

From: Board.Secretary  
Sent: Monday, December 01, 2008 11:00 AM  
To: Board.Secretary  
Cc: Burns, Michael  
Subject: Ridership Information for October 2008

To VTA Board of Directors:

Attached is a Memorandum containing Ridership Information for the month of October 2008.

Deborah Harrington  
Board Secretary  
Santa Clara Valley Transportation Authority  
408.321.5773

## MEMORANDUM

Writer's Direct Telephone: (408) 321-7005

**TO:** VTA Board of Directors

**THROUGH:** Michael T. Burns  
General Manager

**FROM:** Donald A. Smith, Jr.  
Chief Operating Officer

**DATE:** November 25, 2008

**SUBJECT:** VTA, Inter-agency Partners, and Contracted Services Ridership for October 2008

---

October 2008 total monthly system ridership for bus and light rail was 4,393,406, an increase of 11.9% over October 2007. The average weekday system ridership for October 2008 was 13% more than in October 2007 and the highest October average weekday ridership since 2001.

Average weekday bus ridership for October 2008 was 124,365, an 11.6% increase compared to October 2007. Light rail recorded an average weekday ridership of 38,049 for October 2008, an increase of 17.9% compared to October 2007, and the highest October average for light rail in VTA history.

VTA inter-agency partners experienced ridership increases for the month of October 2008 when compared to October 2007. Ridership information for Monterey-San Jose Express were based on September 2008 and September 2007 data.

For contracted services, October 2008 Paratransit ridership was 99,928, an increase of 2.5% over October 2007. ACE shuttles ridership was 25,484, a 25.4% increase over October 2007.

<b><u>VTA Ridership</u></b>	<b>October 2008</b>	<b>October 2007</b>	<b>Percent Change</b>
<b>VTA System Boardings</b>	4,393,406	3,927,125	11.9%
System Average Weekday	162,414	143,721	13.0%
<b>Bus Boardings</b>	3,361,819	3,038,744	10.6%
Bus Average Weekday	124,365	111,458	11.6%
<b>Light Rail Boardings</b>	1,031,587	888,381	16.1%
Light Rail Average Weekday	38,049	32,263	17.9%

<b><u>Inter-agency Partners Ridership</u></b>	<b>October 2008</b>	<b>October 2007</b>	<b>Percent Change</b>
<b>Dumbarton Express Boardings</b>	25,631	19,435	31.9%
Dumbarton Average Weekday	1,114	845	31.8%
<b>Highway 17 Express Boardings</b>	31,536	23,667	33.2%
Highway 17 Average Weekday	1,140	856	33.2%
<b>Monterey-San Jose Express Boardings *</b>	3,187	2,130	49.6%
Monterey-San Jose Average Weekday *	103	73	41.1%
<b>Caltrain Boardings</b>	1,160,542	996,063	16.5%
Caltrain Average Weekday	41,893	33,056	26.7%
<b>Caltrain Shuttles Boardings</b>	71,627	45,935	55.9%
Caltrain Shuttles Average Weekday	3,114	1,997	55.9%
<b>Altamont Commuter Express Boardings</b>	85,537	72,957	17.2%
ACE Average Weekday	3,719	3,172	17.2%
<b>Capitol Corridor Boardings</b>	157,353	134,744	16.8%

\* September 2008 and September 2007 ridership

<b><u>Contracted Services Ridership</u></b>	<b>October 2008</b>	<b>October 2007</b>	<b>Percent Change</b>
<b>Paratransit Boardings</b>	99,928	97,480	2.5%
Paratransit Average Weekday	3,917	3,830	2.3%
<b>ACE Shuttles Boardings</b>	25,484	20,329	25.4%
ACE Shuttles Average Weekday	1,108	884	25.4%
<b>IBM Light Rail Shuttle Boardings</b>	3,070	4,391	-30.1%
IBM Shuttle Average Weekday	133	191	-30.1%

From: Board.Secretary  
Sent: Tuesday, December 02, 2008 5:44 PM  
To: Board.Secretary  
Cc: Burns, Michael  
Subject: Weekly Legislative Report

To VTA Board of Directors:

Attached for your information is the Legislative Update for the week of November 24, 2008.

