.00)
Task 6 Coordination with Outside Stakeholders and Agencies	76		\$ 15,200.00	\$ 25,800.00	\$ 41,000.00	\$ 14,500.00	\$ 26,500.00
Task 7 Regular Communication with TMA	58		\$ 11,600.00	\$ 17,800.00	\$ 29,400.00	\$ 13,800.00	\$ 15,600.00
Totals	380.0	528.0	\$ 136,720.00	\$ 127,660.00	\$ 264,380.00	\$ 188,800.00	\$ 75,580.00

Should the level of effort described in the above table change due to project issues, our team will let you know so we can quickly work on an additional work authorization.

Thank you for your partnership and continued faith in Zoon. I can be reached at (925) 451-1585 or email nhissen@zoon-eng.com should you have any questions or require any further information.

Sincerely,

Nabil Hissen, PE
CEO - Project Manager

**AMENDMENT TO TRANSPORTATION AGREEMENT BETWEEN
BERKELEY GATEWAY TRANSPORTATION MANAGEMENT ASSOCIATION AND EMERYVILLE
TRANSPORTATION MANAGEMENT ASSOCIATION FOR SHUTTLE OPERATION SERVICES**

THIS AMENDMENT NO. 3 to Transportation Agreement executed on December 30th, 2019 between the Berkeley Gateway Transportation Management Association a California non-profit corporation, herein called the "BGTMA ", and the Emeryville Transportation Management Association, also a California non-profit corporation, herein called the "ETMA"

RECITALS

WHEREAS, BGTMA entered into a Transportation Agreement with ETMA to perform shuttle operation services for the West Berkeley Shuttle in Berkeley, California; and

WHEREAS, BGTMA authorized Amendment 1 to modify Section 3 of the agreement to allow for a decrease in shuttle services at a rate of \$90 per service hour.

WHEREAS, ETMA approved updated pricing from the shuttle operations contractor, MV Transportation, Inc., for services through June 30th, 2021; and

WHEREAS, the BGTMA authorized Amendment 2 to modify the Fees and Expenses to a fixed rate per revenue hour of \$85.00 to cover the cost of the increase in shuttle operations pricing and to modify the agreement term ending date to June 30th, 2021, to align with the term of the shuttle operations agreement with MV Transportation; and

WHEREAS, ETMA wishes to modify the Fees and Expenses to a new fixed rate of \$93.00 per revenue hour retroactive to January 1, 2021, to cover the cost of services during the reduced service period and agrees to reduce the fixed hourly rate should services increase more than 5 hours per day prior to June 30th, 2021.

NOW, THEREFORE BE IT MUTUALLY AGREED, that Section 3 of the Agreement, is amended to establish a fixed revenue hour rate of \$93.00, for services through June 30th, 2021.

IN WITNESS WHEREOF, the BGTMA and ETMA have approved Amendment No. 3 to this Agreement on the ____ of _____, 2021.

BERKELEY GATEWAY TRANSPORTATION
MANAGEMENT ASSOCIATION

EMERYVILLE TRANSPORTATION
MANAGEMENT ASSOCIATION

By: _____
President

By: _____
Chair

February 22, 2021

Ms. Veronica “Roni” Hatstrup
Emeryville Transportation Management Association
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596

We are pleased to confirm our understanding of the services we are to provide for the Emeryville Transportation Management Association (Association) for the year ended December 31, 2020. The services we have been engaged to provide are outlined below, but we are also available to provide additional services at your request:

- 1) Audit of the Association’s financial statements, review and issuance of management recommendations.

We will audit the statement of financial position of the Association as of December 31, 2020, and the related statements of activities, functional expenses and cash flows for the year then ended.

Audit Objective

The objective of our audit is to express an opinion on whether your financial statements are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit will be conducted in accordance with auditing standards generally accepted in the United States of America and will include tests of accounting records and other procedures we consider necessary to enable us to express such an opinion. We will issue a written report upon completion of our audit of the Association’s financial statements. Our report will be addressed to the Board of the Association. We cannot provide assurance that an unmodified opinion will be expressed. Circumstances may arise in which it is necessary for us to modify our opinion or add an emphasis-of-matter or other-matter paragraph. If our opinion is other than unmodified, we will discuss the reasons with management in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed an opinion, we may decline to express an opinion or may withdraw from this engagement.

Audit Procedures

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, funding sources, creditors and financial institutions. We may request written representations from your attorneys as part of the engagement, and they may bill the Association for responding to this inquiry. At the conclusion of our audit, we will require certain written representations from management about the financial statements and related matters.

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from errors, fraudulent financial reporting, misappropriation of assets, or violations of laws or governmental regulations that are attributable to the Association or to acts by management or employees acting on behalf of the Association.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us, even though the audit is properly planned and performed in accordance with U.S. generally accepted accounting standards. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform the appropriate level of management of any material errors, any fraudulent financial reporting, or misappropriation of assets that comes to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

Our audit will include obtaining an understanding of the Association and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. An audit is not designed to provide assurance on internal control or to identify deficiencies in internal control. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under professional standards.

We may from time to time, and depending on the circumstances, use third-party service providers in serving your account. We may share confidential information about you with these service providers, but remain committed to maintaining the confidentiality and security of your information. Accordingly, we maintain internal policies, procedures, and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide your consent prior to the sharing of your confidential information with the third-party service provider. Furthermore, we will remain responsible for the work provided by any such third-party service providers.

Other Services

We will assist in preparing the Association's financial statements in conformity with U.S. generally accepted accounting principles based on information provided by you.

We will provide the services in accordance with applicable professional standards. The other services are limited to the financial statement services previously defined. We, in our sole professional judgment, reserve the right to refuse to perform any procedure or take any action that could be construed as assuming management responsibilities.

Management Responsibilities

Management is responsible for establishing and maintaining internal controls, including monitoring ongoing activities; for the selection and application of accounting principles; for the preparation and fair presentation of the financial statements in conformity with U.S. generally accepted accounting principles. Management is also responsible for making all financial records and related information available to us and for the accuracy and completeness of that information. Management is also responsible for providing us with (a) access to all information of which management is aware that is relevant to the preparation and fair presentation of the financial statements, (b) additional information that we may request for the purpose of the audit, and (c) unrestricted access to persons within the Association from whom we determine it necessary to obtain audit evidence.

Management's responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

Management is responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the Association involving (a) management, (b) employees who have significant roles in internal control, and (c) others where the fraud could have a material effect on the financial statements. Management is also responsible for informing us of its knowledge of any allegations of fraud or suspected fraud affecting it received in communications from employees, former employees, grantors, regulators, or others. In addition, management is responsible for identifying and ensuring that the Association complies with applicable laws and regulations.

Management is responsible for the preparation of the supplementary information in conformity with U.S. generally accepted accounting principles. Management agrees to include our report on the supplementary information in any document that contains, and indicates that we have reported on, the supplementary information. Management agrees to include the audited financial statements with any presentation of the supplementary information that includes our report thereon.

Management is required to disclose in the financial statements the date through which subsequent events have been evaluated and whether that date is the date the financial statements were issued or were available to be issued. Management agrees not to date the subsequent event note earlier than the date of the management representation letter.

Management agrees to assume all management responsibilities for the financial statement preparation services and any other nonattest services we provide; oversee the services by designating an individual, preferably from senior management with suitable skill, knowledge, or experience; evaluate the adequacy and results of the services; and accepting responsibility for them.

Engagement Administration, Fees, and Other

The audit documentation for this engagement is our property and constitutes confidential information. However, pursuant to the authority given by law or regulation, we may be requested to make certain audit documentation available to a federal agency providing oversight of direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Maze & Associates personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies. We will retain audit documentation for seven years after the report release date pursuant to state regulations.

With regard to the electronic dissemination of audited financial statements, including financial statements published electronically on your website, you understand that electronic sites are a means to distribute information and, therefore, we are not required to read the information contained in these sites or to consider the consistency of other information in the electronic site with the original document.

We understand that your employees will prepare all cash, accounts receivable, and other confirmations we request and will locate any documents selected by us for testing.

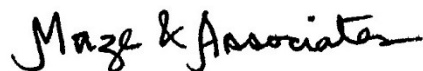
We expect to begin our audit in March 2021 and to issue our reports no later than June 30, 2021. Vikki Rodriguez is the engagement partner and is responsible for supervising the engagement and signing the report or authorizing another individual to sign it.

Our fees for these services are billed based on our contract with the Association. Our standard hourly rates vary according to the degree of responsibility involved and the experience level of the personnel assigned to your audit. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if the Association's account becomes thirty days or more overdue and may not be resumed until the Association's account is paid in full.

These fees are based on anticipated cooperation from Association personnel, the completion of schedules and data requested on our Checklists, and the assumption that there will be no unexpected increases in work scope or delays which are beyond our control, as discussed on the Fees Attachment to this letter. If significant additional time is necessary, we will discuss it with management and arrive at a new fee before we incur any additional costs.

Our most recent peer review report accompanies this letter.

We appreciate the opportunity to be of service to the Association and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return the entire copy to us.



Maze & Associates

RESPONSE:

This letter correctly sets forth the understanding of Management.

By: _____

Title: _____

Date: _____

**Emeryville Transportation Management Association
2020 Fee Schedule**

	<u>Fee</u>
FS/MOIC	<u>\$10,140</u>

2020 Fees – Our recurring fees have been increased based on the current Bay Area Cost of Living Index for the San Francisco Bay Area of 1.4%.

PDF Copies of Reports – scanned copies of the above reports are available upon request at no charge. These scanned copies (300 dpi) are not high quality and the file sizes may be large, depending on the length of the report. **If you intend to post the FS to your website, we do not recommend using the scanned copies to do so.** If you would like a higher quality PDF file, we have listed three options below. Please contact us for more information on the specifics of these options. **Please contact us if you would like us to prepare one of the following three options** for your FS, or if you'd like a quote for the preparation of a file for another type of report. In addition, should you decide on one of the following options, please let us know at least a week in advance.

1. INDIVIDUAL PDF FS PAGES - \$160
2. WEB PDF FS - \$240
3. CAMERA READY PDF FS - \$375

Additional Services - The above fees are for audit and assurance services described in the accompanying engagement letter. They do not include fees for assisting with closing the books nor providing other accounting services. Should the Association require assistance beyond audit services we will provide a cost estimate before proceeding.

Report Finalization - Our fee is based on our understanding that all information and materials necessary to finalize all our reports will be provided to us before we complete our year-end fieldwork in your offices. In the case of financial statements, this includes all the materials and information required to print the financial statements. Once reports have been issued and printed, any report changes you make and changes required because information was not received timely will be billed at our normal hourly rates.

Post-Closing Client Adjusting Entries - The first step in our year-end audit is the preparation of financial statement drafts from your final closing trial balance. That means any entries you make after handing us your closing trial balance must be handled as audit adjustments, or in extreme cases, by re-inputting the entire trial balance, even if the amounts are immaterial. If you make such entries and the amounts are in fact immaterial, we will bill you for the costs of the adjustments or re-input at our normal hourly rates.

Recurring Audit Adjustments - Each year we include the prior year's adjusting entries as new steps in our Closing Checklist, so that you can incorporate these entries in your closing. If we are required to continue to make these same adjustments as part of this year's audit, we will bill for this service at our normal hourly rates.

Grant Programs Requiring Separate Audit - Grant programs requiring separate audits represent a significant increase in work scope, and fees for these audits vary based on the grant requirements. If you wish us to determine and identify which programs are subject to audit, we will bill you for that time at our normal hourly rates.

Changes in Association Personnel - Our experience is that changes and /or reductions in Finance Department staff can have a pronounced impact on costs of performing the audit. If such changes occur, we will meet with you to assess their impact and arrive at a new fee before we begin the next phase of our work. However, we reserve the right to revisit this subject at the conclusion of the audit, based on your actual performance and our actual costs.



www.CoughlanNapaCPACo.com
Company@CoughlanNapaCPACo.com

Report on the Firm's System of Quality Control

January 31, 2018

To Maze & Associates Accountancy Corporation and the
Peer Review Committee of the California Society of CPAs

We have reviewed the system of quality control for the accounting and auditing practice of Maze & Associates Accountancy Corporation (the firm) in effect for the year ended May 31, 2017. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants (Standards).

A summary of the nature, objectives, scope, limitations of, and the procedures performed in a System Review as described in the Standards may be found at www.aicpa.org/prsummary. The summary also includes an explanation of how engagements identified as not performed or reported in conformity with applicable professional standards, if any, are evaluated by a peer reviewer to determine a peer review rating.

Firm's Responsibility

The firm is responsible for designing a system of quality control and complying with it to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. The firm is also responsible for evaluating actions to promptly remediate engagements deemed as not performed or reported in conformity with professional standards, when appropriate, and for remediating weaknesses in its system of quality control, if any.

Peer Reviewer's Responsibility

Our responsibility is to express an opinion on the design of the system of quality control and the firm's compliance therewith based on our review.

Required Selections and Considerations

Engagements selected for review included engagements performed under *Government Auditing Standards*, including compliance audits under the Single Audit Act.

As a part of our peer review, we considered reviews by regulatory entities as communicated by the firm, if applicable, in determining the nature and extent of our procedures.

Opinion

In our opinion, the system of quality control for the accounting and auditing practice of Maze & Associates Accountancy Corporation in effect for the year ended May 31, 2017, has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of *pass*, *pass with deficiency(ies)* or *fail*. Maze & Associates Accountancy Corporation has received a peer review rating of *pass*.

Coughlan Napa CPA Company, Inc.

Coughlan Napa CPA Company, Inc.

Schedule Adherence Report

Based on gps data compared to schedules

Description:

This report shows you on-time performance of your routes.

Generated on:

3/10/2021 10:45:09 AM PST - LOCAL TIME

Timepoints

The data in this report only uses stoptimes from timepoints defined in the schedule.

Report Type:

Overall

Breakdown:

By Month

Date Range:

[Specific Dates]: 1/1/2021 - 3/31/2021

Routes

Do Not Use, Hollis, Hollis Effective 10-30-20, Hollis Effective 10-30-20, North Hollis, North Shellmound, Shellmound/Powell, Shellmound/Powell Effective 02-25-21, Shellmound/Powell Effective 02-25-21 Effective 02-25-21, Shellmound/Powell Effective 12-31-20, So. Shell/Powell - The Marina, So. Shell/Powell - The Towers, South Hollis, Watergate Express - AM, Watergate Express - AM - 2-13-18, Watergate Express - AM Effective 03-15-17, Watergate Express - PM, Watergate Express - PM - 2-13-18

Days Covered:

[7 days a week]

Vehicles:

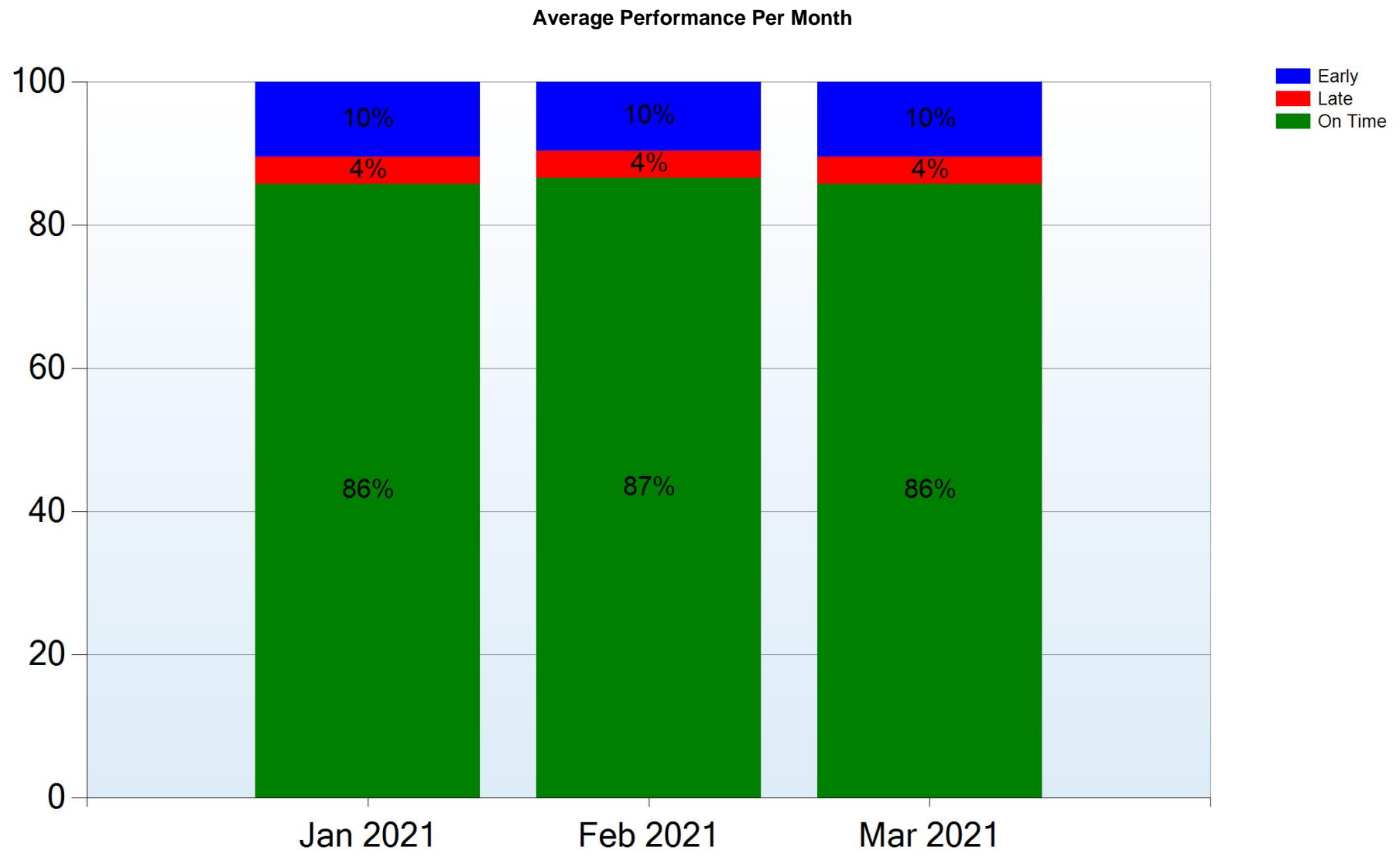
[All]

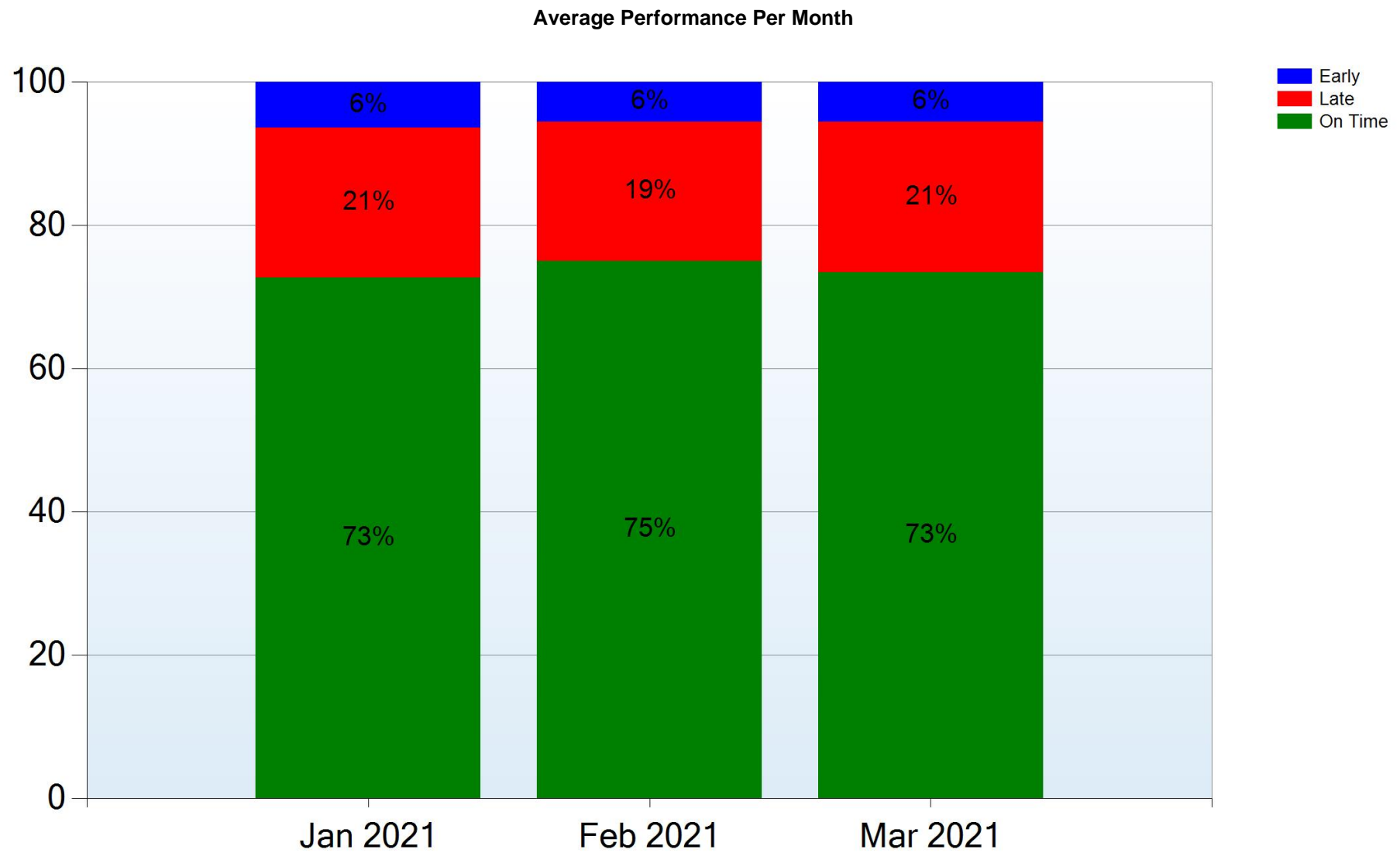
Drivers:

[All]

Generated By:

Debi Lawrence





Hollis

Pattern	Early	Late	Total Trips	% of Total Trips
Hollis	1	5	3077	100%

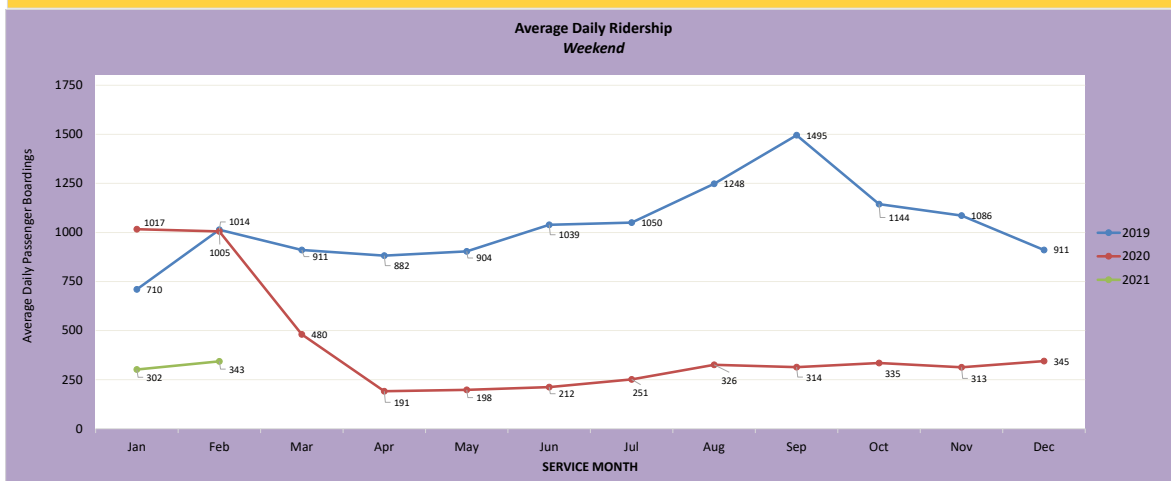
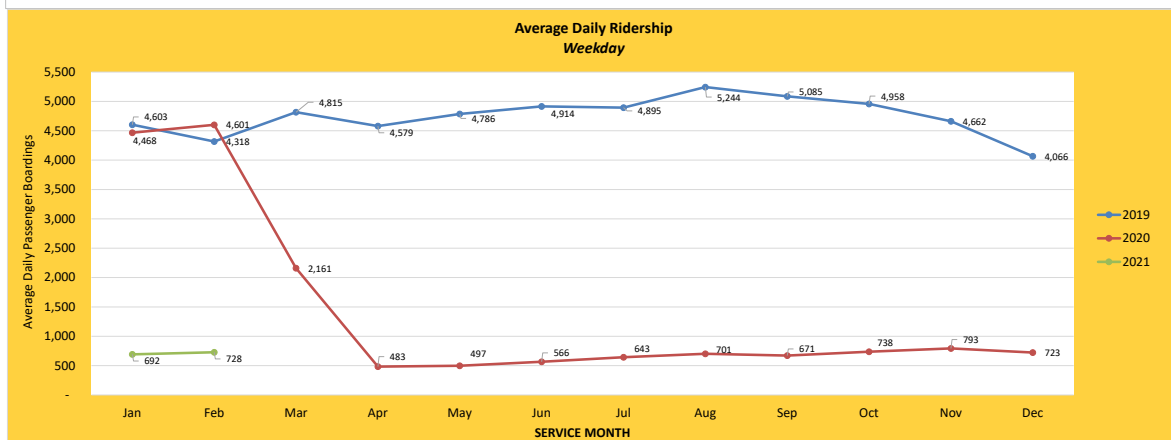
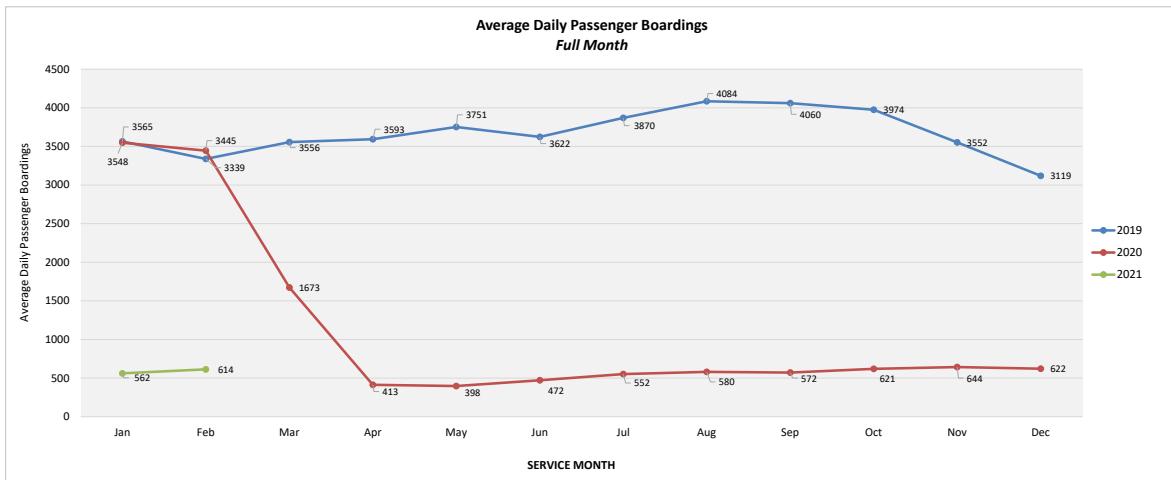
Shellmound/Powell

