

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Tuesday, September 30, 2025 9:00 AM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: Update - Federal Government Shutdown

Please see the message below from Beverly Greene, Chief Government Affairs Officer.

Thank you,

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**



Dear VTA Board Directors,

There is probably not enough time to avert a Federal Government shutdown at midnight tonight. Be advised that the likely Federal Government shutdown will probably have a minimal impact on VTA's FTA and FHWA funding. FRA rail safety inspections will continue. The March 2025 DOT Shutdown Plans are attached. The Government Affairs Department is watching these developments closely and will advise as appropriate. Should you have any comments or questions, please contact us.

Regards, Beverly

DEPARTMENT OF TRANSPORTATION

Plans for Operations During a Lapse in Annual Appropriations By Operating Administration



March 12, 2025

Office of the Chief Financial Officer and Assistant Secretary for Budget and Programs

Department of Transportation
FY 2025 Shutdown Plan Summary Overview

	FAA	FHWA	FMCSA	NHTSA	FTA	FRA	PHMSA	MARAD	GLS	OIG	OST	Total
Estimated Time (to nearest half day) Required to Complete Shutdown Activities:	0.5	N/A	N/A	N/A	N/A	0.5	0.5	0.5	-	0.5	0.5	-

Employees at Work:	29,644	2,880	1,243	759	693	858	434	611	125	108	1,737	39,092
Compensation is financed by a resource other than annual appropriations:	3,070	2,880	1,243	759	693	280	358	602	125	-	1,731	11,741
Necessary to perform activities expressly authorized by law:	-	-	-	-	-	-	-	1	-	1	-	2
Necessary to perform activities necessarily implied by law:	1,243	-	-	-	-	14	11	6	-	7	6	1,287
Necessary to the discharge of the President's constitutional duties and powers:	-	-	-	-	-	-	-	-	-	-	-	-
Necessary to protect life and property:	25,331	-	-	-	-	564	65	2	-	100	-	26,062

Furloughed Employees:	16,621	-	-	-	-	311	211	210	-	291	83	17,727
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Total Agency Employees On Board Before Implementation of the Plan:	46,265	2,880	1,243	759	693	1,169	645	821	125	399	1,820	56,819
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FEDERAL AVIATION ADMINISTRATION

Appropriation Lapse Plan Summary Overview

Estimated time (to nearest half day) required to complete shutdown activities:	0.5
Total number of agency employees expected to be on board before implementation of the plan:	46,265
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	16,621
Total number of employees to be retained under the plan for each of the following categories (may include duplicated counts):	
Compensation is financed by a resource other than annual appropriations:	3,070
Necessary to perform activities expressly authorized by law:	0
Necessary to perform activities necessarily implied by law:	1,243
Necessary to the discharge of the President's constitutional duties and powers:	0
Necessary to protect life and property:	25,331

Brief summary of significant agency activities that will continue during a lapse:

The following operations will continue as excepted activities during a lapse in annual appropriations:

- Air traffic control services (13,227 air traffic controllers excepted without pay);
- Maintenance and operation of navigational aids and other facilities, including support to reimbursable Department of Defense and Department of Homeland Security activities;
- Flight Standards field inspections;
- Airworthiness Directives;
- Airmen medical certifications;
- Certain certification activities, examples include:

- Supporting the certification, system oversight, and continued operational safety functions of commercial airplanes and engines;
- Issuance of waivers for UAS and in support of other safety and security operations;
- Approval of exemptions for unmanned aircraft systems operations;
- Air Traffic Control Specialist (ATCS) medical clearances, supporting safety critical mission and ensuring medically cleared controllers are available to continue providing separation service;
- Hazardous materials safety inspections (safety inspectors will be recalled as necessary over time to maintain the safety of the system and/or respond to incidents);
- Air traffic safety oversight (limited), examples include:
 - ATO Voluntary Safety Reporting Program Event Review Committee;
 - Control Tower Operator (CTO) certification and credentialing;
- On-call accident investigations;
- Commercial space launch oversight, and licensing;
- Command, control, communications, and intelligence (i.e., Regions and HQ Operations Centers, Intelligence Threat Watch, and emergency communication support);
- Foreign relations on aviation safety-related matters;
- FAA's aircraft and airman registry;
- Congressional liaison services, to the extent that they are necessarily implied from the authorized continuation of legislative activity;
- Support functions necessary to provide timely payments to contractors and grantees.

In addition, certain activities that will not be affected by a lapse in annual appropriations include:

- Activities and personnel funded through Division J of the Infrastructure and Investment Jobs Act (IIJA)
- National aviation research, engineering, and development (RE&D) funded by multi-year appropriations
- Airport inspections;
- Existing airport development grants;
- Passenger facility charge approvals; and
- Airport planning and environmental services funded by Airport Improvement Plan (AIP) contract authority
- Training at the Academy for new air traffic controllers will continue and be funded by prior year funds

Further, certain personnel are required to provide support services to safety personnel and to provide for the orderly shutdown of FAA activities. In general, it will take approximately four hours to shut down most of the agency's non-excepted activities, with the possible exception of activities necessary to issue stop work orders on contracts and employee furlough notices. FAA expects that the orderly shutdown work of contracting officers will be done within one day. Other activities may take two to three days to complete and will involve human resources and budget/finance personnel. Individuals providing support services to safety positions will report to work to provide employees excepted for the purpose directly protecting life and property with necessary legal, information technology, labor relation, and contract support services.