Deborah Harrington  
Board Secretary  
Santa Clara Valley Transportation Authority  
408.321.5773

## MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
Board of Directors

**FROM:** Kurt Evans, Government Affairs Manager  
Santa Clara Valley Transportation Authority

**DATE:** December 1, 2008

**SUBJECT:** Weekly Legislative Update: Week of November 24, 2008

---

### **FEDERAL**

**High-Speed Rail:** A bipartisan measure being pushed by Sens. John Kerry (D-MA) and Arlen Specter (R-PA) was introduced to authorize \$23.4 billion in railroad improvement bonds. The so-called “High-Speed Rail for America Act of 2008” provides both tax-exempt and two new types of tax-credit bonds to finance the development of high-speed passenger rail transportation throughout the United States. Specifically, the legislation authorizes \$10 billion over 10 years for “super” high-speed rail lines, such as the one being developed in California, and \$5.4 billion over six years for rail infrastructure. In addition, the legislation provides \$8 billion in tax-exempt bonds for projects where trains would travel at least 110 miles per hour.

**Auto Industry:** Auto executives need to provide more specifics about how they plan to spend the taxpayers’ money and crimp their lifestyles if they hope to get aid from the federal government, congressional leaders and key members of the incoming Obama Administration said. They warned that efforts to help the auto industry have been complicated by its CEOs, who flew private jets to Washington, D.C., to ask for a bailout and failed to present a convincing business plan.

House Speaker Nancy Pelosi (D-CA) and Senate Majority Leader Harry Reid (D-NV) are giving executives from the Big Three automakers until December 2 to present “a credible restructuring plan” and are holding out the prospect of calling Congress back for an unusual second lame-duck session the following week to vote on it. To qualify for federal government aid, the Big Three—General Motors, Ford and Chrysler—would have to agree to extensive government oversight, a ban on dividends and “excessive” executive compensation, and production of more fuel-efficient vehicles, Democratic congressional leaders said.

**Financial Markets:** President George W. Bush contended that the federal government’s rescue of Citigroup was necessary to “safeguard the financial system” and help the economy recover, and he said there could be more such moves if other institutions need help. The federal government has agreed to shoulder hundreds of billions of dollars in possible losses at Citigroup and to plow a fresh \$20 billion into the company. Analysts have said a Citigroup failure would seize up still-fragile

lending markets, and cause untold losses among institutions holding debt and financial products backed by the company.

Countering criticism from some fiscal conservatives, President Bush defended his administration's unprecedented intervention in the financial markets by arguing that while the moves go against his free-market instincts, they are necessary because of the dire times. He also commented that the economy could fall into a slowdown that would be worse than the Great Depression of the 1930s if the federal government does not act.

**Unemployment Benefits:** Congress hurriedly approved legislation to keep unemployment checks flowing through the December holidays and into the new year for a million or more laid-off Americans whose benefits are running out. The White House, which had opposed broader legislation containing the benefits extension, urged passage of the new version and said President Bush would quickly sign it. The legislation provides seven additional weeks of payments to people who will exhaust their benefits. Those in states where the unemployment rate is above 6 percent would be entitled to an additional 13 weeks above the 26 weeks of regular benefits.

**Congress:** Eager for a quick start, Democratic congressional leaders intend to begin work in early January on priority legislation so that it can be ready for President-elect Barack Obama's signature shortly after he takes office. An economic stimulus measure, legislation to expand health care for lower-income children and a loosening of Bush Administration rules covering federally funded embryonic stem cell research are among the bills at the center of discussions with Obama aides. All three issues have been the focus of battles between congressional Democrats and President Bush, and early enactment of any would underscore the change ushered in by the November 4 elections.

Customarily, the pre-inaugural period is slow in Congress as lawmakers await the swearing-in of a new president. They then spend weeks doing little more than confirming Cabinet secretaries and other officials. But Democrats now will have control of the White House and Congress for the first time since 1994, and officials in both branches of government are eager to begin work. House Speaker Pelosi commented that the focus for the first week of the new Congress, which will be sworn in on January 6, "will be to introduce a strong recovery package to create jobs, good paying jobs, in our country and to bring more confidence to the financial crisis—to turn around the financial crisis."

Obama said he has asked his economic advisers to develop a plan that would create 2.5 million jobs by 2011—"a plan big enough to meet the challenges we face that I intend to sign soon after taking office." The President-elect acknowledged that passing an economic stimulus plan would not be easy. "I will need and seek support from Republicans and Democrats, and I'll be welcome to ideas and suggestions from both sides of the aisle," he said. "But what is not negotiable is the need for immediate action." One stimulus bill was signed into law last winter, but Democratic efforts to pass a second have run into opposition from the Bush Administration, as well as from congressional Republicans who oppose provisions for federal spending on public works projects.