Pattern	Early	Late	Total Trips	% of Total Trips
Shellmound/Powell	1	5	3568	100%



ANNUAL RIDERSHIP SUMMARY (YTD)/COMPARISON

WEEKDAY RIDERSHIP													
2021	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Monthly Weekday Ridership	13,836	13,825											27,661
# of Operating Days	20	19											39
Average Daily Ridership	692	728											709
2020	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Monthly Weekday Ridership	98,297	87,424	47,538	10,629	9,944	12,449	14,786	14,727	14,087	16,230	15,860	15,897	357,868
# of Operating Days	22	19	22	22	20	22	23	21	21	22	20	22	256
Average Daily Ridership	4468	4601	2161	483	497	566	643	701	671	738	793	723	1,398
% Increase/Decrease from 2020 to 2021	-85%	-84%											-49%
% Increase/Decrease from Prior Month	-4%	5%											
2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Monthly Ridership	101,269	82,033	101,123	100,741	105,288	98,279	107,689	115,375	101,706	114,041	93,248	85,381	1,206,173
# of Operating Days	22	19	21	22	22	20	22	22	20	23	20	21	254
Average Daily Ridership	4603	4318	4815	4579	4786	4914	4895	5244	5085	4958	4662	4066	4,749
% Increase/Decrease from 2019 to 2020	-3%	7%	-55%	-89%	-90%	-88%	-87%	-87%	-87%	-85%	-83%	-82%	-71%
% Increase/Decrease from Prior Month	10%	3%	-53%	-78%	3%	14%	14%	9%	-4%	10%	7%	-9%	
WEEKEND RIDERSHIP													
2021	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Monthly Weekend Ridership	3,016	2,746											5,762
# of Operating Days	10	8											18
Average Daily Ridership	302	343											320
2020	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Monthly Weekend Ridership	8,132	9,048	4,324	1,337	1,981	1,698	1,759	3,258	2,512	3,011	2,816	2,756	42,632
# of Operating Days	8	9	9	7	10	8	7	10	8	9	9	8	102
Average Daily Ridership	1017	1005	480	191	198	212	251	326	314	335	313	345	418
% Increase/Decrease from 2020 to 2021	-70%	-66%											-23%
% Increase/Decrease from Prior Month	-12%	14%											
2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Monthly Ridership	5681	8,112	9,110	7,055	7,230	10,393	8,402	11,231	11,963	9,153	9,774	8,197	106,301
# of Operating Days	8	8	10	8	8	10	8	9	8	8	9	9	103
Average Daily Ridership	710	1014	911	882	904	1039	1050	1248	1495	1144	1086	911	1,032
% Increase/Decrease from 2019 to 2020	43%	-1%	-47%	-78%	-78%	-80%	-76%	-74%	-79%	-71%	-71%	-62%	-60%
% Increase/Decrease from Prior Month	12%	-1%	-52%	-60%	4%	7%	18%	30%	-4%	7%	-6%	10%	
COMBINED RIDERSHIP													
2021	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Monthly Ridership	16,852	16,571	-	-	-	-	-	-	-	-	-	-	33,423
# of Operating Days	30	27	-	-	-	-	-	-	-	-	-	-	57
Average Daily Ridership	562	614											586
2020	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Monthly Ridership	106,429	96,472	51,862	11,966	11,925	14,147	16,545	17,985	16,599	19,241	18,676	18,653	400,500
# of Operating Days	30	28	31	29	30	30	30	31	29	31	29	30	358
Average Daily Ridership	3,548	3,445	1,673	413	398	472	552	580	572	621	644	622	1,119
% Increase/Decrease from 2020 to 2021	-84%	-82%											-48%
% Increase/Decrease from Prior Month	-10%	9%											
2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Monthly Ridership	106,950	90,145	110,233	107,796	112,518	108,672	116,091	126,606	113,669	123,194	103,022	93,578	1,312,474
# of Operating Days	30	27	31	30	30	30	30	31	28	31	29	30	357
Average Daily Ridership	3,565	3,339	3,556	3,593	3,751	3,622	3,870	4,084	4,060	3,974	3,552	3,119	3,676
% Increase/Decrease from 2019 to 2020	0%	3%	-53%	-89%	-89%	-87%	-86%	-86%	-86%	-84%	-82%	-80%	-70%
% Increase/Decrease from Prior Month	14%	-3%	-51%	-75%	-4%	19%	17%	5%	-1%	8%	4%	-3%	



Ridership Report

Based on data collected via automated passenger counters

Description:

This report allows you to view passenger traffic for routes you have passenger counting devices on. This reports includes graphs and pie charts of your data.

Generated on:

3/9/2021 11:20:10 AM PST - LOCAL TIME

Report Type:

Overall

Breakdown:

By Month

Date Range:

[Specific Dates]: 1/1/2021 - 3/31/2021

Routes

Do Not Use, Hollis, Hollis Effective 10-30-20, Hollis Effective 10-30-20, North Hollis, North Shellmound, Shellmound/Powell, Shellmound/Powell Effective 02-25-21, Shellmound/Powell Effective 02-25-21 Effective 02-25-21, Shellmound/Powell Effective 12-31-20, So. Shell/Powell - The Marina, So. Shell/Powell - The Towers, South Hollis, Watergate Express - AM, Watergate Express - AM - 2-13-18, Watergate Express - AM Effective 03-15-17, Watergate Express - PM, Watergate Express - PM - 2-13-18

Days Covered:

[7 days a week]

Vehicles:

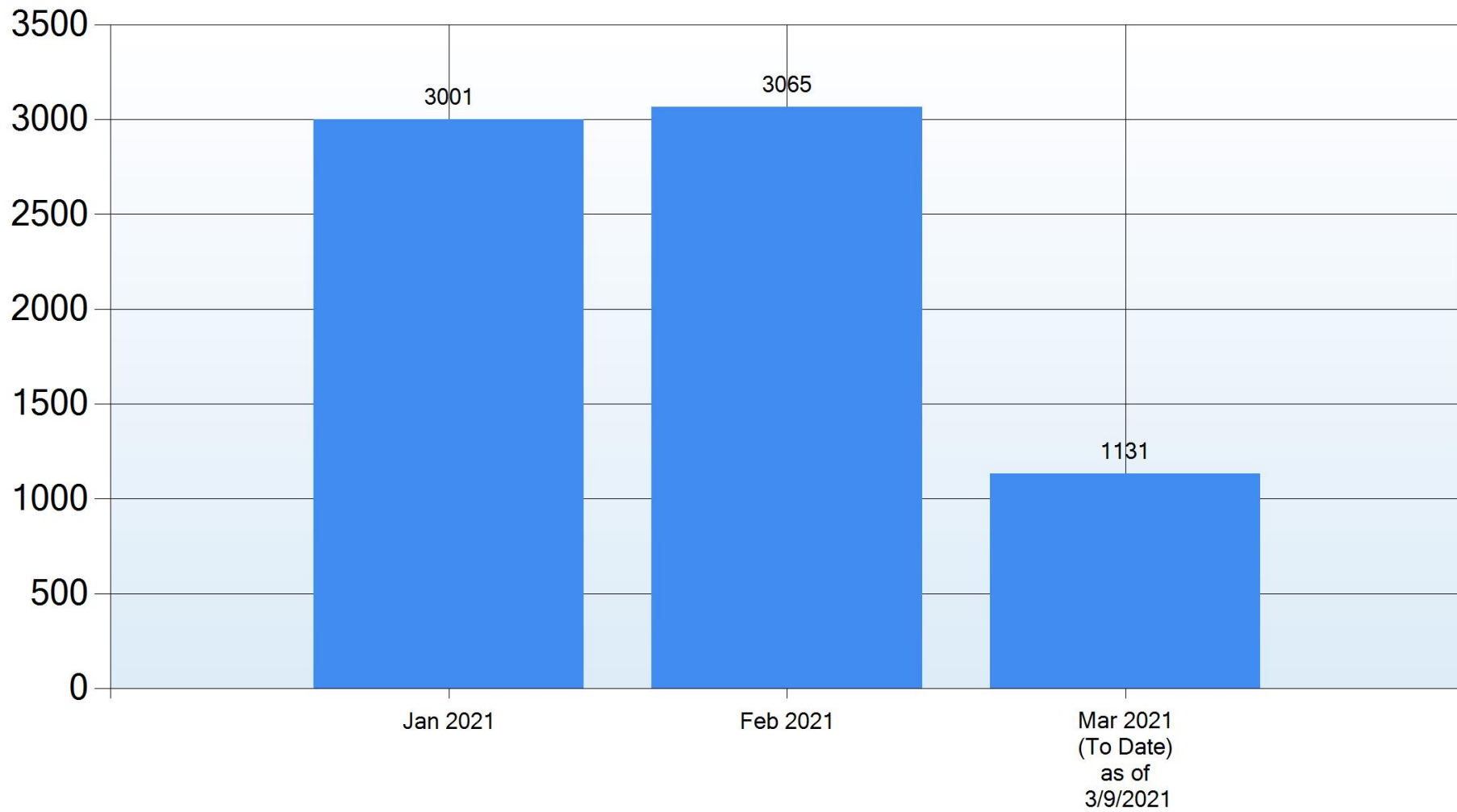
[All]

Drivers:

[All]

Generated By:

Roni Hattrup



ROUTE DETAIL: Hollis

1/1/2021 - 3/31/2021

Stop Detail: Jan 2021 to Mar 2021 (To Date) as of 3/9/2021

* Unknown stop means we could not match the data to a stop, but it did occur when the vehicle was on route.

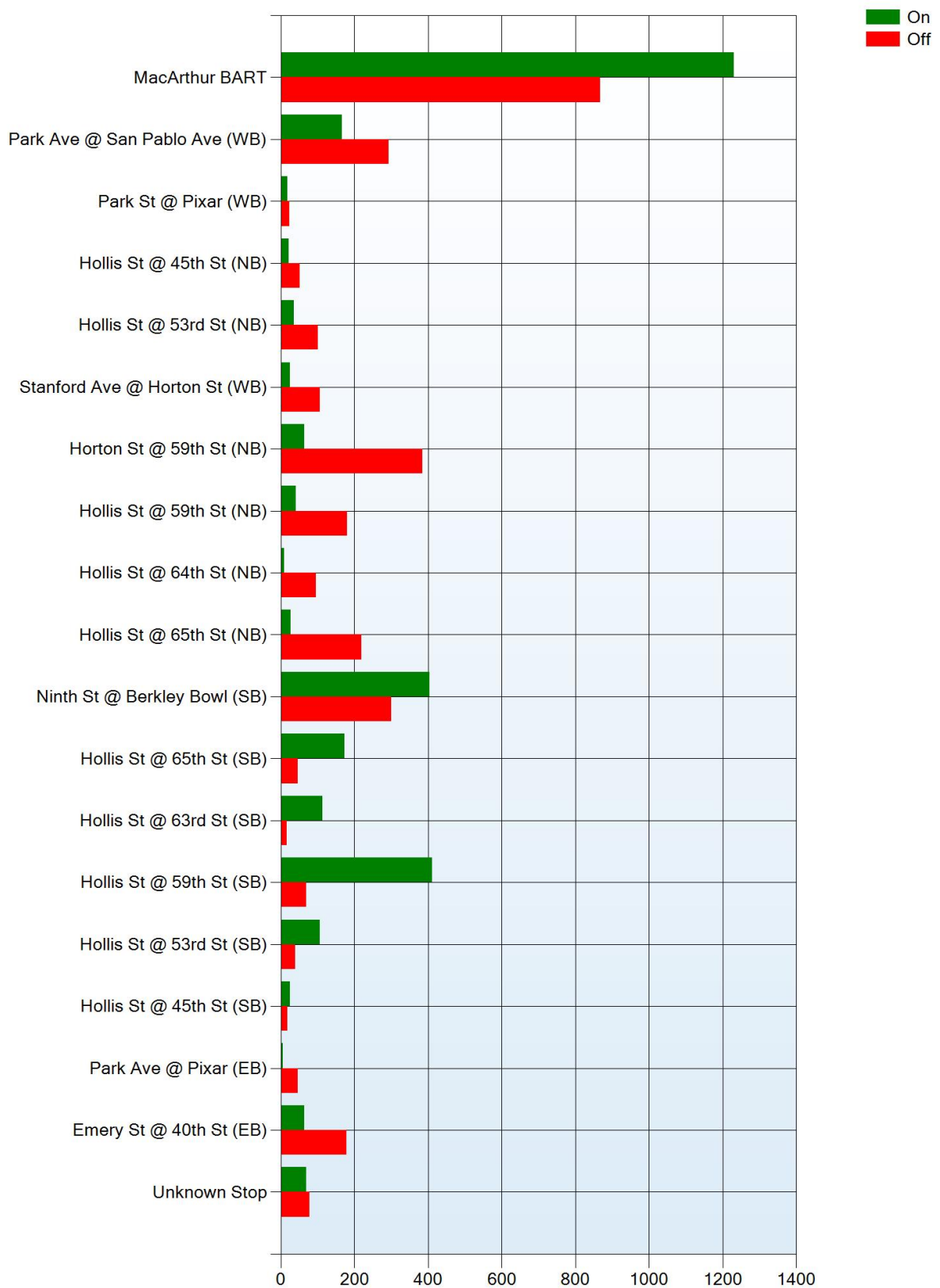
	Jan 2021				Feb 2021				Mar 2021 (To Date) as of 3/9/2021			
	On	On%	Off	Off%	On	On%	Off	Off%	On	On%	Off	Off%
Total	3,001	--	3,106	--	3,065	--	3,126	--	1,131	--	1,208	--
MacArthur BART	1,230	40%	867	27%	1,036	33%	750	23%	394	34%	269	22%
Park Ave @ San Pablo Ave (WB)	166	5%	292	9%	174	5%	284	9%	58	5%	112	9%
Park St @ Pixar (WB)	18	0.6%	23	0.7%	15	0.5%	23	0.7%	3	0.3%	7	0.6%
Hollis St @ 45th St (NB)	22	0.7%	51	1%	30	1.0%	61	1%	9	0.8%	13	1%
Hollis St @ 53rd St (NB)	36	1%	101	3%	21	0.7%	97	3%	9	0.8%	28	2%
Stanford Ave @ Horton St (WB)	25	0.8%	106	3%	26	0.8%	122	3%	6	0.5%	40	3%
Horton St @ 59th St (NB)	63	2%	385	12%	80	2%	382	12%	23	2%	167	13%
Hollis St @ 59th St (NB)	40	1%	180	5%	44	1%	192	6%	13	1%	69	5%
Hollis St @ 64th St (NB)	9	0.3%	95	3%	13	0.4%	104	3%	3	0.3%	52	4%
Hollis St @ 65th St (NB)	27	0.9%	218	7%	38	1%	214	6%	13	1%	90	7%
Ninth St @ Berkley Bowl (SB)	404	13%	300	9%	505	16%	369	11%	189	16%	157	12%
Hollis St @ 65th St (SB)	172	5%	46	1%	208	6%	72	2%	66	5%	19	1%
Hollis St @ 63rd St (SB)	112	3%	16	0.5%	116	3%	20	0.6%	44	3%	17	1%
Hollis St @ 59th St (SB)	411	13%	69	2%	532	17%	72	2%	192	16%	22	1%
Hollis St @ 53rd St (SB)	106	3%	38	1%	88	2%	26	0.8%	40	3%	23	1%
Hollis St @ 45th St (SB)	24	0.8%	18	0.6%	25	0.8%	17	0.5%	12	1%	10	0.8%
Park Ave @ Pixar (EB)	5	0.2%	46	1%	10	0.3%	63	2%	1	0.1%	18	1%
Emery St @ 40th St (EB)	63	2%	178	5%	63	2%	212	6%	28	2%	55	4%
Unknown Stop	68	2%	77	2%	41	1%	46	1%	28	2%	40	3%

ROUTE DETAIL: Hollis

1/1/2021 - 3/31/2021

Ridership by Stop: Jan 2021

Jan 2021

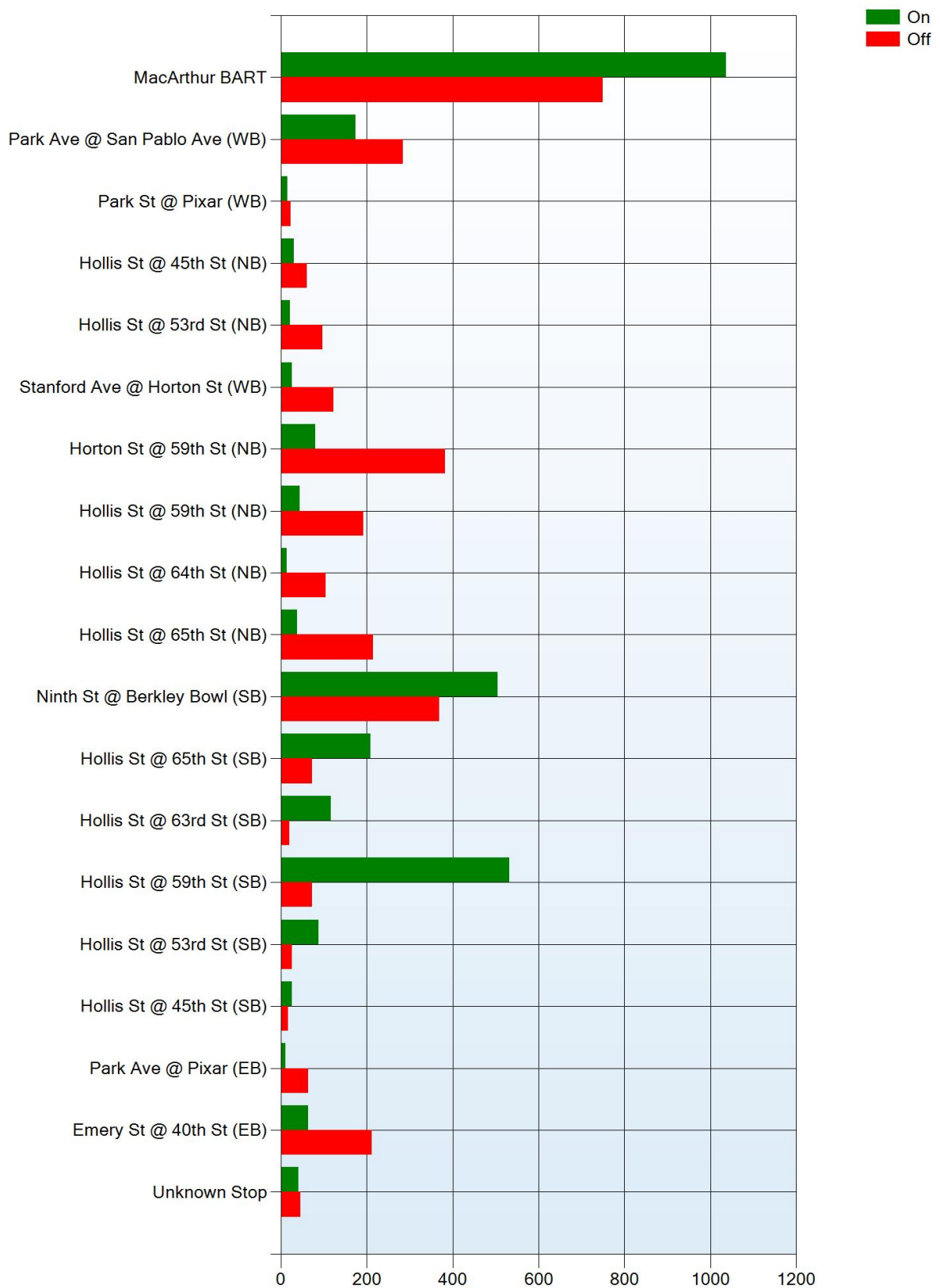


ROUTE DETAIL: Hollis

1/1/2021 - 3/31/2021

Ridership by Stop: Feb 2021

Feb 2021

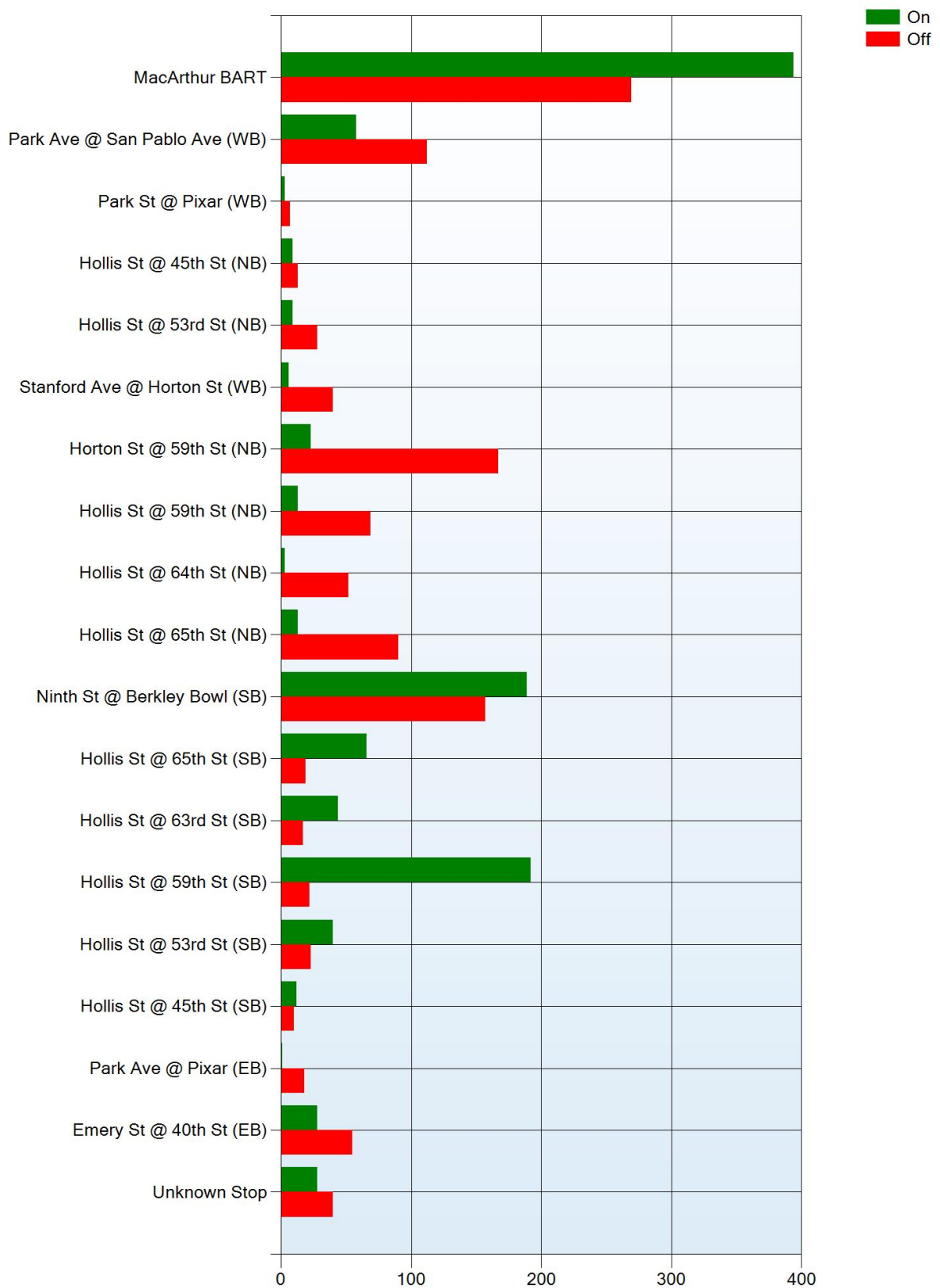


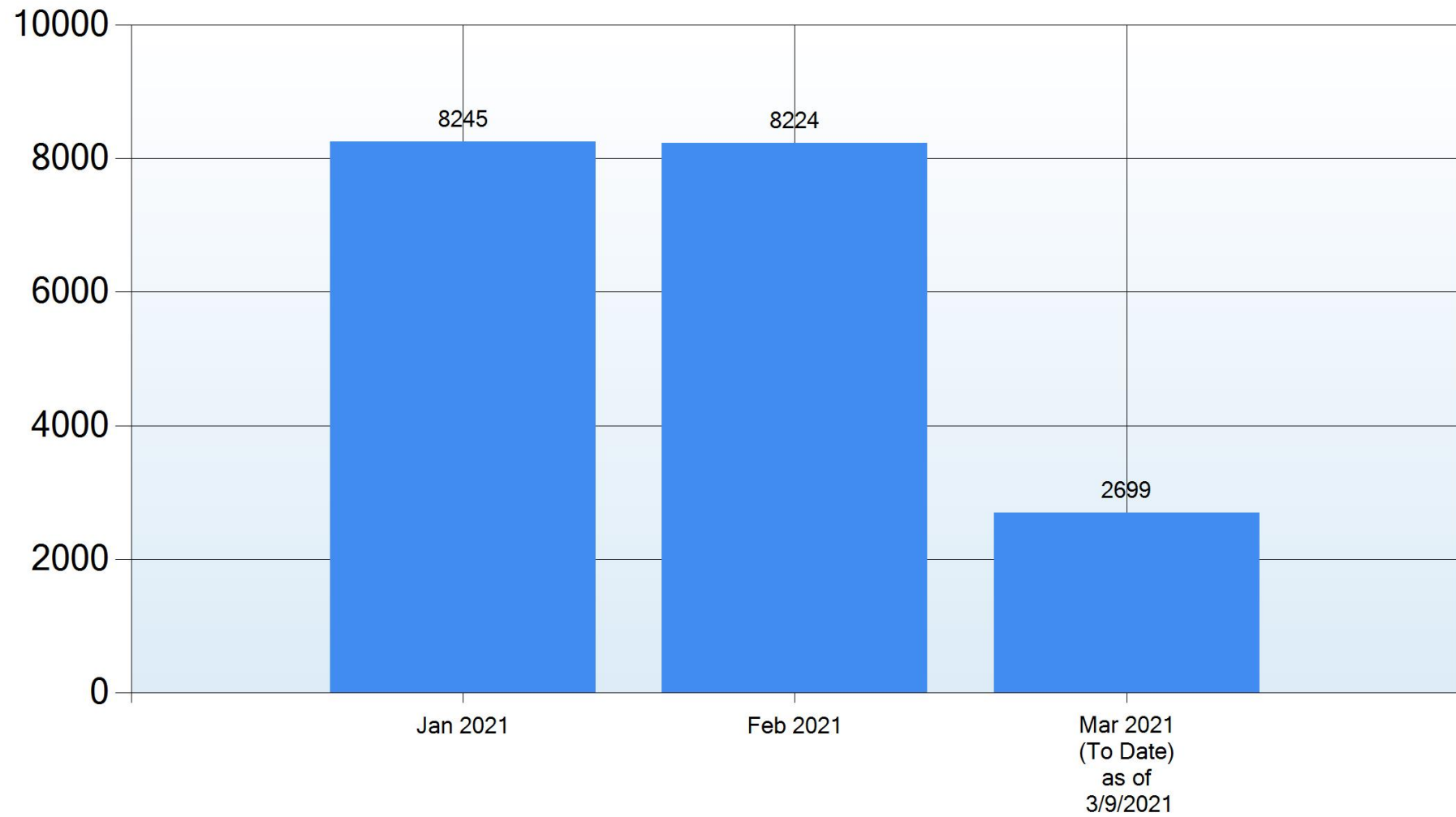
ROUTE DETAIL: Hollis

1/1/2021 - 3/31/2021

Ridership by Stop: Mar 2021 (To Date) as of 3/9/2021

Mar 2021 (To Date) as of 3/9/2021





ROUTE DETAIL: Shellmound/Powell

1/1/2021 - 3/31/2021

Stop Detail: Jan 2021 to Mar 2021 (To Date) as of 3/9/2021

* Unknown stop means we could not match the data to a stop, but it did occur when the vehicle was on route.