Brief summary of significant agency activities that will cease during a lapse:

- Air traffic controller hiring;
- Field training of air traffic controllers;
- Aviation rulemaking;
- Random drug testing of the non-safety workforce;
- Facility security inspections;
- Routine personnel security background investigations and PIV card services;
- Continuity of Operations Planning;
- Development, operational testing, and evaluation of NextGen technologies;
- Development of NextGen safety standards;
- Air traffic performance analysis;
- Capital planning and implementation for FAA facilities and equipment programs that are not funded by IJA;
- Investment planning and financial analysis;
- Dispute resolution;
- Audit and evaluation;
- Financial operations, controls, reporting and accountability;
- Most budgeting functions (except those necessary to provide necessary services to support excepted functions);
- Law enforcement assistance support;
- Most administrative support functions not required for support of excepted positions; and
- Delivery of routine public affairs services, website updates, and social media activities.

Additional information:

Assessment of Liquidating Cash

- FAA has sufficient liquidating cash to continue operations during a lapse in appropriations.

Shutdown Checklist

- Shutdown plans are up-to-date and will be approved by the Administrator and senior staff prior to implementation.
- The Lines of Businesses/Staff Offices have identified each position subject to a furlough, and preparations are in place for the Office of Human Resource Management to notify affected staff.
- Logistics are in place to provide for an orderly recall of employees and a return to normal operations, once annual appropriations are restored.
- FAA employees will be advised to listen to public broadcasts for information that congressional action has been taken to fund the government, and they will be expected to return to work on their next regular duty day. In addition, FAA will place return to duty information on the FAA employee website and FAA's toll-free number. FAA managers can also call employees to ensure staff members are aware they have been recalled to duty.

CFO/Budget Officer will take measures to ensure that all funding that is subject to current-year appropriation actions is made unavailable for obligation and outlay in the financial system.

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Appropriations Lapse Plan Summary Overview

Estimated time (to nearest half day) required to complete shutdown activities:	N/A
Total number of agency employees expected to be on board before implementation of the plan:	2,880
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	0
Total number of employees to be retained under the plan for each of the following categories (may include duplicated counts):	
Compensation is financed by a resource other than annual appropriations:	2,880
Necessary to perform activities expressly authorized by law:	0
Necessary to perform activities necessarily implied by law:	0
Necessary to the discharge of the President's constitutional duties and powers:	0
Necessary to protect life and property:	0

Brief summary of significant agency activities that will continue during a lapse:

All operations continue as normal during a lapse in annual appropriations. This includes activities and personnel funded from the supplemental appropriations portion of the Infrastructure Investment and Jobs Act (IIJA, Division J).

Brief summary of significant agency activities that will cease during a lapse:

- N/A

Additional information:

Assessment of Liquidating Cash

- FHWA has sufficient liquidating cash to support several months of reimbursements.

Shutdown Checklist

- Plans are up-to-date and approved by the Administrator or designee.
- CFO/Budget Officer will take measures to ensure that any funding that is affected by a lapse in appropriation is made unavailable for obligation and outlay in the financial system.
- Payroll records will be updated to ensure timely and accurate payroll be performed for staff being shifted to alternate available sources of salary funds (e.g., Federal Lands employees funded through IAAs if there are not sufficient advance payment balances).

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Appropriation Lapse Plan Summary Overview

Estimated time (to nearest half day) required to complete shutdown activities:	0
Total number of agency employees expected to be on board before implementation of the plan:	1,243
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	0
Total number of employees to be retained under the plan for each of the following categories (may include duplicated counts):	
Compensation is financed by a resource other than annual appropriations:	1,243
Necessary to perform activities expressly authorized by law:	0
Necessary to perform activities necessarily implied by law:	0
Necessary to the discharge of the President's constitutional duties and powers:	0
Necessary to protect life and property:	0

Brief summary of significant agency activities that will continue during an appropriation lapse:

All operations continue as normal with a lapse in annual appropriations, subject to the amount of liquidating cash the Agency has available.

- FMCSA positions are primarily funded by authorized contract authority and paid out of the Highway Trust Fund and liquidated with cash appropriated by annual appropriations.
- Although FMCSA positions are mostly funded from the Highway Trust Fund, FMCSA collects fees under its Licensing and Insurance (L&I) function and Drug and Alcohol Clearinghouse (DACH), which are made available to support the programs, including its L&I and DACH positions.

- During a lapse in annual appropriations, the overall limitation on obligations for FMCSA is determined per the IIJA. Once an Appropriations Act or Continuing Resolution (CR) is enacted, FMCSA is subject to the terms and conditions of that legislation. The obligation limitation levels will be adjusted so they are consistent with the enacted appropriations act or CR.

Brief summary of significant agency activities that will cease during an appropriation lapse:

None. Activities are funded with contract authority, offsetting collections, and advanced appropriations.

Additional information:

Assessment of Liquidating Cash

FMCSA has sufficient balances of liquidating cash to operate during a short-term lapse of annual appropriations.

