

**From:** VTA Board Secretary  
**Sent:** Monday, August 3, 2020 3:05 PM  
**To:** VTA Board of Directors  
**Subject:** VTA Information: Board of Directors Agenda Packet for August 6, 2020

**VTA Board of Directors:**

You may now access your VTA Board of Directors Agenda packet for the **Thursday, August 6, 2020, Meeting** on our [Agenda Portal](#).

Board Members will receive a unique “Panelist” link via email on Tuesday, August 4, 2020, from VTA Board Secretary. The email will provide instructions on how to join the meeting.

Thank you.

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**From:** VTA Board Secretary  
**Sent:** Tuesday, August 4, 2020 3:28 PM  
**To:** VTA Board of Directors  
**Subject:** VTA Information: Ridership for June 2020

**VTA Board of Directors:**

Attached is a memorandum from Chief Operating Officer David Hill regarding VTA ridership for June 2020.

Thank you.

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**TO:** VTA Board of Directors

**THROUGH:** Nuria I. Fernandez, General Manager/CEO

**FROM:** David Hill, Chief Operating Officer

**DATE:** August 4, 2020

**SUBJECT:** VTA Ridership for June 2020

June 2020 total monthly system ridership for bus and light rail was 885,800, a decrease of 68.1% over June 2019. Bus ridership was down by 65.0% compared to June 2019. Light rail ridership was down by 77.7% compared to June 2019.

| Ridership  | June-2020 | Compared to |                |         |                | Calendar-Year-to-Date  |                       |                |
|------------|-----------|-------------|----------------|---------|----------------|------------------------|-----------------------|----------------|
|            |           | June-19     | Percent Change | May- 20 | Percent Change | Current Jan'20-Jun' 20 | Prior Jan' 19-Jun' 19 | Percent Change |
| Bus        | 736,302   | 2,102,712   | -65.0%         | 699,291 | 5.3%           | 7,971,051              | 13,197,123            | -39.6%         |
| Light Rail | 149,498   | 671,750     | -77.7%         | 83,102  | 79.9%          | 1,980,188              | 4,065,184             | -51.3%         |
| System     | 885,800   | 2,774,462   | -68.1%         | 782,393 | 13.2%          | 9,951,239              | 17,262,307            | -42.4%         |

Service levels continue to be reduced due to COVID-19 but were slightly adjusted on June 13 to align with the opening of BART service to the Milpitas and Berryessa stations. Light rail evening and weekend services resumed on June 8th. Reduced vehicle capacity (to adhere to social distancing guidelines) was still in effect.

The boardings per total hour and boardings per revenue hour for bus and light rail are shown in the table below:

|            | Boardings per Total hour <sup>1</sup> |           |                | Boardings per Revenue hour <sup>2</sup> |           |                |
|------------|---------------------------------------|-----------|----------------|---|-----------|----------------|
|            | June-2020                             | June-2019 | Percent Change | June-2020                               | June-2019 | Percent Change |
| Bus        | 9.6                                   | 17.5      | -45.1%         | 10.4                                    | 18.9      | -44.7%         |
| Light Rail | 22.0                                  | 53.4      | -58.8%         | 23.4                                    | 56.3      | -58.4%         |

<sup>1</sup> Total hours – Includes revenue hours and deadhead hours (hours that a vehicle travels when out of revenue service).

<sup>2</sup> Revenue hours - Scheduled hours of service available to passengers for transport on the routes. Includes recovery/layover time.

**From:** VTA Board Secretary

**Sent:** Thursday, August 6, 2020 4:50 PM

**To:** VTA Board Secretary

**Subject:** New update on 8/6/2020 Board of Directors Agenda Packet

Board of Directors:

The Board of Directors agenda packet has been updated to include the Government Affairs Report (attached).

Please click on the agenda [portal](#) to view the report.

Thank you.

***Office of the Board Secretary***

Santa Clara Valley Transportation Authority

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## GOVERNMENT AFFAIRS REPORT

August 6, 2020

### FEDERAL

**FY 2021 THUD Appropriations:** On July 31, the House passed H.R. 7617, a bill combining the following seven appropriations: Defense, Commerce, Justice, Science, Energy and Water Development, Financial Services, Homeland Security, Labor, Health and Human Services, Transportation, Housing and Urban Development (THUD). H.R. 7617 passed off the House floor on a 217-197 vote.