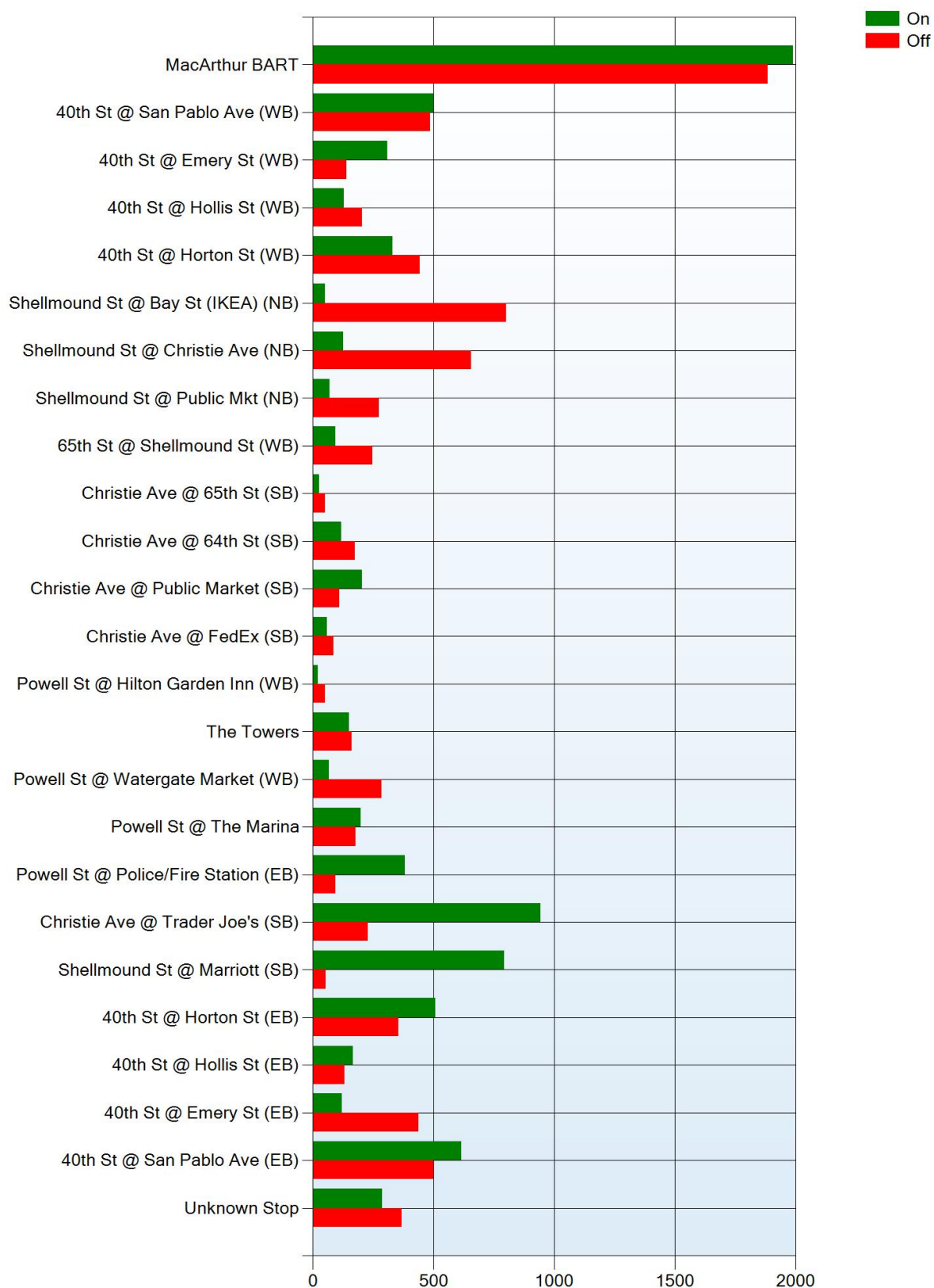
	Jan 2021				Feb 2021				Mar 2021 (To Date) as of 3/9/2021			
	On	On%	Off	Off%	On	On%	Off	Off%	On	On%	Off	Off%
Total	8,245	--	8,380	--	8,224	--	8,505	--	2,699	--	2,936	--
MacArthur BART	1,990	24%	1,885	22%	1,644	19%	1,738	20%	502	18%	646	22%
40th St @ San Pablo Ave (WB)	498	6%	485	5%	551	6%	474	5%	161	5%	136	4%
40th St @ Emery St (WB)	307	3%	138	1%	322	3%	153	1%	103	3%	52	1%
40th St @ Hollis St (WB)	128	1%	203	2%	125	1%	198	2%	28	1%	67	2%
40th St @ Horton St (WB)	331	4%	442	5%	315	3%	420	4%	92	3%	156	5%
Shellmound St @ Bay St (IKEA) (NB)	49	0.6%	800	9%	72	0.9%	782	9%	14	0.5%	244	8%
Shellmound St @ Christie Ave (NB)	125	1%	655	7%	147	1%	697	8%	48	1%	233	7%
Shellmound St @ Public Mkt (NB)	68	0.8%	274	3%	84	1%	321	3%	22	0.8%	86	2%
65th St @ Shellmound St (WB)	94	1%	246	2%	87	1%	243	2%	38	1%	68	2%
Christie Ave @ 65th St (SB)	26	0.3%	51	0.6%	27	0.3%	60	0.7%	5	0.2%	24	0.8%
Christie Ave @ 64th St (SB)	117	1%	173	2%	90	1%	192	2%	34	1%	73	2%
Christie Ave @ Public Market (SB)	204	2%	108	1%	230	2%	144	1%	77	2%	50	1%
Christie Ave @ FedEx (SB)	57	0.7%	84	1%	38	0.5%	73	0.9%	4	0.1%	18	0.6%
Powell St @ Hilton Garden Inn (WB)	21	0.3%	51	0.6%	30	0.4%	58	0.7%	17	0.6%	20	0.7%
The Towers	150	1%	161	1%	206	2%	179	2%	69	2%	83	2%
Powell St @ Watergate Market (WB)	67	0.8%	284	3%	74	0.9%	347	4%	21	0.8%	100	3%
Powell St @ The Marina	199	2%	176	2%	222	2%	205	2%	63	2%	61	2%
Powell St @ Police/Fire Station (EB)	382	4%	92	1%	435	5%	113	1%	137	5%	28	1.0%
Christie Ave @ Trader Joe's (SB)	943	11%	228	2%	1,008	12%	234	2%	312	11%	70	2%
Shellmound St @ Marriott (SB)	792	9%	53	0.6%	710	8%	70	0.8%	249	9%	27	0.9%
40th St @ Horton St (EB)	506	6%	355	4%	435	5%	306	3%	151	5%	94	3%
40th St @ Hollis St (EB)	167	2%	132	1%	133	1%	140	1%	54	2%	36	1%
40th St @ Emery St (EB)	120	1%	438	5%	151	1%	475	5%	47	1%	152	5%
40th St @ San Pablo Ave (EB)	616	7%	498	5%	680	8%	414	4%	215	7%	147	5%
Unknown Stop	288	3%	368	4%	408	4%	469	5%	236	8%	265	9%

ROUTE DETAIL: Shellmound/Powell

1/1/2021 - 3/31/2021

Ridership by Stop: Jan 2021

Jan 2021

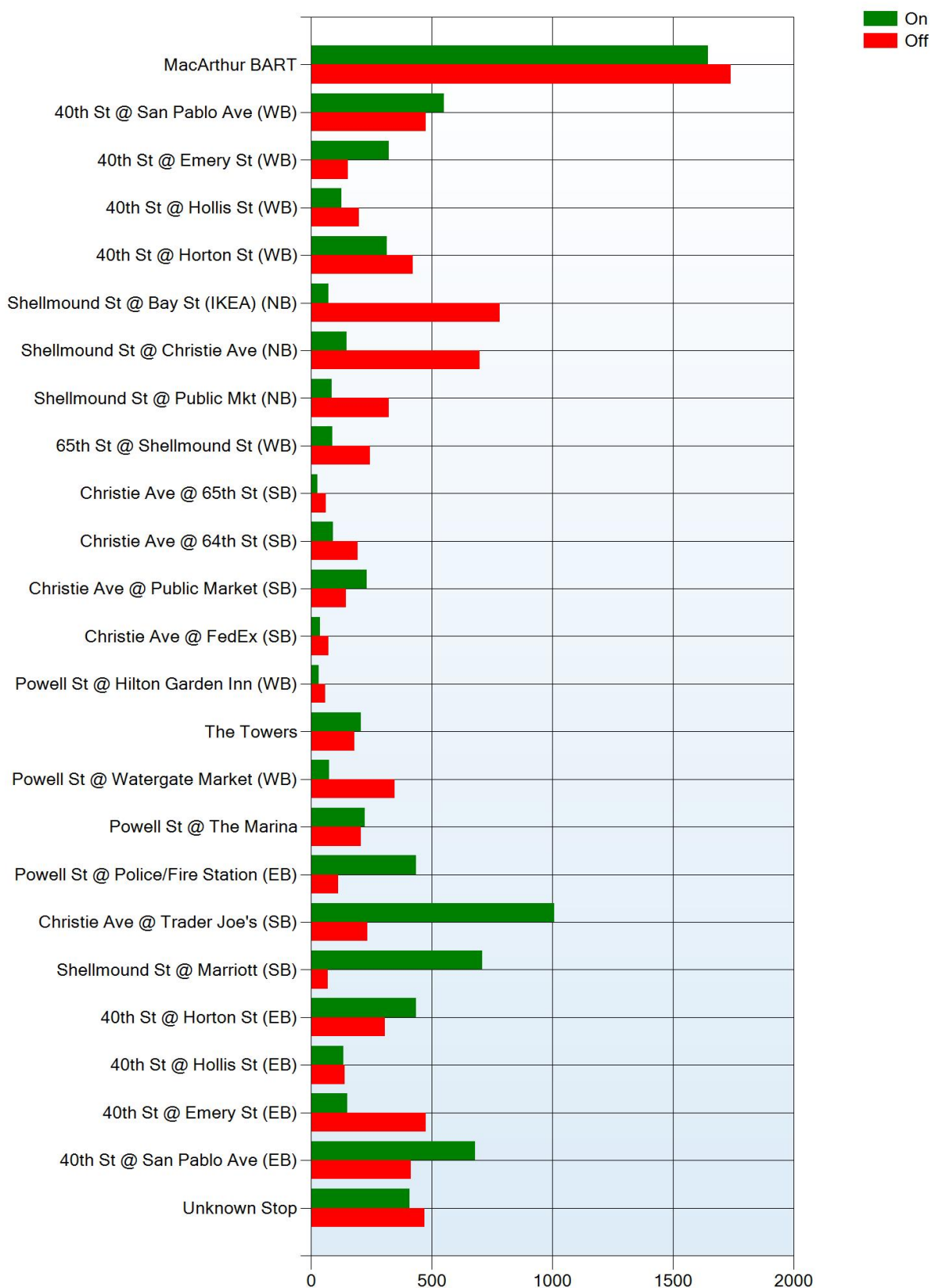


ROUTE DETAIL: Shellmound/Powell

1/1/2021 - 3/31/2021

Ridership by Stop: Feb 2021

Feb 2021

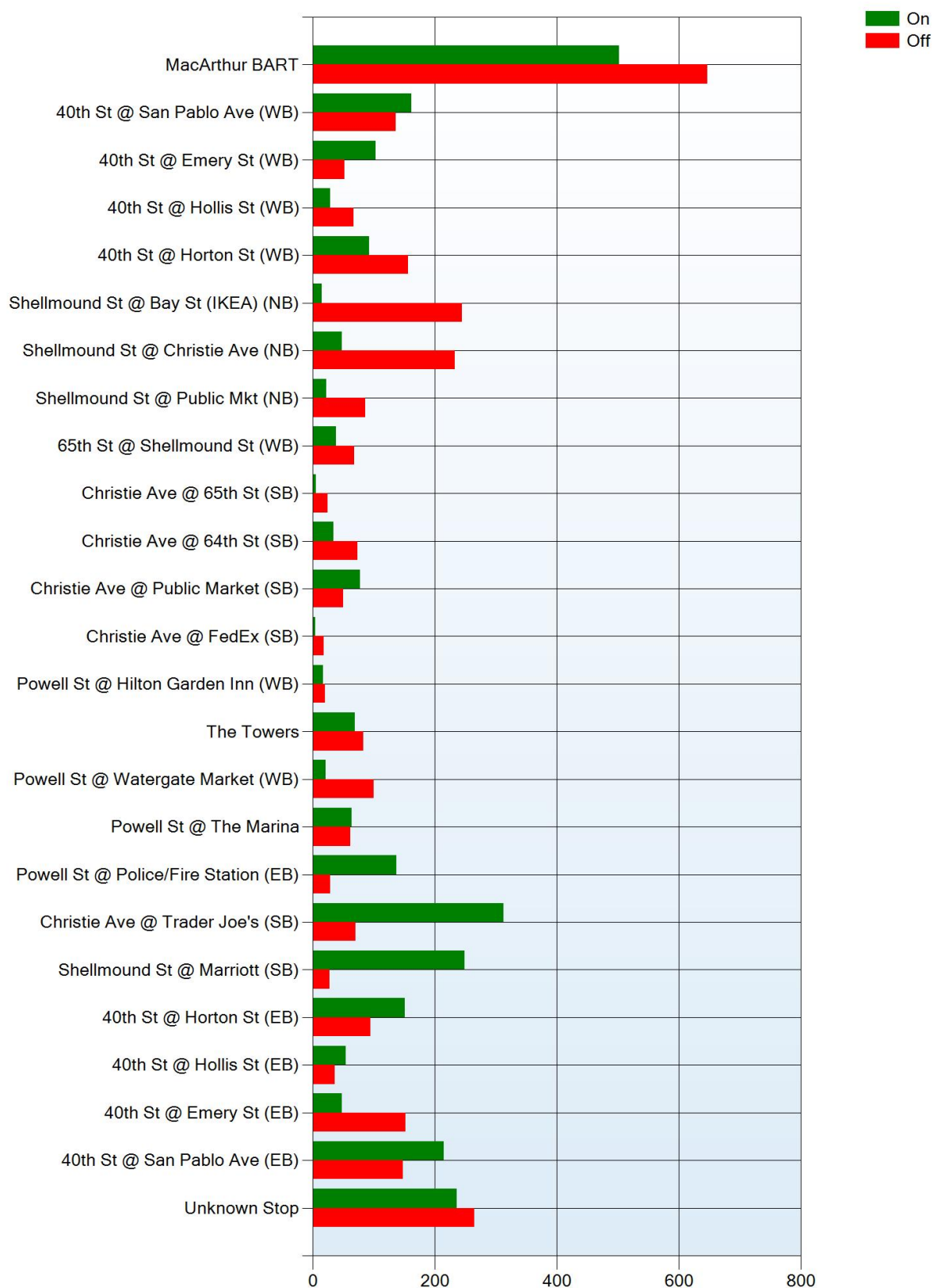


ROUTE DETAIL: Shellmound/Powell

1/1/2021 - 3/31/2021

Ridership by Stop: Mar 2021 (To Date) as of 3/9/2021

Mar 2021 (To Date) as of 3/9/2021



[Home](#) | [News](#) | [News Articles](#) | 03.11.21 News Article

SERVICE ADVISORY:

Face coverings required.

BART now closes at 9pm. Saturday and Sunday open 8am-9pm.

[View daily BART updates related to coronavirus.](#)

03.11.21

BART updates related to the coronavirus

The safety of BART riders and employees is our top priority. This page is being continuously updated below to keep the public informed about our response efforts and BART ridership data through the pandemic.

Stay informed of our plans by signing up for news alerts at <https://cloud.info.bart.gov/signup>

Scroll down for the daily update.

View BART's [15-step plan](#) outlining what riders can expect when returning to BART and what we are doing to welcome you back safely.

View weekly [crowding charts](#) with passenger load data outlining the average number of riders on each car of a specific train.

View BART's report on [air flow in BART train cars](#). BART train cars filter and replace air about every 70 seconds, far more than indoor spaces like offices and grocery stores.

Get a [personal hand strap](#) to avoid touching surfaces while riding.

Use our [Trip Planner](#) to see our current schedule or [pdfs of the timetables](#) by line. Note that while we communicate that BART closes at 9pm, the closure time varies station by station depending on where you are going. Some trains run well beyond 9pm. Check your specific trip.

View our [Response and Prevention Efforts](#) outlining efforts to provide safe service and to keep our riders and employees healthy.

View the latest details about the financial impacts of COVID-19 and our [7-point plan to respond to the budget crisis](#) and our efforts to [advocate for emergency funds](#).

View the "Riding Together, Bay Area Healthy Transit Plan," a comprehensive strategy launched by the transit agencies from the nine Bay Area counties with shared commitments to limit the spread of COVID-19. This website includes a list of transit friendly vaccination locations and performance dashboard on topics such as mask compliance rates and capacity for safe distancing <http://www.healthytransitplan.com/>

Mar			Apr		
Date	Actual	% below baseline	Date	Actual	% below baseline
3/1/21	49,275	88%	4/1/21		
3/2/21	50,728	88%	4/2/21		
3/3/21	52,329	87%	4/3/21		
3/4/21	52,504	87%	4/4/21		
3/5/21	51,937	87%	4/5/21		
3/6/21	29,718	80%	4/6/21		
3/7/21	21,988	76%	4/7/21		
3/8/21	49,634	88%	4/8/21		
3/9/21	49,529	88%	4/9/21		
3/10/21	49,326	88%	4/10/21		
3/11/21	52,210	86%	4/11/21		
3/12/21			4/12/21		
3/13/21			4/13/21		
3/14/21			4/14/21		
3/15/21			4/15/21		
3/16/21			4/16/21		
3/17/21			4/17/21		
3/18/21			4/18/21		
3/19/21			4/19/21		
3/20/21			4/20/21		
3/21/21			4/21/21		
3/22/21			4/22/21		
3/23/21			4/23/21		
3/24/21			4/24/21		

3/27/21			4/27/21		
3/28/21			4/28/21		
3/29/21			4/29/21		
3/30/21			4/30/21		
3/31/21					

**March 2020-Feb 2021 [ridership charts](#) and baseline details are archived at the bottom of this news article.*

Extensive ridership data such as station specific and origin-destination pairs are available here:
<https://www.bart.gov/about/reports/ridership>

Budget staff have set the following baseline ridership figures for each month to determine the percentage of ridership loss. These numbers represent the expected ridership for budgeting purposes prior to COVID-19. 2020 baselines are archived at the bottom of this article.

2021	Weekday	Saturday	Sunday	Holiday
Mar		409,300	146,300	93,800
Apr		411,200	154,300	94,300

Updated at 11:130 a, March 12

BART ridership for Wednesday, March 11 was 55,210, representing an 86% drop compared to budget projections for a pre-COVID-19 March weekday.

53 Coliseum vaccination promotion tickets were used on Monday. Total since the program started: 1,439

BART is joining public transit systems across the Bay Area in applauding the state's latest move to prioritize essential public transit workers in the next phase of the vaccine distribution plan. Transit workers will be eligible for the vaccine beginning March 15th. State guidelines note how transit workers are at high risk for occupational exposure and acknowledge maintaining continuity of operations is critical. We thank the Governor and everyone involved in prioritizing transit employees including the California Transit Association for their tireless advocacy in working to get transit workers reprioritized.

Updated at 11:45am, March 11

website [healthytransitplan.com](https://www.healthytransitplan.com) includes a [list of vaccination sites](#) accessible by public transportation and the current special promotions offered by the agencies serving the sites.

Updated at 8:45am, March 11

BART ridership for Tuesday, March 10 was 49,326, representing an 88% drop compared to budget projections for a pre-COVID-19 March weekday.

51 Coliseum vaccination promotion tickets were used on Monday. Total since the program started: 1,386

Updated at 11:20am, March 10

The House of Representatives today passed the \$1.9 trillion Covid-19 relief American Rescue Plan Act which includes \$30.5 billion in emergency funding for transit. This follows Senate approval last Saturday and will provide the Bay Area with approximately \$1.7 billion in formula funding, a portion of which is expected to flow to every urbanized area in the region. We don't yet know how much of that amount BART will get but we will work with the Metropolitan Transportation Commission (MTC) on the funding allocation. BART is grateful that Congress continues to prioritize transit. This new relief helps us balance our budget without layoffs and drastic service cuts. It means we can remain nimble and responsive to changing travel patterns.

Meanwhile, the Metropolitan Transportation Commission continues their work to allocate emergency funds made available through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 approved earlier this year by the Trump administration.

Distribution of \$802 million in Phase 2 CRRSAA funding among the region's 27 transit operators is based on revenue losses through the fiscal year and recognizes that many operators received significantly more funding through the CARES Act than their actual revenue losses. The MTC allocation will also prioritize the needs of the most transit dependent, with special attention to the pattern of ridership that has returned to different agencies to date and how relief funding affects agencies' ability to respond to those demands.

The MTC's Programming and Allocations Committee is recommending BART receive \$274 million in Phase 2 CRRSAA funding. The full commission will take this up for approval on March 24th.

The first tranche of CRRSSA funding helped BART close the current year budget gap and will be used to help balance the FY21 budget.

BART ridership for Tuesday, March 9 was 49,529, representing an 88% drop compared to budget projections for a pre-COVID-19 March weekday.

39 Coliseum vaccination promotion tickets were used on Tuesday. Total since the program started: 1,374

Updated at 9:15am, March 8

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week March 8-13 at www.bart.gov/crowding.

BART ridership for Sunday, March 7 was 21,988, representing an 76% drop compared to budget projections for a pre-COVID-19 March Sunday.

48 Coliseum vaccination promotion tickets were used yesterday. Total since the program started: 1299

Updated at 7:30am, March 7

BART ridership for Saturday, March 6 was 29,718, representing an 80% drop compared to budget projections for a pre-COVID-19 March Saturday.

52 Coliseum vaccination promotion tickets were used yesterday. Total since the program started: 1251

Updated at 5:45am, March 6

BART ridership for Friday, March 5 was 51,937, representing an 87% drop compared to budget projections for a pre-COVID-19 March weekday.

62 Coliseum vaccination promotion tickets were used yesterday. Total since the program started: 1199

Updated at 9:30am, March 5

BART ridership for Thursday, March 4 was 52,504, representing an 87% drop compared to budget projections for a pre-COVID-19 March weekday.

65 Coliseum vaccination promotion tickets were used yesterday. Total since the program started: 1137

Updated at 9:30am, March 4

BART ridership for Wednesday, March 3 was 52,329, representing an 87% drop compared to budget projections for a pre-COVID-19 March weekday.

70 Coliseum vaccination promotion tickets were used on Wednesday. Total since the program started: 1067

114 Coliseum vaccination promotion tickets were used on Tuesday. Total since the program started: 1002

Updated at 8:50am, March 2

BART ridership for Monday, March 1 was 49,257, representing an 88% drop compared to budget projections for a pre-COVID-19 March weekday.

110 Coliseum vaccination promotion tickets were used on Monday. Total since the program started: 888

Updated at 8:45am, March 1

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week March 1-5 at www.bart.gov/crowding.

BART ridership for Sunday Feb. 28 was 21,129, representing an 76% drop compared to budget projections for a pre-COVID-19 February Sunday.

84 Coliseum vaccination promotion tickets were used on Sunday. Total since the program started: 778

BART ridership for Saturday, Feb. 27 was 28,909, representing an 81% drop compared to budget projections for a pre-COVID-19 February Saturday.

140 Coliseum vaccination promotion tickets were used on Saturday. Total since the program started: 694

BART ridership for Friday, Feb. 26 was 50,383, representing an 88% drop compared to budget projections for a pre-COVID-19 February weekday.

128 Coliseum vaccination promotion tickets were used on Friday. Total since the program started: 554

Updated at 8:30 am, Febraury 26

BART ridership for Thursday, Feb. 25 was 50,074, representing an 88% drop compared to budget projections for a pre-COVID-19 February weekday.