Shutdown Checklist

Shutdown plans are up-to-date and approved by the Deputy Administrator

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Appropriation Lapse Plan Summary Overview

Estimated time (to nearest half day) required to complete shutdown activities:	N/A
Total number of agency employees expected to be on board before implementation of the plan:	759
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	0
Total number of employees to be retained under the plan for each of the following categories (may include duplicated counts):	
Compensation is financed by a resource other than annual appropriations:	759
Necessary to perform activities expressly authorized by law:	0
Necessary to perform activities necessarily implied by law:	0
Necessary to the discharge of the President's constitutional duties and powers:	0
Necessary to protect life and property:	0

Brief summary of significant agency activities that will continue during a lapse:

- General Fund appropriated activities would continue with available multi-year funding from prior-year appropriations and supplemental appropriations. Additionally, all activities and personnel funded through the Highway Trust Fund or the supplemental appropriations portion of the Infrastructure Investment and Jobs Act (IIJA, Division J) would continue during a lapse in annual appropriations.

Brief summary of significant agency activities that will cease during a lapse:

- N/A

Additional information:

Assessment of Liquidating Cash

- NHTSA has sufficient balances of liquidating cash on hand to liquidate obligations.

Shutdown Checklist

While all NHTSA employees can be compensated with resources other than annual appropriations, the agency will take the following actions during the period of a lapse in annual appropriation:

- Payroll records will be updated to ensure timely and accurate payroll be performed for staff being shifted to alternate available sources of salary funds (e.g., carryover, supplemental).
- The CFO will take measures to ensure that all funding that is subject to current year appropriation actions is made unavailable for obligation and outlay in the financial system.

FEDERAL TRANSIT ADMINISTRATION

Appropriation Lapse Plan Summary Overview

Estimated time (to nearest half day) required to complete shutdown activities:	N/A
Total number of agency employees expected to be on board before implementation of the plan:	693
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	0
Total number of employees to be retained under the plan for each of the following categories (may include duplicated counts):	
Compensation is financed by a resource other than annual appropriations:	693
Necessary to perform activities expressly authorized by law:	0
Necessary to perform activities necessarily implied by law:	0
Necessary to the discharge of the President's constitutional duties and powers:	0
Necessary to protect life and property:	0

Summary of significant agency activities that will continue during a lapse:

- All operations continue as normal during a lapse in appropriations.
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- Additionally, activities and personnel funded through Division J of the IIJA would remain available during a lapse in annual appropriations.

Brief summary of significant agency activities that will cease during a lapse:

None. Activities are funded by sources not impacted by a lapse in annual appropriations.

Additional information

Assessment of Liquidating Cash

- FTA has sufficient liquidating cash to support several months of reimbursements.

Shutdown Checklist

- Shutdown plans are up-to-date and will be approved by the Administrator and senior staff prior to implementation.
- The CFO will take measures to ensure that all funding that is affected by a lapse in appropriation is made unavailable for obligation and outlay in the financial system.

FEDERAL RAILROAD ADMINISTRATION (FRA)

Appropriation Lapse Plan Summary Overview

Estimated time (to nearest half day) required to complete shutdown activities:	0.5
Total number of agency employees expected to be on board before implementation of the plan:	1,169
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	311
Total number of employees to be retained under the plan for each of the following categories (may include duplicated counts):	
Compensation is financed by a resource other than annual appropriations:	280
Necessary to perform activities expressly authorized by law:	0
Necessary to perform activities necessarily implied by law:	14
Necessary to the discharge of the President's constitutional duties and powers:	0
Necessary to protect life and property:	564

Brief summary of significant agency activities that will continue during a lapse:

Office of Railroad Safety:

- FRA staff from the Office of Railroad Safety that manage rail accident/incident investigations across the country would continue working. These investigations become the basis for the agency issuing Emergency Orders, Safety Advisories, railroad safety regulations, and other measures to promote and regulate safety throughout the rail industry.
- The continuous inspector presence on railroad property allows for the proactive review and identification of unsafe operations. Having FRA inspectors on railroad property makes a difference in achieving industry compliance with Federal safety laws and regulations. Data shows that when inspectors are not visible, compliance with railroad safety laws and regulations is less likely

to occur, which may lead to higher accident/incident rates. When safety hazards are identified, FRA railroad safety personnel ensure uniform and consistent feedback is provided to railroads on noncompliance violations of Federal safety laws and regulations. These inspections and other safety-critical audits, assessments and enforcement activities would continue during a lapse in appropriation, thereby providing continuous and uninterrupted safety oversight to the nation's rail system.

Office of Railroad Development:

- All employees from the Office of Railroad Development are split-funded from FRA's general Safety & Operations account and Financial Assistance Oversight and Technical Assistance account (Oversight account, which would not currently be affected by a lapse in appropriations). All such employees would continue working during a lapse on eligible activities funded under FRA's Oversight **account related to the award, administration, oversight, and technical assistance of FRA's financial assistance programs**. As described below, a limited number of staff from other FRA offices are also partially funded from FRA's Oversight account and would continue working solely on eligible activities funded under the Oversight account.

