

COMMITTEE ON THE JUDICIARY
• RANKING MEMBER-SUBCOMMITTEE ON
IMMIGRATION AND BORDER SECURITY
• SUBCOMMITTEE ON COURTS, INTELLECTUAL
PROPERTY AND THE INTERNET

COMMITTEE ON SCIENCE, SPACE AND TECHNOLOGY
• SUBCOMMITTEE ON SPACE
• SUBCOMMITTEE ON ENERGY

COMMITTEE ON HOUSE ADMINISTRATION
• JOINT COMMITTEE ON THE LIBRARY

Congress of the United States
House of Representatives
Washington, DC 20515

ZOE LOFGREN
19TH DISTRICT, CALIFORNIA

635 NORTH FIRST STREET, SUITE B
SAN JOSE, CA 95112
(408) 271-8700

1401 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3072

[HTTPS://LOFGREN.HOUSE.GOV](https://lofgren.house.gov)
[WWW.FACEBOOK.COM/ZOELOFGREN](https://www.facebook.com/ZoeLofgren)
[WWW.TWITTER.COM/REPZOELOFGREN](https://www.twitter.com/RepZoeLofgren)

CHAIR, CALIFORNIA DEMOCRATIC CONGRESSIONAL DELEGATION
CO-CHAIR, CONGRESSIONAL CAUCUS ON VIETNAM

June 25, 2020

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: (707) 429-1900
Fax: (707) 429-0168
JPSpering@solanocounty.com

Dear Chairman Spering,

I write to urge the MTC Blue Ribbon Transit Recovery Task Force to recommend **Option 2b** in the second tranche of distribution of CARES Act funds for Bay Area transit agencies. This option would honor the “true-up” commitment that allowed the first phase of this funding to move forward, while also including an adjustment for agencies whose ridership is comprised largely of low income, transit dependent passengers.

An allocation plan that takes need and equity into consideration is critical to my district. The Santa Clara Valley Transportation Authority (VTA) serves a ridership of 80% transit dependent individuals. Half of VTA’s ridership have household incomes of less than \$50,000 a year—many of these individuals have had not had the option to work from home during the pandemic, are not car owners, and must rely on public transportation to get them to jobs, doctor’s appointments and grocery stores.

Despite an 80% drop in ridership during the pandemic, VTA has continued to provide safe, essential transportation to the transit dependent, inclusive of crucial lifeline paratransit service. VTA revenue is largely dependent on local sales tax, which as you know has been significantly impacted since the start of the COVID pandemic. The agency forecasts a deficit of \$210 million by the end of the upcoming fiscal year in June of 2021. VTA received a \$73 million distribution in the first phase of CARES Act funding and was the only agency in that funding phase to receive less than it needed.

It is imperative that a **minimum of \$89 million dollars be allocated to VTA in the second tranche** of CARES Act funding distribution so it can continue to provide essential service to the transit dependent in my district and the remainder of Santa Clara County.

Thank you for your consideration of this critical matter for the working people of Santa Clara County.

Sincerely,

A handwritten signature in blue ink, appearing to read "Zoe Lofgren", with a long horizontal flourish extending to the right.

Zoe Lofgren
Member of Congress

cc: MTC Blue Ribbon Transit Recovery Task Force Members info@bayareametro.gov

COMMITTEE ON THE JUDICIARY
• RANKING MEMBER-SUBCOMMITTEE ON
IMMIGRATION AND BORDER SECURITY
• SUBCOMMITTEE ON COURTS, INTELLECTUAL
PROPERTY AND THE INTERNET

COMMITTEE ON SCIENCE, SPACE AND TECHNOLOGY
• SUBCOMMITTEE ON SPACE
• SUBCOMMITTEE ON ENERGY

COMMITTEE ON HOUSE ADMINISTRATION
• JOINT COMMITTEE ON THE LIBRARY

Congress of the United States
House of Representatives
Washington, DC 20515

ZOE LOFGREN
19TH DISTRICT, CALIFORNIA

June 29, 2020

635 NORTH FIRST STREET, SUITE B
SAN JOSE, CA 95112
(408) 271-8700

1401 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3072

[HTTPS://LOFGREN.HOUSE.GOV](https://lofgren.house.gov)
[WWW.FACEBOOK.COM/ZOELOFGREN](https://www.facebook.com/ZoeLofgren)
[WWW.TWITTER.COM/REPZOELOFGREN](https://www.twitter.com/RepZoeLofgren)

CHAIR, CALIFORNIA DEMOCRATIC CONGRESSIONAL DELEGATION
CO-CHAIR, CONGRESSIONAL CAUCUS ON VIETNAM

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
JPSpering@solanocounty.com
info@bayareametro.gov

Dear Chair Spering and Blue Ribbon Transit Recovery Task Force Members,

During today's meeting, I urge that you request that staff detail both assumptions previously presented to the General Managers of the transit agencies under 2b and vote for the original Option 2b, Assumption 1 for the second phase of Federal CARES Act funding.

I submitted a letter to you last week prior to the posting of the agenda packet for today's meeting; I have since learned that option 2b was presented to the General Managers with two assumptions. Unfortunately, only 1 assumption is being presented to you today and it is the least desirable of the two for Santa Clara Valley Transportation Authority and my constituents.

The option being shown to the task force today is only Option 2b, Assumption 2 and reduces the amount of funding for VTA by an additional \$7 million. This amount is important to VTA to continue to provide essential services for its most vulnerable populations.

I urge you to direct that staff present both assumptions 1 and 2 to you today and that you recommend assumption 1, which allots \$75 million to VTA.

Sincerely,



Zoe Lofgren
Member of Congress

cc: MTC Blue Ribbon Transit Recovery Task Force Members info@bayareametro.gov

From: [Diane Le](#)
To: JPSpering@solanocounty.com; [MTC Info](#)
Cc: [Ann Nguyen](#); [Cindy Doan Vu](#); [HaNhi Tran](#); [Laura T. Phan](#); [Samantha Huynh](#); [Teresa Hung](#); [Thao Nguyen](#); hope.cahan@bos.sccgov.org; [Evelynn Tran](#)
Subject: Federal CARES Act - Option 2b, Assumption 1
Date: Monday, June 29, 2020 11:09:00 AM
Attachments: [6.29.20 Updated Assumption 1 letter MTC Transit Recovery Task Force copy 2.docx](#)

External Email

Please accept this as our support for your **vote for** the original **Option 2b, Assumption 1** for the second phase of Federal CARES Act funding.

Best Regards,

Diane Le

President, Vietnamese-American Professional Women's Organization of Silicon Valley

www.vapw.org



Preparing every student to thrive in a global society.

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: (707) 429-1900
Fax: (707) 429-0168
JPSpering@solanocounty.com
info@bayareametro.gov

Dear Chair Spering and Blue Ribbon Transit Recovery Task Force Members,

Please vote for the original **Option 2b, Assumption 1** that was presented to the General Managers of the transit agencies for the second phase of Federal CARES Act funding instead of the option being presented for the June 29th meeting. The modification to the original option would further reduce the allocation of funds to Santa Clara County's transit agency at a time when our transit-dependent residents are relying on public transportation to return to work and access other crucial services.

There are tens of thousands of people in Santa Clara County who depend on VTA's bus and light rail to get to jobs that cannot be done "remotely". 80% of VTA's ridership is considered transit dependent, where 50% have household incomes less than \$50,000 a year. Most of these riders do not have the alternative option to drive reliable cars to their working class jobs, medical appointments and for other essential travel. And, now that BART service reaches Milpitas and San Jose, VTA is a vital connection to enable workers to get to jobs outside of the South Bay.

VTA has continued to provide safe, essential transportation to the transit dependent, inclusive of crucial lifeline paratransit service. **The option being presented to you reduces VTA's share of funds by an additional \$7 million from Option 2b, Assumption 1. This additional reduction is at a time when the sales tax revenues have fallen by over 50%.** Making up for those losses by cutting service is NOT AN OPTION. VTA needs the additional \$7 million to maintain service through the next fiscal year.

The division of funds in the second phase of the CARES Act distribution is a question of equity. VTA is the only operator to receive less than what was needed during the first phase. Please help even the playing field for those who depend on its essential services: bus, light rail and paratransit. Please recommend Option 2b, Assumption 1 as presented to the General Managers for the second phase of CARES Act funding.