43 Coliseum vaccination promotion tickets were used on Thursday. Total since the program started: 426

Updated at 10 am, Febraury 25

383

Updated at 9am, Febraury 24

BART ridership for Tuesday, Feb. 23 was 49,139, representing an 88% drop compared to budget projections for a pre-COVID-19 February weekday.

45 Coliseum vaccination promotion tickets were used on Tuesday. Total since the program started: 367

Updated at 9:30am, Febraury 23

BART ridership for Monday, Feb. 22 was 47,556, representing an 88% drop compared to budget projections for a pre-COVID-19 February weekday.

28 Coliseum vaccination promotion tickets were used on Monday. Total since the program started: 322

Updated at 9:15am, Febraury 22

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Feb. 22-26 at www.bart.gov/crowding.

BART ridership for Sunday Feb. 14th was 19,724, representing an 78% drop compared to budget projections for a pre-COVID-19 February Sunday.

45 Coliseum vaccination promotion tickets were used on Sunday. Total since the program started: 294

BART ridership for Saturday, Feb. 13 was 27,244, representing an 82% drop compared to budget projections for a pre-COVID-19 February Saturday.

77 Coliseum vaccination promotion tickets were used on Saturday. Total since the program started: 249

Updated at 7:45am, Febraury 20

BART ridership for Friday, Feb. 19 was 46,633, representing an 89% drop compared to budget projections for a pre-COVID-19 February weekday.

73 Coliseum vaccination promotion tickets were used on Friday. Total since the program started: 172

Updated at 10:46am, Febraury 19

Updated at 9:30am, February 18

BART ridership for Wednesday, Feb. 17 was 48,623, representing an 88% drop compared to budget projections for a pre-COVID-19 February weekday.

38 Coliseum vaccination promotion tickets were used on Wed. BART is offering a free \$7 ticket for those who take BART to get vaccinated at the Coliseum. Total since the program has started: 54

Updated at 9:15am, February 17

BART ridership for Tuesday, Feb. 16 was 47,835, representing an 88% drop compared to budget projections for a pre-COVID-19 February weekday.

Yesterday was the first day of the Coliseum vaccination site. 16 vaccination promotion tickets were used. BART is offering a free \$7 ticket for those who take BART to get vaccinated at the Coliseum.

Updated at 9am, February 16

BART ridership for Monday, Feb. 15, President's Day Holiday was 23,604, representing an 86% drop compared to budget projections for a pre-COVID-19 weekday holiday in February.

Today is the first day of the new large-scale vaccination site at the Oakland Coliseum. BART will have extra staff at the Coliseum BART station to provide anyone who has received a vaccine a free \$7 BART ticket on-site after showing their vaccination card with a matching date. \$7 is enough fare to get home to any station in the system, except SFO station. AC Transit will operate a fare-free shuttle every 15-minutes directly from Coliseum BART to the vaccination site. The shuttle will pick up in front of the BART station on San Leandro BLVD. This shuttle will operate 7-days a week between 8 am – 7:30 pm, and riders are reminded to watch for the head-sign: Vaccine Shuttle/BART-Coliseum. All vaccine shuttles will observe onboard rider social distancing requirements not to exceed 10 passengers per trip.

Updated at 8am, February 15

BART is running today, Presidents Day, a Saturday service. The system will operate 8am-9pm and trains will run 30 minutes apart. Note today: a free bus bridge will shuttle passengers from Richmond Station to El Cerrito del Norte Station as crews continue a 3-day-long track work.

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Feb. 15-19 at www.bart.gov/crowding.

at: <https://covid-19.acgov.org/testing>

Tomorrow, Tuesday Feb 16th is the first day of the new large-scale vaccination site at the Oakland Coliseum. BART will have extra staff at the Coliseum BART station during BART operating hours to provide anyone who has received a vaccine a free \$7 BART ticket on-site after showing their vaccination card with a matching date. \$7 is enough fare to get home to any station in the system, except SFO station. AC Transit will operate a fare-free shuttle every 15-minutes directly from Coliseum BART to the vaccination site. The shuttle will pick up in front of the BART station on San Leandro BLVD. This shuttle will operate 7-days a week between 8 am – 7:30 pm, and riders are reminded to watch for the head-sign: Vaccine Shuttle/BART-Coliseum. All vaccine shuttles will observe onboard rider social distancing requirements not to exceed 10 passengers per trip.

BART ridership for Sunday Feb. 14th was 19,242, representing an 79% drop compared to budget projections for a pre-COVID-19 February Sunday.

Updated at 7:30 am, February 14

BART ridership for Saturday, Feb. 13 was 25,567, representing an 83% drop compared to budget projections for a pre-COVID-19 February Saturday.

Updated at 2 pm, February 13

BART ridership for Friday, Feb. 12 was 46,404, representing an 89% drop compared to budget projections for a pre-COVID-19 February weekday.

Updated at 11am, February 12

BART ridership for Thursday, Feb. 11 was 45,930, representing an 89% drop compared to budget projections for a pre-COVID-19 February weekday.

Updated at 2pm, February 11

BART is offering a free BART ride home for those who get vaccinated at the Coliseum vaccination site. The vaccination site, which opens on Tuesday, February 16, 2021, will be in the parking lot of the Oakland Coliseum, which is accessible from the Coliseum BART station.

Starting Tuesday, BART will have extra staff at the Coliseum BART station during BART operating hours to provide anyone who has received a vaccine a free \$7 BART ticket on-site after showing their vaccination card with a matching date. \$7 is enough fare to get home to any station in the system, except SFO station. BART is also working to ensure those individuals who have mobility challenges will

BART's limited promotion of a free ride home from Coliseum is only available for the Coliseum site until further notice. It is not being offered for other vaccination locations in the Bay Area. The free ticket is non-refundable and is only available on-site during BART's operating hours and on the same day of the person's appointment as verified by the date on the vaccination card. Riders should check train arrival and departures times to and from the Coliseum Station for the day of their appointment to plan their trip.

Registration for vaccine appointments will be available through the state's [MyTurn](#) scheduling system.

Updated at 12:30pm, February 11

BART ridership for Wednesday, Feb. 10 was 49,243, representing an 88% drop compared to budget projections for a pre-COVID-19 February weekday.

Updated at 11:15am, February 10

BART ridership for Tuesday, Feb. 9 was 47,482, representing an 88% drop compared to budget projections for a pre-COVID-19 February weekday.

Updated at 9am, February 9

BART ridership for Monday, Feb. 8 was 45,558, representing an 89% drop compared to budget projections for a pre-COVID-19 February weekday.

Updated at 9:15am, February 8

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Feb. 8-13 at www.bart.gov/crowding.

Alameda County Department of Public Health will conduct free COVID-19 testing in a specially equipped bus at our Coliseum station parking lot today, Feb. 8th, from 8am-8pm.

Testing is available to anyone no matter of immigration status. More information is available at: <https://covid-19.acgov.org/testing>

BART ridership for Sunday, Feb. 7 was 18,239, representing an 80% drop compared to budget projections for a pre-COVID-19 February Sunday.

for a pre-COVID-19 February weekday.

Updated at 9:00am February 5

BART ridership for Thursday, February 4 was 47,611, representing an 88% drop compared to budget projections for a pre-COVID-19 February weekday.

Updated at 9:50am, February 4

BART ridership for Wednesday, February 3 was 47,600, representing an 88% drop compared to budget projections for a pre-COVID-19 February weekday.

On February 3, 2021 BART General Manager Bob Powers, along with transit leaders from across the country sent a [letter to congressional leaders requesting \\$39.3 billion](#) in emergency aid for public transit agencies nationwide in the next coronavirus relief bill. "Given the unprecedented ridership declines, revenue losses and additional costs caused by the pandemic, a new independent economic analysis shows that \$39.3 billion in additional investment is needed to maintain operations today and to get through the years ahead.....Without additional federal resources, our agencies could be forced to implement drastic cuts to service, make unthinkable layoffs and/or delay or cancel critical capital projects. Such draconian actions would decimate transit service and impact all those who rely on it. Our industry directly employs more than 400,000 workers and supports millions of private sector jobs across the country."

Updated at 9:20am, February 3

BART ridership for Tuesday, February 2 was 45,016, representing an 89% drop compared to budget projections for a pre-COVID-19 February weekday.

Updated at 9am, February 2

BART ridership for Monday, February 1 was 44,487, representing an 89% drop compared to budget projections for a pre-COVID-19 February weekday.

The Centers for Disease Control and Prevention (CDC) issued an Order on January 29, 2021, requiring the public to wear face masks while on transit. The Transportation Security Administration (TSA) issued a Security Directive (SD) January 31, 2021 that is effective February 1, 2021 at 11:59 p.m. The SD was issued to enforce the requirements of the CDC Order mandating masks as well as implement President Biden's Executive Order issued on January 21, 2021.

announcements are also made.

Updated at 9:30am, February 1

Alameda County Department of Public Health will conduct free COVID-19 testing in a specially equipped bus at two Oakland BART stations every Saturday & Monday through April. Alameda County's focus is to locate these resources in neighborhoods that have been suffering from high rates of COVID-19 cases.

Every Saturday, from 8am-8pm, tests will be available at West Oakland Station

Every Monday, from 8am-8pm, tests will be available at Coliseum Station

There is free testing today, Monday, February 1, 2021 at the Coliseum BART Station and Saturday February 6 at the West Oakland BART Station.

Testing is available to anyone no matter of immigration status.

More information is available at: <https://covid-19.acgov.org/testing>

BART is offering our facilities to counties for testing and to help increase access for people who are transit dependent.

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Feb. 1-5 at www.bart.gov/crowding.

BART ridership for Sunday, January 31 was 17,577, representing an 79% drop compared to budget projections for a pre-COVID-19 January Sunday.

BART ridership for Saturday, January 30 was 23,533, representing an 85% drop compared to budget projections for a pre-pandemic January Saturday.

BART ridership for Friday, January 29 was 45,039, representing an 87% drop compared to budget projections for a pre-COVID-19 January weekday.

Updated at 1:15pm, January 29

BART ridership for Thursday January 28 was 41,122, representing an 90% drop compared to budget projections for a pre-COVID-19 January weekday.

This week, Bay Area transit agency leaders sent a [letter to Governor Newsom](#) advocating for the State to prioritize public transit workers within the new vaccine plan announced on Monday. The new plan moves away from a sector-based approach to prioritization and adopts a new age-based

emergency services, food and agriculture, and education.

Updated at 8:30am, January 28

BART ridership for Wed. January 27 was 41,187, representing an 90% drop compared to budget projections for a pre-COVID-19 January weekday.

Updated at Noon, January 27

First batch of new federal emergency relief allocated to BART

Today the Metropolitan Transportation Commission (MTC) is allocating the first batch of funds from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021(CRRSAA), which included \$14B for public transit. This first tranche of funds is being distributed to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts. Of the \$180 million in funds allocated to a number of Bay Area transit systems, BART will receive \$103.7 million.

“We are grateful for the MTC moving quickly to distribute this first batch of funds to help offset more of the revenue losses incurred over the last year,” said BART General Manager Bob Powers. “These funds provide short-term relief, preventing lay-offs and providing funds to keep our current service levels for our current ridership which is heavily transit dependent.” BART will still need to move forward with the March 22, 2021 schedule change which makes only slight adjustments to current service but includes running 3 route service on Saturdays.

BART will use \$55 million of these funds to close the current year (FY21) deficit and the rest will help reduce the FY22 deficit. Prior to considering new federal assistance, BART anticipated a deficit of approximately \$500M through the end of FY23. These new funds will reduce the forecasted deficit but an appropriate allocation of remaining CRRSAA funds will be needed to prevent further service cuts and layoffs in FY22.

“We look forward to working with the MTC on the second round of funding distribution and we will continue to advocate for additional emergency relief. The Biden Administration has proposed the American Rescue Plan with funds included to preserve public transit and prevent layoffs. While we continue to advocate for these funds, we also must continue to right size our workforce and budget through retirement incentives, shifting operating workers to capital projects, and significantly reducing non-essential overtime and other costs,” Powers said.

Updated at 8:45am, January 27

BART ridership for Tuesday, January 26 was 42,633, representing an 89% drop compared to budget projections for a pre-COVID-19 January weekday. Tuesday was the first full day of lifted shelter at home

BART ridership for Monday, January 25 was 43,148, representing an 89% drop compared to budget projections for a pre-COVID-19 January weekday.

Updated at 9:00am, January 25

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Jan 25-29 at www.bart.gov/crowding.

BART ridership for Sunday, January 24 was 13,746, representing an 84% drop compared to budget projections for a pre-COVID-19 January Sunday.

The BART Board of Directors will meet Thursday 1/28/21. They will get an update on BART's COVID-19 response. The [presentation](#) includes an update on federal assistance, our Employee Response Protocols, and our vaccine readiness plan.

Updated at 8:45 am, January 24

BART ridership for Saturday, January 23rd was 24,051, representing an 85% drop compared to budget projections for a pre-pandemic January Saturday.

Updated at 10:10am, January 23

BART ridership for Friday, January 22nd was 42,715, representing an 89% drop compared to budget projections for a pre-COVID 19 January weekday.

Updated at 9:30am January 22

BART ridership for Thursday, January 21 was 45,650, representing an 88% drop compared to budget projections for a pre-COVID-19 January weekday.

On Wednesday, January 27, 2021, the Metropolitan Transportation Commission will vote to allocate the first batch (approximately \$180 million) of the Coronavirus Response and Relief Appropriations Act of 2021(CRRSAA) funding to Bay Area transit operators that received insufficient shares of CARES Act funding due to inaccurate revenue loss forecasts. MTC staff is proposing to allocate \$103.7 million to BART.

Updated at 9am January 21

Updated at 8:50am January 20

BART ridership for Tuesday, January 19 was 42,807, representing an 89% drop compared to budget projections for a pre-COVID-19 January weekday.

Updated at 9am January 19

BART ridership for Monday, January 18 (MLK Holiday) was 25,337, representing an 79% drop compared to budget projections for a pre-COVID-19 January weekday holiday.

Updated at 8:30am January 18

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Jan 18-22 at www.bart.gov/crowding.

BART ridership for Sunday, January 17 was 17,388, representing an 79% drop compared to budget projections for a pre-COVID-19 January Sunday.

BART ridership for Saturday, January 16 was 23,063, representing a 85% drop compared to budget projections for a pre-COVID-19 January Saturday.

BART ridership for Friday, January 15 was 44,032, representing a 89% drop compared to budget projections for a pre-COVID-19 weekday in January.

Updated at 9:00am January 15

BART ridership for Thursday, January 14 was 44,525, representing an 89% drop compared to budget projections for a pre-COVID-19 January weekday.

Updated at 8:15am January 14

BART ridership for Wednesday, January 13 was 44,666, representing an 89% drop compared to budget projections for a pre-COVID-19 January weekday.

On January 14, 2021 the BART Board of Directors were given a [budget update](#) including new deficit numbers and new anticipated federal funds. Highlights include:

Anticipated new federal funds will provide short-term relief; will close remaining FY21 deficit, which was previously identified as \$33 million, and significantly reduce FY22 deficit, but they will not solve near- and long-term fiscal challenges

BART must continue to work to right size workforce and budget through retirement incentives, load shedding, suppression of non-essential overtime, and other costs

Updated at 9:14am January 13

BART ridership for Tuesday, January 12 was 44,203, representing an 89% drop compared to budget projections for a pre-COVID-19 January weekday.

Updated at 8:50am January 12

BART ridership for Monday, January 11 was 42,559, representing an 89% drop compared to budget projections for a pre-COVID-19 January weekday.

Updated at 9:30am, January 11-15

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Jan 11- 15 at www.bart.gov/crowding.

BART ridership for Sunday, January 10 was 15,654, representing an 81% drop compared to budget projections for a pre-COVID-19 January Sunday.

BART ridership for Saturday, January 9 was 22,221, representing a 86% drop compared to budget projections for a pre-COVID-19 January Saturday.

BART ridership for Friday, January 8 was 42,351, representing a 89% drop compared to budget projections for a pre-COVID-19 weekday in January.

Updated at 6:30 am, January 8

BART ridership for Thursday, January 7th was 43,594, representing an 89% drop compared to budget projections for a pre-COVID-19 January weekday.

Updated at 6:30 am, January 7

BART ridership for Wednesday, January 6 was 42,398, representing an 89% drop compared to budget projections for a pre-COVID-19 January weekday.

Updated at 4:15 am, January 6

BART ridership for Tuesday, January 5 was 44,162, representing an 89% drop compared to budget projections for a pre-COVID-19 January weekday.

Updated at 5:45am, January 4

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Jan 4-7 at www.bart.gov/crowding.

BART ridership for Sunday, January 3 was 15,151, representing an 82% drop compared to budget projections for a pre-COVID-19 January Sunday.

Updated at 9:25am, January 3

BART ridership for Friday, January 1 was 14,108, representing a 89% drop compared to budget projections for a pre-COVID-19 weekday holiday in January.

BART ridership for Saturday, January 2 was 18,034, representing a 88% drop compared to budget projections for a pre-COVID-19 January Saturday.

Updated at 8:45am, January 1

BART ridership for Thursday, December 31 was 33,491, representing a 91% drop compared to budget projections for a December weekday.

Updated at 9:15am, December 31

BART ridership for Wednesday, December 30 was 40,388, representing a 90% drop compared to budget projections for a December weekday.

Updated at 8:15am, December 30

BART ridership for Tuesday, December 29 was 40,209, representing a 90% drop compared to budget projections for a December weekday.

Check out our list of [50 accomplishments](#) to end the year on an optimistic note.

Updated at 9:15am, December 29

BART ridership for Monday, December 28 was 38,359, representing a 90% drop compared to budget projections for a December weekday.

Health's Community Vaccine Advisory Committee received an update from the California Department of Public Health's COVID-19 Vaccine Drafting Guidelines Workgroup on the state's evolving plan to prioritize its limited supply of COVID-19 vaccines. The workgroup revealed that, based on the interim guidance from the Centers for Disease Control and Prevention, it is recommending public transit workers be placed into Phase 1B – Tier 2 of the state's vaccination plan, which would secure a place for public transit workers in the next phase of vaccinations, expected to come online in January 2021. The workgroup is expected to vote on its plan on December 30 then send its recommendations to Governor Newsom. Earlier this month, General Managers from Bay Area transit systems sent a [letter to Governor Gavin Newsom](#) urging him to work to ensure that transit, paratransit, and school transportation workers are prioritized along with other essential workers to receive the COVID-19 vaccine following the critical need to vaccinate the State's healthcare workers.

Updated at 11:15am, December 28

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Dec 28-Jan 1 at www.bart.gov/crowding.

BART ridership for Sunday, December 27 was 15,208, representing an 86% drop compared to budget projections for a December Sunday.

BART ridership for Saturday, December 26 was 19,153, representing an 88% drop compared to budget projections for a December Saturday.

BART ridership for Friday, December 25 (Christmas Day) was 8,106, representing an 94% drop compared to budget projections for a weekday holiday in December. Ridership for Christmas day in 2019 was 48,979.

BART ridership for Thursday, December 24 was 29,247, representing an 92% drop compared to budget projections for a December weekday.

Updated at 9:30am, December 24

BART ridership for Wednesday, December 23 was 43,854, representing an 89% drop compared to budget projections for a December weekday.

There is free COVID-19 testing at the 24th St. Station Plaza today from 7:30am-4pm with multilingual staffing including Spanish and Chinese.

Updated at 8:30am, December 23

BART ridership for Tuesday, December 22 was 44,938, representing an 88% drop compared to budget projections for a December weekday.

▪Union City Station has drive through testing today until 4pm.

Updated at 10:15am, December 22

BART ridership for Monday, December 21 was 43,587, representing an 89% drop compared to budget projections for a December weekday.

The Metropolitan Transportation Commission (MTC) has advised BART that the combined \$2.3 trillion COVID relief package approved by Congress includes \$14 billion for public transit, resulting in \$978 million to the Bay Area to assist transit agencies. BART will now work with the MTC and the Blue Ribbon Transit Recovery Task Force on funding allocations. We don't yet know what amount BART will get but will provide details here once finalized.

Updated at 9:20am, December 21

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Dec 21-Dec 25 at www.bart.gov/crowding.

BART ridership for Sunday, December 20 was 17,353, representing an 84% drop compared to budget projections for a December Sunday.

BART ridership for Saturday, December 19 was 23,077, representing an 85% drop compared to budget projections for a December Saturday.

BART ridership for Friday, December 18 was 45,640, representing an 88% drop compared to budget projections for a December weekday.

Congress has reached a deal on a COVID-19 relief bill. We are hearing the bill will contain \$14 billion for transit, a portion of which will flow to Bay Area systems to be divided by the Metropolitan Transportation Commission. We don't yet know what amount BART will get. We are grateful for the short term relief. Once the legislative bill text is available we will provide more details.

Updated at 9:50am, December 18

BART ridership for Thursday, December 17 was 45,844, representing an 88% drop compared to budget projections for a December weekday.

Updated at 10:50am, December 17

Updated at 12:20pm, December 16

BART ridership for Tuesday, December 15 was 46,113, representing an 88% drop compared to budget projections for a December weekday.

Updated at 10:15am, December 15

Today, December 15 is #SavePublicTransit day.

The American Public Transportation Association (APTA) is joining with BART and other members, industry partners and advocates on Tuesday, December 15 to collectively urge Congress and the Administration to [#SavePublicTransit](#) .

“Immediate action needs to be taken before Congress recesses for the holiday to address the public transportation industry’s dire financial situation so that we can continue to serve essential employees every day and can help with the nation’s economic recovery,” said APTA President and CEO Paul P. Skoutelas. “The industry’s very survival is at stake.”

The public transportation industry is facing an existential financial crisis, and emergency funding has never been more urgent. A bipartisan, bicameral coronavirus relief aid package is being discussed in the lame duck session, but that can be only a starting point for negotiations.

APTA and the industry are calling on Congress and the Administration to provide at least \$32 billion in emergency funding to ensure that public transit agencies can survive and help our communities and the nation recover from the economic fallout of the pandemic.

Updated at 10:00am, December 15

BART ridership for Monday, December 14 was 44,948, representing an 88% drop compared to budget projections for a December weekday.

Updated at 12:20pm December 14

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Dec 14-Dec 18 at www.bart.gov/crowding.

BART ridership for Sunday, December 13 was 13,465, representing an 87% drop compared to budget projections for a December Sunday.

Late last week, BART completed the process of transitioning all stations to offer Clipper as the only fare product available for purchase.

up to one day for the balance to post on registered debit, and riders can also automatically replenish their Clipper balance.

While paper tickets are no longer available for purchase at these stations, riders are still be able to use paper tickets to enter or exit through fare gates. Riders are also able to add enough fare to a paper ticket to exit the station using add fare machines located inside the paid area.

Updated at 6:15am December 13

BART ridership for Saturday, December 12 was 22,282, representing an 86% drop compared to budget projections for a December Saturday.

Updated at 4:45am December 12

BART ridership for Friday, December 11 was 45,291, representing an 88% drop compared to budget projections for a December weekday.

Updated at 10:45am December 11

BART ridership for Thursday, December 10 was 46,815, representing a 88% drop compared to budget projections for a December weekday.

On December 11, 2020, BART Board President Lateefah Simon and General Manager Bob Powers penned letters to [House Speaker Nancy Pelosi](#) and to [Senate Majority Leader Mitch McConnell and Minority Leader Chuck Schumer](#). Simon and Powers urge Congressional leaders to take "swift action in passing a COVID-19 emergency relief bill before the end of the lame duck session."

Updated at 9:15am December 10

BART ridership for Wednesday, December 9 was 47,379, representing a 88% drop compared to budget projections for a December weekday.

General Managers from Bay Area transit systems have sent a [letter to Governor Gavin Newsom](#) urging him to work to ensure that transit, paratransit, and school transportation workers are prioritized along with other essential workers to receive the COVID-19 vaccine following the critical need to vaccinate the State's healthcare workers.

Updated at 9:52am December 9th

BART ridership for Tuesday, December 8 was 47,037, representing a 88% drop compared to budget projections for a December weekday.

Watch the video of his statement: <https://youtu.be/-ahJM2U4Sm4>

Powers issued this statement on December 9, 2020:

"Since the arrival of this pandemic in the United States, the Bay Area has been at the forefront in the effort to save lives. Our region has some of the longest-lasting and most restrictive shelter-in-place orders in the country. Ridership is still down 87%. 50 thousand people are riding, instead of 410 thousand. On Monday, new shelter-in-place orders went into effect with 33 million Californians impacted by the lockdown.

At BART, we have seen a dramatic shift of who is riding and who isn't. 75% are minority riders. 51% are from a household with income of less than \$50 thousand dollars. Some of the stations in our system that used to be our busiest have seen some of the steepest declines in usage. Meanwhile, Fruitvale Station in the heart of Oakland has seen a surge in ridership to become our fifth-busiest stop.

We were among the first transit agencies in America to act in the face of this pandemic. In mid-March BART enacted a hiring freeze and implemented service cuts. We worked with our unions, standing shoulder to shoulder on our response efforts and to identify costs savings that have so far helped us to avoid layoffs. Our latest initiative is offering voluntary retirement incentives to 40% of our workforce. Perhaps most importantly BART recently agreed to a new three-year labor contract with our three largest unions to bolster our financial stability and predictability.

We used CARES ACT funding to save our operating budget and to keep the trains running and we can't thank Congress enough for the funding. BART is now facing a \$210 million in budget deficit in the current fiscal year and next.

I want to make this clear....as we ask for emergency aid from the federal government, we are committed to doing our part to be fiscally responsible.

Service level planning for next year is well underway. At BART, we are proud to continue to offer service seven days a week, although our trains are less frequent than before the pandemic. We have also been forced to close the system earlier at night. We cannot continue at our current pace without help.

The prospect of deeper cuts and gutting service is unconscionable. We can't turn our backs on essential workers. Scaled down transit does not build resilient cities and will not help with economic recovery. Five years from now when we look back at this time, will it be the moment we widened the mobility divide, or will it be the moment we thrived in the face of challenges?

The federal government needs to answer the call."

Updated at 8:45am December 8th

..... most comparable to a weekday, ridership was less than 10% of

Updated at 9:15am December 7

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week Dec 7-Dec 11 at www.bart.gov/crowding.

BART ridership for Sunday, December 6 was 18,462, representing an 83% drop compared to budget projections for a December Sunday.