Other Offices: Certain predetermined individuals from the following offices will be kept onboard to support FRA's critical safety mission or activities funded under FRA's Oversight account, including:

- Administrator – The Administrator and Deputy Administrator provide executive direction over FRA's headquarters and field operations. The Administrator is directly accountable to the DOT Secretary and Deputy Secretary to ensure FRA's excepted safety activities and other functions funded under FRA's Oversight account continue without interruption. The Administrator and Deputy Administrator positions are currently vacant. FRA's Special Assistants to the Administrator and Executive Director are excepted for the same reasons to assist the agency in carrying out excepted activities. FRA will coordinate legislative efforts with congressional staff to the extent it is necessarily implied by the authorized continuation of legislative activity. Certain Civil Rights staff funded from the Oversight account would remain to support eligible activities associated with FRA's financial assistance programs.
- Chief Counsel – The Chief Counsel and Deputy Chief Counsel are critical to the continuation of FRA's safety mission by providing legal advice regarding FRA's safety laws and regulations. Additionally, attorney-advisors from the Office of Development Law that are funded from the Oversight account would remain to support eligible activities associated with FRA's financial assistance programs.
- Administration - The Associate Administrator for Administration, Director of Acquisition, Director of Human Resources (HR) and a HR specialist, and Director of Information Technology (IT) and an IT specialist would support the orderly shutdown and

other excepted/exempt activities, including maintenance of selected contracts and information technology services in supporting FRA's critical safety activities.

- Chief Financial Officer – The Chief Financial Officer, Budget Officer, and a travel analyst would provide oversight of the financial systems, policies, and support programs to affect an orderly agency shutdown, while maintaining critical safety activities. Additionally, accountants, budget analysts, fund administrators, and grants management specialists that are funded from the Oversight account would remain to support eligible activities associated with FRA's financial assistance programs.
- Research, Data, and Innovation – Economists that review the benefit-cost analyses required to be submitted by applicants seeking funding under FRA's competitive grant programs are funded from the Oversight account and would continue conducting eligible activities during a lapse in appropriations. Similarly, small business specialists that provide technical assistance to grantees and assist in monitoring compliance with small business contracting requirements under FRA's financial assistance programs are funded from the Oversight account and would continue working on eligible activities. A program analyst that helps to administer the Railroad Safety Information System (RSIS)—FRA's collection of data management systems that receive, organize, process, visualize, and publish information on railroad accidents and incidents, safety inspections and violations, and attributes from the U.S. DOT Highway-Rail Crossing Inventory—may be recalled as necessary to support the Office of Railroad Safety's accident/incident investigations and inspections.

Brief summary of significant agency activities that will cease during a lapse:

- FRA would not continue any of its unfunded core agency functions. No contracts, purchase orders, travel authorizations¹, or other documents obligating funds subject to a lapse in appropriation would be executed.
- FRA would not obligate funds for research and development projects. However, outlays may occur for prior year obligations if they do not require FRA staff oversight.
- FRA would not advance any rulemakings, including those related to railroad safety, unless such regulatory activity was related to the award, administration, oversight, and technical assistance of FRA's financial assistance programs and funded from FRA's Oversight account.

¹ Exceptions will be made for travel related to critical railroad safety inspections and rail incidents, or activities funded from FRA's Financial Assistance Oversight and Technical Assistance account.

- FRA would suspend responding to routine media inquiries but would respond to media inquiries related to emergency matters addressing imminent hazards to safety of human life and the protection of property. Furloughed staff would be recalled to address emergency media inquiries on a case-by-case basis.

Additional information:

Lapse Checklist

- Lapse plans are up-to-date and will be approved by the Administrator and senior staff prior to implementation.
- The Office of Human Resources has identified each position subject to a furlough, and preparations are in place to notify affected staff.
- Logistics are in place to provide for an orderly recall of employees and a return to normal operations once annual appropriations are restored.
- CFO/Budget Officer will take measures to ensure that all funding that is subject to an appropriations lapse is made unavailable for obligation and outlay in the financial system.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION (PHMSA)

Appropriation Lapse Plan Summary Overview	
Estimated time (to nearest half day) required to complete shutdown activities:	0.5
Total number of agency employees expected to be on board before implementation of the plan:	645
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	211
Total number of employees to be retained under the plan for each of the following categories (may include duplicated counts):	
Compensation is financed by a resource other than annual appropriations:	358
Necessary to perform activities expressly authorized by law:	0
Necessary to perform activities necessarily implied by law:	11
Necessary to the discharge of the President's constitutional duties and powers:	0
Necessary to protect life and property:	65

Brief summary of significant agency activities that will continue during a lapse:

- Pipeline Safety activities funded by other than annual appropriations.
- Investigations of hazardous materials accidents to determine the causes and circumstances of failure, the need for corrective action, and any non-compliance that might have contributed to the accident.
- Inspections of hazardous materials shippers, carriers, testing facilities and cylinder reconditioning facilities to detect and remediate safety concerns and determine compliance with the hazardous materials safety regulations.
- Enforcement of the hazardous materials safety regulations through the issuance of enforcement actions or development of evidence for civil and criminal penalty actions and other authorized enforcement activities, to the extent necessary to address imminent hazards to the safety of human life and the protection of property.

- Hazardous Materials approvals and permits only for emergencies that imminently threaten the safety of human life and the protection of property.
- Administrative support for the agency's shutdown plan and procedures, coordination with other DOT elements and OMB, ensuring the physical security of nonexpendable property, and supporting ongoing Field operations necessary for the protection of life and property.
- Support for public affairs to respond to media inquiries regarding emergency matters addressing imminent hazards to the safety of human life and the protection of property.
- Support for congressional affairs as necessarily implied from the authorized continuation of legislative activity.
- Support for information technology systems necessary for continuation of excepted safety functions and for cybersecurity purposes to protect property.
- Intermittent support for financial operations to make timely payments to contractors and grantees and support for travel needs for life and safety excepted staff.
- Intermittent Acquisition Services and program office administration support to make timely payments to contractors and grantees.
- Payments of Emergency Preparedness Grants.
- Activities and personnel funded from the supplemental appropriations portion of the Infrastructure Investment and Jobs Act (IIJA, Division J). This includes an added position from the Operational Expenses Account (Grants Administrator)
- Certain limited legal services implied by law.