The expansion of federally funded health care for lower-income children was the subject of a bruising veto battle between President Bush and the Democratic-controlled Congress in 2007. The President twice vetoed bills on the subject and was upheld each time. Meanwhile, the embryonic

stem cell issue has been an emotional one since the early days of the Bush Administration, when the President established rules saying federal money could be used for research only on pre-existing lines of cells. Congress twice tried to overturn this policy, but the President's vetoes were upheld both times. Supporters say the legislation would allow federal dollars to be used on research that shows promise in treating and even curing numerous diseases. Critics counter that the research involves the destruction of human embryos, and they oppose it on those grounds. When he takes office, Obama could use his own authority to overturn President Bush's executive order limiting the use of federal money for embryonic stem cell research. However, enactment of legislation would be a stronger step because no future president could undo it without a subsequent act of Congress.

**Climate Change:** In an internal Democratic caucus vote, Henry Waxman (D-CA) unseated John Dingell (D-MI) as chairman of the House Energy and Commerce Committee, which oversees energy issues. This means that two Californians will play leading roles in the debate over global warming. Democratic Sen. Barbara Boxer is the head of the Senate's Environment and Public Works Committee, which has jurisdiction over the issue in the upper house.

## **STATE**

**State Budget:** The Legislature's outgoing class debated, complained and pointed fingers of blame, but in the end, it did nothing about the state's massive budget gap. A last-gasp effort to ease a projected \$27.8 billion shortfall over 19 months ended with a whimper as both houses, voting largely along party lines, defeated a \$17 billion Democratic package of tax hikes and budget cuts.

The proposal by the Democrats called for \$8.1 billion in tax increases, \$8.1 billion in budget cuts and about \$800 million in other solutions, such as fund transfers. California's car tax would have tripled under the proposal to 2 percent, reigniting a hotly controversial issue that helped spark the 2003 recall of former Gov. Gray Davis. Gov. Schwarzenegger campaigned against the car tax and reduced it to its former level, 0.65 percent, as one of his first acts upon taking office. Besides the car tax, which is projected to raise \$5.7 billion from now until July 2010, Democratic lawmakers proposed to raise an additional \$2.4 billion by temporarily freezing the state's income tax tables.

Funding for schools and colleges would have been sliced under the Democratic package, as well as money for CalWORKs and many of the state's neediest residents, including the aged, blind and disabled. State workers would not necessarily have been furloughed. The Democratic proposal called for \$657 million in compensation reductions over two years, but left the specifics to the collective bargaining process.

The Assembly session lasted nearly three hours, but the outcome was never in doubt. The two bills that were voted upon lacked the necessary supermajority by 13 and 14 votes, respectively. Meanwhile, the Senate spent two hours debating and did not even vote until after the Assembly had adjourned, essentially rendering its actions symbolic. On a bipartisan basis, the upper house passed two bills to cut spending for education, public transit and social services. But a third Senate bill to raise income and car taxes failed to receive a supermajority on a mostly party-line vote, canceling out the two spending-cut proposals. And Gov. Schwarzenegger said he would not have signed the bills anyway because they did not contain an economic stimulus component. The Governor has

called for accelerated public works spending and a relaxation of certain labor laws, among other things, to jump-start the state's struggling economy.

The lame-duck Legislature's failure to act leaves the budget problem to the next class of lawmakers, which took over on December 1. Once the new Legislature was sworn in, Gov. Schwarzenegger immediately declared a fiscal emergency, setting in motion a new special session with a 45-day deadline. The job for lawmakers continues to get more and more difficult as California's budget gap widens with each passing day, putting the state at risk of running out of cash as soon as late February.

## **REGIONAL**

**Metropolitan Transportation Commission (MTC):** At its November 26 meeting, MTC approved a resolution of appreciation for outgoing Commissioner Tom Ammiano, who was elected to the Assembly. The commission also approved the following items: (a) allocated \$2.5 million in Regional Measure 2 capital funds for the Caldecott Tunnel Fourth Bore Project and \$500,000 for the I-580 Eastbound Express Lane Project; and (b) allocated \$3.3 million in Regional Measure 2 operating funds, including \$1.4 million for ferry vessel operations and \$1.9 million to support the launch of Translink on AC Transit, Golden Gate Transit, Muni, and Caltrain.

In addition, MTC approved a memorandum of understanding with Golden Gate Transit and the San Francisco County Transportation Authority for the Doyle Drive Project. Doyle Drive is an important regional project that serves as the connector to the Golden Gate Bridge from San Francisco. The purpose of the project is to seismically retrofit Doyle Drive and improve traffic safety. Doyle Drive has been in operation for more than 70 years and is approaching the end of its useful life. The total cost for the project is estimated at \$1.04 billion. Through the memorandum of understanding, MTC is committing \$80 million in toll bridge funds toward the project.

**NOTE:** Also contributing to this report were Susan Lent with Akin, Gump, Strauss, Hauer & Feld; Mark Watts with California Strategies; and Scott Haywood, VTA's Policy and Community Relations Manager.