Sincerely,

Lorena Chavez
ESUHSD Governing Board Member

830 N. Capitol Ave

San Jose, CA 95133

T 408.347.5000

F 408.347.5015

esuhd.org

East Side Union High School District Board of Trustees

Lan Nguyen, President

Van T. Le, Vice President

J. Manuel Herrera, Clerk

Pattie Cortese, Member

Lorena Chavez, Member

Chris D. Funk, Superintendent

From: [Ray Bramson](#)
To: JPSpering@solanocounty.com; [MTC Info](#)
Subject: Re: Support Letter for Option 2b - VTA - CARES Act Funds
Date: Monday, June 29, 2020 12:07:13 PM

External Email

Chair Sperring and Blue Ribbon Transit Recovery Task Force Members,

As a follow up to our letter from 2/25/20, we **request that during today's meeting staff detail both assumptions previously presented to the General Managers of the transit agencies under 2b and vote for the original Option 2b, Assumption 1 for the second phase of Federal CARES Act funding.**

Destination: Home submitted a letter to you last week prior to the posting of the agenda packet for today's meeting; we have since learned that option 2b was presented to the General Managers with two assumptions. Unfortunately, only 1 assumption is being presented to you today and it is the least desirable of the two.

The option being shown to task force today is only Option 2b, Assumption 2 and reduces the amount of funding for VTA by an additional \$7 million. This amount is critical to VTA to continue to provide essential services for its most vulnerable populations.

We urge you to **request that staff present both assumptions 1 and 2 to you today** and that you **recommend assumption 1**, which allots \$75 million to VTA.

Sincerely,

Ray

On Thu, Jun 25, 2020 at 11:15 AM Ray Bramson <ray@destinationhomesv.org> wrote:
Chairman Sperring and Task Force Members -

On behalf of Destination: Home, please find the attached letter in support of recommendation of Option 2b in the second tranche of distribution of CARES Act funds for Bay Area transit agencies. Thank you for your consideration of this important matter.

--

Ray Bramson
Chief Impact Officer
Destination: Home
www.destinationhomesv.org
@DSTNHome

IMPORTANT NOTICE: This message is intended only for the use of the addressee and may contain information that is CONFIDENTIAL. If you are not the intended recipient, you are notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please erase all copies of the message and its attachments and notify me immediately. Thank you.

--

Ray Bramson

Chief Impact Officer

Destination: Home

www.destinationhomesv.org

@DSTNHome

IMPORTANT NOTICE: This message is intended only for the use of the addressee and may contain information that is CONFIDENTIAL. If you are not the intended recipient, you are notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please erase all copies of the message and its attachments and notify me immediately. Thank you.

From: [Louise Auerhahn](#)
To: JPSpering@solanocounty.com
Cc: [MTC Info](#)
Subject: RE: Letter submitted to the Blue Ribbon Transit Recovery Task Force
Date: Monday, June 29, 2020 1:11:26 PM

External Email

Dear Chair Spering and Blue Ribbon Transit Recovery Task Force Members,

I am following up on Working Partnerships USA's previous letter to ask that you please **request that during today's meeting, staff detail both assumptions previously presented to the General Managers of the transit agencies under 2b**, and to urge your **vote for the original Option 2b, Assumption 1 for the second phase of Federal CARES Act funding.**

We submitted a letter to you last week prior to the posting of the agenda packet for today's meeting; we have since learned that option 2b was presented to the General Managers with two assumptions. Unfortunately, only 1 assumption is being presented to you today and it is the least desirable of the two.

The option being shown to task force today is only Option 2b, Assumption 2 and reduces the amount of funding for VTA by an additional \$7 million. This amount is critical to VTA to continue to provide essential services for its most vulnerable populations.

I urge you to **request that staff present both assumptions 1 and 2 to you today** and that you **recommend assumption 1**, which allots \$75 million to VTA.

Sincerely,
Louise Auerhahn

From: Louise Auerhahn [mailto:lauerhahn@wpusa.org]
Sent: Thursday, June 25, 2020 10:55 AM
To: 'JPSpering@solanocounty.com' <JPSpering@solanocounty.com>
Cc: 'info@bayareametro.gov' <info@bayareametro.gov>
Subject: Letter submitted to the Blue Ribbon Transit Recovery Task Force

Dear Chair Spering,

On behalf of the five co-signed organizations, please accept the attached letter as public comment for the upcoming meeting of the MTC Blue Ribbon Transit Recovery task Force.

Thank you for all of your work.

Sincerely,
Louise

Louise Auerhahn
Director of Economic and Workforce Policy
Working Partnerships USA

408-809-2131

lauerhahn@wpusa.org

www.wpusa.org



City of Gilroy Mayor's Office

City Hall
7351 Rosanna Street
Gilroy, California
95020-6197

Roland Velasco, Mayor
roland.velasco@cityofgilroy.org
City Hall Office (408) 846-0227
Cell Phone (408) 710-8508
www.cityofgilroy.org

June 29, 2020

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: (707) 429-1900
Fax: (707) 429-0168
JPSpering@solanocounty.com
info@bayareametro.gov

Dear Chair Spering and Blue Ribbon Transit Recovery Task Force Members,

Please vote for the original **Option 2b, Assumption 1** that was presented to the General Managers of the transit agencies for the second phase of Federal CARES Act funding instead of the option being presented for the June 29th meeting. The modification to the original option would further reduce the allocation of funds to Santa Clara County's transit agency at a time when our transit-dependent residents are relying on public transportation to return to work and access other crucial services.

There are tens of thousands of people in Santa Clara County who depend on VTA's bus and light rail to get to jobs that cannot be done "remotely". 80% of VTA's ridership is considered transit dependent, where 50% have household incomes less than \$50,000 a year. Most of these riders do not have the alternative option to drive reliable cars to their working class jobs, medical appointments and for other essential travel. And, now that BART service reaches Milpitas and San Jose, VTA is a vital connection to enable workers to get to jobs outside of the South Bay.

VTA has continued to provide safe, essential transportation to the transit dependent, inclusive of crucial lifeline paratransit service. **The option being presented to you reduces VTA's share of funds by an additional \$7 million from Option 2b, Assumption 1. This additional reduction is at a time when the sales tax revenues have fallen by over 50%.** Making up for those losses by cutting service is NOT AN OPTION. VTA needs the additional \$7 million to maintain service through the next fiscal year.

The division of funds in the second phase of the CARES Act distribution is a question of equity. VTA is the only operator to receive less than what was needed during the first phase. Please help even the playing field for those who depend on its essential services: bus, light rail and paratransit. Please recommend Option 2b, Assumption 1 as presented to the General Managers for the second phase of CARES Act funding.

Sincerely,

Roland Velasco
Mayor, City of Gilroy

Monday, June 29, 2020

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
JPSpering@solanocounty.com
info@bayareametro.gov

Dear Chair Spering and Blue Ribbon Transit Recovery Task Force Members,

Please request that during today's meeting staff detail both assumptions previously presented to the General Managers of the transit agencies under 2b and vote for the original Option 2b, Assumption 1 for the second phase of Federal CARES Act funding.

I submitted a letter to you last week prior to the posting of the agenda packet for today's meeting; I have since learned that option 2b was presented to the General Managers with two assumptions. Unfortunately, only 1 assumption is being presented to you today and it is the least desirable of the two.

The option being shown to task force today is only Option 2b, Assumption 2 and reduces the amount of funding for VTA by an additional \$7 million. This amount is critical to VTA to continue to provide essential services for its most vulnerable populations.

I urge you to **request that staff present both Assumptions 1 and 2 to you today** and that you **recommend Assumption 1**, which allots \$75 million to VTA.

Sincerely,



Maya Esparza
City of San Jose, Councilmember, District 7

cc: MTC Blue Ribbon Transit Recovery Task Force Members info@bayareametro.gov

James P. Sperling, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

jsperling@sanfrancisco.gov
mtc.bayarea.net/jp

Dear Chair Sperling and Blue Ribbon Transit Recovery Task Force Members,

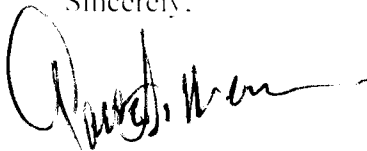
Please **request that during today's meeting staff detail both assumptions previously presented to the General Managers of the transit agencies under 2b and vote for the original Option 2b, Assumption 1 for the second phase of Federal CARES Act funding.**

I submitted a letter to you last week prior to the posting of the agenda packet for today's meeting. I have since learned that option 2b was presented to the General Managers with two assumptions. Unfortunately, only 1 assumption is being presented to you today and it is the least desirable of the two.

The option being shown to task force today is only Option 2b, Assumption 2 and reduces the amount of funding for VTA by an additional \$7 million. This amount is critical to VTA to continue to provide essential services for its most vulnerable populations.

I urge you to **request that staff present both assumptions 1 and 2 to you today** and that you **recommend assumption 1**, which allots \$75 million to VTA.