Brief summary of significant agency activities that will cease during a lapse:

- Hazardous Materials Program Development
- Hazardous Materials Standards and Rulemaking
- Hazardous Materials Engineering and Research
- Hazardous Materials Approvals and Permits (except for emergency)
- Hazardous Materials Outreach, Training and Grants (except for intermittent support to make timely payments to grantees)
- Hazardous Materials Special Investigations
- Hazardous Materials Training and Qualifications
- Except where funded by other than annual appropriations:
 - Emergency Response Planning and Drills
 - Strategic Planning and Program Evaluation
 - Public Affairs, except for response to media inquiries regarding the safety of human life and the protection of property

- Civil Rights
- Legal Services and Representation except for those implied by law or expressly authorized
- Regulatory Analysis and Planning
- Freedom of Information Act and Privacy Act Processing
- Budget and Finance (except for intermittent support to make timely payments to contractors and grantees and travel support activities and life and safety excepted staff)
- Acquisition Services (except for intermittent support to make timely payments to contractors and grantees)
- Human Resources (except for those related to executing the orderly shutdown and restart of agency operations)
- Information Resources Management (except for support for information technology systems necessary for continuation of excepted safety functions and for cybersecurity purposes to protect property)
- Administrative Services
- Hazardous materials grants benefitting emergency first responders and localities that would be funded from new registration fee collections.
- Hazardous Materials registration program and registration fee collections.
- Hazardous Materials grants benefitting emergency first responders and localities that would be funded from new registration fee collections.

MARITIME ADMINISTRATION (MARAD)

Appropriation Lapse Plan Summary Overview	
Estimated time (to nearest half day) required to complete shutdown activities:	0.5
Total number of agency employees expected to be on board before implementation of the plan:	821
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	210
Total number of employees to be retained under the plan for each of the following categories (may include duplicated counts):	
Compensation is financed by a resource other than annual appropriations: ¹	602
Necessary to perform activities expressly authorized by law:	1
Necessary to perform activities necessarily implied by law: ¹	6
Necessary to the discharge of the President's constitutional duties and powers: ¹	0
Necessary to protect life and property: ¹	2

¹ Includes 266 staff at the US Merchant Marine Academy (USMMA) funded by multi-year or no-year carry-forward funds. Once funding is exhausted, 16 USMMA staff would be retained as necessary to perform activities necessarily implied by law, 191 USMMA staff would be retained as necessary to the discharge of the President's constitutional duties and powers, and 29 USMMA staff would be retained as necessary to protect life and property. One USMMA staff continues working as compensation is financed by a source with sufficient resources for the entire fiscal year. The remaining 30 USMMA staff would be furloughed.

Brief summary of significant agency activities that will continue during a lapse:

- MARAD functions that would continue during a lapse in appropriations address imminent hazards to the safety of human life and protection of vessels of the U.S. Government.

The United States Merchant Marine Academy (Academy) would continue to operate on funding other than annual appropriations. If that funding were exhausted, it would continue to operate in support of the President's constitutional duties and powers for national defense and national security. It is statutory policy that it is necessary for the national defense that the United States have a merchant marine capable of serving as a naval and military auxiliary in time of war or national emergency operated by citizens of the United States. Consistent with this policy, the Academy was established to train United States citizens to serve as officers in the United States merchant marine and in the Armed Forces of the United States. Shutdown of the Academy would disrupt the academic calendar and significantly impact cadets' ability to complete the mariner licensing required courses in time to take the United States Coast Guard mariner licensing exam. Any disruption of the licensing and commissioning progression potentially threatens the flow of merchant mariners critically needed for national defense and national security, as well as the approximately 25% of Academy midshipmen that enter active duty in the U.S. Armed Forces upon graduation.

- Academy will prioritize any carry-over balances to support personnel and contracts required to ensure continuation of academic instructional requirements, physical safety of the midshipmen, and protection of Academy assets. These requirements include academic coursework, regimental activities, athletics, Sea-Year training, campus security, and maintenance of Academy vessels, buildings, and midshipmen use facilities (e.g., athletic fields, pools, other training spaces).
- If carry-forward balances were exhausted, excepted positions including academic and athletic instructors, Commandant and training staff to supervise the midshipmen on campus and at Sea-Year, personnel required for dining, health, simulators training, other instructional and athletic support, admissions office and campus security will continue to work. Additionally, a limited number of personnel for mailroom, procurement, information technology, and financial management functions to support the instructional requirements will continue to work.
- Extracurricular midshipmen club activities funded with USMMA no-year gift funds will continue.
- If any carry-forward balances were exhausted and classes were not in session during an academic break, the Academy will remain open, but only a minimal cadre of personnel will be retained to cover necessary Academy functions during the break. These include positions necessary to protect life and property, those necessary to perform activities necessarily implied by law, and a limited number of personnel still required to discharge the President's constitutional duties and powers. All other personnel will be furloughed until classes resume.
- If any carry-forward balances were exhausted, ongoing no-year funded Capital Improvement Projects (CIP) where funding has been fully obligated will continue, with limited excepted Academy personnel for the protection of government property and provide on-site federal supervision and approve and process timely payments to contractors.

