

From: VTA Board Secretary
Sent: Tuesday, February 4, 2020 5:37 PM
To: VTA Board of Directors
Subject: VTA Information: Ridership for December 2019

VTA Board of Directors:


Attached is a memorandum from Chief Operating Officer David Hill regarding VTA ridership for December 2019.


Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org



TO: VTA Board of Directors

THROUGH: Nuria I. Fernandez 
General Manager/CEO

FROM: David Hill 
Chief Operating Officer

DATE: February 3, 2020

SUBJECT: VTA Ridership for December 2019

December 2019 total monthly system ridership for bus and light rail was 2,784,032, a decrease of 4.5% over December 2018. December 2019 had one more weekday than December 2018.

Bus ridership was down by 5.3%. Light Rail ridership was down by 2.1%. December 2019 total monthly ridership recorded a 4.6% decrease compared to November 2019. Ridership change from November to December typically averages -4.0%.

The New Transit Service Plan (NTSP) went into effect on the 28th of the month. Free rides were provided on VTA's routes from December 28th through New Year's Eve to promote the plan.

In December 2019, there were two SF 49ers games at the Levi's stadium averaging 10,216 riders per event. The Historic Trolley ran for a few days in December and had to be frequently cancelled due to bad weather. The Trolley recorded a total of 284 riders for the month.

Ridership	Dec-2019	Dec-2018	Percent Change	Nov-2019	Percent Change
Bus	2,116,072	2,234,080	-5.3%	2,237,987	-5.4%
Light Rail	667,960	682,367	-2.1%	681,315	-2.0%
System	2,784,032	2,916,447	-4.5%	2,919,302	-4.6%

47 of the 69 Pre- NTSP bus routes, or 68%, did not meet the weekday standards as defined in the Service Design Guidelines. However, 12 of the 18 core routes, or 67%, met the weekday standards as defined in the Service Design Guidelines. It is a little too early to evaluate the newer routes based on the New Transit Service Plan in December 2019 as only 4 days in December were impacted by the Plan.

All the core routes except for Line 61 either recorded decreases or remained flat when compared to December 2018. One core route, Line 61, showed an improvement of 3.2% over December 2018 as shown in the table below:

Route	Dec-2019	Dec-2018	Difference	Percent Change
61	1,552	1,504	48	3.2%

The top core route and light rail stations that had the most average weekday ridership declines are shown in the tables below:

Route	Dec-2019	Dec-2018	Difference	Percent Change
22	8,341	9,131	(790)	-8.7%
70	3,882	4,310	(428)	-9.9%
522	6,643	6,987	(344)	-4.9%
23	6,047	6,386	(339)	-5.3%
26	2,559	2,884	(325)	-11.3%
72	2,473	2,748	(275)	-10.0%
Totals	29,945	32,446	(2,501)	-7.7%

Station	Dec-2019	Dec-2018	Difference	Percent Change
San Antonio Station	1,519	1,661	(142)	-8.5%
Santa Teresa Station	837	946	(109)	-11.5%
McKee Station	378	470	(92)	-19.6%
Tasman Station	1,331	1,422	(91)	-6.4%
Alum Rock Station	736	822	(86)	-10.5%
Totals	4,801	5,321	(520)	-9.8%

The fiscal year-to-date total system ridership for bus and light rail was down by 1.1%.

Ridership	(Current) Jul'19-Dec' 19	(Prior) Jul'18-Dec' 18	Percent Change
Bus	13,731,482	13,830,570	-0.7%
Light Rail	4,273,522	4,372,742	-2.3%
System	18,005,004	18,203,312	-1.1%

From: VTA Board Secretary

Sent: Thursday, February 6, 2020 12:34 PM

To: VTA Board of Directors

Subject: VTA Information: Board of Directors Meeting Updated Agenda Packet for February 6, 2020

VTA Board of Directors:

The agenda packet for the Thursday, February 6, 2020 meeting has been updated to include information for the following :

- **Agenda Item #5.2** – Policy Advisory Committee Chairperson’s Report.
- **Agenda Item #6.12** - Unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions
- **Agenda Item #7.2** – Silicon Valley Rapid Transit (SVRT) Program Update
- **Agenda Item #7.4** – 2019 Title VI Program and Results of the 2019 Monitoring Program
- **Agenda Item #7.7** – Resolution to Declare a Climate Emergency
- **Agenda Item #7.8** – Express Bus Partnership Program Service Plan
- **Agenda Item #8.1** – General Manager’s Report, Security Stats and Ridership

You may access the agenda packet on our [agenda portal](#).