In total, the THUD bill would provide \$1.367 trillion in the next fiscal year. Many provisions of the THUD bill reflect funding levels included in the INVEST in America Act. H.R. 2, or the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act, is a five-year, \$494 billion surface transportation authorization bill. The INVEST in America Act passed the House on July 1 on a vote of 233-188. Leadership in the Senate has not indicated interest in taking up this bill, which does not identify new transportation funding sources to pay for the bill's massive new investments.

Following the House passage of H.R. 7617, the Trump Administration promptly issued a Statement of Administration Policy, expressing strong opposition to the THUD bill, due in part to the Administration's objection to a mandate that face masks be worn on commercial airplanes, Amtrak and public transit systems.

The THUD appropriations legislation provides \$158.3 billion in base budgetary resources for fiscal year 2021 including a total of \$78.7 billion for surface transportation programs. In addition, the legislation provides \$75 billion to support the recovery of the economy by investing in transportation and housing infrastructure.

When formula programs and discretionary programs are taken together, the bill provides a total of \$107.2 billion in total resources for the U.S Department of Transportation (US DOT). This represents a \$21.1 billion increase above the FY 2020 enacted level and is more than \$19.4 billion above the President's 2021 budget request.

The Federal Highway Administration would receive \$62.9 billion, with \$61.9 billion coming from the Highway Trust Fund. In total, the Federal Transit Administration (FTA) would receive \$18.9 billion including \$15.9 billion for transit formula grants that are also funded from the Highway Trust Fund. This funding level is \$5.8 billion above the FY 2020 enacted level and \$4.9 billion above the President's budget request. The Capital Investment Grants program, funded by the General Fund, would receive \$2.2 billion. This amount is equal to the authorized level and an increase of \$197 million above the FY 2020 enacted level.

In order to spur infrastructure investment and an economic recovery following the coronavirus pandemic, the appropriations bill also dedicates significant additional funding -\$26 billion- for many of these same programs. An extra \$3 billion would be dedicated to the National Infrastructure Investments (TIGER/BUILD) program and another \$5 billion to the Capital Investment Grants Program.

The Senate remains deadlocked over amendments to the appropriations package and is not expected to act on its version of the FY 2021 funding bill until September. Therefore, it is very likely that Congress will need to pass a Continuing Resolution to fund the government at current-year levels after September 30, 2020.

**The House and Senate Release Competing COVID-19 Relief Packages:** The House passed the H.R. 6800, the Health and Economic Recovery Omnibus Emergency Solutions Act (HEROES) Act on May 15. This bill includes \$15.75 billion for public transit and the \$15 billion for state departments of transportations. All but \$4 billion of these funds would be distributed through existing Sections 5307 urbanized area and Section 5337 state-of-good repair formula programs, to the largest 14 urbanized areas. Overall, the HEROES Act would provide roughly \$3 trillion in financial assistance to state and local governments. The bill made it out of the House of Representatives on a vote of 208 – 199.

On July 27, Senate Republicans responded with their own Coronavirus relief legislation when they introduced the Health, Economic Assistance, Liability Protection and Schools (HEALS) Act, legislation that among other provisions would provide \$306 billion in discretionary appropriations for COVID-19 response and relief. This legislation does not fund public transit but supports various aviation safety and security programs. The HEALS Act is approximately one-third the size of the House Coronavirus relief package and both sides remain far apart on unemployment benefits and support for state and local governments.

**FTA: Expedited Project Delivery Pilot Program NOFO.** On July 28, FTA posted a Notice of Funding Opportunity (NOFO) for the Expedited Project Delivery Pilot Program, the program to which VTA will submit an application for a Full Funding Grant Agreement for the BART Extension to Silicon Valley, Phase II. FTA is making available \$225 million in FY 2020, FY 2019, FY 2017 and FY 2016 funds.

## **STATE**

**State Legislature Introduces an Economic Relief Proposal:** On July 27, a group of state Senate and Assembly leaders introduced a \$100 billion economic relief proposal. Spearheaded by Senators Bob Hertzberg (D- Van Nuys), Steven Bradford (D-Gardena), Assemblymembers Phil Ting (D-San Francisco), and Jacqui Irwin (D-Thousand Oaks) and including Senator Jim Beall, this proposal is not yet in bill form. Instead of attempting to create new revenue streams, the proposal would largely focus on expediting infrastructure projects through a combination of future tax vouchers and securitizing existing SB 1, cap-and-trade and other state revenue sources.

**The State Budget and Statutory Relief for Transit Agencies:** On June 30, Governor Gavin Newsom signed AB 90 (Committee on Budget), a budget trailer bill that includes several of the statutory relief measures for transit operators. Among the most important provisions of this bill is the temporary suspension of the financial penalties associated with the Transportation Development Act's requirements that transit agencies fund specified percentages of their operating budgets from local revenues such as passenger fares.