BART ridership for Saturday, December 5 was 27,220, representing an 83% drop compared to budget projections for a December Saturday.

BART ridership for Friday, December 4 was 50,933, representing a 87% drop compared to budget projections for a December weekday.

Updated at 4:15am December 4

BART ridership for Thursday, December 3 was 51,826, representing an 87% drop compared to budget projections for a December weekday.

Updated at 5:30am December 3

BART ridership for Wednesday, December 2 was 51,262, representing an 87% drop compared to budget projections for a December weekday.

Updated at 5:00am December 2

BART ridership for Tuesday, December 1 was 51,474, representing an 87% drop compared to budget projections for a December weekday.

Updated at 5:45am December 1

BART ridership for Monday, November 30 was 49,140, representing an 88% drop compared to budget projections for a November weekday.

Updated at 5:30am November 30

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week of Nov 30-Dec 4 at www.bart.gov/crowding.

projections for a November Saturday.

BART ridership for Friday, November 27 was 31,979, representing a 92% drop compared to budget projections for a November weekday.

Updated at 10am November 27

BART ridership for Thursday, November 26 (Thanksgiving) was 13,628, representing a 93% drop compared to budget projections for a weekday holiday in November.

BART ridership for Wednesday, November 25 was 49,091, representing an 88% drop compared to November budget projection.

Updated at 9am November 25

BART ridership for Tuesday, November 24 was 52,091, representing an 87% drop compared to November budget projection.

Updated at Noon Tuesday November 24

BART ridership for Monday, November 23 was 50,256, representing an 88% drop compared to November budget projection.

Updated at 8:50am Monday November 23

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week of Nov 23-Nov 27 at www.bart.gov/crowding.

BART ridership for Sunday, November 22 was 19,975, representing an 81% drop compared to November budget projections.

BART ridership for Saturday, November 21 was 28,092, representing an 81% drop compared to November budget projections.

BART ridership for Friday, November 20 was 52,703, representing an 87% drop compared to November budget projections.

Updated at 8:50am November 20

to reduce our budget deficit brought on by the COVID-19 pandemic. [View the details of the plan](#) .

These actions are while we continue our relentless advocacy for federal emergency aid to save transit.

BART needs to start planning now for the next schedule change, which would take effect March 22, 2021 and last until September 2021. We have to balance ridership, equity, social distancing, ability to ramp back up, and costs (jobs and operating expenses).

Staff advised the board we are moving towards the following service plan for March 2021:

- Running the same hours we currently operate with 30 minute frequencies and 18 extra commute direction trips for 15 min frequencies but eliminating 8 reverse commute trips

- Running 3 route service on Saturday (like we do on Sunday)

If things recover and we get robust emergency aid, we can flex up and add more service and extend hours with overtime and we can work with our unions to do an off-schedule bid.

Updated at 10:13am November 19

BART ridership for Wednesday, November 18 was 51,845, representing an 87% drop compared to November budget projections. Today the BART Board of Directors are meeting and will get an update on our budget deficit reduction actions and service planning for next year. [View the presentation](#).

Watch the board meeting: <http://www.bart.gov/about/bod/multimedia>

Updated at 12:26pm November 18

BART ridership for Tuesday, November 17 was 49,265, representing an 88% drop compared to November budget projections. Tuesday was the first day of Bay Area counties reverting back to more restrictive categories in the purple and red tiers on the state's scale for reopening.

Updated at 8:45am November 17

BART ridership for Monday, November 16 was 52,357, representing an 87% drop compared to November budget projections. Today is the first day of Bay Area counties reverting back to more restrictive categories in the purple and red tiers on the state's scale for reopening.

Updated at 9:30am November 16

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week of Nov 16-Nov 20 at www.bart.gov/crowding.

November budget projections.

BART ridership for Friday, November 13 was 51,597, representing an 87% drop compared to November budget projections.

Updated at 8:15am November 13

BART ridership for Thursday, November 12 was 55,171, representing an 87% drop compared to November budget projections.

Updated at 9:15am November 12

BART ridership for Wednesday, November 11 (Veterans Day Holiday) was 46,593, representing an 76% drop compared to November budget projections for a weekday holiday.

BART ridership for Tuesday, November 10 was 54,464, representing an 87% drop compared to November budget projections.

Updated at 11:25am November 10

BART ridership for Monday, November 9 was 51,850, representing an 87% drop compared to November budget projections.

Updated at 11am November 9

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week of Nov 9-Nov 13 at www.bart.gov/crowding.

BART ridership for Sunday, November 8 was 21,228, representing an 79% drop compared to November budget projections.

BART ridership for Saturday, November 7 was 32,083, representing an 78% drop compared to November budget projections.

BART ridership for Friday, November 6 was 54,607, representing an 87% drop compared to November budget projections.

Updated at 9:15am November 6

Updated at 9:15am November 5

BART ridership for Wednesday, November 4 was 51,903, representing an 87% drop compared to November budget projections.

Updated at 9:15am November 4

BART ridership for Tuesday, November 3 was 52,036, representing an 87% drop compared to November budget projections.

Updated at 8:50am November 3

BART ridership for Monday, November 2 was 53,287, representing an 87% drop compared to November budget projections.

Updated at 9:15am November 2

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week of Nov 2-Nov 6 at www.bart.gov/crowding.

BART ridership for Sunday, November 1 was 22,698, representing an 78% drop compared to November budget projections.

BART ridership for Saturday, October 31st was 30,152, representing an 81% drop compared to October budget projections.

BART ridership for Friday, October 30th was 55,705, representing an 87% drop compared to October budget projections, marking the new highest ridership day since shelter in place orders began.

Updated at 9:15am, October 30

BART ridership for Thursday, October 29 was 55,360, representing an 87% drop compared to October budget projections, marking the new highest ridership day since shelter in place orders began and the second time we topped 55K.

Updated at 10:30am, October 29

BART ridership for Wednesday, October 28th was 54,906, representing an 87% drop compared to October budget projections.

Updated at 9:15am, October 27

BART ridership for Monday, October 26th was 50,927, representing an 88% drop compared to October budget projections.

Updated at 10:25am, October 26

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week of Oct 26-Oct 30 at www.bart.gov/crowding.

BART ridership for Sunday, October 25th was 22,122, representing an 80% drop compared to October budget projections.

BART ridership for Saturday, October 24th was 30,724, representing an 81% drop compared to October budget projections.

Updated at 8:20am, October 24

BART ridership for Friday, October 23 was 55,187, representing an 87% drop compared to October budget projections, marking the new highest ridership day since shelter in place orders began and the first time we topped 55K.

Updated at 8:50am, October 23

BART ridership for Thursday, October 22 was 54,513, representing an 87% drop compared to October budget projections.

Update at 8:36am, October 22

BART ridership for Wednesday, October 21 was 54,514, representing an 87% drop compared to October budget projections, marking the new highest ridership day since shelter in place orders began.

Today our Board of Directors are meeting and will get an update on BART's budget challenges brought on by COVID-19. [View the presentation and read the summary.](#)

Watch the board meeting starting at 9am at <https://www.bart.gov/about/bod/multimedia>

To provide public virtual comment, join the Board meeting via zoom: call 1-669-900-6833 and enter access code 947 8999 4186.

Updated at 8:45am, October 21

BART ridership for Tuesday, October 20th was 53,785, representing an 87% drop compared to October budget projections.

BART outlines 7-point plan for responding to budget crisis brought on by COVID-19

While BART's daily weekday ridership has been increasing steadily for several weeks, the path to regaining ridership will be a slow climb and the COVID-19 pandemic has had a devastating impact of our short and long-term operating budget shortfalls.

As of mid-October, BART ridership hovers at 13% of pre-COVID levels and may not exceed 40% by the end of FY21. Ridership drives our operating budget because BART relies on fare revenue more than most transit agencies. About 70% of our operating revenue comes from fares. To ensure that BART is on the strongest fiscal footing possible, BART General Manager Bob Powers has developed a 7-point plan with concrete steps to reduce costs annually and maximize efficiencies to address anticipated short-term and long-term deficits quickly, equitably, and strategically.

"The 7-point plan is a critical part of our effort to keep cost reductions as far from the riders as possible and to support our workforce," BART General Manager Bob Powers.

The 7-point plan includes steps we will take to maximize efficiency and find savings before cutting service:

- Pursue efficiencies around contracting and other reductions to BART's non-labor budget
- Continue hiring freeze; eliminate most current vacancies
- Seek Board approval to negotiate a retirement incentive program with union leadership
- Re-assign or re-train staff wherever possible to fill critical gaps created by departures
- Fill critical capital budget vacancies with operating staff wherever possible
- Load shed service dependent staff to capital projects to accelerate capital program delivery
- Explore additional cost savings measures with labor partners and non-represented employees

The 7-point plan will be reviewed during the October 22, 2020 Board of Directors meeting. [View the presentation.](#)

BART's current fiscal year funding gap is \$33 million. Federal CARES Act funding, in addition to the immediate cost cutting measures BART implemented at the onset of the pandemic, has helped stabilize our cashflow through Q3 of FY21.

The savings from the 7-point plan will help us close the current year gap and become leaner in future years, but we must have contingency plans in case there is no more help from the federal government

As part of our contingency plans, we are considering a number of scenarios and options. Some are painful, including closing some stations and closing on the weekend. This is something we will fight to prevent. We will continue to advocate for emergency funds and work with our labor partners to find cost savings to prevent cutting service.

BART is using five priorities to balance tradeoffs in service changes

Ridership- How can we maximize resources to attract more riders as people return to work and make transportation decisions?

Financial- What service is the most cost effective for BART's limited budget while minimizing impacts to labor?

Equity- How can we minimize impacts to protected populations?

Capacity recovery- How responsive is the service plan in preserving the capability and expertise necessary to scale-up to assist in the economic recovery of the Bay Area as counties re-open and ridership potential grows?

Health Guidance- How well do service levels meet public health guidelines and aid in regaining confidence from riders and employers contemplating bringing workers back into the office?

BART has consistently taken a data-driven, transparent approach to service changes in response to the COVID-19 pandemic. We've continued to prioritize our riders and employees. Over the coming weeks, BART staff will continue to cost out savings achieved from the 7-point plan and various service scenarios. Staff will provide an update to the Board of Directors on November 19, 2020 when staff will review a preferred service plan that would take effect in February 2021.

Our commitment is to do all we can to serve the region and support the Bay Area economy and our workforce while also making sure we appropriately respond to the immediate fiscal crisis and the longer-term deficit COVID-19 has exacerbated.

Updated at 8:45am, October 20th

BART ridership for Monday, October 19th was 51,624, representing an 88% drop compared to October budget projections.

Updated at 9:20am, October 19th

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week of Oct 19-Oct 23rd at www.bart.gov/crowding.

BART ridership for Sunday, October 18th was 21,609, representing an 80% drop compared to October budget projections.

October budget projections.

Updated at 10:40am, October 16th

BART ridership for Thursday, October 15th was 54,067, representing an 87% drop compared to October budget projections, marking the new highest ridership day since shelter in place orders began.

Updated at 8:30am, October 15th

BART ridership for Wednesday, October 14th was 53,138, representing an 87% drop compared to October budget projections, marking the new highest ridership day since shelter in place orders began.

Updated at 9:30am, October 14th

BART ridership for Tuesday, October 13th was 52,731, representing an 88% drop compared to October budget projections.

Updated at 11:30am, October 13th

BART ridership for Monday, October 12th (a federal US holiday) was 45,029, representing an 87% drop compared to budget projections for a holiday in October.

Updated at 9:30am, October 12

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week of Oct 12-Oct 16th at www.bart.gov/crowding.

BART ridership for Sunday, October 11th was 21,871, representing an 80% drop compared to October budget projections.

BART ridership for Saturday, October 10th was 29,692, representing an 82% drop compared to October budget projections.

BART ridership for Friday, October 9th was 52,860, representing an 88% drop compared to October budget projections, marking the new highest ridership day since shelter in place orders began.

Last week was the first week ridership was 50K+ each day Monday-Friday.

Updated at 11:40am, October 9th

Updated at 12:20pm, October 8th

BART ridership for Wednesday, October 7th was 52,639, representing an 88% drop compared to October budget projections, marking the new highest ridership day since shelter in place orders began.

Updated at 5:00am, October 7th

BART ridership for Tuesday, October 6th was 52,126, representing an 88% drop compared to October budget projections.

Updated at 4:30am, October 6th

BART ridership for Monday, October 5th was 50,086, representing an 88% drop compared to October budget projections. This is the first time Monday ridership has hit the 50K mark, representing a strong start to the work week.

Updated at 8:30am, October 5th

View our passenger loading/crowding data showing the expected average number of people on board each car on specific trains for the week of Oct 5-Oct 9th at www.bart.gov/crowding.

BART ridership for Sunday, October 4th was 21,308, representing an 81% drop compared to October budget projections.

BART ridership for Saturday, October 3rd was 28,261, representing an 82% drop compared to October budget projections.

BART ridership for Friday, October 2nd was 51,497, representing an 88% drop compared to October budget projections.

Updated at 9am, October 2

BART ridership for Thursday, October 1st was 52,349, representing an 88% drop compared to October budget projections marking the new highest ridership day since shelter in place orders began.

Updated at 11:30am, October 1

BART ridership for Wednesday, September 30 was 51,754, representing an 88% drop compared to September budget projections marking the highest ridership day since shelter in place orders began.

September budget projections.

Tomorrow BART will host a pop up event at Civic Center from 10am-Noon in the free area on the concourse level on the north end. Berkeley multidisciplinary artist Tosha Stimage will provide free packets assembled with artwork on pre-stamped post cards, face masks that can be decorated at home, and disinfecting wipes. There will also be a video compilation playing on loop, and free [personal hand straps](#) to be given out while supplies last. [Read more about this art project.](#)

Updated at 1pm, September 29

BART ridership for Monday, September 28 was 47,674, representing an 89% drop compared to September budget projections.

Updated at 9:30am, September 28

View our passenger loading data showing the expected average number of people on board each car on specific trains for the week of Sept 28-Oct 2nd at www.bart.gov/crowding.

BART ridership for Sunday, September 27 was 20,579, representing an 81% drop compared to September budget projections.

BART ridership for Saturday, September 26 was 28,242, representing an 82% drop compared to September budget projections.

BART ridership for Friday, September 25 was 51,085, representing an 88% drop compared to September budget projections.

Updated at 9:30am, September 25

BART ridership for Wednesday, September 23 was 51,174, representing a 88% drop compared to September budget projections.

Updated at 9am, September 24

BART ridership for Wednesday, September 23 was 51,343, representing a 88% drop compared to September budget projections, marking the highest ridership day since shelter in place orders began.

Today BART will host a pop up event at Civic Center from 10am-Noon in the free area on the concourse level at the 8th and Market entrance. Berkeley multidisciplinary artist Tosha Stimage will provide

Updated at 12:20pm, September 23

BART ridership for Tuesday, September 22 was 50,240, representing a 88% drop compared to September budget projections, marking the highest ridership day since shelter in place orders began.

Updated at 9am, September 22

BART ridership for Monday, September 21st was 47,864, representing a 89% drop compared to September budget projections.

Updated at 11:30am September 21

View our passenger loading data showing the expected average number of people on board each car on specific trains for the week of Sept 21-Sept 25th at www.bart.gov/crowding. These are the first set of crowding charts since our schedule change that added more trains into service during peak commute times.

BART ridership for Sunday, September 20th was 19,202, representing a 82% drop compared to September budget projections.

BART ridership for Saturday, September 19th was 26,477, representing an 83% drop compared to September budget projections.

BART ridership for Friday September 18th was 49,921, representing an 88% drop compared to September budget projections.

Updated at 9:45am, September 18

BART ridership for Thursday, September 17th was 50,119 representing an 88% drop compared to September budget projections, marking the highest ridership day since shelter in place orders began.

Updated at 8:54am, September 17

BART ridership for Wednesday, September 16th was 49,818 representing an 88% drop compared to September budget projections, marking the highest ridership day since shelter in place orders began.

Updated at 9:15am, September 16th

Updated at 8:45am, September 15th

BART ridership for Monday, September 14th was 45,657 representing an 89% drop compared to September budget projections.

Updated at 9:00am, September 14th

BART ridership for Sunday, September 13th was 9,933, representing a 91% drop compared to September budget projections. BART had multi-hour delayed start to service on this day. [Read about what happened.](#)

Updated at 5:30pm, September 13th

BART ridership for Saturday, September 12th was 22,631, representing an 85% drop compared to September budget projections.

Updated at 4:30pm September 12

BART ridership for Friday September 11 was 45,506, representing an 89% drop compared to September budget projections.

Updated at 9am September 11 (BART's 48th birthday)

BART ridership for Thursday September 10 was 46,832, representing an 89% drop compared to September budget projections.

Next week starts our new schedule with added trains during our busiest hours to help with social distancing. Read about the [new schedule](#).

Crowding charts will not be released on Monday because it is a new schedule and we need a few days to analyze the crowding data based on the increase in frequency. Once we have that baseline we will release charts reflective of what to expect.

The BART Board of Directors met yesterday and was given an update about ridership trends. [View the presentation.](#)

Updated at 8:30am September 10

BART ridership for Wednesday September 9 was 45,437, representing an 89% drop compared to September budget projections.

September budget projections.

On Monday September 14th, BART's schedule will be updated to add more frequency during peak commute times on several lines, marking the largest weekday service increase since the COVID-19 pandemic hit. Commute trains at 15-minute frequencies will be added to most lines as well as other adjustments to the schedule including 30-minute frequencies on Saturday and Sunday to reflect current ridership levels. [Read the full details.](#)

Updated at 9:45am September 8

View our passenger loading data showing the expected average number of people on board each car on specific trains for the week of Sept 7-Sept 11th at www.bart.gov/crowding.

BART ridership for Monday September 7 (Labor Day), was 19,731, representing an 82% drop compared to September budget projections.

BART ridership for Sunday, September 6 was 18,596, representing an 83% drop compared to September budget projections.

BART ridership for Saturday, September 5 was 25,622, representing an 83% drop compared to September budget projections.

BART ridership for Friday, September 4 was 47,772, representing an 89% drop compared to September budget projections.

Updated at 10am Sept 4th

BART ridership for Thursday, September 3 was 49,007, representing an 88% drop compared to September budget projections, marking the highest ridership day since shelter in place orders began.

Updated at 9:20am September 3

BART ridership for Wednesday, September 2 was 48,344, representing an 89% drop compared to September budget projections, marking the highest ridership day since shelter in place orders began.

Today, BART is installing new foot pump hand sanitizer stations at the 19th street station. These units are less prone to vandalism and can also be found at all downtown San Francisco stations. ADA accessible units are also available at every station. All BART stations have hand sanitizer stations and staff performs a quality inspection once a week to ensure they are full, are in working order, and the units haven't been removed.

Updated at 11:15am September 1

BART ridership for Monday, August 31 was 45,329, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 362 exits.

Updated at 9:40am August 31

View our passenger loading data showing the expected average number of people on board each car on specific trains for the week of August 31-Sept 4th at www.bart.gov/crowding.

BART ridership for Sunday, August 30 was 18,234, representing an 82% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 303 exits.

BART ridership for Saturday, August 29 was 24,322, representing an 84% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 376 exits.

BART ridership for Friday, August 28 was 46,394, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 437 exits.

Updated at 9:45am August 28

BART ridership for Thursday, August 27 was 47,282, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 375 exits.

BART is continuing to make the most of the reduction in service hours due to the pandemic by advancing critical rebuilding projects that will enhance the reliability of the system. Doing as much work as possible now means fewer service impacts for the public when ridership increases. Learn more about the latest progress: <https://www.bart.gov/news/articles/2020/news20200330>

Updated at 9am August 27

BART ridership for Wednesday, August 26 was 46,899, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 384 exits.

Updated at 10am August 26

BART ridership for Tuesday, August 25 was 46,231, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 377 exits.

Updated at 9am August 24

View our passenger loading data showing the expected average number of people on board each car on specific trains for the week of August 24th-August 28th at www.bart.gov/crowding.

BART ridership for Sunday, August 23 was 16,462, representing an 84% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 205 exits.

BART ridership for Saturday, August 22 was 22,486, representing an 86% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 260 exits.

BART ridership for Friday, August 21 was 45,449, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 392 exits.

Updated at 9:30am August 21

BART ridership for Thursday, August 20, was 46,162, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 418 exits.

Updated at 9:50am August 20

BART ridership for Wednesday, August 19, was 46,316, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 370 exits.

Updated at 9:15am August 19

BART ridership for Tuesday, August 18, was 46,699, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 382 exits.

Today transit operators in the nine Bay Area counties are launching the "Riding Together: Bay Area Healthy Transit Plan" at a news conference in San Francisco. The Plan is a comprehensive strategy with shared commitments to unify the transit operator's aggressive actions to limit the spread of coronavirus (COVID-19). Outlining action items ranging from disinfecting to ventilation, the Plan is the result of an unprecedented joint effort by transit leaders to lead the Bay Area's transit operators into recovery mode.

In addition to serving as a tool for public transit agencies on various safety initiatives, the plan makes a call for action to riders. The implementation of mitigation steps is based on best practices from peer agencies across the globe. The commitments are also based on information from the California

Read the full plan at <http://www.healthytransitplan.com/>

Updated at 11am August 18

BART ridership for Monday, August 17, was 43,891, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 356 exits.

Updated at 2pm August 17

BART ridership for Sunday, August 16, was 16,006, representing an 84% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 310 exits.

View our passenger loading data showing the expected average number of people on board each car on specific trains for the week of August 17-August 21st at www.bart.gov/crowding.

Updated at 8:45am August 16

BART ridership for Saturday, August 15, was 23,380, representing an 85% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 310 exits.

Updated at 8:45am August 15

BART ridership for Friday, August 14 was 45,321, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 419 exits.

Updated at 6:30 am August 14

BART ridership for Thursday, August 13 was 46,740, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 385 exits.

Updated at 5:45am August 13

BART ridership for Wednesday, August 12 was 46,863, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 422 exits.

Today, BART [published a detailed report on air flow inside BART train cars](#). BART train cars filter and replace indoor air about every 70 seconds, or more than 50 times an hour.

Updated at 5:45am August 12

BART ridership for Tuesday, August 11 was 46,245, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 348 exits.

Updated at 9:03am August 11

BART ridership for Monday, August 10 was 46,149, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 352 exits.

Updated at 7:25am August 10

BART ridership for Sunday, August 9 was 17,962, representing an 83% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 277 exits.

View our passenger loading data showing the expected average number of people on board each car on specific trains for the week of August 10th-August 14th at www.bart.gov/crowding.

BART ridership for Saturday, August 8 was 23,595, representing an 85% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 346 exits.

BART ridership for Friday, August 7 was 46,015, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 375 exits.

Updated at 11:05am August 7

BART ridership for Thursday, August 6 was 46,782, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 381 exits.

Updated at 1:50pm August 6

BART ridership for Wednesday, August 5 was 46,389, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 373 exits.

Updated at 9am August 5

Today at 11am BART General Manager will participate in the Save Public Transit Rally.

REGISTER: https://zoom.us/webinar/register/WN_H5iebgMIRUKL3XMb0ZBMBw

Updated at 9:15am August 4

BART ridership for Monday, August 3 was 45,111, representing an 89% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 382 exits.

BART General Manager to Speak at Save Public Transit Rally On Wednesday

With Congress negotiating COVID-19 relief legislation, public transit agencies, advocacy organizations, and unions from cities across the country will hold a rally this Wednesday to strongly urge Congress to provide at least \$32 billion in emergency operating aid for transit. Massive reductions in transit revenue—a result of plummeting ridership and reduced tax receipts from COVID-19 shutdowns—is threatening the viability of public transit systems, putting millions of Americans' access to jobs, healthcare, grocery stores, and other services essential to surviving the pandemic at risk.

BART General Manager Bob Powers will speak at the virtual Save Public Transit Rally. Event organizers have also identified a local Bay Area transit rider who will speak during the event. BART is encouraging the public to register and join the effort to #SaveTransit

WHEN: Wednesday August 5, 11:00 AM PDT

REGISTER: https://zoom.us/webinar/register/WN_H5iebgMIRUKL3XMb0ZBMBw

View our latest [COVID-19 Financial Impacts Fact Sheet](#) updated August 2020

Updated at 11:15am August 3

BART ridership for Sunday, August 2 was 17,192 representing an 83% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 281 exits.

BART ridership for Saturday, August 1 was 24,892, representing an 84% drop compared to August budget projections. Ridership for the Milpitas and Berryessa stations was 243 exits.

BART ridership for Friday, July 31 was 45,818, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 439 exits.

Updated at 9am July 31

BART ridership for Thursday, July 30 was 45,899, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 367 exits.

Today is the second day of offering free COVID-19 testing at our 24th Street Station as part of our partnership with UCSF and community organizations serving the Mission. 500 people were tested on the first day (Wednesday). [View details.](#)

Updated at 11:30am July 30

BART ridership for Wednesday, July 29 was 45,918, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 343 exits.

Updated at 10:45am July 29

BART ridership for Tuesday, July 28 was 45,085, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 345 exits.

BART partners with the Latino Task Force on COVID-19 and UCSF for testing at 24th St. Mission plaza

BART is teaming up with UC San Francisco infectious disease specialists and community partners in San Francisco's Mission district to enhance the ability of public health officials to detect and contain the spread of coronavirus among the heavily impacted Latinx community and essential workers. It is believed to be a first-in-the-nation pilot program to provide low-barrier COVID-19 testing — free, simple, and convenient — at a central transit hub.

The pilot testing initiative will occur at the central 24th St. and Mission Plaza transit hub on Wednesdays and Fridays for three weeks, beginning on July 29. Testing will be available during convenient hours for workers: from 7 am to 6 pm. The testing program will include simple on-site registration and PCR-based testing, with the option for participants to self-administer the tests or have them administered by a laboratory technician. The initiative will include a fast-track lane for people who work at local Mission businesses as well as BART employees.

[Read the press release.](#)

Updated at 9am July 28

BART ridership for Monday, July 27 was 43,318, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 377 exits.

BART ridership for Saturday, July 25 was 22,791, representing an 86% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 337 exits.

BART ridership for Friday, July 24 was 44,300, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 405 exits.

View our passenger loading data showing the expected average number of people on board each car on specific trains for the week of July 27th-July 31st at www.bart.gov/crowding.

Updated at 9:20am July 24

BART ridership for Thursday, July 23 was 45,847, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 348 exits.