Sincerely,



Aaron Morrow
Member of Committee for Transportation Mobility Accessibility (VTA) Santa Clara County
Public Policy Advocate for Persons with Disabilities

cc: MTC Blue Ribbon Transit Recovery Task Force Members mtc@bayarea.net



AFL-CIO

AMALGAMATED TRANSIT UNION

LOCAL 265

1590 La Pradera Drive
CAMPBELL, CALIFORNIA 95008-1533

PHONE (408) 874-0900
FAX (408) 874-0907



1902 Charter Seal

June 29, 2020

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
jpspering@solanocounty.com
info@bayareametro.gov

Dear Chair Spering and Blue Ribbon Transit Recovery Task Force Members,

Please **request that during today's meeting staff detail both assumptions previously presented to the General Managers of the transit agencies under 2b and vote for the original Option 2b, Assumption 1 for the second phase of Federal CARES Act funding.**

Unfortunately, only 1 assumption is being presented to you today and it is the least desirable of the two.

The option being shown to task force today is only Option 2b, Assumption 2 and reduces the amount of funding for VTA by an additional \$7 million. This amount is critical to VTA to continue to provide essential services for its most vulnerable populations. This option would honor the "true-up" commitment that allowed the first phase of this funding to move forward, while also including an adjustment for agencies whose ridership is comprised largely of low income, **transit dependent** passengers.

I believe this is an issue of **equity** and **dire need** for the Santa Clara Valley Transportation Authority (VTA), whose ridership is 80% transit dependent individuals. Roughly 50% of the Transportation Authority's total ridership have household incomes less than \$50,000 a year. These are the working people of Silicon Valley who do not have the option of working from home, who do not own cars, and must rely on public transportation to get them to jobs, doctor's appointments and grocery stores.

VTA revenue is in the unique position of being largely dependent on local sales tax, which as you know has taken a hit of historic proportions since the start of the COVID pandemic. The agency forecasts a deficit of \$210 million by the end of the upcoming fiscal year, June 2021. VTA received a \$73 million distribution in the first phase of CARES Act funding and was the only agency in that funding phase to receive **less than it needed**, while every other agency received more than enough to cover its needs at the time.

It is critical that VTA be **allocated a minimum of \$89 million dollars in the second tranche** of CARES Act funding distribution so it can continue to provide **essential service to the transit dependent** in Santa Clara County. That transit dependent community includes **those who rely on paratransit service**, which VTA has continually provided throughout the pandemic for every passenger who has requested it.

I urge you to **request that staff present both assumptions 1 and 2 to you today and that you recommend assumption 1.**

Sincerely,

John Courtney, President and Business Agent

cc: MTC Blue Ribbon Transit Recovery Task Force Members info@bayareametro.gov

James P. Sperling, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
JPSperling@solanocounty.com
info@bayareametro.gov

Dear Chair Sperling and Blue Ribbon Transit Recovery Task Force Members,

Please **request that during today's meeting staff detail both assumptions previously presented to the General Managers of the transit agencies under 2b and vote for the original Option 2b, Assumption 1 for the second phase of Federal CARES Act funding.**

I submitted a letter to you last week prior to the posting of the agenda packet for today's meeting; I have since learned that option 2b was presented to the General Managers with two assumptions. Unfortunately, only 1 assumption is being presented to you today and it is the least desirable of the two.

The option being shown to task force today is only Option 2b, Assumption 2 and reduces the amount of funding for VTA by an additional \$7 million. This amount is critical to VTA to continue to provide essential services for its most vulnerable populations.

I urge you to **request that staff present both assumptions 1 and 2 to you today** and that you **recommend assumption 1**, which allots \$75 million to VTA.

Sincerely,

Ben Field
Executive Officer
South Bay AFL-CIO Labor Council
2102 Almaden Road, Suite 114
San Jose, California 95125
(408) 606-2060

cc: MTC Blue Ribbon Transit Recovery Task Force Members info@bayareametro.gov

Dear Chair Sperling and Blue Ribbon Transit Recovery Task Force Members,

Please **request that during today's meeting staff detail both assumptions previously presented to the General Managers of the transit agencies under 2b and vote for the original Option 2b, Assumption 1 for the second phase of Federal CARES Act funding.**

I submitted a letter to you last week prior to the posting of the agenda packet for today's meeting on behalf of our 2000 business and property owners in downtown San Jose. I have since learned that option 2b was presented to the General Managers with two assumptions. Unfortunately, only one assumption is being presented to you today and it is the least desirable of the two.

The option being shown to the task force today is only Option 2b, Assumption 2 and reduces the amount of funding for VTA by an additional \$7 million. This amount is critical to VTA to continue to provide essential services for its most vulnerable populations.

I urge you to **request that staff present both assumptions 1 and 2 to you today** and that you **recommend assumption 1**, which allots \$75 million to VTA.

Thank you for your consideration and action today.

Scott Knies
Executive Director
San Jose Downtown Association



June 29, 2020

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: (707) 429-1900
Fax: (707) 429-0168
JPSpering@solanocounty.com

Dear Chair Spering:

We would like to thank you for your leadership of the Blue Ribbon Task Force and your many years of public service dedicated to transit and transportation. We appreciate MTC creating this Blue Ribbon Task Force as we face these incredibly challenging times. This task force is a clear indication that MTC recognizes the importance of a strong transit recovery to ensure an enduring and sustainable future for transit services.

For over forty years the citizens of Santa Clara County have supported public transit and regional connectivity. We passed local sales taxes to support transit, an increase to the Bay Area Bridge Tolls, the extension of BART to Silicon Valley and many major capital projects. We are proud of our continued local support for transit and especially its role in providing an essential service to the working poor, our senior citizens, students and those requiring paratransit services.

We are concerned that in evaluating the distribution of CARES Act payments insufficient weight is given to the major source of transit funding in this area, namely sales tax. Because the citizens of Santa Clara County are supportive of essential transit service in an area that is expensive to operate, local sales tax revenue is used to support the system operated by the Santa Clara Valley Transportation Authority (VTA). Due to this unique structure, we often find VTA is disadvantaged when it comes to fund distribution. The current staff recommendation (June 25, 2020) arbitrarily reduces the impact of sales tax loss on operators. As leaders of the cities of this area, we are well aware of the reduction in sales tax revenues. These revenues support so many vital city services.

We understand that the first payment under the CARES Act was done with an understanding that the second payment would contain a "true up" and a consideration of an equity adjustment for those systems carrying a higher proportion of low income people. While we are confident that staff is attempting to meet the spirit of this understanding, we note that the revised assumptions fall most heavily on projected sales tax. This disproportionately impacts VTA, the only operator that received less than its loss in the first payment.

CARES Act funding was designed to provide assistance for transit operators and is an unprecedented recognition of the importance of public transit to the economy. These funds cannot cover all the losses experienced by operators. The current pandemic may prove an existential crisis for many governmental organizations. With this decision you can help validate the decision local taxpayers made to support public transit through local sales tax and not punish them for this choice. We urge a realistic assumption of the sales tax decline in your calculations.

Thank you and the Blue Ribbon Task Force for your service to the community at this critical time.

Yours truly,



Sam Liceardo
Mayor, City of San Jose



Magdalena Carrasco
Councilmember, City of San Jose



Raul Peralez
Councilmember, City of San Jose



Larry Klein
Mayor, City of Sunnyvale



Margaret Abe-Koga
Mayor, City of Mountain View



Lisa M. Gillmor
Mayor, City of Santa Clara



Rich Tran
Mayor, City of Milpitas



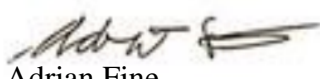
Darcy Paul
Vice Mayor, City of Cupertino



Marie Blankley
Mayor Pro Tempore, City of Gilroy



Rich Constantine
Mayor, City of Morgan Hill



Adrian Fine
Mayor, City of Palo Alto



Howard Miller
Mayor, City of Saratoga

cc: Blue Ribbon Task Force
MTC Commission

From: [Laura Effel](#)
To: [Kim Chase](#)
Subject: Blue Ribbon Transit Recovery Task Force CARES/ACT 2nd Allocation Cycle x
Date: Thursday, June 18, 2020 11:28:43 AM

External Email

Ms. Alix Bockelman, Deputy Director
Metropolitan Transportation Commission

Ms. Bockelman:

Your presentation to the Blue Ribbon Committee Meeting of June 15, 2020, shows the largest share of CARES ACT pending funding for the North Bay going to SMART and considerably less to local transit operators. This is the wrong allocation for the transit-dependent people of the North Bay.