- Emergency and disaster assistance involving the safety of human life or protection of property would continue including MARAD employees who are necessary to execute active Mission Assignments from the Department of Homeland Security's (DHS) Federal Emergency Management Agency (FEMA).
- The no-year funded Ship Disposal Program would continue operations utilizing carry-over balances as long as sufficient funding is available. This includes the ongoing work to decommission the Nuclear Ship Savannah, which is fully-funded under this program.
- The no-year funded National Security Multi-Mission Vessel (NSMV) Program would continue operations utilizing carry-forward balances.
- MARAD would continue to operate the reimbursable (no-year funded from Department of Defense) National Defense Reserve Fleet, including the Ready Reserve Fleet (RRF), using carry-over balances as long as sufficient funding is available. Note that some MARAD employees are normally split-funded from RRF and annual appropriated MARAD funds. During a lapse in appropriations, these individuals will work only on the RRF program and will be paid only from RRF funds.
- The Maritime Security Program (MSP) would continue operations utilizing carry-forward balances. A limited number of excepted personnel are needed to maintain the program and to support the continued payment of the MSP stipend with carry-over funds.
- The Cable Security Fleet Program (CSF) would continue operations utilizing carry-forward balances. A limited number of excepted personnel are needed to maintain the program and to support the continued payment of the CSF stipend with carry-over funds.
- The Tanker Security Program (TSP) would continue operations utilizing carry-forward balances. A limited number of excepted personnel are needed to maintain the program and to support the continued payment of the TSP stipend with carry-over funds.
- The Port Infrastructure Development Program (PIDP) would continue operations utilizing carry-forward balances. Staff required for the award and oversight of the PIDP grants will continue to work and are funded from no-year carry-forward funds available for administrative expenses.

- The United States Marine Highway (USMH) Grant Program would continue operations utilizing carry-forward balances. Staff required for the award and oversight of the AMH grants will continue to work and are funded from no-year carry-forward funds available for administrative expenses.
- Under Title XI, MARAD employs private contractors at the Reserve Fleet facility in husbanding some defaulted Title XI assets. These services would continue, as a failure to maintain these services would cause an imminent hazard to the protection of U.S. Government property.
- Government personnel and contractor support required to maintain the agency's data center and cybersecurity functions will continue.
- The use of existing government excepted and exempted employees capable of approving and processing the timely payments of valid obligations to contractors, grantees and other service providers will be utilized to the maximum extent possible. If not feasible, then it may be necessary for furloughed employees to be recalled on at least an intermittent basis to approve and process these timely payments.
- Staff required for the award and oversight of the National Infrastructure Investments (NII) grants will continue to work and are funded from the multi-year funds available for administrative expenses.
- Activities and personnel funded from the supplemental appropriations portion of the Infrastructure Investment and Jobs Act (IIJA, Division J).

Brief summary of significant agency activities that will cease during a lapse:

- Program support from Office of Chief Counsel, Environment and Compliance, Ports and Waterways, and Business and Finance Development would cease, other than those related to the Academy or other excepted or exempted/funded activities.
- Administrative support functions (Information Technology, Human Resources, Finance and Budget, etc.) would cease, other than those related to the Academy or other excepted or exempted/funded activities.

- Academy will suspend all non-essential procurements (e.g., employee training, faculty and staff travel not in direct support of essential midshipman travel, Library acquisitions not in direct support of on-going academic instruction, etc.) to preserve any carryover balances.
- Approval of vessel transfers out of the U.S.-flag registry will cease, as well as the merchant marine awards program.
- All activities within the Committee on Marine Transportation Systems.
- All activities within the Office of Civil Rights.
- All activities within the Office of Congressional and Public Affairs.
- All activities within the Office of International Activities.
- All activities within the Office of Policy and Plans.
- All activities within the Office of Maritime Education and Training.
- All activities within the Office of Cargo and Commercial Sealift, with the exception of staff excepted to monitor Jones Act waiver requests and if necessary to support emergency crisis management and to identify domestic shipping options that can be utilized in an emergency.

Additional Information

Shutdown Checklist

- Shutdown plans are up-to-date and will be approved by the Administrator and senior staff prior to implementation.
- The Office of Human Resources has identified each position subject to a furlough, and preparations are in place to notify affected staff.

- Logistics are in place to provide for an orderly recall of employees and a return to normal operations once annual appropriations are restored.
- CFO/Budget officer will take measures to ensure that all funding that is subject to an appropriations lapse is made unavailable for obligation and outlay in the financial system.
- Payroll records will be updated to ensure timely and accurate payroll be performed for staff being shifted from lapsed funding into alternate sources (i.e., carryover).

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Appropriation Lapse Plan Summary Overview

Estimated time (to nearest half day) required to complete shutdown activities:	0
Total number of agency employees expected to be on board before implementation of the plan:	125
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	0
Total number of employees to be retained under the plan for each of the following categories (may include duplicated counts):	
Compensation is financed by a resource other than annual appropriations:	125
Necessary to perform activities expressly authorized by law:	0
Necessary to perform activities necessarily implied by law:	0
Necessary to the discharge of the President's constitutional duties and powers:	0
Necessary to protect life and property:	0

Brief summary of significant agency activities that will continue during a lapse:

- The GLS will utilize its statutory authority (33 U.S.C. 981, et seq.) to use reserve funding from its no-year revolving fund during any lapse in federal appropriations to operate and maintain the U.S. portion of the St. Lawrence Seaway without any adverse impact on staff levels or agency programs.
- The GLS will make timely payments to contractors, as necessary.
- CFO will take measures to ensure that all funding that is subject to current year appropriation actions is made unavailable for obligation and outlay in the financial system.