Updated at 8:45am July 23

BART ridership for Wednesday, July 22 was 45,712, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 372 exits.

The BART Board of Directors meets at 9am. View the [COVID-19 update](#) to be presented. Watch the board meeting: <https://www.bart.gov/about/bod/multimedia>

Updated at 1:45pm July 22

BART ridership for Tuesday, July 21 was 45,290, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 344 exits.

Tomorrow The BART Board of Directors meets at 9am. View the [COVID-19 update](#) to be presented. Watch the board meeting: <https://www.bart.gov/about/bod/multimedia>

Noteworthy updates include:

Transition to Contactless Payments

Fares: All BART stations to vend only Clipper fare media by the end of 2020 (view the station roll out schedule in the presentation linked above)

Parking: BART Official app now provides parking payment option at all stations

Clipper reduces the number of customer touch-points on BART

Clipper allows for contactless payments

BART TIGERS

Technology Evaluations

Filter Testing

MERV 14 filter is most promising option

Results in 64% pressure drop for air supply

Test MERV 14 filters in five cars, pilot test expected in early August for one maintenance cycle (3 months)

UV Disinfecting

Testing confirmed UV in HVAC duct work as best UV option

UV Lights have been ordered for pilot project – expected in early August

Possible field-testing scheduled to begin in August

Demonstration of Disinfection Robot for rail cars

Rescheduled to September to accommodate new generation currently under testing

Hospital grade sterilization using vaporized Hydrogen Peroxide

Updated at 9:15am July 21

BART ridership for Monday, July 20 was 42,089, representing an 90% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 363 exits.

Updated at 5:20pm July 20

BART ridership for Sunday, July 19 was 17,258, representing an 84% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 292 exits.

Today we posted passenger loading data to show the expected average number of people on board each car on specific trains for the week of July 20-July 24th. View the charts at www.bart.gov/crowding

Updated at 5:45am July 19

BART ridership for Saturday, July 18 was 22,612, representing an 86% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 358 exits.

Updated at 6:50am July 18

Updated at 7:10am July 17

BART ridership for Thursday, July 16 was 46,021, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 351 exits.

Updated at 10:12am July 16

BART ridership for Wednesday, July 15 was 46,456, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 397 exits.

Updated at 7:50am July 15

BART ridership for Tuesday, July 14th was 46,264, representing an 89% drop compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 372 exits.

Updated at 8:45pm July 14

Today, General Manager Bob Powers participated in a national media event with transit leaders throughout the country to advocate for additional funding.

Watch the press conference: <https://www.youtube.com/watch?v=NGXIXptWiGg&feature=youtu.be>

This [letter](#) was sent to Senate Leadership requesting \$32-36 billion in additional funding for the public transportation industry to cover COVID-related costs and revenue losses through 2021. Statewide, the California Transit Association says local public transit agencies need \$3.1 Billion in emergency funding to prevent devastating permanent cuts that would cause many underserved communities to suffer disproportionate economic and social impacts. At BART, we project the pandemic and resulting economic recession will cut our revenue by \$975 Million in the next 3 years (through FY22).

BART ridership for Monday, July 13th was 45,336 representing an 89% drop when compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 374 exits.

BART ridership for Sunday, July 12th was 17,777 representing an 84% drop when compared to July budget projections. Ridership for the Milpitas and Berryessa stations was 344 exits.

View our passenger loading data showing the expected average number of people on board each car on specific trains for the week of July 13th-July 17th at www.bart.gov/crowding.

Updated at 5:50pm July 12

July budget projections. Milpitas and Berryessa stations had a ridership of 406.

Updated at 9:10am July 10

BART ridership for Thursday, July 9th was 46,946 representing an 89% drop when compared to July budget projections. Milpitas and Berryessa stations had a ridership of 333.

Updated at 9:10am July 9

BART ridership for Wednesday, July 8th was 47,231 representing an 89% drop when compared to July budget projections. Wednesday's ridership total was the highest number for BART since March 18th. Milpitas and Berryessa stations had a ridership of 358.

Updated at 1:10pm July 8

BART ridership for Tuesday, July 7th was 47,220 representing an 89% drop when compared to July budget projections. Tuesday's ridership total was the highest number for BART since March 18th. Milpitas and Berryessa stations had a ridership of 363.

The Metropolitan Transportation Commission today approved providing BART with \$125.4 million in federal CARES Act FTA funding. This second allocation comes after the MTC in April provided BART with a first installment of \$251.6 million. This latest action brings BART's total share of CARES Act support to just over \$377 million. The federal recovery bill dedicates \$1.3 billion in funding for all Bay Area transit operators in response to the COVID-19 pandemic.

"We are grateful to Speaker of the House Nancy Pelosi and our Bay Area congressional delegation for prioritizing transit and the Metropolitan Transportation Commission for their leadership," said BART General Manager Bob Powers. "This federal support is vital as BART continues to keep service running for essential workers and a growing number of riders who are returning to their jobs. It's critical that BART remain poised to ramp up service as ridership gradually increases so we can support the Bay Area's economic recovery."

After falling to as low as 6% of regular ridership in April, the number of people taking BART has started to rise. Weekday ridership in July has hovered at about 11% of typical train loads for this month.

Updated at 9:00am July 7

BART ridership for Monday July 6 was 43,928 representing a 89% drop when compared to July budget projections. Milpitas and Berryessa stations had a ridership of 371 exits.

We launched [crowding data charts](#).

We launched an [online store](#) to purchase personal hand straps.

We launched [contactless parking payment](#) systemwide.

All stations have decals, posters and banners posted outlining new safety protocols and identifying locations of hand sanitizer in each station.

We now have enough disinfecting foggers to spray every car in service every 24 hours (an increase from every 72 hours).

We've increased [train frequency on our busiest line](#).

Our new seat configuration on board one car is complete and is in service.

We are assessing HEPA and MERV 14 filters for cars and testing UV in HVAC duct work.

We've held virtual townhalls with more than 120 companies that have office space near BART stations.

We've translated the [Welcome Back Plan](#) into Chinese, Spanish, Korean, Tagalog, Vietnamese.

Updated at 8:30am July 6

BART ridership for Sunday July 5 was 17,169 representing a 84% drop when compared to July budget projections. Milpitas and Berryessa stations had a ridership of 288 exits.

BART ridership for Saturday July 4 was 18,568 representing a 86% drop when compared to July 4th holiday budget projections. Ridership for Milpitas and Berryessa was 319

BART ridership for Friday July 3 was 32,725 representing a 92% drop when compared to July budget projections. Ridership for Milpitas and Berryessa was 417.

BART ridership for Thursday July 2 was 46,450 representing an 89% drop when compared to July budget projections. Milpitas and Berryessa had a ridership of 368 exits.

The latest crowding charts have been posted at www.bart.gov/crowding as well as here:

Crowding Charts for Week of July 6 - July 10

[Antioch to SFO Millbrae 7_6 to 7_10.pdf](#)

[SFO Millbrae to Antioch 7_6 to 7_10.pdf](#)

[Berryessa-North San José to Daly City 7_6 to 7_10.pdf](#)

[Daly City to Berryessa-North San José 7_6 to 7_10.pdf](#)

[Berryessa-North San José to Richmond 7_6 to 7_10.pdf](#)

[Dublin-Pleasanton to Daly City 7_6 to 7_10.pdf](#)

[Millbrae to Richmond 7_6 to 7_10.pdf](#)

[Richmond to Millbrae 7_6 to 7_10.pdf](#)

Updated at 9:20am July 2

BART ridership for Wednesday July 1 was 47,183 representing a 89% drop when compared to July budget projections. Milpitas and Berryessa stations had a ridership of 374 exits.

47,183 is the highest ridership to date since ridership bottomed out in April at around 23,000.

BART has been awarded a grant from Smart Growth America to participate in the Arts & Transportation Rapid Response initiative. Out of almost 200 applications, BART's proposal was one of five selected. The projects selected seeks to address COVID-related transportation challenges and systemic inequities and do so in unique, creative ways, with the support of local artists.

The following outlines our project:

Nationwide, wearing masks to curb the spread of COVID-19 has unleashed serious issues and concerns for people of color, specifically Black, Latinx, and Asian people due to racially-motivated harassment and violence. San Francisco Bay Area Rapid Transit (BART) recognizes that facial coverings may attach an additional stigma to people who already experience discrimination and is committed to ensuring transit is safe and as welcoming as possible for all riders. BART will collaborate with an artist to pilot a community-informed intervention strategy to deconstruct racial prejudices worsened by COVID-19, and normalize the culture of mask wearing on transit.

Updated at 4:15pm July 1

BART ridership for Tuesday June 30 was 45,628 representing a 89% drop when compared to June budget projections. Milpitas and Berryessa stations had a ridership of 354 exits.

Today we launched our online merchandise store www.railgoods.com .

We quickly worked to launch the online store to make available for purchase personal hand straps that can be used while standing on any train and taken home to disinfect. They cost \$5 plus tax and shipping. We are charging the price it cost BART to purchase the straps with no mark up.

Updated at 1:20pm June 30

on-board trains during the COVID-19 pandemic. The commitment to share this data is part of BART's [15-Step Welcome Back Plan](#) as the region reopens. The schedule-based passenger load data outlines the average number of riders on each car of a specific train. The charts will be shared weekly at www.bart.gov/crowding and on social media to give riders a tool to plan their return to work and have greater confidence that they're doing so in as safe a manner as possible. Read the full announcement and details about the data at <https://www.bart.gov/news/articles/2020/news20200624>

Updated at 9:30am June 29

BART ridership for Sunday June 28 was 17,640 representing a 85% drop when compared to June budget projections. Milpitas and Berryessa stations had a ridership of 364 exits.

BART ridership for Saturday June 27 was 22,997 representing a 85% drop when compared to June budget projections. Ridership for Milpitas and Berryessa was 385.

BART ridership for Friday June 26 was 45,002 representing a 89% drop when compared to June budget projections. Ridership for Milpitas and Berryessa was 401.

Updated at 8:55am June 26

BART ridership for Thursday June 25 was 45,045 representing an 89% drop when compared to June budget projections. Milpitas and Berryessa had a ridership of 339 exits.

Updated at 8:15am June 25

BART ridership for Wednesday June 24 was 45,321 representing a 89% drop when compared to June budget projections. Milpitas and Berryessa stations had a ridership of 372 exits.

The BART Board of Directors meets today at 9am. View the [COVID-19 update](#) to be presented. Watch the board meeting: <https://www.bart.gov/about/bod/multimedia>

Updated at 9am June 24

BART ridership for Tuesday June 23 was 45,289 representing a 89% drop when compared to June budget projections. Milpitas and Berryessa stations had a ridership of 327 exits.

Updated at 9am June 23

BART ridership for Monday June 22 was 43,671 representing a 89% drop when compared to June budget projections. Milpitas and Berryessa stations had a ridership of 357 exits.

COVID).

Survey highlights include:

15% of riders surveyed are currently riding BART

A total of 70% of those currently not riding, indicated that they are *very* or *somewhat likely* to ride within the next 12 months

Among the 70% who say they are very or somewhat likely to return to BART in the next 12 months, about 2/3 may come back in the near term

Updated at 11:20am June 22

BART ridership for Sunday June 21 was 16,413 representing a 86% drop when compared to June budget projections. Milpitas and Berryessa stations had a ridership of 388 exits.

Beginning today, BART is extending its 3 extra commute trains on the Yellow Line from Pleasant Hill to/from Daly City to Pittsburg/Bay Point to/from Daly City, as recent ridership data showed the need to extend the train service.

On June 8, BART added 3 trains on the Yellow Line -- its current busiest line -- at its busiest hours. Since June 8, BART ran 3 added trains originating at Pleasant Hill at 6:16am, 6:46am, 7:16am, creating a 15 minute frequency from 5:30am to 7am; in the afternoon, BART ran 3 added trains originating at Daly City at 3:55 pm, 4:15 pm and 4:45 pm, creating a 15-minute frequency between 3:30pm and 5pm.

Starting June 22, the 3 added trains will begin at Pittsburg/Bay Point at 6:01am, 6:31am and 7:01am in the Daly City direction. In the afternoon, the 3 added trains will begin at Daly City at 3:55pm, 4:25pm, and 4:55pm in the Pittsburg/Bay Point direction. The revised schedule still will create a 15-minute frequency between 5:30am and 7am and 3:30pm and 5pm, respectively.

[Click here for a printable PDF of the new Antioch to SFO line schedule with added trains.](#)

Updated at 2:45pm June 21

BART ridership for Saturday June 20 was 22,908 representing a 85% drop when compared to June budget projections. Ridership for Milpitas and Berryessa was 477.

BART ridership for Friday June 19 was 47,163 representing a 88% drop when compared to June budget projections. Ridership for Milpitas and Berryessa was 457.

Updated at 1pm June 19

Updated at 9:30am June 18

BART ridership for Wednesday June 17 was 44,268 representing a 89% drop when compared to June budget projections. Ridership for Milpitas and Berryessa was 395 exits.

Updated at 7:45am June 17

BART ridership for Tuesday June 16 was 43,515 representing a 89% drop when compared to June budget projections. Ridership for Milpitas and Berryessa was 390 exits.

Updated at 9:30am June 16

BART ridership for Monday June 15 was 41,832 representing a 90% drop when compared to June budget projections. Ridership for Milpitas and Berryessa was 361 exits.

Updated at 9am June 15

BART ridership for Sunday June 14 was 15,364 representing a 87% drop when compared to June budget projections. Milpitas and Berryessa stations had a ridership of 501 exits.

BART ridership for Saturday June 13 was 21,186 representing a 86% drop when compared to June budget projections. This was the first day of service to Milpitas and Berryessa. The two new stations had a ridership of 977 exits.

BART ridership for Friday June 12 was 39,177 representing a 90% drop when compared to June budget projections.

BART ridership for Thursday June 11 was 39,676 representing a 90% drop when compared to June budget projections.

Updated at 8:20am June 11

BART ridership for Wednesday June 10 was 39,235 representing a 90% drop when compared to June budget projections.

Today the BART Board of Directors will meet virtually at 9am. Read the [COVID-19 update](#) presentation. Watch the board meeting: <https://www.bart.gov/about/bod/multimedia>

Part of BART's [15 Step Welcome Back Plan](#) is to explore new technologies. Today the Board will get the following update:

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

Updated 9am June 10

BART ridership for Tuesday June 9 was 38,406 representing a 90% drop when compared to June budget projections.

Tomorrow the BART Board of Directors will meet virtually at 9am. Read the [COVID-19 update](#) presentation. Watch the board meeting: <https://www.bart.gov/about/bod/multimedia>

Updated at 9:35am June 9

BART ridership for Monday June 8 was 37,361 representing a 91% drop when compared to June budget projections.

BART learned this afternoon that an employee in a role that interacts with the public has tested positive for COVID-19. The employee wore a mask and gloves and socially distanced themselves during their shifts prior to the test and is now in quarantine. The last day the employee worked in the public was Sunday. Our contact tracing shows the employee had no close contact with the public, however

down with disinfectant at the end of each run. Stations are cleaned multiple times each day with touchpoints wiped down at least six times per janitor shift.

This is the first instance of a front-line employee testing positive for COVID-19. Two employees in “behind the scene” roles who tested positive in the past weeks were quarantined and contact tracing was negative. Both employees have recovered.

BART is complying with Health Insurance Portability and Accountability Act (HIPAA) privacy requirements regarding the sensitive health information of our employees who have tested positive.

Updated at 8:50am June 8

BART ridership for Sunday June 7 was 13,339 representing a 89% drop when compared to June budget projections. (There was a planned track closure with bus bridge on June 7)

Updated at 2:35pm June 7

BART ridership for Saturday June 6 was 18,021 representing a 88% drop when compared to June budget projections. (There was a planned track closure with bus bridge on June 6)

BART ridership for Friday June 5 was 35,404 representing a 91% drop when compared to June budget projections.

Update at 3:30PM June 5

BART ridership for Thursday June 4 was 34,725 representing a 91% drop when compared to June budget projections.

Beginning Monday, June 8, BART will add 3 trains to the morning and afternoon commute on the Yellow Line between Pleasant Hill to Daly City. In the morning, the 3 added trains will originate at Pleasant Hill at 6:16am, 6:46am, 7:16am, create a 15 minute frequency from 6am to 7:30am on our busiest line. In the afternoon, the 3 added trains will originate at Daly City at 3:55 pm, 4:15 pm and 4:45 pm, creating a 15-minute frequency between 4pm and 5pm.

For morning commuters looking to take advantage of the extra service, there is plenty of parking at Pleasant Hill in the early morning hours.

[Click here for a printable PDF of the new Antioch to SFO line schedule with added trains.](#)

As outlined in our [15 Step Welcome Back Plan](#), as riders begin to trickle back, BART is committed to adding trains to increase frequency and help maintain social distancing. Last week we added 2 trains on the Antioch line (one in the morning commute and one in the afternoon commute) to make for 15-minute frequency and next week we plan to add 2 more trains in the morning. We are finalizing the exact time slots and will post the new schedule soon.

Updated at 9am June 3

BART ridership for Tuesday June 2 was 32,142 representing a 92% drop when compared to June budget projections. A variety of curfews were in place in areas we serve on June 2nd however BART maintained the published schedule for essential workers and did not suspend service.

Updated at 8:5am June 2

BART ridership for Monday June 1 was 32,142 representing a 92% drop when compared to June budget projections. A variety of curfews were in place in areas we serve on June 1st however BART maintained the published schedule for essential workers and did not suspend service.

Updated at 9am June 1

BART ridership for Sunday May 31 was 11,924 representing a 88% drop when compared to May budget projections.

BART ridership for Saturday May 30 was 15,568 representing a 89% drop when compared to May budget projections.

BART ridership for Friday May 29 was 34,152 representing a 92% drop when compared to May budget projections.

Updated at 2pm May 29

BART ridership for Thursday May 28 was 33,681 representing a 92% drop when compared to May budget projections for ridership.

Updated at 8:15am May 28

BART ridership for Wednesday May 27 was 33,004 representing a 92% drop when compared to May budget projections for ridership. Wednesday's ridership had 8,799 more riders than one month ago (compared to Wednesday April 22 at 24,205).

Updated at 10:45am May 27

BART ridership for Tuesday May 26 was 32,527 representing a 92% drop when compared to May budget projections.

Today BART released a 15 Step Plan to welcome riders back as the region begins to reopen. The plan outlines cleaning measures, safety protocols, and details on what riders can expect. [Read the plan and watch the train fogging video.](#)

Updated at 9:20am May 26

BART ridership for Monday May 25 (Memorial Day Holiday) was 13,133 representing a 86% drop when compared to May budget projections for holiday ridership.

Updated at 4:40pm May 25

BART ridership for Sunday May 24 was 11,720 representing a 89% drop when compared to May budget projections.

BART ridership for Saturday May 23 was 15,186 representing a 89% drop when compared to May budget projections.

BART ridership for Friday May 22 was 31,376 representing a 92% drop when compared to May budget projections.

Updated at 9:20am May 22

BART ridership for Thursday May 21 was 31,384 representing a 92% drop when compared to May budget projections.

Updated at 12:30pm May 21

BART ridership for Wednesday May 20 was 31,271 representing a 92% drop when compared to May budget projections.

Updated at 10:45am May 20

BART ridership for Tuesday May 19 was 30,978 representing a 92% drop when compared to May budget projections.

projections.

Updated at 9:10am May 18

BART ridership for Sunday May 17 was 9,980 representing a 90% drop when compared to May budget projections.

Updated at 9:10am May 17

BART ridership for Saturday May 16 was 14,484 representing a 90% drop when compared to May budget projections.

BART ridership for Friday May 15 was 30,170 representing a 93% drop when compared to May budget projections.

Updated at 10:10am May 15

BART ridership for Thursday May 14 was 28,966 representing a 93% drop when compared to May budget projections.

Updated at 8:20am May 14

BART ridership for Wednesday May 13 was 29,119 representing a 93% drop when compared to May budget projections.

The BART Board of Directors meets today at 9am. View the [COVID-19 presentation](#) and the [budget presentation](#) which provides an overview on ridership modeling and COVID-19 response measures being evaluated by BART.

Watch the meeting live or archived at <https://www.bart.gov/about/bod/multimedia>

Updated at 1:20pm May 13

BART ridership for Tuesday May 12 was 28,173 representing a 93% drop when compared to May budget projections.

The BART Board of Directors will meet tomorrow. View the [COVID-19 presentation](#) and the [budget presentation](#) which provides an overview on ridership modeling and COVID-19 response measures being evaluated by BART.

This morning, BART General Manager Bob Powers joined a press conference with a national coalition of a number of the country's largest public transportation agencies along with national transportation labor leaders to ask Congress to include at least \$32 billion in transit funding in its next COVID-19 response package. BART is facing about \$600 million in budget deficit when combining this current fiscal year and next fiscal year. Powers noted:

"For the economy to recover, BART and public transit in general must be there. We can't afford to be reactive. We must be up and fully functioning to deliver. We must keep employees healthy and safe, operate a thoroughly clean and disinfected system and put out frequent service. BART and public transportation must be the first choice to avoid gridlock that would slow economic recovery. We've made great strides to get folks out of cars and into transit. We can't trigger deep cuts to unravel our ability to move people."

Watch the press conference at <https://www.youtube.com/watch?v=WmgAff1S5Ps&feature=youtu.be>

Powers' statement begins at 13:24 mark. He also answers questions from Bay Area and national media later in the call.

Updated at 10:30am May 11

BART ridership for Sunday May 10 was 10,221 representing a 90% drop when compared to May budget projections.

Updated at 7:30am May 10

BART ridership for Friday May 8 was 28,220 representing a 93% drop when compared to May budget projections. Friday May 1 had 1,146 more exits compared to the previous Friday (5/1) and 3,690 more exits when compared to 2 weeks ago (4/24).

BART ridership for Saturday May 9 (during a major track closure) was 13,679 representing a 90% drop when compared to May budget projections. Saturday May 2 had 516 more exits compared to the previous Saturday (5/2) when there wasn't a track closure, and 1,784 more exits when compared to 2 weeks ago (4/25).

Updated at 9:20am May 8

BART ridership for Thursday May 7 was 28,113 representing a 93% drop when compared to May budget projections. Thursday May 7 had 2,426 more exits compared to the previous Thursday (4/30).

BART General Manager Bob Powers joined transit systems across the country and sent a [letter](#) to Congressional leaders yesterday requesting urgent assistance in providing aid to public transportation agencies in the next COVID-19 relief bill.

The letter reads in part:

"And though the full impact of the coronavirus pandemic is not yet fully known, the San Francisco Bay Area expects to have \$1.3 billion in lost revenues through 2021 not covered by the CARES Act, NY MTA forecasts an additional \$8.9 billion, and Sound Transit projects an additional \$628.6 million for the same period....

For public transportation agencies, a fuller picture has now emerged of the depth and breadth of COVID-19-fueled revenue losses from dedicated transportation revenue streams, such as farebox, sales taxes, motor fuel taxes, tolls, mortgage-related taxes and other user fees. All funding sources, including those from our supporting localities, that our systems rely upon are taking massive hits as a result of COVID-19, shelter-in-place orders, and the general economic downturn. Our systems will not be able to support the regions we serve without replenishing those losses. Our regions cannot recover without public transportation, and the nation cannot recover without resurgent economies in our regions. Revenue replenishment is our most immediate need in combination with substantial investment in transportation infrastructure to facilitate community recovery while maintaining employment."

Updated at 9:10am May 6

BART ridership for Tuesday May 5 was 27,562 representing a 93% drop when compared to May budget projections. Tuesday May 5 had 2,555 more exits compared to the previous Tuesday (4/28).

Updated at 9:30am May 5

BART ridership for Monday May 4 was 27,070 representing a 93% drop when compared to May budget projections. Monday May 4 had 2,861 more exits compared to the previous Monday (4/27).

BART General Manager Bob Powers will participate in the Bay Area Council's webinar, "Bay Area Impact: COVID-19 Webinar, Transportation Chiefs Edition" on Thursday, May 7th at 11am-Noon. You can register for the event [here](#) .

Updated at 9:30am May 4 (updated at 2:30pm to reflect May baseline budget projections)

BART ridership for Friday May 1 was 27,074 representing a 93% drop when compared to May budget projections. Friday May 1 had 2,544 more exits compared to the previous Friday (4/24).

projections. Sunday May 3 had 1,200 more exits compared to the previous Sunday (4/26).

Updated at 11am May 1

BART ridership for Thursday April 30 was 25,687 representing a 94% drop when compared to April ridership budget projections.

Updated at 11am April 30

BART ridership for Wednesday April 29 was 25,302 representing a 94% drop when compared to April ridership budget projections.

Updated at 12:30pm April 29

BART ridership for Tuesday April 28 was 25,007 representing a 94% drop when compared to April ridership budget projections.

Updated at 5:15pm April 28

BART ridership for Monday April 27 was 24,209 representing a 94% drop when compared to April ridership budget projections.

Updated at 10:45am April 27

BART ridership for Sunday April 26 was 8,763 representing a 91% drop when compared to April ridership budget projections.

Updated at 2:45pm April 26

BART ridership for Friday April 24 was 24,530 representing a 94% drop when compared to April ridership budget projections.

BART ridership for Saturday April 25 was 11,895 representing a 92% drop when compared to April ridership budget projections.

Updated at 9:30am April 24

BART ridership for Thursday April 23 was 24,093 representing a 94% drop when compared to April ridership budget projections.

Updated at 9:45am April 23

BART ridership for Wednesday April 22 was 24,205 representing a 94% drop when compared to April ridership budget projections.

Updated at 3:15pm April 22

BART ridership for Tuesday April 21 was 23,277 representing a 94% drop when compared to April ridership budget projections.

Today the Metropolitan Transportation Commission approved providing BART with \$251.6 million in federal CARES Act FTA funding. The allocation is the first installment of the \$1.3 billion in funding provided to Bay Area transit operators in response to the COVID-19 pandemic. This money, coupled with cost cutting measures we immediately took, will help bridge our multi-million funding gap that was brought on in a matter of weeks by the pandemic. The money will also support BART labor forces, keeping employees safe, healthy, and employed. Read the [press release](#).

BART General Manager Bob Powers sent [this letter](#) to the MTC in support of the Federal Cares Act funding allocation.