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](tel:408-321-5680)



From: VTA Board Secretary
Sent: Friday, February 7, 2020 5:40 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Week ending Feb 7, 2020

VTA Board of Directors:

We are forwarding to you the following correspondence:

From	Topic
Member of the Public	CPC Section 417.4 and 171.7(b)

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
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Phone [408-321-5680](tel:408-321-5680)



David T. Truslow

• San Jose, CA

E:

VTA Board of Directors
3331 N. First St.
San Jose, CA 95134

FEB. 5 2020

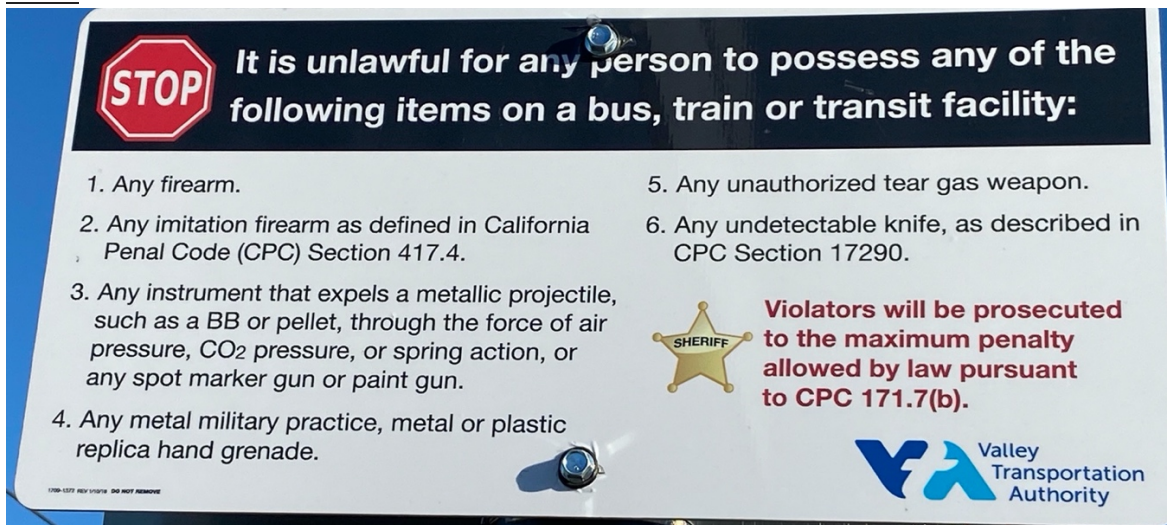
cc: board.secretary@vta.org

Dear VTA Board:

Please provide guidance or enact a means for VTA passengers to lawfully transport:

- Imitation firearms such as theatrical props
- BB, pellet, paintball, and firearms
- Children's and pet toys such as a replica hand grenade

CA Penal Code 171.7(b) prohibits these items even when transported per state and federal regulations if posted as below.



BART, CalTrain, Amtrack, and many common carriers permit transporting these items. Of the 23 operators listed on MTC's website, ONLY VTA impacts Second Amendment rights. PC 171.7(b) adversely impacts:

- Youth Scouting, 4-H, and J/ROTC safety and recreational programs
- Commerce, social, recreational, and sporting activities
- Minority and low-income riders
- Handicapped persons that cannot operate or choose not to operate vehicles

The prohibition is also inimical to VTA's published strategic plan objectives to increase ridership.

Machetes, axes, and similar fixed blade implements are NOT prohibited under PC 17290 and presumably lawful to possess on VTA, yet responsible for many more fatalities or injuries than prohibited BB, pellet, or firearm rifles. I'm unable to locate any evidence that the law has benefitted passenger or employee safety. Actually, just the opposite as the policy leaves everyone defenseless.

VTA risks expensive and time-consuming consequences unless there is reasonable accommodation for passengers pursuing lawful activities. Please let me know within 30 days if and when VTA will accommodate such passengers.

Sincerely,