More effective service and higher ridership are provided by Marin Transit, Sonoma County Transit, and Santa Rosa City Bus. Marin County Transit is carrying 3,000 daily riders, and Sonoma County Transit 900 daily riders. SMART, on the other hand, averaged 200 - 265 riders in April and May. SMART does not provide transportation to doctors' and dentists' offices, pharmacies, grocery stores or dispersed jobs for those who are dependent on public transit. Moreover, SMART's operating costs per passenger are much higher.

I urge that the Committee approve Option 2(b). It most effectively meets the needs of our transit dependent population.

Respectfully submitted,
Laura Effel



From: [Carsten Andersen](#)
To: [Kim Chase](#)
Subject: Blue Ribbon COVID Transit Recovery Task Force CARES Act 2nd Allocation Cycle
Date: Thursday, June 18, 2020 11:22:54 AM

External Email

Ms. Alix Bockelman, Deputy Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, suite 800
San Francisco, Ca 94105-2066

Dear Ms. Bockelman,

I have read in the news that MTC is deciding how to allocate federal monies to support transit services in the Bay Area. In my community, Marin County Transit and Whistle Stop are critical services for me and many others who depend on transit to get around.

We need public transit services to get to our doctor appointments, grocery shopping, pharmacies, hospitals and schools. Our bus system does that and meets our needs much more fully than does the SMART rail line which serves a very limited set of locations. Therefore I hope that MTC will recognize the larger value and utility of our bus system in allocating available funding.

Sincerely,

Carsten Andersen



From: [Kim Chase](#)
To: [Wally Charles](#)
Cc: [Alix Bockelman](#)
Subject: FW: Blue Ribbon Committee: Allocation of CARES ACT funding of SMART vs. other Transit providers serving Marin County
Date: Friday, June 19, 2020 7:56:02 AM
Attachments: [precovid ridership.pdf](#)
[percent riders with less than 50k income.pdf](#)
[depedence on funding for total revenues.pdf](#)

From: Robert Miltner [mailto:fclj@earthlink.net]
Sent: Thursday, June 18, 2020 4:53 PM
To: Kim Chase <kchase@bayareametro.gov>
Subject: Blue Ribbon Committee: Allocation of CARES ACT funding of SMART vs. other Transit providers serving Marin County

External Email

To: Ms. Alix Bockelman, Deputy Director
Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
San Francisco, CA

Re: Allocation of CARES ACT funding of SMART vs. other Transit providers serving Marin County

Dear Ms. Bockelman:

I have followed the discussion of how MTC plans to allocates CARES ACT funds among various transit agencies in the Bay Area. I can't speak to areas other than Marin but as a 50 year resident of Larkspur, I am very familiar with our transit situation here. I also lived in Manhattan for about ten years so I have expectations regarding transit that are not currently met here, which is why we have such horrendous traffic along our one main corridor through the county, Highway 101. I urge you to provide better support to Marin Transit, and less to SMART. The two are currently reversed in order of service provided vs funds distributed.

In brief, SMART is inadequate to provide meaningful transit for the vast majority of Marinites, particularly for those whose incomes are modest relative to our high cost of living. While most residents have the option of driving and look askance at Marin Transit's bus services, those who need and use transit cannot be so choosy. These people depend on regular bus service to get to work, school and shopping locations. SMART on the other hand is a fixed single track train that does not provide outreach service to areas off the track, and runs infrequently due to restrictions imposed by its single track. Further, SMART ridership is well below the level needed to justify the train in the first place such that, aside from a few hours on weekdays, it is more a vehicle for leisure travel.

From your June 15, 2020 presentation, three charts best show how funds for Marin Transit are inappropriately allocated to SMART vs Marin Transit according to services provided and revenue needs. Marin Transit registers a small bar on the chart "Precovid Ridership", whereas SMART is barely visible because even in better day SMART carries only a few hundred riders a day. The second chart shows % riders with less than \$50k annual income. Marin Transit at 60% is more than twice SMART's numbers, indicating how dependent our lower income residents are on bus service. The final chart shows how dependent various transit agencies are on fares to meet budget. Here is the most telling of all the data, because SMART depends on ridership for its funding, as it has always income from sources unrelated to its service: sales tax and government grants of one source or another. Marin Transit is a basic bus

system depending more on ridership; SMART is subsidizing each passenger more any any other rail transit system in the country.

CARES ACT funds are meant to backstop transit agencies against the loss of revenue due to COVID. SMART provides little service to most of us, while depending on fund other than fares for its operating income. I urge you to take funds off the table for SMART, and give them to Marin Transit.

Yours most sincerely,
Robert Miltner

A solid black rectangular box used to redact the signature of Robert Miltner.

From: [Kim Chase](#)
To: [Wally Charles](#)
Cc: [Alix Bockelman](#)
Subject: FW: Allocation of CARES ACT funding of SMART vs. other Transit providers serving Marin County, corrected
Date: Friday, June 19, 2020 7:55:13 AM

Wally, FYI:

From: Robert Miltner [mailto:fclj@earthlink.net]
Sent: Thursday, June 18, 2020 5:58 PM
To: Kim Chase <kchase@bayareametro.gov>
Subject: Allocation of CARES ACT funding of SMART vs. other Transit providers serving Marin County, corrected

External Email

To: Ms. Alix Bockelman, Deputy Director
Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
San Francisco, CA

Re: Allocation of CARES ACT funding of SMART vs. other Transit providers serving Marin County

Dear Ms. Bockelman:

The previous version of this email contained an incorrect statement, which this is to correct. In the 4th paragraph, the sentence should read "Here is the most telling of all the data, because SMART is not dependent on ridership and fares for its funding, as it has always used income from sources unrelated to its service: sales tax and government grants of one source or another."

I have followed the discussion of how MTC plans to allocate CARES ACT funds among various transit agencies in the Bay Area. I can't speak to areas other than Marin but as a 50 year resident of Larkspur, I am very familiar with our transit situation here. I also lived in Manhattan for about ten years so I have expectations regarding transit that are not currently met here, which is why we have such horrendous traffic along our one main corridor through the county, Highway 101. I urge you to provide better support to Marin Transit, and less to SMART. The two are currently reversed in order of service provided vs funds distributed.

In brief, SMART is inadequate to provide meaningful transit for the vast majority of Marinites, particularly for those whose incomes are modest relative to our high cost of living. While most residents have the option of driving and look askance at Marin Transit's bus services, those who need and use transit cannot be so choosy. These people depend on regular bus service to get to work, school and shopping locations. SMART on the other hand is a fixed single track train that does not provide outreach service to areas off the track, and runs infrequently due to restrictions imposed by its single track. Further, SMART ridership is well below the level needed to justify the train in the first place such that, aside from a few hours on weekdays, it is more a vehicle for leisure travel.

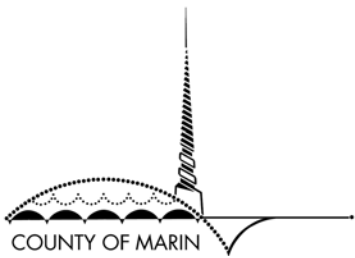
From your June 15, 2020 presentation, three charts best show how funds for Marin Transit are inappropriately allocated to SMART vs Marin Transit according to services provided and revenue needs. Marin Transit registers a small bar on the chart "Precovid Ridership", whereas SMART is barely visible because even in better day SMART carries only a few hundred riders a day. The second chart shows % riders with less than \$50k annual income. Marin Transit at 60% is more than twice SMART's numbers, indicating how dependent our lower income residents are on bus service. The final chart shows how dependent various transit agencies are on fares to meet budget. Here is the most telling of all the data, because SMART is NOT dependent on ridership and fares for its funding, as it has always used income

from sources unrelated to its service: sales tax and government grants of one source or another. Marin Transit is a basic bus system depending more on ridership; SMART is subsidizing each passenger more than any other rail transit system in the country.

CARES ACT funds are meant to backstop transit agencies against the loss of revenue due to COVID. SMART provides little service to most of us, while depending on funds other than fares for its operating income. I urge you to take funds off the table for SMART, and give them to Marin Transit.

Yours most sincerely,
Robert Miltner

A solid black rectangular box used to redact the signature of Robert Miltner.