Tomorrow, Thursday, April 23, 2020 the BART Board of Directors will meet at 9am. View the [COVID-19 update presentation](#). The public can watch the board meeting at live or archived at <https://www.bart.gov/about/bod/multimedia>

BART Communications also put out today a feature story about how we are taking unprecedented steps to increase the opportunities available to small businesses during the coronavirus outbreak. These efforts are helping to continue essential construction projects and keeping small business employees on the job and drawing a paycheck. Read the feature: <https://www.bart.gov/news/articles/2020/news20200422>

Updated at 11:45am April 21

BART ridership for Monday April 20 was 22,997 representing a 94% drop when compared to April ridership budget projections.

New face covering requirement for BART riders

County health orders in Alameda, Contra Costa, San Francisco, and San Mateo now require all riders to wear face coverings inside BART stations and on-board trains. The orders also require BART to take reasonable measures to remind the public that they need facing coverings and “must take all reasonable steps to prohibit any member of the public who is not wearing a face covering from

Public Communication

Signs with pictograms will be posted in all stations stating: Face coverings required. Please keep 6 ft apart. Non-medical masks, bandanas, scarves, and cloth can be used.

PA announcements inside stations and on-board trains

Platform digital sign messages

Website updates and social media posts

BART Police Deployment and Enforcement Strategies

BART Police Chief Ed Alvarez recently shifted deployment to focus police resources to the entrances of stations and near the faregates. This strategy was put into place to improve safety for our employees and riders and to prevent illegal behavior from occurring. Continuing this deployment will help BART enforce the new orders.

BART Police will be responsible for reminding riders of the new requirement. Consistent with BART's current operating procedures, Station Agents will not be used to enforce the new public health emergency orders as they are not trained law enforcement personnel.

BART Police will give verbal reminders of the requirement to riders without face coverings when police encounter someone not covering their mouth and nose. Police personnel will remind the rider they have the option to use any material to cover their face. Only upon refusal to cover their face with any material will an officer ask the person to leave the system.

Riders should not confront others without a face covering. If someone isn't wearing a face covering, riders should move away from the individual.

Updated at 9:30am April 20

BART ridership for Sunday April 19 was 8,205 representing a 91% drop when compared to April ridership budget projections.

The BART Board of Directors will meet on Thursday, April 23 at 9am. View the [COVID-19 update presentation](#). The public can watch the board meeting at live or archived at <https://www.bart.gov/about/bod/multimedia>

Updated at 8:30am April 19

BART ridership for Saturday April 18 was 11,249 representing a 93% drop when compared to April ridership budget projections.

and 715 between Pittsburg Bay Point, Pleasant Hill and Downtown Oakland. Riders who use to take the 712 can now drive to Macarthur to catch the 705 or take the first SFO train at 5:01am or Antioch train at 5:41am. Riders who use to take the 715 can now drive to Pleasant Hill to catch the 702 or catch the first train at 5:07 am (N. Concord) or 4:56 (Concord).

All other Early Bird Express changes begin April 27. [Read the full announcement.](#)

"Cover Your Face" health order

Bay Area counties including San Francisco, Alameda and Contra Costa have issued a new "Cover Your Face" health order requiring anyone working at or visiting an essential business, including public transit, to wear face coverings to help reduce the spread of COVID-19. BART will post signs early next week to alert riders they are required to wear face coverings.

[CDC recommends wearing cloth face coverings](#) that can be fashioned from household items or made at home from common materials. The cloth face coverings recommended are not surgical masks or N-95 respirators. Those are critical supplies that must continue to be reserved for healthcare workers and other medical first responders, as recommended by current CDC guidance.

The impact of these orders on BART employees and contractors include:

Employees and contractors must wear mask/ coverings when:

- in any BART facility
- in any BART parking lot or garage
- in any train (in or out of service)
- in any District vehicle with others

Masks/ coverings are not required but must be readily available (around neck or in pocket) and can be quickly put on if someone enters the room or workspace in these situations:

- in nonpublic office alone
- in a breakroom alone
- on the right of way, including yards and local control, where social distancing is observed (six-foot separation)

The new order does not replace the counties' stay-at-home health order or the need to maintain physical distancing, wash hands frequently and cover coughs and sneezes – all fundamental to reducing the spread of COVID-19.

Updated at 4:15pm April 17, 2020

Beginning Monday, April 27, 2020, service on all 13 Early Bird Express (EBX) bus routes will be reduced or discontinued until further notice due to decreased ridership during shelter-in-place orders. In mid-March, the network carried roughly 1,000 riders per day. Today, that number has dropped to between 100 and 150 riders, an 85-90% decline in ridership.

Since the shelter-in-place order was established, BART and its seven partnering bus agencies have been working to monitor ridership trends, evaluate potential service options, and craft a data-driven service plan. EBX service needs to be reduced to match demand, save costs and support our transit partners in maintaining reliable service based on staffing levels. Partner bus agencies have also indicated that EBX service reductions are needed to free up their overall service capacity to sustain their core routes.

The following routes will continue running with the number of daily trips reduced:

- 701 (Pittsburg/Bay Point Station to Salesforce Transit Center)
- 702 (Pleasant Hill Station to Salesforce Transit Center)
- 704 (El Cerrito Del Norte Station to Salesforce Transit Center)
- 705 (MacArthur Station to Salesforce Transit Center via 19th St./Oakland Station)
- 706 (Bay Fair Station to Salesforce Transit Center via Fruitvale Station)
- 713 (Salesforce Transit Center to San Francisco International Airport Station)
- 714 (Salesforce Transit Center to Daly City Station)

The following routes will be discontinued:

- 703 (Dublin/Pleasanton Station to Salesforce Transit Center)
- 707 (Fremont Station to Salesforce Transit Center)
- 708 (El Cerrito Del Norte Station to 19th St./Oakland Station)
- 709 (Antioch Station to Pittsburg/Bay Point Station)
- 712 (Pittsburg/Bay Point Station to 19th St./Oakland Station)
- 715 (North Concord Station to Pleasant Hill Station)

[Click here to view a detailed PDF outlining all changes and alternative travel options](#)

BART staff will conduct in-person outreach on Monday, Tuesday and Wednesday (April 20-22) at the Salesforce Transit Center and at 19th St./Oakland Station. Signage will also be posted at all EBX departure stations informing riders about the changes. Phone operators at BART's Transit Information Center are also available Monday-Friday, 8 am-6 pm at 510-465-BART (2278) to assist with planning travel.

ridership budget projections.

On Thursday the city of San Francisco barricaded the plazas at 16th and 24th Street Mission stations to prevent social gatherings. The stations remain open while the plazas are barricaded.

The MTC will consider initial distribution to Bay Area transit operators of CARES Act funding next Wednesday, April 22. The complete agenda and packet materials for the Commission meeting are now posted on the MTC website at www.mtc.ca.gov. The proposed initial allocation for BART is \$251.6 million.

On Thursday, April 16, the Legislature began its formal process of considering how to budget for and respond to the COVID-19 pandemic, with a hearing of the Senate's Special Budget and Fiscal Review Subcommittee on COVID-19 Response. BART General Manager Bob Powers submitted [this letter](#) to the subcommittee outlining COVID-19 impacts to BART.

Updated at 8:00am April 16, 2020

BART ridership for Wednesday April 15 was 24,498 representing a 94% drop when compared to April ridership budget projections.

Updated at 5pm April 15

BART will join transit agencies across the United States in a singular show of appreciation for transit workers as public transportation vehicles will blow their horns.

On Thursday, April 16, at noon Pacific Time, BART trains will #SoundTheHorn in unison with transit agencies across the country, such as AC Transit, New York City Subway and Amtrak. The horns will be blown to honor the hard-working and essential public transit employees who continue to move people to their destinations during the current COVID-19 pandemic. [Read the announcement.](#)

Updated at 11:15am April 15, 2020

BART ridership for Tuesday April 14 was 23,890 representing a 94% drop when compared to April ridership budget projections.

Updated at 9:00am April 14, 2020

BART ridership for Monday April 13 was 24,271 representing a 94% drop when compared to April ridership budget projections.

Updated at 9:00am April 13, 2020

additional entrance closures in downtown Oakland.

Updated at 10:15am April 12, 2020

BART ridership for Saturday April 11 was 11,292 representing a 93% drop when compared to April ridership budget projections.

BART ridership for Friday April 10 was 24,401 representing a 94% drop when compared to April ridership budget projections.

Updated at 10:20am April 10, 2020

BART ridership for Thursday April 9 was 24,688 representing a 94% drop when compared to April ridership budget projections.

Starting Monday April 13, BART will temporarily close several entrances at the four downtown San Francisco stations as well as additional entrances at the 12th & 19th Street stations in Oakland. The closures will help us focus our cleaning efforts and to improve safety for our employees and riders during times of record low ridership and the COVID-19 pandemic.

Downtown San Francisco station details:

All entrances on the north side of Market Street will remain open, while all entrances on the south side of Market will be closed. We prioritized the north of Market Street entrances after careful analysis of a number of factors including where the majority of riders are currently entering and exiting, ADA access, and known hot spots for illegal behavior. The north side of Market is where the elevators are located

Downtown Oakland station details:

The 12th Street Station will be accessible from the Williams Plaza and De Lauer's News Stand at the center of the station, and 11th and Broadway (south end of station near the Marriott).

The 19th Street Station will be accessible from 17th and 20th Streets on the south side of Broadway.

All stations remain ADA accessible and signs in multiple languages will be posted at the closed entrances noting others remain open to avoid confusion.

Updated at 8:45am April 9, 2020

BART ridership for Wednesday April 8, the first day of 30 minute train frequency, was 25,507 representing a 94% drop when compared to April ridership budget projections. 871 fewer riders rode Wednesday compared to Tuesday.

Updated at 1:15pm April 8, 2020

Ridership data from this morning's commute shows social distancing was possible on all trains. Station entry data shows the busiest train was the train that left the Pittsburg Transfer Platform on the Antioch to SFO line at 6:45am. By the time the train reached 19th Street Station there was an average of 20 people on board each car. It dropped to 17 at Embarcadero, 13 at Montgomery, and 10 at Powell. BART had previously determined and reported to the Board of Directors that social distancing can be achieved with an average of 26 people per car on our legacy fleet and 32 people per car on the Fleet of the Future. BART is running long trains and riders should spread out and use all cars. If a car seems too crowded to achieve social distancing, move to another car.

Here is a look at the average people per car data on our busiest line (Antioch to SFO) this morning. It shows this line had an average of 1-20 riders per car during the morning commute.

Other lines had far fewer riders.

The Dublin Pleasanton to Daly City (Blue) line had an average of 3-14 riders per car during the morning commute.

The Richmond to Warm Springs (Orange) line had an average of 3-10 riders per car.

The Richmond to Millbrae (Red) line had an average of 3-9.

The Warm Springs to Richmond (Orange) line had an average of 4-10.

The Warm Springs to Daly City (Green) line had an average of 4-13.

Updated at 9:40am April 8:

BART ridership for Tuesday, April 7, 2020 was 26,378 representing a 93% drop when compared to April ridership budget projections. Today is the first day of trains running every 30 minutes. 26 trains are running systemwide at any one time (we usually run 56 trains during the peak commute time). All trains are long and announcements are being made to remind riders to spread out to maintain social distancing.

Updated at 9:15am April 7, 2020

BART ridership for Monday, April 6, 2020 was 24,909 representing a 94% drop when compared to April ridership budget projections.

Update at 3:50pm April 6, 2020

Starting Wednesday, April 8, Monday-Friday service will run every 30 minutes systemwide all day, with 3-line service beginning earlier in the evening and single tracking in San Francisco starting at around

The online [Trip Planner](#) has been updated. PDFs of the new schedule have been posted on the [Schedule .pdfs page](#).

[Read the full announcement.](#)

Updated at 9:20am April 6, 2020

BART ridership for Sunday, April 5, 2020 was 7,835 representing a 92% drop when compared to April ridership budget projections.

The BART Board of Directors will hold its regular board meeting on Thursday, April 9th at 9am. The virtual meeting will be streamed live on our website at <https://www.bart.gov/about/bod/multimedia>

The Board will get an update on COVID-19 efforts and impacts. View the [presentation](#).

We strongly encourage public comments to be submitted via email. You may submit comments via email to board.meeting@bart.gov, using “public comment” as the subject line. Your comment will be read into the record and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before 9:00 a.m. in order to be included in the record. For those who cannot watch the Board Meeting live at bart.gov, you may listen to the Meeting by calling 1 888-204-5987 and entering access code 6866418.

Updated at 4:24pm April 5, 2020

BART ridership for Saturday, April 4, 2020 was 11,430 representing a 93% drop when compared to April ridership budget projections.

Updated at 11am April 4, 2020

BART ridership for Friday, April 3, 2020 was 28,965 representing a 93% drop when compared to April ridership budget projections.

This weekend we are taking advantage of low ridership to do extra track work. By increasing essential rebuilding projects we can also save our operating budget by shifting crews to focus on capital budget funded projects.

Saturday: Cable replacement between Orinda and Lafayette all day (Upon expedited request).

Sunday: Cable replacement between Embarcadero and 24 Mission until ~7pm.

Sunday: Track resurfacing between Union City and South Hayward all day.

BART ridership data for March 2020 has been uploaded at <https://www.bart.gov/about/reports/ridership>. Monthly ridership data and daily ridership data that is station specific, including origin and destination pairs are available for public access.

Updated at 1:20pm April 2, 2020

BART ridership for Wednesday, April 1, 2020 was 29,896 representing a 93% drop in ridership. New April ridership baselines have been established for weekdays and weekends based on what April ridership was budgeted to be.

BART has now posted new signage at entrances of all stations and all employee work locations districtwide to comply with new shelter in place orders. The posters included the mandated language outlined in the orders and a social distancing protocol that outlines the measures taken to protect employee health, maintain social distancing, and sanitization efforts.

View the [poster](#) and the [protocol document](#).

Updated at 1:20pm April 1, 2020

BART ridership for Tuesday, March 31, 2020 was 28,877, representing a 93% drop compared to an average Tuesday in February 2020 (see our chart above). Starting tomorrow, new baselines will be established for April comparisons since ridership expectations vary month by month.

While the new shelter in place orders have a section about construction, they do allow for BART to continue work on essential capital projects during the shelter in place orders.

Updated at 9:15am March 31, 2020

BART ridership for Monday, March 30, 2020 was 29,584, representing a 93% drop compared to an average Monday in February 2020 (see our chart above).

Starting March 31, BART is closing secondary station entrances at 12th Street Oakland City Center and 19th Street Oakland stations to help focus our cleaning efforts and to improve safety during times of low ridership.

At 12th Street Station, the following entrances are closed:

1. Broadway and 14th St north end
2. Street Access to Wells Fargo on Broadway
3. 13rd and Broadway, near the now-closed Burger King

1. 1930 Broadway center of station
2. Previously closed 1733 Broadway south end
3. 1955 Broadway (Uptown Station) north end

BART closed the following station entrances prior to March 31:

1. Balboa Park north end
 2. Powell north long corridor
 3. Downtown Berkeley south end
-

Updated at 9:30am March 30, 2020

BART ridership for Sunday, March 29, 2020 was 9,453, representing a 90% drop compared to an average Sunday in February 2020 (see our chart above).

To help ease our operating budget, this past weekend we sent some escalator and elevator crews to the Milpitas Station for some prep work, which is paid for with the capital budget.

BART continues to use the downtime from shelter in place and recent 9pm service closure to help rebuild its system. For more information, [visit here](#).

Updated at 11:30am March 29, 2020

BART ridership for Saturday, March 28, 2020, was 12,389, representing a 92% drop compared to an average Saturday in February 2020 (see our chart above).

Crews continue our home improvement projects during this time of very low ridership and to take advantage of closing at 9pm. Pictured below is a crew member getting access to the platform earlier than usual to do electrical work. New LED lighting is being installed throughout the station.

Updated at 10:30am March 28, 2020

BART ridership for Friday, March 27, 2020, was 31,142, representing a 92% drop compared to an average Friday in February 2020 (see our chart above).

Updated at 8:45am March 27, 2020

BART ridership for Thursday, March 26, 2020, was 31,601, representing a 92% drop compared to an average Thursday in February 2020 (see our chart above).

restroom and re-open it. It's part of the station's modernization project.

Capital projects are not paid for by operating funds, meaning our 90% ridership dip and related huge revenue loss isn't impacting planned capital projects.

Capital project workers, including contractors who are working on the 19th St restroom, are maintaining social distancing at work.

BART is utilizing this period of extreme low ridership to get work done. Certain major capital projects will benefit from service closure at 9pm, like: 19th Street Station Modernization; El Cerrito del Norte Station Modernization; Rail Grinding; Rail Replacement; and Transbay Tube Cathodic Protection.

Updated at 2:55pm and 8am March 26, 2020

BART ridership for Wednesday, March 25, 2020, was 32,625, representing a 92% drop compared to an average Wednesday in February 2020 (see our chart above).

The estimated loss revenue impact for March-to-date (through 3/25) is -\$17,495,000, and a loss of 4.172M trips. Projections for the full month of March is a loss of \$24,663,000 with a loss of 5.878M trips.

BART budget staff is waiting to find out how much money BART will receive from the federal stimulus package to help support our operating budget and running service. There will be approximately \$1.3B provided to the MTC to divide up among Bay Area transit operators.

Updated at 9:25am March 25, 2020

BART ridership for Tuesday, March 24, 2020, was 32,117, representing a 92% drop compared to an average Tuesday in February 2020 (see our chart above).

Read the [statement from BART General Manager Bob Powers](#) on \$25 billion in transit funding included in Senate bill to be voted on.

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

BART Board President Lateefah Simon called a Special Meeting of the Board of Directors on Thursday, March 26, 2020, at 9:00 a.m. Pursuant to Governor Newsom's Executive Order N-25-29 and the California Shelter-in-Place mandate, which prevents all but essential travel, public participation for this meeting will be via teleconference only. To listen to the Special Board Meeting, please dial 1-888-204-5987 and enter access code 6866418.

We strongly encourage public comments to be submitted via email. Please send comments on Item 3 only to board.meeting@bart.gov, using "Public Comment" as the subject line. Your comment will be

Individuals may also be given an opportunity by the moderator to speak during the Public Comment section of the meeting. Public comments will be limited to three (3) minutes per person.

[View the presentation that will be given.](#)

Updated at 9:20am March 24, 2020

BART ridership for Monday, March 23, 2020 was 34,933, representing a 91% drop compared to an average Monday in February 2020 (see our chart above).

Last night's 9pm closure was without incident. The "grand meet" which is when the last trains of the evening all meet at MacArthur to ensure riders transfer to the last train home occurred at 9:52pm.

SFO is offering a free shuttle between some of our stations and the airport after 9pm. [Read the flyer](#) for full details.

AC Transit has created a special page outlining station by station bus options after 9pm. The page provides alternative routes from inner East Bay BART stations to and from San Francisco, downtown Oakland, and downtown Berkeley between 9:00 p.m. and midnight: <http://www.actransit.org/bus-alternatives-for-inner-east-bay-bart-stations-between-900-p-m-and-midnight/>

Updated at 9:45am March 23, 2020

BART ridership for Sunday, March 22, 2020 was 12,737, representing a 87% drop compared to an average Sunday in February 2020 (see our chart above). 24,269 fewer riders rode on Sunday compared to the previous Sunday before the shelter in place order was made.

Today BART General Manager Bob Powers joined other transit leaders across the nation in sending a [letter](#) to Senate and House leadership requesting that any federal relief package include at least \$25 billion of dedicated support for public transportation agencies.

Updated at 10:20am March 22, 2020

BART ridership for Saturday, March 21, 2020, was 18,793, representing a 87% drop compared to an average Saturday in February 2020 (see our chart above). 39,394 fewer riders rode on Saturday compared to the previous Saturday before the shelter in place order was made and 94,595 fewer than 2 Saturdays ago.

BART ridership for Friday, March 20, 2020 was 42,461, representing a 89% drop compared to an average Friday in February 2020 (see our chart above). 11,570 fewer riders rode on Friday compared to Tuesday which was the first full day of the shelter in place order.

Updated at 9:15am March 20, 2020

BART ridership for Thursday, March 19, 2020 (the third full day of the shelter in place order) was 45,915, representing a 89% drop compared to an average Thursday in February 2020 (see our chart above). 8,116 fewer riders rode on Thursday compared to Tuesday which was the first full day of the shelter in place order.

Starting Monday, March 23, 2020, BART will provide service Monday-Friday from 5am-9pm (currently service is 5am-midnight). Current weekday train frequency will remain.

Starting Saturday March 28, 2020, Saturday and Sunday service will be from 8am-9pm (currently Saturday service is 6am-midnight and Sunday is 8am-midnight). Current weekend train frequency will remain.

For riders impacted by the service hour changes, BART staff continues to update the Trip Planner www.bart.gov/planner to cancel trains after 9pm and before 8am on Saturday so riders may plan accordingly and ahead.

Cancelled BART trains will show on the Trip Planner with a red strikethrough on its time of arrival and message "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." The Trip Planner will show other public transit alternatives available.

On the Trip Planner, riders can plug in their home address, work address or their next destination to find the most transit-friendly route. Riders have ability to combine other modes such as walking, bicycling and driving into their itinerary. Riders can plan hours and days ahead of their planned trip using the BART Trip Planner.

Updated at 2:20pm March 19, 2020

BART to temporarily reduce service hours based on ridership data

Announced on Monday April 6: Starting Wednesday, April 8, Monday-Friday service will run every 30 minutes systemwide all day, with 3-line service beginning earlier in the evening and single tracking in San Francisco starting at around 8pm. Effectively, every other train is being cancelled Monday-Friday. Weekend service will remain unchanged at this time.

Read the full [announcement](#).

The online [Trip Planner](#) has been updated. PDFs of the new schedule have been posted on the [Schedule .pdfs page](#).

Starting Monday, March 23, 2020, BART will provide service Monday-Friday from 5am-9pm (currently service is 5am-midnight). Current weekday train frequency will remain.

Starting Saturday March 28, 2020, Saturday and Sunday service will be from 8am-9pm (currently Saturday service is 6am-midnight and Sunday is 8am-midnight). Current weekend train frequency will remain.

All riders must be in the system by 8:45pm to have a guaranteed ride to their destination.

BART will monitor ridership data each day to determine how long these service hours will be in effect.

SFO is offering a free shuttle between some of our stations and the airport after 9pm. [Read the flyer](#) for full details.

[AC Transit](#) currently offers late night transbay bus service.

AC Transit has created a special page outlining station by station bus options after 9pm. The page provides alternative routes from inner East Bay BART stations to and from San Francisco, downtown Oakland, and downtown Berkeley between 9:00 p.m. and midnight: <http://www.actransit.org/bus-alternatives-for-inner-east-bay-bart-stations-between-900-p-m-and-midnight/>

Other systems the currently offer some level of service around BART's service area after 9pm:

Capitol Corridor

SFMTA

Caltrain

SamTrans

County Connection

Tri Delta Transit

Other agencies may be modifying service as well during the Shelter in Place order. Once you plan your alternative trip, please check the agency's website as their planned trip information may have changed as well.

Read the full [announcement](#).

Updated at 9:10am March 19, 2020

BART ridership for Wednesday, March 18, 2020 (the second full day of the shelter in place order) was 48,085, representing a 88% drop compared to an average Wednesday in February 2020 (see our chart above). 5,946 fewer riders rode on Wednesday compared to Tuesday.

schedule of 15-minute headways during commute hours will remain systemwide. The trains being cancelled are the extra trains that provide more frequent service during our busiest hours on our busiest line. These trains are traditionally cancelled during periods of low ridership, such as the December holiday season.

Social distancing will remain possible on the yellow line all day. BART staff pulled data from Wednesday morning showing cars that make up the extra commute trains carried an average of 7 riders per car. Moving these riders to the base trains that run every 15 minutes will not cause crowding and riders will be able to maintain social distancing.

The Trip Planner and platform digital monitors will show the eliminated trains as “cancelled.”

Temporarily eliminating these extra trains during low ridership will reduce maintenance needs, allow for additional cleaning of the cars, and provide train operators to backfill vacancies.

Updated at 10am March 18, 2020

BART ridership for Tuesday, March 17, 2020 (the first full day of the shelter in place order) was 54,031, representing a 87% drop compared to an average Tuesday in February 2020 (see our chart above).

Updated at 4:15pm March 17, 2020

BART issued a [press release](#) today calling for emergency stimulus funds. Initial data for Tuesday’s commute shows an 85% decline. That level of decline will cost BART a loss of approximately \$37M per month in fare and parking revenue. A sustained ridership loss of 85% and a 50% reduction of economic activity impacting other revenue sources could reduce BART’s monthly revenues by \$55M. (Update 3/22: with a 90% reduction this number grows to \$57M)

We are also sharing this [fact sheet](#) (Fact sheet was updated on 3/22 click [here](#) to view latest version) about the financial impact of the pandemic and shelter in place orders. Last week [letters](#) were sent local, state, and federal officials about securing COVID-19 related emergency funds.

Updated at 9:00am March 17, 2020

BART ridership for Monday, March 16, 2020 was 118,572 representing a 70% drop compared to an average Monday in February 2020 (see our chart above).

BART is running regular service for essential workers during the shelter in place order. Trains are long to allow for social distancing. There was no crowding today during the morning commute, but trains did carry people, indicating there are essential workers who depend on transit. See below for details about the shelter in place order.

Today's shelter in place emergency order from local counties considers BART as an essential business.

BART will continue to provide regular service for riders performing essential activities and for riders travelling to and from "essential business" work, with long enough trains to allow for social distancing. Based on ridership levels last week and over the weekend, social distancing is happening on BART. Last week BART served 24%-61% fewer riders depending on the day of the week. There is enough space for riders to remain 6 feet from each other. Increased cleaning and disinfecting are continuing in stations and trains.

The order provides the following guidelines specific to transit:

BART, along with other essential businesses, is "strongly encouraged to remain open."

To the greatest extent feasible, BART should allow for Social Distancing of at least six feet from any other person including, but not limited to, when any customers are standing in line.

People must use public transit only for purposes of performing Essential Activities or to travel to and from work to operate Essential Businesses or maintain Essential Governmental Functions and Essential Infrastructure operations and maintenance. People riding on public transit must comply with Social Distancing Requirements, to the greatest extent feasible. The shelter in place order defines each of those categories.

Essential travel also includes travel:

- to obtain necessary services or supplies for themselves and their family or household members.
- to engage in activities or perform tasks essential to their health and safety, or to the health and safety of their family or household members.
- to care for elderly, minors, dependents, persons with disabilities, or other vulnerable persons.
- to or from educational institutions for purposes of receiving materials for distance learning, for receiving meals, and any other related services.
- to return to a place of residence from outside the jurisdiction.
- required by law enforcement or court order.
- required for non-residents to return to their place of residence outside the County.

