

# BROTHERHOOD of LOCOMOTIVE ENGINEERS AND TRAINMEN

---

DENNIS R. PIERCE  
National President

7061 East Pleasant Valley Road  
Independence, Ohio 44131



Phone: 216.241.2630  
Fax: 216.241.6516  
[www.ble-t.org](http://www.ble-t.org)

**VIA ELECTRONIC MAIL (NJOSEFOWITZ@SPUR.ORG)**

July 6, 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 Sir:

The Brotherhood of Locomotive Engineers and Trainmen, a division of the Rail Conference of the International Brotherhood of Teamsters ("BLET"), is the duly certified or recognized collective bargaining representative under the Railway Labor Act, as amended, for the class or craft of locomotive engineer employed by Class I Carriers and the crafts and classes of conductors and trainmen on Texas Mexican Railway, as well as numerous other freight, passenger and commuter rail carriers, and of various classes and crafts on many smaller freight railroads. The classes or crafts of employees represented at Caltrain by the BLET are those who will be directly affected by how the funding mandated by Congress in the CARES Act is allocated.

BLET urges you to support the Blue Ribbon Task Force's recommended tranche 2 CARES Act allocations, with the understanding that the amount allocated to Caltrain will not be sufficient to maintain service through the end of the year.

Caltrain is an essential transit service for thousands of riders that continue to rely on the system to meet their mobility needs. As the Bay Area's sectors of the economy open up, a growing amount of survey data suggests that former riders will eventually return to the system. Without sufficient funding from tranche 2 of the CARES Act, there is a strong likelihood that Caltrain would need to cease operations before ridership levels have an opportunity to return. This would create a transportation 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. Railroad workers, including BLET members, would have their careers threatened and possibly lost due to misallocation of funding. This would be devastating for workers' jobs and their families, and the broader economy in California's Bay Area region.

To prevent this, the Metropolitan Transportation Commission should distribute 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 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.

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.

Thank you for the opportunity to comment.

Respectfully submitted,

A handwritten signature in black ink, appearing to be "Dan R. Kim", written over a horizontal line.

National President

cc: W. Charles (wcharles@bayareametro.gov)  
Seamus Murphy (murphys@samtrans.com)  
E. L. Pruitt, First Vice President  
S. J. Bruno, National Secretary-Treasurer  
J. P. Tolman, Vice President and National Legislative Representative  
J. P. Louis, Vice President  
M. B. Kenny, Chairman, Amtrak GCA  
R. K. Snow, Chairman, California SLB