



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference of the International Brotherhood of Teamsters

Amtrak General Committee of Adjustment Amtrak/KCS/KRSV/Caltrain

Mark B. Kenny
General Chairman

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Via Electronic & First Class Mail

July 2, 2020

Commissioner Nick Josefowitz, Chair
Programming and Allocations Committee
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Chair Josefowitz:

In view of the absolute certainty that the extent of funding allocated to Caltrain will not be sufficient to maintain service through the end of the year, thereby placing our members in clear economic jeopardy, the Brotherhood of Locomotive Engineers & Trainmen (BLET) strongly urges you to support the Blue Ribbon Task Force's recommended tranche 2 CARES Act allocations.

As you well know, Caltrain is an essential transit service for thousands of riders that continue to rely on the system to meet their daily mobility needs. As more and more sectors of the Bay Area's economy open up, a growing amount of survey data suggests that former riders will eventually return to the system. However, absent sufficient funding from tranche 2 of the CARES Act, there is a strong likelihood Caltrain will need to shut down before the ridership returns. Such a circumstance would clearly create a critical and wholly unacceptable gap in the Bay Area's transit network, stranding riders that depend on the system, and leaving hundreds of the system's workers without a job, including BLET members working in Caltrain service.

To prevent this, the Metropolitan Transportation Commission should be using CARES funds as they were intended: to protect jobs and preserve service as long as possible. The best way to do this is to base CARES allocations on the actual losses that agencies experience. Caltrain is set to receive \$15 million, but that will not cover the system's fare revenue losses unless ridership returns to an average of 30% of normal levels by the end of the year, which is incredibly unlikely.

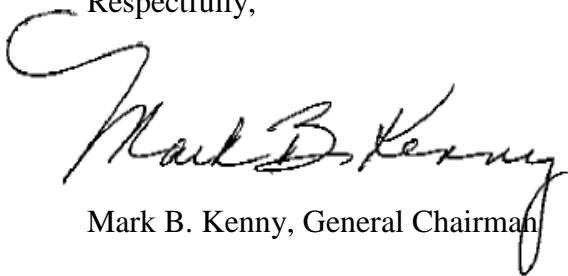
The other allocation options evaluated by MTC were still worse. They would have provided Caltrain with even less revenue and would have dramatically increased the likelihood that Caltrain will shut down and lay off workers in the fall.

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According to the most recent economic data, sales tax revenues are recovering faster than MTC's assumptions and ridership is recovering more slowly. If the MTC assumptions prove to be inaccurate, swift steps will be needed to provide additional support to the fare dependent agencies like Caltrain to preserve them as critical services that are essential to the region's recovery efforts.

In view of the facts stated above, and the clear economic harm that will come to BLET members if sufficient funding is not provided to Caltrain, we sincerely hope that your office will take the appropriate steps to ensure that the recommended tranche 2 CARES Act allocations are provided as asked herein. Thank you for your time, attention, and hopefully your cooperation in this critically important matter.

Respectfully,

A handwritten signature in black ink, appearing to read "Mark B. Kenny". The signature is fluid and cursive, with a large initial "M" and "K".

Mark B. Kenny, General Chairman

Cc: Members, Metropolitan Transportation Commission
Members, Peninsula Corridor Joint Powers Board of Directors
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D. J. Vincenzini, Local Chairman, Division 65