BOARD OF SUPERVISORS

PRESIDENT

Katie Rice

2ND DISTRICT

VICE PRESIDENT

Dennis Rodoni

4TH DISTRICT

2ND VICE PRESIDENT

Judy Arnold

5TH DISTRICT

Damon Connolly

1ST DISTRICT

Kathrin Sears

3RD DISTRICT

Matthew H. Hymel

COUNTY ADMINISTRATOR

CLERK OF THE BOARD

Diane Patterson

ASSISTANT CLERK OF THE BOARD

Marin County Civic Center

3501 Civic Center Drive

Suite 329

San Rafael, CA 94903

415 473 7331 T

415 473 3645 F

415 473 6172 TTY

www.marincounty.org/bos

June 19, 2020

Ms. Alix Bockelman, Deputy Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Blue Ribbon COVID Transit Recovery Task Force CARES
Act 2nd Allocation Cycle

Dear Deputy Director Alix Bockelman,

I understand that MTC is deciding how to allocate federal monies to support transit services in the Bay Area. In Marin County District 4, Marin Transit is a critical service for many whose lives depend on affordable public transit.

Our buses provide a means for residents to get to work, medical appointments, grocery shopping, pharmacies and schools. Marin Transit meets many of these needs for our most vulnerable communities, currently challenged more than ever before.

Marin Transit provides an equitable service for my constituents in the San Rafael Canal neighborhood, hard hit by Covid-19 and filled with essential workers. Also, Marin Transit provides regular service to some of our most rural communities in West Marin where there are no other public transit options. These rural routes also serve visitors to our coastal regions, taking pressure off our crowded rural roads.

I hope that MTC will recognize the larger value and utility of our bus system by allocating a greater share for Marin Transit.

Regards,

Dennis Rodoni
Supervisor, District 4

cc Anne Richards, Executive Director, Transportation Authority of Marin
Nancy Whelan, General Manager, Marin Transit

June 20, 2020

Ms. Alix Bockelman
MTC Deputy Director for Policy
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

Subject: Blue Ribbon COVID Transit Recovery Task Force 2nd CARES Act 2nd Allocation

Dear Ms. Bockelman,

I am writing regarding MTC's pending allocation of the second tranche of CARES ACT funding for public transportation in the Bay Area.

Of the four allocation options presented at the June 15th Blue Ribbon Task force meeting, I endorse selection of Option 2(b) which I believe makes best use of available funding resources to meet Bay Area transit needs and objectives.

In particular I want to express strong support for CARES funding allocation to support services to transit dependent travelers and to vulnerable and handicapped populations who require specialized para-transit services in the North Bay. Option (2b) fulfills that objective.

In Marin County we have two primary transit operators, Marin County Transit and the SMART rail corridor. Marin County Transit serves the entire county with connectivity to nearly all communities. SMART has six stations along its corridor in Marin. Currently, MTD carries 3,000 daily passengers, eleven times as many riders as does SMART (about 265 daily passengers). This is clear testimony that demonstrates Marin County Transit District's greater value and utility to the transit-dependent and vulnerable population in our county.

In Sonoma County much the same pattern is evident. The Sonoma County Transit District serves 900 daily riders in contrast to the 265 riders carried by the SMART rail service in Sonoma and Marin County. So it is quite clear that the great majority of our transit- dependent community in the North Bay is being better served more effectively by our local bus transit systems. This aligns directly with the Option 2(b) criteria and supports their higher funding allocation.

In additionally to the metric of effective service to those dependent on transit, I urge the Commission to consider as well the cost effectiveness of transit service per passenger trip. The local transit services in the North Bay have operating cost per passenger which are far lower than SMART. Similarly, the Golden Gate transit regional

corridor services carry more passengers and do so at considerably lower operating cost per passenger than does SMART. We urge MTC to in these difficult economic times to focus scarce transit funding resources to achieve maximum effectiveness.

Sincerely,

James W. Schmidt, P.E.
San Rafael Ca
esplada@sonic.net

From: Wayne Diggs [mailto:diggsmail44@gmail.com]
Sent: Thursday, June 18, 2020 3:14 PM
To: Kim Chase <kchase@bayareametro.gov>
Cc: Jim Schmidt <esplada@sonic.net>
Subject: \$\$\$MTC Blue Rib Com'tee

External Email

June 18, 2020

Ms. Alix Bockelman, Deputy Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

**Subject: Blue Ribbon COVID Transit Recovery Task Force CARES
Act 2nd Allocation Cycle**

Dear Ms. Bockelman:

I have read in the news that MTC is deciding how to allocate federal monies to support transit services in the Bay Area. In my community **Sonoma County Transit** is a critical service for me and many others who depend on transit to get around.

We need public transit services to get to our doctor appointments, grocery shopping, pharmacies, hospitals and schools. Our bus system does that and meets our needs much more fully and broadly than does the SMART rail line which serves a very limited set of locations and will admittedly never get to Cloverdale.. Therefore I hope that MTC will recognize the larger value and utility of our bus systems in allocating available funding. SMART will never be a viable source of help for those who really need public transit here in the northern parts of Sonoma Co.

[ABockelman@ bayareametro.gov](mailto:ABockelman@bayareametro.gov)

Sincerely,

Wayne Diggs

[REDACTED]

[REDACTED]



June 19, 2020

Ms. Alix Bockelman, Deputy Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

**Subject: Blue Ribbon COVID Transit Recovery Task Force CARES
Act 2nd Allocation Cycle**

Dear Ms. Bockelman:

I am a resident of Greenbrae in Marin County and recently read in the news that MTC is deciding how to allocate federal monies to support transit services in the Bay Area. In my community Marin County Transit and Whistle Stop are critical services many persons who depend on transit to get around.

I understand that MTC previously had allocated a larger amount of federal funding assistance to the SMART commuter rail agency than to Marin Transit. I urge the Commission to more heavily weigh public transit services that get people to our doctor appointments, grocery stores, pharmacies, job sites, hospitals and schools. Our bus system does that and meets our needs much more fully and broadly than does the SMART rail line limited set of stations. Therefore I hope that MTC will recognize the larger value and utility of our Marin County Transit bus system and paratransit services in allocating available funding.

Sincerely,

A handwritten signature in black ink that reads "Gail Schmidt". The signature is written in a cursive, flowing style.

Ms. Gail Schmidt



SAN JOSE DOWNTOWN ASSOCIATION

James P. Sperling, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: (707) 429-1900
Fax: (707) 429-0168
JPSperling@solanocounty.com
info@bayareametro.gov

June 23, 2020

Dear Chairman Sperling and Task Force Members,

I'm writing to urge the MTC Blue Ribbon Transit Recovery Task Force to recommend **Option 2b** in the second tranche of distribution of CARES Act funds for Bay Area transit agencies. This option would honor the "true-up" commitment that allowed the first phase of this funding to move forward, while also including an adjustment for agencies whose ridership is largely comprised of low income, **transit dependent** passengers.

I believe this is an issue of **equity** and **dire need** for the Santa Clara Valley Transportation Authority (VTA), whose ridership is 80% transit dependent individuals. Roughly 50 percent of VTA's total ridership have household incomes less than \$50,000 a year. These are the working people of Silicon Valley who do not have the option of working from home, who do not own cars, and must rely on public transportation to get them to jobs, doctor's appointments and grocery stores.

VTA revenue is in the unique position of being largely dependent on local sales tax, which as you know has taken a hit of historic proportions since the start of the COVID pandemic. The agency forecasts a deficit of \$210 million by the end of the upcoming fiscal year, June 2021. VTA received a \$73 million distribution in the first phase of CARES Act funding and was the only agency in that funding phase to receive **less than it needed**, while every other agency received more than enough to fill its needs at the time.

It is critical that VTA be **allocated a minimum of \$89 million dollars in the second tranche** of CARES Act funding distribution so it can continue to provide **essential service to the transit dependent** in Santa

Clara County. That transit dependent community includes **those who rely on paratransit service**, which VTA has continually provided throughout the pandemic for every passenger who has requested it.

Thank you for your consideration of this critical matter for the working people of Santa Clara County.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Knies". The signature is fluid and cursive, with a large initial "S" and a long, sweeping tail.

Scott Knies

Executive Director



EXECUTIVE BOARD

Ben Field, EXECUTIVE OFFICER

Sal Ventura, PRESIDENT
IBEW Local 332

Jean Cohen, 1ST VICE PRESIDENT
UA Local 393

Jason Hall, 2ND VICE PRESIDENT
CWA Local 9423

Paul Fong, RECORDING SECT.
AFT Local 6157

Mark Van Den Heuvel, SERGEANT-AT-ARMS
Sheet Metal Workers Local 104

Enrique Fernandez, TREASURER
UNITE HERE Local 19

Enrique Arguello
Laborers Local 270

Sergio Arraiga
Teamsters Local 350

David Bini
Building Trades Council

Sheillena Brunston
ATU Local 265

Charlie Hernandez
Ironworkers Local 377

Troy Jones
UFCW Local 5

Sean Kaldor
IAFF Local 230

Malinda Markowitz
CNA/NNOC

Riko Mendez
SEIU Local 521

Jocelyn Merz
AREA

Dolores Morales
CEMA

Mark Murray
AFSCME Local 1587

Patty Picard
CSEA Chapter 350

Terry Sandoval
SEIU UHW

Rick Solis
UBC Carpenters Local 405

Stanley Young
IFPTE Local 21

Robyn Zamora
AFSCME Local 101

June 24, 2020

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: (707) 429-1900
Fax: (707) 429-0168
jpspering@solanocounty.com
info@bayareametro.gov

Dear Chairman Spering and Task Force Members,

I'm writing to urge the MTC Blue Ribbon Transit Recovery Task Force to recommend Option 2b in the second tranche of distribution of CARES Act funds for Bay Area transit agencies. This option would honor the "true-up" commitment that allowed the first phase of this funding to move forward, while also including an adjustment for agencies whose ridership is comprised largely of low income, transit dependent passengers.