Two weeks earlier, on June 15, the Legislature passed Senate Bill 74 (Mitchell), the Budget Act of 2020. The final \$202.1 billion state spending plan prioritizes emergency response, public health and safety, and closes California's \$54.3 billion budget shortfall. While it was signed by Governor Brown on June 29, SB 74 does not represent the last legislative actions expected with regard to next year's budget. The Legislature is currently deliberating on additional budget trailer bills to reflect changes in state revenue projections, to approve the Legislature's Cap-and-Trade Expenditure Plan, and advance economic stimulus packages.

**Other Legislation:** The Assembly and Senate returned the week of July 27 following a second closure of the state Capitol due to the COVID-19 pandemic which further stalled legislative action in Sacramento this year. The two chambers worked to adjust legislative deadlines and now policy committees must report bills out by August 14 and fiscal bills must leave appropriations committees by August 21. The legislative session will end August 31.

**SB 288 (Wiener): CEQA: Exemptions.** This proposed legislation exempts the following transportation project types from the California Environmental Quality Act (CEQA):

- Pedestrian and bicycle facilities, including bicycle parking, bicycle sharing facilities, and bikeways.
- Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
- Transit prioritization projects and facilities that improve reliability and reduce delay, including, but not limited to, signal priority and train control systems or transportation communications networks.
- On highways with existing public transit service or that will be implementing public transit service within three years of the conversion, a project for the designation and conversion of existing general purpose lanes to exclusive lanes for high-occupancy vehicle lanes or high occupancy toll lanes, or for the conversion of high-occupancy vehicle lanes to high occupancy toll lanes or a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
- A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
- The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project listed above.

**SB 1351 (Beall) Transportation Improvement Fee: Revenue Bonds.** SB 1351 would authorize the State of California to issue revenue bonds backed by the Transportation Improvement Fee (TIF) established under SB 1 (Beall, 2017) to expedite the delivery of projects on the state highway system. Revenues would be allocated to the following programs:

- Approximately \$105 million per year to the State Transit Assistance program for “state of good repair” expenditures.
- Approximately \$245 million per year to the Transit and Intercity Rail Capital Program, the state competitive transit capital program that awarded \$750 million to the second phase of the BART Extension to Silicon Valley.
- \$250 million annually to the “Solutions for Congested Corridors Program” which would be available to the California Transportation Commission, to fund a balanced set of transportation, environmental and community access improvements within highly congested travel corridors in California.
- Approximately \$1 billion per year to the Road Maintenance and Rehabilitation Account to address deferred maintenance on the state highway system and on local street and roads.

## **REGIONAL**

**MTC Allocates the Final Round of CARES Act Funding:** On Wednesday, July 22, the MTC Commission met and approved the distribution of \$520 million in remaining CARES Act relief funding coming to the Bay Area. VTA received \$68,552,110 in the second round of CARES Act funding, for a total of \$141,575,706. The Commission also agreed to review sales tax receipts in the coming months and seek additional funding for any operators that demonstrate lower than projected revenues.

At the same meeting, the Commission approved the MTC staff recommendation to amend the existing Diridon Integrated Station Concept cooperative agreement to allow MTC to join the City of San Jose, Peninsula Corridor Joint Powers Board (Caltrain), VTA, and the California High Speed Rail Authority as a funding partner in development of the San Jose Diridon Station. Regional Measure 3 includes \$100 million for the expansion of the station.



**From:** Baltao, Elaine  
**Sent:** Friday, August 7, 2020 9:40 AM  
**To:** VTA Board of Directors  
**Cc:** Fernandez, Nuria; Tran, Evelyann  
**Subject:** From VTA: Please help us spread the word re: 2000 Measure A CWC: public hearing

**VTA Board of Directors:**

At the request of Chairperson Chavez, we're forwarding the blogpost and social media links regarding the 2000 Measure A Citizens Watchdog Committee public hearing scheduled for August 12 at 6 p.m. (via Zoom video and teleconference).

*Please help us spread the word* and invite your network/constituents to provide input on the [FY 2019 independent audit of expenditures for 2000 Measure A](#). Please feel free to share any of these links:

- [CAC/CWC agenda portal](#) (includes link to the independent auditor's report and Zoom meeting details)
- [Blog post on VTA's website](#) (also includes link to the agenda portal)
- [Via Twitter](#)
- [Via Facebook](#)

Thank you.

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