- Payroll records will be updated to ensure timely and accurate payroll be performed for staff being shifted from lapsed funding into alternate sources (i.e., carryover).
- As was the case during past lapses in appropriations, Seaway operations, including compensation and benefits for personnel, is funded through the GLS's no-year revolving account unobligated balance (10/1/22 balance of \$19.1 million).

Summary of Suspended Activities

- No activities will be suspended.

OFFICE OF INSPECTOR GENERAL

Appropriation Lapse Plan Summary Overview

Estimated time (to nearest half day) required to complete shutdown activities:	0.5
Total number of agency employees expected to be on board before implementation of the plan:	399
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	291
Total number of employees to be retained under the plan for each of the following categories (may include duplicated counts):	
Compensation is financed by a resource other than annual appropriations:	0
Necessary to perform activities expressly authorized by law:	1
Necessary to perform activities necessarily implied by law:	7
Necessary to the discharge of the President's constitutional duties and powers:	0
Necessary to protect life and property:	100

Brief summary of significant agency activities that will continue during a lapse:

- Law Enforcement activities
- Hotline and Crisis Management Center point of contact
- Support for IT systems that are necessary for continuation of excepted law enforcement activities

Brief summary of significant agency activities that will cease during a lapse:

- Audit activities
- Most Legal and Human Resources functions
- Government and Public Affairs; Budget and Financial Management; and Procurement and Administrative Services functions

Additional information:

Shutdown Checklist

- Shutdown plans are up-to-date and will be approved by the Inspector General prior to implementation.
- The Office of Human Resources has identified each position subject to a furlough, and preparations are in place to notify affected staff.
- Logistics are in place to provide for an orderly recall of employees and a return to normal operations, once annual appropriations are restored.
- CFO will take measures to ensure that all funding that is subject to current year appropriation actions is made unavailable for obligation and outlay in the financial system.

OFFICE OF THE SECRETARY

Lapse Plan Summary Overview	
Estimated time (to nearest half day) required to complete shutdown activities:	0.5
Total number of agency employees expected to be on board before implementation of the plan:	1,820
Total number of agency employees expected to be furloughed under the plan (unduplicated count):	83
Total number of employees to be retained under the plan for each of the following categories:	
Compensation is financed by a resource other than annual appropriations:	1,731
Necessary to perform activities expressly authorized by law:	0
Necessary to perform activities necessarily implied by law:	6
Necessary to the discharge of the President's constitutional duties and powers:	0
Necessary to protect life and property:	0

Brief summary of significant agency activities that will continue during a lapse:

- Functions necessary to address imminent hazards to the safety of human life and the protection of property, including IT systems and functions related to cybersecurity;
- Activities funded through the Working Capital Fund for which resources remain available, including the security of the Headquarters building;
- Staff functions necessarily implied from the authorized continuation of other activities across the Department;
- Congressional affairs as necessarily implied from the authorized continuation of legislative activity;
- Certain public affairs activities, including responding to media inquiries related to emergency matters addressing imminent hazards to the safety of human life and the protection of property and activities necessarily implied from the authorized continuation of other activities across the Department; and

- Activities funded by multi-year or no-year appropriations including the following:
 - Salaries and Expenses
 - It is estimated that the carry forward amounts in this account can cover one pay period of salaries
 - Transportation Planning, Research and Development
 - Essential Air Service
 - Small Communities Air Service Development Program
 - Operational Support Account (Includes IJJA funding)
 - National Surface Transportation and Innovative Finance Bureau (Build America Bureau)
 - Small and Disadvantaged Business Utilization and Outreach
 - Working Capital Fund
 - Volpe
 - Transportation Safety Institute
- The Build America Bureau may close new TIFIA direct loans and loan guarantees during a lapse in appropriations, so long as there is sufficient contract authority and Highway Trust Fund liquidating cash available.

Brief summary of significant agency activities that will cease during a lapse:

- Suspended activities during a lapse in annual appropriations will mainly be support from staff offices that are not associated with authorized continuation of other activities across the Department, including the following:
 - The Office of Research and Technology, and the Office of Civil Rights would suspend activities given their annual source of funds.
- In general the Build America Bureau may not close new RRIF direct loans or loan guarantees during a lapse in appropriations, except using any available subsidy budget authority provided in prior appropriations acts.

Additional information:

Shutdown Checklist

- Shutdown plans are up-to-date and will be approved by the Deputy Secretary prior to implementation.
- The Office of Human Resources has identified each position subject to a furlough, and preparations are in place to notify affected staff.

- Logistics are in place to provide for an orderly recall of employees and a return to normal operations once annual appropriations are restored.

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Tuesday, September 30, 2025 1:22 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Cc: Smith, Patrice <Patrice.Smith@vta.org>
Subject: From VTA: Incident at VTA Light Rail Incident

VTA Board of Directors:

Please find attached a memo from Patrice Smith, Chief Communications Officer.

Should you receive any media inquiries on this topic, please direct them to Media.Relations@VTA.org or 408-464-7810 (no texts).