I believe this is an issue of equity and dire need for the Santa Clara Valley Transportation Authority (VTA), whose ridership is 80% transit dependent individuals. Roughly 50% of the Transportation Authority's total ridership have household incomes less than \$50,000 a year. These are the working people of Silicon Valley, who do not have the option of working from home, who do not own cars and who must rely on public transportation to get to jobs, doctor's appointments and grocery stores.

VTA revenue is largely dependent on local sales tax, which as you know has taken a hit of historic proportions since the start of the COVID-19 pandemic. The agency forecasts a deficit of \$210 million by the end of the upcoming fiscal year, June 2021. VTA received a \$73 million distribution in the first phase of CARES Act funding and was the only agency in that funding phase to receive less than it needed, while every other agency received more than enough to fill its needs at the time.

It is critical that VTA be allocated a minimum of \$89 million dollars in the second tranche of CARES Act funding distribution so it can continue to provide essential service to the transit dependent in Santa Clara County. That transit dependent community includes those who rely on paratransit service, which VTA has continually provided throughout the pandemic for every passenger who has requested it.

Thank you for your consideration of this critical matter for the working people of Santa Clara County.

Sincerely,

Ben Field
Executive Officer

Ms. Alix Bockelman, Deputy Director for Policy
Metropolitan Transportation Commission:

Hi there,

From my understanding of the Blue Ribbon Transit Recovery Task Force Meeting presentation on June 15, 2020, all of the options presented deliver significantly more funds to SMART than the other local transit operators who serve far more residents than SMART does. It's a wasteful shame that funds are allocated based on operation costs rather than ridership and best serving the most needy residents. Since we must pick from the options presented, I'm writing to advocate for Option 2 (Equity).

I'm a Marin resident and frequent commuter to Sonoma and San Francisco counties and now like so many others, budgets are tight. SMART is too expensive and inconvenient when choosing the most efficient transportation methods. Let's support the operators who serve the most residents affordably. It's so painful to be aware of SMART operating cost, knowing they have less than 300 riders a day. Meanwhile Marin and Sonoma Transit operators and Golden Gate Transit serve thousands per day and cost so much less to operate and can get us within blocks of our final destinations, which SMART cannot do.

I realize the conversation about how the SMART budget results in so many missed opportunities in the North Bay is for another time and I hope that happens. In the meantime CARES funds are to be allocated and I hope that best serving the most residents who are often also the most needy will be factored in by choosing Option 2 (equity).

Thank you for your consideration.

Lisa Fait





June 25, 2020

The Honorable Jim Spering, Commissioner
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, CA 94105

Dear Chair Spering:

Thank you for your ongoing leadership of the Blue Ribbon Transit Recovery Task Force and for guiding the region through our response and recovery from the COVID-19 crisis. I am writing regarding the Task Force's consideration of an allocation plan for the remaining CARES Act transit recovery funds and to share my thoughts and recommendation.

In this time of great uncertainty, it is of utmost importance that we aim to make our transit agencies whole using the funding provided through the CARES Act. As you have carefully outlined, the Task Force will play an important role in suggesting long-term improvements to our region's transportation system, but that is not the task we are faced with at this time. We must focus on allocating the remaining CARES Act funding to achieve its intended purpose: to ensure our transit system remains solvent and provides service to those that need it.

It has become clear through this crisis that those that are most reliant on public transit are our region's low-income riders and communities of color. To ensure the remaining CARES Act funding is strategically allocated to those that need it most, I urge my fellow Task Force members to recommend a funding option that includes the equity considerations that MTC staff have outlined. At the same time, a crucial part of our recovery will depend on stimulating the economy and supporting the transit systems that are central to connecting local and sub-regional economies. Many of these transit agencies are heavily reliant on fares, which are unlikely to recover for some time. A priority should be placed on helping the agencies that will suffer from low ridership and have little other sources of revenue to sustain their operations. Ultimately, I support Option 2 with the equity considerations, but ask that the MTC staff adjust their assumptions to reflect the latest projections of sales tax and other revenue that are expected to rise as the economy re-opens.

I am encouraged and thankful for your leadership during this unprecedented time and look forward to discussing this at our next meeting. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Wunderman', with a stylized, flowing script.

Jim Wunderman
President and CEO, Bay Area Council

June 25th, 2020

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
JPSpering@solanocounty.com

Dear Chair Spering,

As Chair of the MTC Blue Ribbon Transit Recovery Task Force, **please recommend Option 2b, Assumption 1 for the second phase of Federal CARES Act funding** for the Santa Clara Valley Transportation Authority (VTA).

There are tens of thousands of people in Santa Clara County who depend on VTA's bus and light rail to get to jobs that cannot be done remotely. 80% of VTA's ridership is considered transit dependent, where 50% have household incomes less than \$50,000 a year. These riders do not have well-paid high-tech jobs to which they have the option to drive reliable cars; these riders have working class jobs such as grocery clerks, janitors and fast food positions. And, now that BART service reaches Milpitas and San Jose, VTA is a vital connection to enable workers to get to jobs outside the South Bay.

VTA has continued to provide safe, essential transportation to the transit dependent, inclusive of crucial lifeline paratransit service. However, like many other transit agencies, VTA's ridership dropped by more than 80% due to the COVID-19 pandemic, taking with it valuable fare box revenue. But **unlike** those other agencies, VTA depends a great deal on sales tax revenue to provide its essential service throughout Santa Clara County. That sales tax revenue, as you know, has suffered historic losses in the past few months. Making up for those losses by cutting service is NOT AN OPTION. VTA needs \$137 million to maintain service through the next fiscal year.

The division of funds in the second phase of the CARES Act distribution is a question of equity. VTA is the only operator to receive less than what was needed during the first phase. Please help even the playing field for those who depend on its essential services: bus, light rail and paratransit. Please recommend Option 2b for the second phase of CARES Act funding.

Sincerely,



City of San José Councilmember, District 7

cc: MTC Blue Ribbon Transit Recovery Task Force Members info@bayareametro.gov

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Dear Chair Spering,

On behalf of the undersigned members of the Transportation Justice Alliance, we encourage you in your role as Chair of the MTC Blue Ribbon Transit Recovery Task Force, to please recommend Option 2b for the second phase of Federal CARES Act funding for the Santa Clara Valley Transportation Authority (VTA).

There are tens of thousands of people in Santa Clara County who depend on VTA bus and light rail to get to jobs that we are not able to do “at home.” In fact, 80% of VTA’s ridership is considered transit dependent, where 50% have household incomes less than \$50,000 a year. Those are not well-paid high tech jobs to which people drive their luxury cars, they are working class jobs like grocery clerks, janitors, and fast food workers. Especially now that BART service has come to Milpitas and San Jose, VTA is a vital connection to enable workers to get to jobs outside the South Bay.

Like many other transit agencies, VTA’s ridership has dropped by more than 80% since the start of the COVID pandemic, taking with it valuable fare box revenue. But **unlike** those other agencies, VTA depends a great deal on sale tax revenue to provide essential service to its largely transit dependent ridership throughout Santa Clara County. That sales tax revenue, as you know, has suffered epic losses in the past few months. Making up for those losses by cutting service is NOT AN OPTION. VTA needs \$137 million to maintain service through then next fiscal year.

VTA is providing safe, essential transportation to the transit dependent. Their paratransit service is providing needed rides to every client who requires this lifeline service.

The distribution of funds in the second phase of the CARES Act distribution is a question of equity. VTA is the only operator to receive less than needed for the first phase. It is a question of need. Please help even the playing field for those who depend on the essential services, bus light rail and paratransit, of the VTA Please recommend Option 2b for the second phase of CARES Act funding.

Thank you.