BART staff and frontline workers continue to deliver safe BART service. BART staff is being provided the tools they need to perform their job safely including hand sanitizer, germicidal wipes, face masks for positions that require them, and other personal protective equipment. We offer an Employee Assistance Program with resources that can assist with child/elder care referrals, financial consultation and counseling with a licensed mental health clinician.

If you are sick, we ask you not to ride BART. If your travel isn't essential, we ask that you follow the order and not ride BART.

BART ridership for Sunday, March 15, 2020 was 37,006 representing a 61% drop compared to an average Sunday in February 2020 (see our chart above).

BART is running regular service today. With fewer riders and increased disinfecting, social distancing is possible and we are committed to regular service for those who rely on transit.

BART continues to provide ridership figures as we believe transparency is critical in times of emergency. The ridership figures show that people are staying home if they can, that there are people who still need to go to work in person and BART plays a critical role in moving them, that there is no crowding on trains and social distancing is possible, and we are committed to sharing as much information with the public as we can.

BART's Twitter poll asking riders their opinion about personal hand straps was available for voting until 2 pm Sunday. The final results are in: with 4,082 total votes on Twitter, 74.9% of the voters said yes to the personal hand strap idea. Other feedback from Facebook and Instagram showed similar levels of support for the personal hand strap. We will announce to the public if there are any new developments.

(Posted at 9:45am March 15, 2020 and updated with picture at 11:45am)

BART ridership for Saturday, March 14, 2020 was 58,187 representing a 61% drop compared to an average Saturday in February 2020 (see our chart above).

BART is running regular Sunday service with planned single tracking for cable replacement work. The single-tracking is between Embarcadero-24 Mission. Expect 10-15 min delays between Embarcadero- 24 Mission for most of the day. Blue Line will turn back at Montgomery. We are running 10 car trains through SF so riders can maintain space between each other. Platforms are not crowded. Here is a look at Montgomery at 11am today:

BART staff continues increased disinfecting and riders can maintain social distancing on stations, on platforms and inside trains due to lower ridership.

For the coming week, we will continue regular service with no planned service reductions. We expect further drops in ridership with school closures in effect throughout the region.

BART's Twitter poll asking riders their opinion about personal hand straps will be active until 2pm today. Currently more than 4,000 people have voted with 75% liking the idea. [Watch the video and take the Twitter poll](#)

Riders are encouraged to sign up for BART news at <https://cloud.info.bart.gov/signup>

(Updated 10:20am March 14, 2020)

SAT: Single-tracking for Yellow Line after 11:30pm due to work in Berkeley Hills Tunnel.

SUN: Single-tracking between Embarcadero-24 Mission for cable replacement work. Expect 10-15 min delays between Embarcadero- 24 Mission for most of the day. Blue Line will turn back at Montgomery.

On Friday, General Manager Bob Powers filmed a video showcasing a prototype of a personal hand strap we are considering. Riders could take them home and clean it before use. We want to know if this is worthwhile before we order more. [Watch the video and take the Twitter poll](#) (the poll is open through Sunday morning).

(Updated 9:20am March 13, 2020)

BART ridership for Thursday, March 12, 2020 was 231,820 representing a 45% drop compared to an average Thursday in February 2020.

BART continues to run regular service and we are not considering reduced service or a system shut down unless forced to do so. We've seen headlines and social media posts stating BART is considering reduced service or shutting down. We want our riders to know we plan to continue to run regular service and we will only reduce or close if the Governor or medical professionals direct us to.

There are also rumors of BART employees with COVID-19. We are unaware of any positive tests and employees are accounted for.

We have confirmed with staff that we have completed installing hand sanitizer dispensers at all stations.

(Updated 10:20am March 12, 2020)

BART ridership for Wednesday, March 11, 2020 was 268,192 representing a 35% drop compared to an average Wednesday in February 2020.

Today our General Manager provided an update to our Board of Directors about our prevention efforts. You can [watch the update here](#) once the board meeting has completed. (click on GM Report):

General Manager Powers confirmed that hand sanitizer dispensers began to be installed last night and as of today (Thursday March 12, 2020) BART has enough supply to last 7-10 days. Staff is working to purchase more and is in communication with vendors. Increased cleaning and disinfecting continues.

The Governor's call to cancel gatherings of 250 people or more includes an exemption for transit as it is an essential service. However, we want our riders to know, there is currently no crowding at BART and

BART will communicate in real time with the public using email/text alerts, the BART website and [the official app](#), social media, in-station announcements, posted signs, and through the news media. We have ensured layers of staffing trained to distribute information.

Riders are encouraged to sign up for BART Service Alerts via email or text and BART news at <https://cloud.info.bart.gov/signup>

(Updated 2:45pm March 11, 2020)

BART will deploy hand sanitizer to each station starting tonight. All 48 stations will have at least one dispenser mounted in the paid area of the station.

With less crowding, riders can maintain distance from each other. According to public health officials, maintaining an arms-length space between people will help prevent the spread of COVID-19.

BART ridership for Tuesday, March 10, 2020 was 292,011 representing a 30% drop compared to an average Tuesday in February 2020 (415,760).

Financial impact being assessed

Fewer riders means less revenue to BART. Currently 60% of our budget to provide service is from fare dollars. Dips in ridership are a serious financial concern. BART staff is assessing the financial impact, which at current ridership levels is estimated at approximately \$450,000 to over \$600,000 each weekday in fare revenue loss. Increased cleaning will also come with a price tag. In the coming days and weeks, BART will be actively pursuing emergency aid from local, state and federal sources to help keep our budget whole and deliver service.

Despite these financial challenges, BART is committed to continuing to provide reliable service and to be a vital part of the Bay Area's response to the corona virus. BART is a critical lifeline for the many health care providers and others who rely on the system to get to and from work to maintain essential services.

(Updated 11am March 10, 2020)

BART ridership for Monday, March 9, 2020 was 301,547, representing a 25% drop compared to Monday, February 24, 2020 which had 403,002.

(Updated 9:30am March 9, 2020)

BART ridership for the work week of March 2-6, 2020 was down 8% compared to the previous week. The average ridership for the week was 380,000.

The safety of BART riders and employees is our top priority. Since January 2020, BART has been actively monitoring and responding to the COVID-19 virus situation while communicating with local, state, and federal public health and emergency officials. BART follows the guidance and recommendations of local public health departments, California Department of Public Health, Centers for Disease Control and Prevention, and the World Health Organization, and frequently communicates safety information to employees and the public.

Since March 2nd, a cross-functional Pandemic Taskforce has been meeting twice a week to actively formulate a response plan, implement health and safety measures, and monitor COVID-19 developments to protect the health and safety of BART riders and employees and to ensure continuity of operations. Communication protocols have been clearly defined to ensure developments are being shared with all stakeholders including all BART employees.

On May 27, 2020 BART released a [15-step plan](#) to welcome riders back. It outlines what riders can expect when riding our system.

BART also partnered with transit agencies from the nine Bay Area counties to launch "Riding Together, Bay Area Healthy Transit Plan," a comprehensive strategy with shared commitments to limit the spread of COVID-19. This website also includes a performance dashboard on topics such as mask compliance rates and capacity for safe distancing: <http://www.healthytransitplan.com/>

The District has taken the following preparedness actions:

Rider and Employee Safety

Station Agents and Train Operators disinfect their booth or train cab interior twice per shift/run.

Train cars are fogged with disinfectant every 24 hours.

Touchpoints inside of all train cars are wiped down with disinfectant at end of line stations.

Touchpoints inside all stations and elevators are wiped down with disinfectant several times daily.

Maintenance crews disinfect the inside of each maintenance vehicle daily.

Hand sanitizer dispensers are installed at all stations with large signs.

Masks are available to the public at all stations (see the station agent booth) and officers and ambassadors have extra masks for those who need one.

The cleaning and disinfecting of employee work areas and breakrooms has been prioritized.

Decontamination, notification, contact tracing, and testing protocol for employee potential COVID-19 exposure has been established.

[Signs](#) announcing that everyone who enters BART must wear a mask and social distance are posted at all station entrances in [multiple languages](#).

[Select secondary entrances](#) at stations throughout the system have been temporarily closed to allow police and station personnel to focus their efforts on remaining entrances.

prescreening and testing capability.

BART partnered with UCSF and community partners to offer free COVID-19 testing for riders, employees and community members at the 24th Street Station Plaza in San Francisco. It is believed to be a first-in-the-nation pilot program to provide low-barrier COVID-19 testing — free, simple, and convenient — at a central transit hub. We also worked with community partners to provide free tests at Union City, West Oakland, Fruitvale, North Berkeley, and Coliseum.

Staff is [upgrading air filters to MERV 14](#) (previously MERV 8 filters were being used) and UV lighting in HVAC duct work of train cars to kill viruses in the air flow. The air you breathe while riding BART is filtered more effectively than that in the typical office or indoor setting like a grocery store or pharmacy, with an entire train car's air being replaced every 70 seconds.

Elevators have significant air exchange by design compared to many indoor spaces and are required by code to have openings for ventilation. While riders are in an elevator for a very short duration- one minute or two, it is important to point out that fresh air is introduced every time the elevator door opens, and BART elevators include exhaust fans in the ceiling to increase ventilation.

Social Distancing Protocols

Long trains are running system-wide to allow for social distancing and PA announcements are made on trains and in stations every 15 minutes reminding customers that they must wear a mask and social distance. Decals reminding riders to spread out are inside trains and stations.

Mandated Social Distancing Protocol form and posters are posted at all BART facilities.

Station Agents are directed to stay in their booth with the door closed, with one agent per booth and to provide service with minimal contact and social distancing. Station Agents are able to check Clipper cards through the glass and check tickets through the slot. If the Agent must leave the booth, they have been instructed to maintain social distancing.

Breakrooms and outdoor break areas at maintenance facilities have fewer chairs to ensure 6-ft social distancing.

Social distancing is discussed during daily Safety Briefings to ensure compliance while performing work.

Additional maintenance vehicles have been added to transport crews to work site to support social distancing.

Maintenance crew assignments are staggered to prevent gathering of personnel.

Health & Safety Communications

[Good hygiene](#) signs in multiple languages are posted at all BART facilities.

[“Face coverings required”](#) posters in [multiple languages](#) and pictograms are posted in all stations.

[Posters](#) are displayed at all station agent booths letting riders know free masks are available at agent booths.

[Posters celebrating the rich cultural history](#) of wearing masks are posted inside stations and onboard trains. These posters use art to remind people that masks have always served a useful function.

Posters on board train cars remind riders that [masks are required](#) and [cars are disinfected daily](#).

[Decals](#) are posted in train car windows, inside stations, and elevators reminding riders to social distance.

bart.gov is updated daily with ridership data. [Crowding data](#) is being posted weekly to show riders the expected crowding level per car.

[Air flow and air filter](#) details have been shared on bart.gov and social media.

Multiple communication channels are utilized to reach a wide audience including email blasts, BART app, SMS text, BART Watch app push notifications, train operator announcements, PA announcements, platform digital signs, and frequent news media updates.

Weekly Safety Updates are sent to all employees on COVID-19 updates and safety guidance, and more often as specific guidance requires.

HR guidance documents are shared with all employees with updates related to the Family First Coronavirus Response Act, Shelter in Place orders, remote work arrangements, COVID-19 testing protocols and the hotline for essential onsite employees, advice for managing fears around COVID-19, BART's Employee Assistance Program, and more.

Internal messaging is posted on monitors in shops, booths, and at key reporting locations.

Weekly meetings are held with union leaders to discuss issues and collaborate on safety improvements.

Personal Protective Equipment

All employees have been issued face coverings or face masks as appropriate (N95, Surgical, & Cloth).

We are maintaining proper inventory of PPE.

All employees have received a one-time payroll allowance for additional PPE purchases.

All employees have disinfectant and hand sanitizer with daily visual inventory checks by supervisors.

Staff has been issued enhanced PPE where available and necessary (i.e. face shields, respirator masks, gloves, goggles, Tyvek suits).

Masks are available for riders at all stations.

Current prevention tips include:

Stay home when you are sick.

Wear a face covering (required at BART)

Wash your hands often with soap and water for at least 20 seconds. If soap and water are not available, use an alcohol-based hand sanitizer.

Avoid touching your eyes, nose and mouth.

Ridership charts are being archived below.

Ridership summary

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Tuesday	415,760	388,262	-27,498	-7%	292,192	-123,749	-30%
Wednesday	413,275	384,382	-28,893	-7%	268,192	-145,083	-35%
Thursday	417,531	375,215	-42,316	-10%	231,820	-185,711	-45%
Friday	375,170	328,949	-46,221	-12%	186,605	-188,565	-50%
Saturday	149,954	113,388	-36,566	-24%	58,187	-91,767	-61%
Sunday	94,762	74,791	-19,971	-21%	37,006	-57,756	-61%

Week 1 March 2-8: Some large companies requiring/strongly encouraging work from home

Week 2 March 9-15: Many schools/day cares shutting down

	Average of 4 Feb weeks (non-holiday)	Week 3 (Mar 16)	Change	%Change	Week 4 (Mar 23)	Change	%Change
Monday	399,397	118,572	-280,825	-70%	34,933	-364,464	-91%
Tuesday	415,760	54,031	-361,729	-87%	32,117	-383,643	-92%
Wednesday	413,275	48,085	-365,190	-88%	32,625	-380,650	-92%
Thursday	417,531	45,915	-371,616	-89%	31,601	-385,930	-92%
Friday	375,170	42,461	-332,709	-89%	31,142	-344,028	-92%
Saturday	149,954	18,793	-131,191	-87%	12,389	-137,565	-92%
Sunday	94,762	12,737	-82,025	-87%	9,453	-85,309	-90%

Week 3 March 16-22: Shelter in place orders (6-county effective 3/17)

Week 4 March 23-29: BART reduced service hours, effective 3/23

	Average of 4 baseline weeks	Week 5 (Mar 30)	Change	%Change	Week 6 (Apr 6)	Change	%Change
Monday	399,397	29,584	-369,813	-93%	24,909	-378,615*	-94%

Thursday	403,524	28,049	-374,875	-93%	24,000	-379,830	-94%
Friday	403,524	28,965	-374,559	-93%	24,401	-379,123	-94%
Saturday	153,741	11,430	-142,311	-93%	11,292	-142,449	-93%
Sunday	94,951	7,835	-87,116	-92%	7,582	-87,369	-92%

**the baseline for April 6&7 is 403,524 for comparison.*

Simplified ridership charts below.

March			April		
Date	Actual	% below baseline	Date	Actual	% below baseline
3/2/20	379,775	-5%	4/1/20	29,896	-93%
3/3/20	388,262	-7%	4/2/20	28,649	-93%
3/4/20	384,382	-7%	4/3/20	28,965	-93%
3/5/20	375,215	-10%	4/4/20	11,430	-93%
3/6/20	328,949	-12%	4/5/20	7,835	-92%
3/7/20	113,388	-24%	4/6/20	24,909	-94%
3/8/20	74,791	-21%	4/7/20	26,378	-93%
3/9/20	301,547	-24%	4/8/20	25,507	-94%
3/10/20	292,192	-30%	4/9/20	24,688	-94%
3/11/20	268,192	-35%	4/10/20	24,401	-94%
3/12/20	231,820	-45%	4/11/20	11,292	-93%
3/13/20	186,605	-50%	4/12/20	7,582	-92%
3/14/20	58,187	-61%	4/13/20	24,271	-94%
3/15/20	37,006	-61%	4/14/20	23,890	-94%
3/16/20	118,572	-70%	4/15/20	24,498	-94%
3/17/20	54,031	-87%	4/16/20	23,779	-94%
3/18/20	48,085	-88%	4/17/20	24,006	-94%

3/21/20	10,133	-87%	4/20/20	22,331	-94%
3/22/20	12,737	-87%	4/21/20	23,277	-94%
3/23/20	34,933	-91%	4/22/20	24,205	-94%
3/24/20	32,117	-92%	4/23/20	24,093	-94%
3/25/20	32,625	-92%	4/24/20	24,530	-94%
3/26/20	31,601	-92%	4/25/20	11,895	-92%
3/27/20	31,142	-92%	4/26/20	8,763	-91%
3/28/20	12,389	-92%	4/27/20	24,209	-94%
3/29/20	9,453	-90%	4/28/20	25,007	-94%
3/30/20	29,584	-93%	4/29/20	25,302	-94%
3/31/20	28,877	-93%	4/30/20	25,687	-94%

May			June		
Date	Actual	% below baseline	Date	Actual	% below baseline
5/1/20	27,074	93%	6/1/20	32,142	92%
5/2/20	13,163	90%	6/2/20	32,711	92%
5/3/20	9,963	90%	6/3/20	37,911	91%
5/4/20	27,070	93%	6/4/20	34,725	91%
5/5/20	27,562	93%	6/5/20	35,404	91%
5/6/20	27,768	93%	6/6/20	18,021	88%
5/7/20	28,113	93%	6/7/20	13,339	89%
5/8/20	28,220	93%	6/8/20	37,361	91%
5/9/20	13,679	90%	6/9/20	38,406	90%
5/10/20	10,221	90%	6/10/20	39,235	90%
5/11/20	27,408	93%	6/11/20	39,676	90%

5/14/20	26,300	93%	6/14/20	13,304	87%
5/15/20	30,170	93%	6/15/20	41,832	90%
5/16/20	14,484	90%	6/16/20	43,515	89%
5/17/20	9,980	90%	6/17/20	44,268	89%
5/18/20	29,555	93%	6/18/20	44,528	89%
5/19/20	30,978	92%	6/19/20	47,163	88%
5/20/20	31,271	92%	6/20/20	22,908	85%
5/21/20	31,384	92%	6/21/20	16,413	86%
5/22/20	31,376	92%	6/22/20	43,671	89%
5/23/20	15,186	89%	6/23/20	45,289	89%
5/24/20	11,720	89%	6/24/20	45,321	89%
5/25/20	13,133	86%	6/25/20	45,045	89%
5/26/20	32,527	92%	6/26/20	45,002	89%
5/27/20	33,004	92%	6/27/20	22,997	85%
5/28/20	33,681	92%	6/28/20	17,640	85%
5/29/20	34,152	92%	6/29/20	43,863	89%
5/30/20	15,568	89%	6/30/20	45,628	89%
5/31/20	11,924	88%			

July			Aug.		
Date	Actual	% below baseline	Date	Actual	% below baseline
7/1/20	47,183	89%	8/1/20	24,892	84%
7/2/20	46,450	89%	8/2/20	17,192	83%
7/3/20	32,725	92%	8/3/20	45,111	89%
7/4/20	18,568	86%	8/4/20	45,897	89%

7/7/20	47,220	89%	8/7/20	40,013	89%
7/8/20	47,231	89%	8/8/20	23,595	85%
7/9/20	46,946	89%	8/9/20	17,962	83%
7/10/20	45,972	89%	8/10/20	46,149	89%
7/11/20	23,874	85%	8/11/20	46,425	89%
7/12/20	17,777	84%	8/12/20	46,863	89%
7/13/20	45,336	89%	8/13/20	46,740	89%
7/14/20	46,264	89%	8/14/20	45,321	89%
7/15/20	46,456	89%	8/15/20	23,380	85%
7/16/20	46,021	89%	8/16/20	16,006	84%
7/17/20	45,652	89%	8/17/20	43,891	89%
7/18/20	22,612	86%	8/18/20	46,699	89%
7/19/20	17,258	84%	8/19/20	46,316	89%
7/20/20	42,089	90%	8/20/20	46,162	89%
7/21/20	45,290	89%	8/21/20	45,449	89%
7/22/20	45,712	89%	8/22/20	22,486	86%
7/23/20	45,847	89%	8/23/20	16,462	84%
7/24/20	44,300	89%	8/24/20	44,347	89%
7/25/20	22,791	86%	8/25/20	46,321	89%
7/26/20	17,185	84%	8/26/20	46,899	89%
7/27/20	43,318	89%	8/27/20	47,282	89%
7/28/20	45,085	89%	8/28/20	46,394	89%
7/29/20	45,918	89%	8/29/20	24,322	84%
7/30/20	45,899	89%	8/30/20	18,234	82%
7/31/20	45,818	89%	8/31/20	45,329	89%

9/1/20	47,704	89%	10/1/20	52,547	88%
9/2/20	48,344	89%	10/2/20	51,497	88%
9/3/20	49,007	88%	10/3/20	28,261	82%
9/4/20	47,772	89%	10/4/20	21,309	81%
9/5/20	25,622	83%	10/5/20	50,086	88%
9/6/20	18,596	83%	10/6/20	52,126	88%
9/7/20	19,731	82%	10/7/20	52,639	88%
9/8/20	47,785	89%	10/8/20	52,685	88%
9/9/20	45,437	89%	10/9/20	52,860	88%
9/10/20	46,832	89%	10/10/20	29,692	82%
9/11/20	45,506	89%	10/11/20	21,871	80%
9/12/20	22,631	85%	10/12/20	45,029	87%
9/13/20	9,933	91%	10/13/20	52,731	88%
9/14/20	45,657	89%	10/14/20	53,138	87%
9/15/20	48,427	89%	10/15/20	54,067	87%
9/16/20	49,818	88%	10/16/20	53,412	87%
9/17/20	50,119	88%	10/17/20	30,736	81%
9/18/20	49,921	88%	10/18/20	21,609	80%
9/19/20	26,477	83%	10/19/20	51,624	88%
9/20/20	19,202	82%	10/20/20	53,785	87%
9/21/20	47,864	89%	10/21/20	54,514	87%
9/22/20	50,240	88%	10/22/20	54,513	87%
9/23/20	51,343	88%	10/23/20	55,187	87%
9/24/20	51,174	88%	10/24/20	30,724	81%
9/25/20	51,085	88%	10/25/20	22,122	80%
9/26/20	28,242	82%	10/26/20	50,927	88%

9/29/20	51,052	88%	10/29/20	55,500	87%
9/30/20	51,754	88%	10/30/20	55,705	87%
			10/31/20	30,152	81%
Nov			Dec		
Date	Actual	% below baseline	Date	Actual	% below baseline
11/1/20	22,698	78%	12/1/20	51,474	87%
11/2/20	53,287	87%	12/2/20	51,262	87%
11/3/20	52,036	87%	12/3/20	51,826	87%
11/4/20	51,903	87%	12/4/20	50,933	87%
11/5/20	54,566	87%	12/5/20	27,220	83%
11/6/20	54,607	87%	12/6/20	18,462	83%
11/7/20	32,083	78%	12/7/20	45,538	88%
11/8/20	21,288	79%	12/8/20	47,037	88%
11/9/20	51,850	87%	12/9/20	47,379	88%
11/10/20	54,464	87%	12/10/20	46,815	88%
11/11/20	46,593	76%	12/11/20	45,291	88%
11/12/20	55,171	87%	12/12/20	22,282	86%
11/13/20	51,597	79%	12/13/20	13,465	87%
11/14/20	29,366	80%	12/14/20	44,948	88%
11/15/20	21,465	87%	12/15/20	46,113	88%
11/16/20	52,357	87%	12/16/20	46,428	88%
11/17/20	49,295	88%	12/17/20	45,844	88%
11/18/20	51,845	87%	12/18/20	45,640	88%
11/19/20	53,044	87%	12/19/20	23,077	85%
11/20/20	52,703	87%	12/20/20	17,353	84%
11/21/20	28,092	81%	12/21/20	43,587	89%

11/24/20	52,091	87%	12/24/20	23,241	92%
11/25/20	49,371	88%	12/25/20	8,106	94%
11/26/20	13,628	93%	12/26/20	19,153	88%
11/27/20	31,979	92%	12/27/20	15,208	86%
11/28/20	25,882	82%	12/28/20	38,359	90%
11/29/20	19,396	81%	12/29/20	40,209	90%
11/30/20	49,140	88%	12/30/20	40,388	90%
			12/31/20	33,491	91%

Jan			Feb		
Date	Actual	% below baseline	Date	Actual	% below baseline
1/1/21	14,108	89%	2/1/21	44,487	89%
1/2/21	18,034	88%	2/2/21	45,016	89%
1/3/21	15,151	82%	2/3/21	47,600	88%
1/4/21	38,874	90%	2/4/21	47,611	88%
1/5/21	44,162	89%	2/5/21	47,637	88%
1/6/21	42,398	89%	2/6/21	27,333	82%
1/7/21	43,594	89%	2/7/21	18,239	80%
1/8/21	42,351	89%	2/8/21	45,558	89%
1/9/21	22,221	86%	2/9/21	47,482	88%
1/10/21	15,654	81%	2/10/21	49,243	88%
1/11/21	42,559	89%	2/11/21	45,930	89%
1/12/21	44,203	89%	2/12/21	46,404	89%
1/13/21	44,666	89%	2/13/21	25,567	83%
1/14/21	44,525	89%	2/14/21	19,242	79%

1/17/21	17,500	79%	2/17/21	40,023	88%
1/18/21	25,337	79%	2/18/21	48,643	88%
1/19/21	42,807	89%	2/19/21	46,633	89%
1/20/21	42,102	89%	2/20/21	27,244	82%
1/21/21	45,650	88%	2/21/21	19,724	78%
1/22/21	42,175	89%	2/22/21	47,556	88%
1/23/21	24,051	85%	2/23/21	49,139	88%
1/24/21	13,746	84%	2/24/21	49,784	88%
1/25/21	43,148	89%	2/25/21	50,074	88%
1/26/21	42,633	89%	2/26/21	50,383	88%
1/27/21	41,187	90%	2/27/21	28,909	81%
1/28/21	41,122	90%	2/28/21	21,129	76%
1/29/21	45,039	87%			
1/30/21	23,533	85%			
1/31/21	17,577	79%			

Budget staff have set the following baseline ridership figures for each month to determine the percentage of ridership loss. These numbers represent the expected ridership for budgeting purposes prior to COVID-19.

	Weekday	Saturday	Sunday	Holiday
May '20	405,999	142,863	104,177	97,535
June '20	405,460	154,457	120,876	
July '20	414,900	157,900	107,700	135,500
Aug '20	415,000	156,900	103,000	
Sept '20	426,300	153,400	108,800	107,600
Oct '20	425,900	161,700	111,200	359,400
Nov '20	410,700	146,300	103,800	192,300
Dec '20	390,000	156,300	107,900	141,000

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