Thank you,

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**



MEMORANDUM

TO: VTA Board of Directors

FROM: Patrice Smith 
Chief Communications Officer

DATE: September 30, 2025

SUBJECT: Incident Notification: Gish Light Rail Platform

I am writing to inform you of a violent incident that occurred last night at approximately 11:44 p.m. on our Gish light rail platform. This incident may attract media attention.

The victim was kicked multiple times and transported to Valley Medical Center where he remains in critical condition.

A suspect has been identified as a person of interest.

Our service at the Gish light rail platform was restored as of 8:15 a.m. today.

I will keep you informed of any further developments.

Thank you.

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Thursday, October 2, 2025 9:26 AM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Cc: Gonot, Carolyn <Carolyn.Gonot@vta.org>; Richardson, Greg
<Greg.Richardson@vta.org>; Singh, Naunihal <Naunihal.Singh@vta.org>
Subject: Potential Public Comment re: Access Paratransit Service Area / Premium Fare Policy

VTA Board of Directors,

Attached is a memorandum from Nauni Singh, VTA's Chief Operating Officer, regarding a potential public comment on paratransit service area and premium fares at tonight's meeting (comment will most likely be made under public comment on items not on the agenda).

The attached document provides context and outlines staff's coordination efforts with the potential public speaker.

For questions, please reply to this e-mail.

Thank you.

Santa Clara Valley Transportation Authority
3331 North First Street, Building B-1
San Jose, CA 95134-1927
Phone 408.321.7578 (desk) 408.464.7740 (mobile)



MEMORANDUM

TO: VTA Board of Directors

THROUGH: Carolyn M. Gonot, General Manager/CEO *Carolyn M Gonot*

FROM: Nauni Singh, Chief Operating Officer *Naunihal Singh*

DATE: October 1, 2025

SUBJECT: Ms. Lupe Medrano's Concerns on ACCESS Paratransit Service Area Change and Premium Fare Policy

At tonight's Board meeting we may receive public comment from Ms. Lupe Medrano, the 2nd Vice Chair of the Committee for Transportation Mobility and Accessibility (CTMA). This memorandum provides context regarding the subject she may reference. Staff is working directly with Ms. Medrano and others on this issue.

Key points:

- Background: Service area changes in March 2023 and September 2025 required premium fare adjustments for certain clients. Waivers were temporarily extended due to notification issues in 2023 but formally ended September 15, 2025.
- Ms. Medrano's Concerns: She cited insufficient notice, financial hardship, and misinterpretation of client communications.
- Findings: RTS confirmed Ms. Medrano's residence has been in the premium service area since October 2022 and should have been assessed the \$16 fare since that time. Unfortunately, she continued to pay \$4 (standard fare) due to contractor oversight, not recent policy changes.
- Actions Taken: VTA granted a temporary reprieve by waiving Ms. Medrano's premium fare until December 31, 2025 while the address review is completed. Similar clients are also extended the temporary suspension for premium fares for fairness and consistency. If review confirms that the addresses of the impacted clients are outside the standard area (in premium area), appropriate fare (\$16) will be charged starting January 1, 2026.
- Next Steps: The Ad Hoc Committee on ACCESS Premium Fare will present recommendations in November to CTMA and in December to the Board.

Attachment: Executive Summary – ACCESS Service Area Change and Premium Fare Waiver

Executive Summary – ACCESS Service Area Change and Premium Fare Waiver

Background

- March 2023: Service area change implemented. Premium fare was waived for 20 impacted clients due to insufficient outreach and notification.
- 2nd Vice Chair Lupe Medrano was among those affected; her advocacy led to the creation of an Ad Hoc Committee under CTMA to review premium fares and recommend changes.
- September 15, 2025: Another service area change (Fremont) was implemented with extensive outreach (letters, MyACCESS/IVR updates, automated calls, FAQs, website, social media, and events).
- Client letters clearly stated that premium fare waivers granted after March 2023 would end on September 15, 2025.

Ms. Medrano's Concerns

- Contacted staff on September 16, 2025, citing insufficient notice about waiver removal.
- Acknowledged her son only read page one of the client letter; waiver details were on page two. Believed the waiver would remain until December 2025.
- Reported financial hardship: \$700–\$900/month in additional costs for De Anza trips.

RTS Investigation Findings

- Ms. Medrano's Mahoney Dr. residence has always been within the premium service area since she moved there in October 2022.
- Since the time that she moved in 2022, she should have been charged the \$16 premium fare. Unfortunately, she continued paying \$4 due to contractor oversight.
- Her fare adjustment is not tied to the 2023 or 2025 service area changes, but rather a correction of a past oversight.

Actions Taken

- Temporary suspension: \$16 premium fare for Ms. Medrano waived through December 31, 2025 while her address is under review. If review confirms premium area status, the \$16 fare will apply effective January 1, 2026.
- Communicated to Ms. Medrano at the September 30, 2025 meeting; follow-up letter will be sent.
- On October 1, 2025, she declined an individual-only waiver, requesting it also cover other impacted clients.
- VTA-RTS review: 20 clients were impacted by the March 2023 service area change. 4 have since relocated; 16 clients (including Ms. Medrano) are now paying the premium fare.
- To ensure fairness and consistency, any waiver extended to Ms. Medrano should also be applied to similarly situated clients.

Next Steps

- Present Ad Hoc Committee on ACCESS Premium Fare findings and recommendations to CTMA in November and to the Board in December.
- Encourage Ms. Medrano to support the Ad Hoc Committee's recommendations, emphasizing collective solutions over individual exceptions.