Sincerely,

Salvador Bustamante, Executive Director
Latinos United for a New America

Maria Noel Fernandez, Campaign Director
Silicon Valley Rising

Derecka Mehrens, Executive Director
Working Partnerships USA

Rev. Ray Montgomery, Executive Director
People Acting in Community Together

Nikita Sinha, Program Manager
Walk San José

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
JPSpering@solanocounty.com
info@bayareametro.gov

Dear Chair Spering,

As Chair of the MTC Blue Ribbon Transit Recovery Task Force, **please recommend Option 2b, Assumption 1 for the second phase of Federal CARES Act funding** for the Santa Clara Valley Transportation Authority (VTA).

There are tens of thousands of people in Santa Clara County who depend on VTA's bus and light rail to get to jobs that cannot be done remotely. 80% of VTA's ridership is considered transit dependent, where 50% have household incomes less than \$50,000 a year. These riders do not have well-paid high-tech jobs to which they have the option to drive reliable cars; these riders have working class jobs such as grocery clerks, janitors and fast food positions. And, now that BART service reaches Milpitas and San Jose, VTA is a vital connection to enable workers to get to jobs outside the South Bay.

VTA has continued to provide safe, essential transportation to the transit dependent, inclusive of crucial lifeline paratransit service. However, like many other transit agencies, VTA's ridership dropped by more than 80% due to the COVID-19 pandemic, taking with it valuable fare box revenue. But **unlike** those other agencies, VTA depends a great deal on sale tax revenue to provide its essential service throughout Santa Clara County. That sales tax revenue, as you know, has suffered historic losses in the past few months. Making up for those losses by cutting service is NOT AN OPTION. VTA needs \$137 million to maintain service through the next fiscal year.

The division of funds in the second phase of the CARES Act distribution is a question of equity. VTA is the only operator to receive less than what was needed during the first phase. Please help even the playing field for those who depend on its essential services: bus, light rail and paratransit. Please recommend Option 2b for the second phase of CARES Act funding.

Sincerely,


Cindy Chavez
President, Santa Clara County Board of Supervisors

cc: MTC Blue Ribbon Transit Recovery Task Force Members info@bayareametro.gov

HONORARY COUNCIL

Hon. Jim Beall
California State Senator

Hon. Kansen Chu
State Assembly Member

Hon. Dave Cortese
Santa Clara County Supervisor

Hon. Ash Kalra
California State Assembly Member

Hon. Sam Liccardo
Mayor, City of San Jose

Hon. Evan Low
California State Assembly Member

Councilmember Raul Perez
City of San Jose

Chuck Robbins
CEO, Cisco

Hon. Mike Wasserman
Santa Clara County Supervisor

Lived Experience Advisory Board

BOARD OF DIRECTORS

Roger Biscay
Cisco

Jan Bernstein Chargin
Gilroy Compassion Center

Louis Chicoine
Abode Services

Jacky Morales-Ferrand
City of San Jose

Katherine Harasz
Santa Clara County Housing Authority

Dontae Lartigue
Razing the Bar

Jennifer Loving
Destination: Home

Miguel Márquez
County of Santa Clara

Joel John Roberts
PATH

Claudine Sipili
CityTeam

John A. Sobrato
The Sobrato Organization

Ben Spero
Spectrum Equity Investors

Nicole Taylor
Silicon Valley Community Foundation

Ted Wang
Cowboy Ventures

Gary Wipfler
Apple



DESTINATION: HOME

June 25, 2020

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: (707) 429-1900
Fax: (707) 429-0168
JPSpering@solanocounty.com
info@bayareametro.gov

Dear Chairman Spering and Task Force Members,

On behalf of Destination: Home, a public-private partnership focused on ending homelessness in Santa Clara County, I am writing to urge the MTC Blue Ribbon Transit Recovery Task Force to recommend **Option 2b** in the second tranche of distribution of CARES Act funds for Bay Area transit agencies. This option would honor the “true-up” commitment that allowed the first phase of this funding to move forward, while also including an adjustment for agencies whose ridership is comprised largely of low income, **transit dependent** passengers – including individuals experiencing homelessness.

As an organization dedicated to serving the most vulnerable residents in our region, I believe this is an issue of **equity** and **dire need** for the Santa Clara Valley Transportation Authority (VTA), whose ridership is 80% transit dependent individuals. Roughly 50% of the Transportation Authority’s total ridership have household incomes less than \$50,000 a year. These are the working people of Silicon Valley who do not have the option of working from home, who do not own cars, and must rely on public transportation to get them to jobs, doctor’s appointments, and grocery stores. Without this critical transit support, already extremely low-income households on the verge of homelessness may be pushed to the brink and end up on the streets.

VTA revenue is in the unique position of being largely dependent on local sales tax, which as you know has taken a hit of historic proportions since the start of the COVID pandemic. The agency forecasts a deficit of \$210 million by the end of the upcoming fiscal year, June 2021. VTA received a \$73 million distribution in the first phase of CARES Act funding and was the only agency in that funding phase to receive **less than it needed**, while every other agency received more than enough to cover its needs at the time.

Destination: Home
3180 Newberry Drive, Ste 200 San Jose, CA 95118 USA
ph: 408.961.9895 • fax: 408.559.9515
501(c)3 Tax ID# 82-3353174
www.destinationhomesv.org

HONORARY COUNCIL

Hon. Jim Beall
California State Senator

Hon. Kansen Chu
State Assembly Member

Hon. Dave Cortese
Santa Clara County Supervisor

Hon. Ash Kalra
California State Assembly Member

Hon. Sam Liccardo
Mayor, City of San Jose

Hon. Evan Low
California State Assembly Member

Councilmember Raul Perez
City of San Jose

Chuck Robbins
CEO, Cisco

Hon. Mike Wasserman
Santa Clara County Supervisor

Lived Experience Advisory Board

BOARD OF DIRECTORS

Roger Biscay
Cisco

Jan Bernstein Chargin
Gilroy Compassion Center

Louis Chicoine
Abode Services

Jacky Morales-Ferrand
City of San Jose

Katherine Harasz
*Santa Clara County Housing
Authority*

Dontae Lartigue
Razing the Bar

Jennifer Loving
Destination: Home

Miguel Márquez
County of Santa Clara

Joel John Roberts
PATH

Claudine Sipili
CityTeam

John A. Sobrato
The Sobrato Organization

Ben Spero
Spectrum Equity Investors

Nicole Taylor
*Silicon Valley Community
Foundation*

Ted Wang
Cowboy Ventures

Gary Wipfler
Apple



DESTINATION: **HOME**

It is critical that VTA be **allocated a minimum of \$89 million dollars in the second tranche** of CARES Act funding distribution so it can continue to provide **essential service to the transit dependent** in Santa Clara County. That transit dependent community includes **formerly homeless adults who rely on paratransit service**, which VTA has continually provided throughout the pandemic for every passenger who has requested it.

Thank you for your consideration of this critical matter for the working people of Santa Clara County.

Sincerely,

Jennifer Loving
CEO
Destination: Home

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

June 29, 2020

Dear Chairman Spering and Task Force Members,

I'm writing to urge the MTC Blue Ribbon Transit Recovery Task Force to recommend **Option 2b** in the second tranche of distribution of CARES Act funds for Bay Area transit agencies. This option would honor the "true-up" commitment that allowed the first phase of this funding to move forward, while also including an adjustment for agencies whose ridership is comprised largely of low income, **transit dependent** passengers.

I believe this is an issue of **equity** and **dire need** for the Santa Clara Valley Transportation Authority (VTA), whose ridership is 80% transit dependent individuals. Roughly 50% of the Transportation Authority's total ridership have household incomes less than \$50,000 a year. These are the working people of Silicon Valley who do not have the option of working from home, who do not own cars, and must rely on public transportation to get them to jobs, doctor's appointments and grocery stores.

VTA revenue is in the unique position of being largely dependent on local sales tax, which as you know has taken a hit of historic proportions since the start of the COVID pandemic. The agency forecasts a deficit of \$210 million by the end of the upcoming fiscal year, June 2021. VTA received a \$73 million distribution in the first phase of CARES Act funding and was the only agency in that funding phase to receive **less than it needed**, while every other agency received more than enough to cover its needs at the time.

It is critical that VTA be **allocated a minimum of \$89 million dollars in the second tranche** of CARES Act funding distribution so it can continue to provide **essential service to the transit dependent** in Santa Clara County. That transit dependent community includes **those who rely on paratransit service**, which VTA has continually provided throughout the pandemic for every passenger who has requested it.

Thank you for your consideration of this critical matter for the working people of Santa Clara County.

Sincerely,

Terry Christensen

Terry Christensen



James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: (707) 429-1900
Fax: (707) 429-0168
JPSpering@solanocounty.com
info@bayareametro.gov

Dear Chairman Spering and Task Force Members,

I'm writing to urge the MTC Blue Ribbon Transit Recovery Task Force to recommend **Option 2b** in the second tranche of distribution of CARES Act funds for Bay Area transit agencies. This option would honor the "true-up" commitment that allowed the first phase of this funding to move forward, while also including an adjustment for agencies whose ridership is comprised largely of low income, **transit dependent** passengers.

I believe this is an issue of **equity** and **dire need** for the Santa Clara Valley Transportation Authority (VTA), whose ridership is 80% transit dependent individuals. Roughly 50% of the Transportation Authority's total ridership have household incomes than \$50,000 a year. These are the working people of Silicon Valley who do not have the option of working from home, who do not own cars, and must rely on public transportation to get them to jobs, doctor's appointments and grocery stores.

VTA revenue is in the unique position of being largely dependent on local sales tax, which as you know has taken a hit of historic proportions since the start of the COVID pandemic. The agency forecasts a deficit of \$210 million by the end of the upcoming fiscal year, June 2021. VTA received a \$73 million distribution in the first phase of CARES Act funding and was the only agency in that funding phase to receive **less than it needed**, while every other agency received more than enough to fill its needs at the time.

It is critical that VTA be **allocated a minimum of \$89 million dollars in the second tranche** of CARES Act funding distribution so it can continue to provide **essential service to the transit dependent** in Santa Clara County. That transit dependent community includes **those who rely on paratransit service**, which VTA has continually provided throughout the pandemic for every passenger who has requested it.

Thank you for your consideration of this critical matter for the working people of Santa Clara County.

Sincerely,

Diane Le
President, Vietnamese-American Professional Women's Organization (VAPW)
vapwsv@gmail.com

Sunday, June 28, 2020

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: (707) 429-1900
Fax: (707) 429-0168
JPSpering@solanocounty.com
info@bayareametro.gov

Dear Chair Spering and Blue Ribbon Transit Recovery Task Force Members,

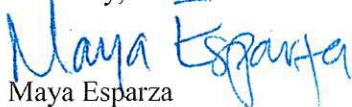
Please vote for the original **Option 2b, Assumption 1** that was presented to the General Managers of the transit agencies for the second phase of Federal CARES Act funding instead of the option being presented for the June 29th meeting. The modification to the original option would further reduce the allocation of funds to Santa Clara County's transit agency at a time when our transit-dependent residents are relying on public transportation to return to work and access other crucial services.

There are tens of thousands of people in Santa Clara County who depend on VTA's bus and light rail to get to jobs that cannot be done "remotely". 80% of VTA's ridership is considered transit dependent, where 50% have household incomes less than \$50,000 a year. Most of these riders do not have the alternative option to drive reliable cars to their working class jobs, medical appointments and for other essential travel. And, now that BART service reaches Milpitas and San Jose, VTA is a vital connection to enable workers to get to jobs outside of the South Bay.

VTA has continued to provide safe, essential transportation to the transit dependent, inclusive of crucial lifeline paratransit service. **The option being presented to you reduces VTA's share of funds by an additional \$7 million from Option 2b, Assumption 1. This additional reduction is at a time when the sales tax revenues have fallen by over 50%.** Making up for those losses by cutting service is NOT AN OPTION. VTA needs the additional \$7 million to maintain service through the next fiscal year.

The division of funds in the second phase of the CARES Act distribution is a question of equity. VTA is the only operator to receive less than what was needed during the first phase. Please help even the playing field for those who depend on its essential services: bus, light rail and paratransit. Please recommend Option 2b, Assumption 1 as presented to the General Managers for the second phase of CARES Act funding.

Sincerely,



Maya Esparza
City of San Jose, Councilmember, District 7

From: [Wally Charles](#)
To: [Wally Charles](#)
Subject: FW: Option 2b, Assumption 1 for the Second Phase of Federal CARES Act funding for VTA (Supervisor Cindy Chavez)
Date: Sunday, June 28, 2020 5:54:07 PM
Attachments: [image001.png](#)

From: "Chavez, Cindy" <Cindy.Chavez@bos.sccgov.org>

Date: 6/27/20 3:59 PM (GMT-08:00)

To: JPSpering@solanocounty.com

Cc: info@bayareametro.gov

Subject: Option 2b, Assumption 1 for the Second Phase of Federal CARES Act funding for VTA (Supervisor Cindy Chavez)

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
JPSpering@solanocounty.com
info@bayareametro.gov

Dear Chair Spering and Blue Ribbon Transit Recovery Task Force Members,

Please vote for the original **Option 2b, Assumption 1 that was presented to the General Managers of the transit agencies for the second phase of Federal CARES Act funding. The modification to the original option would further reduce the allocation of funds to Santa Clara County's transit agencies at a time when our transit-dependent residents are relying on public transportation to return to work and access other crucial services.**

The proposed distribution of the second allocation of the CARES Act funds being presented by MTC staff is one of two assumptions and there was not consensus from the transit operators as to which assumption should move forward to the Blue Ribbon Task Force for a vote. What is being presented in the task force agenda packet for June 29th is only Option 2b, Assumption 2. This assumption, once again, disadvantages communities of concern and transit dependent riders.

It is surprising that staff did not include both of the assumptions under Option 2b for the Task Force to consider along with the MTC staff's recommendation.

The division of funds in the second phase of the CARES Act distribution is a question of equity. VTA is the only operator to receive less than what was needed during the first phase.

Additionally, during the decision of the first phase of the funding distribution amongst the General Managers of the transit agencies, there was agreement that equity would play a larger role in the division for the second phase. Please vote in accordance with the original agreement from Phase 1 as this is essential to the agencies' ability to continue to provide service for the most dependent riders. Please **do not support staff's recommendation** and instead **recommend Option 2b, Assumption 1** for the second phase of CARES Act funding.

Sincerely,

Cindy Chavez

President, Santa Clara County Board of Supervisors

cc: MTC Blue Ribbon Transit Recovery Task Force Members info@bayareametro.gov

Cindy Chavez

County of Santa Clara Board of Supervisors, District Two

70 West Hedding Street, San Jose, CA 95110

(T) (408) 299-5020 (F) 408 295-8642

[Like Cindy on Facebook](#)

[Follow Cindy on Twitter](#)

[Connect with Cindy on LinkedIn](#)

[Sign up for Email updates](#)



Please consider the environment before printing this email.

Confidential Notice: This e-mail message and/or its attachments may contain information that is confidential or restricted. It is intended only for the individuals named as recipients in the message. If you are not an authorized recipient, you are prohibited from using, delivering, distributing, printing, copying, or disclosing the message or content to others and must delete the message from your computer. If you have received this message in error, please notify the sender by return e-mail or call 408-299-5020 and delete this communication along with any attachments from your system. Thank you for your cooperation.

James P. Spering, Chair
MTC Blue Ribbon Transit Recovery Task Force
Metropolitan Transportation Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Phone: (707) 429-1900
Fax: (707) 429-0168
JPSpering@solanocounty.com
info@bayareametro.gov

Dear Chair Spering,

As Chair of the MTC Blue Ribbon Transit Recovery Task Force, **please recommend Option 2b for the second phase of Federal CARES Act funding** for the Santa Clara Valley Transportation Authority (VTA).

There are tens of thousands of people in Santa Clara County who depend on VTA's bus and light rail to get to jobs that cannot be done remotely. 80% of VTA's ridership is considered transit dependent, where 50% have household incomes less than \$50,000 a year. These riders do not have well-paid high-tech jobs to which they have the option to drive reliable cars; these riders have working class jobs such as grocery clerks, janitors and fast food positions. And, now that BART service reaches Milpitas and San Jose, VTA is a vital connection to enable workers to get to jobs outside the South Bay.

VTA has continued to provide safe, essential transportation to the transit dependent, inclusive of crucial lifeline paratransit service. However, like many other transit agencies, VTA's ridership dropped by more than 80% due to the COVID-19 pandemic, taking with it valuable fare box revenue. But **unlike** those other agencies, VTA depends a great deal on sales tax revenue to provide its essential service throughout Santa Clara County. That sales tax revenue, as you know, has suffered historic losses in the past few months. Making up for those losses by cutting service is NOT AN OPTION. VTA needs \$137 million to maintain service through the next fiscal year.

The division of funds in the second phase of the CARES Act distribution is a question of equity. VTA is the only operator to receive less than what was needed during the first phase. Please help even the playing field for those who depend on its essential services: bus, light rail and paratransit. Please recommend Option 2b for the second phase of CARES Act funding.

Sincerely,

Member of Committee for Transportation Mobility and Accessibility (VTA)
Public Policy Advocate for Senior and Persons with Disabilities