

**From:** VTA Board Secretary

**Sent:** Wednesday, May 5, 2021 5:16 PM

**To:** VTA Board of Directors

**Subject:** VTA Information: 2nd Update on May 6, 2021 Board of Directors agenda packet

Board of Directors:

The May 6, 2021, Board of Directors agenda packet has been updated to include the following:

Item #5.3 - Standing Committee Chairpersons' Report

Item #5.4 - Policy Advisory Board Chairperson's Report

Item #6.9.b - SCIP Attachment B

Item #6.11 - Rep. Eshoo's Letter\_Public Comment

Item #6.20.a - Unapproved Minutes (Standing Committees)

Item #6.20.c - Unapproved Minutes (PAB Committees)

Item #7.1 - BART SVRT Program Update (Presentation)

Item #7.2 - MV Contract Extn (Presentation)

Item #8.1.A - Charlotte Quinn\_Public Comment

Please click on the link below to access our agenda portal.

[2021/05/06 05:30 PM Board of Directors BOARD OF DIRECTORS MEETING - Web Outline - Santa Clara Valley Transportation Authority \(igm2.com\)](https://www.igm2.com/2021/05/06/05:30-PM-Board-of-Directors-BOARD-OF-DIRECTORS-MEETING-Web-Outline-Santa-Clara-Valley-Transportation-Authority)

Thank you,

Office of the Board Secretary

**From:** VTA Board Secretary

**Sent:** Thursday, May 6, 2021 3:05 PM

**To:** VTA Board of Directors

**Subject:** VTA Information: 3rd update - May 6, 2021, Board of Directors agenda packet

Board of Directors:

The May 6, 2021, Board of Directors agenda packet has been updated to include the following:

Item #3 - James Salsman Public Comment

Item #8.1.A - Silicon Valley Independent Living Center Public Comment

Item #8.1.B - Transit Service Update presentation

Please click on the link to access the agenda portal.

[2021/05/06 05:30 PM Board of Directors BOARD OF DIRECTORS MEETING - Web Outline - Santa Clara Valley Transportation Authority \(iqm2.com\)](https://www.santavta.com/2021/05/06/05:30-PM-Board-of-Directors-BOARD-OF-DIRECTORS-MEETING-Web-Outline-Santa-Clara-Valley-Transportation-Authority-iqm2.com)

**\*Attached please find the following:**

- 1) timed agenda for tonight's meeting
- 2) 6.2 - Caltrain JPB Summary
- 3) 8.1 COVID-19 Service Impacts Memo

Thank you,  
Office of the Board Secretary

## BOARD OF DIRECTORS MEETING

Thursday, May 6, 2021

5:30 PM

**\*TELECONFERENCE AND VIDEO CONFERENCE MEETING ONLY\***

### AGENDA WITH ESTIMATED TIMES

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#### 1. CALL TO ORDER AND ROLL CALL (5:30 P.M. – 5:34 PM)

##### 1.1. ROLL CALL

##### 1.2. Orders of the Day

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#### 2. AWARDS AND COMMENDATION

*There are no awards and commendation.*

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#### 3. PUBLIC COMMENT (5:35 p.m. – 5:54 PM)

This portion of the meeting is reserved for persons desiring to address the Board of Directors on any item within the Board's jurisdiction **but not on the agenda**. Speakers are **limited to 1 minute**. **The amount of time allocated for this section of the agenda may vary at the Chairperson's discretion depending on the number of speakers and length of the agenda.** The law does not permit Board action or extended discussion of any item not on the agenda except under special circumstances. If Board action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

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#### 4. PUBLIC HEARINGS

*There are no public hearings.*

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#### 5. COMMITTEE REPORTS (5:55 p.m. – 6:01 PM)

5.1. Citizens Advisory Committee (CAC) Chairperson's Report. (Verbal Report)  
(Swaminathan)

5.2. Policy Advisory Committee (PAC) Chairperson's Report. (Verbal Report) (Moore)

5.3. Standing Committee Chairpersons' Report. (Verbal Report)

5.4. Policy Advisory Board Chairpersons' Report. (Verbal Report)

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## 6. CONSENT AGENDA

(6:02 p.m. – 6:11 PM)

### ADMINISTRATION AND FINANCE (A&F) COMMITTEE

- 6.1. ACTION ITEM – 1) Approve the selling of Low Carbon Fuel Standard (LCFS) credits using a Request for Quotes (RFQ) process. 2) Delegate authority to the General Manager/Chief Executive Officer (CEO) or designee to enter into purchasing and selling agreements with buyers of LCFS credits. 3) Delegate authority to the Chief Financial Officer (CFO) or designee to approve the sale of LCFS credits based on a specified price range; and 4) Delegate authority to the General Manager/CEO or designee to competitively procure Renewable Energy Certificates (RECs) for the purpose of increasing the number of LCFS credits earned.
- 6.2. ACTION ITEM - Authorize the General Manager to purchase Property and Casualty insurance coverage for General and Auto Liability, Public Officials & Employment Practice Liability, Cyber Liability, Environmental Impairment & Pollution Liability, Crime, Blanket Railroad Protective Liability, and Property Insurance renewing the annual Transit Operations Insurance Program for an amount not to exceed \$4,250,000.
- 6.3. ACTION ITEM - Authorize the General Manager/CEO to execute a contract amendment with Jacobs Engineering Group, Inc. (Jacobs) for Project Approval/Environmental Document (PA/ED) services for the SR 17 Corridor Congestion Relief Project (Project) in the amount of \$2,930,000 for a new total contract amount of \$3,474,436.
- 6.4. ACTION ITEM - Approve the transfer of \$800,000 of Vehicle Registration Fee (VRF) funds from the I-680 Soundwall Project in San Jose from Capitol Expressway to Mueller Avenue to the I-280 Soundwall Project in San Jose from SR 87 to Los Gatos Creek.

### CONGESTION MANAGEMENT PROGRAM & PLANNING (CMPP) COMMITTEE

- 6.5. ACTION ITEM - Approve the Lifeline Transportation Program Cycle 6 program of projects; and adopt a required Resolution of Local Support.
- 6.6. ACTION ITEM - Adopt a program resolution for VTA's 2021 Low Carbon Transportation and Operations Program (LCTOP) of projects for \$3,900,446 for the VTA 2022 Zero Emission Bus Purchase and the Eastridge to BART Regional Connector (EBRC) Project.
- 6.7. ACTION ITEM - Adopt the Morgan Hill Community-based Transportation Plan (CBTP).
- 6.8. INFORMATION ITEM - Receive the Programmed Projects Quarterly Monitoring Report for January - March 2021.

### CAPITAL PROGRAM COMMITTEE

- 6.9. ACTION ITEM - Approve the recommended projects for the first two years of the Strategic Capital Investment Plan for inclusion in the FY 2022 & FY 2023 VTA

**SAFETY, SECURITY, AND TRANSIT PLANNING & OPERATIONS (SSTP&O)  
COMMITTEE**

*There were no items submitted for the Consent Agenda from the Safety, Security and Transit Planning and Operations Committee.*

**GOVERNANCE AND AUDIT (G&A) COMMITTEE**

*There were no items submitted for the Consent Agenda from the Governance and Audit Committee.*

**BOARD OF DIRECTORS**

- 6.10.** ACTION ITEM - Adopt the fiscal years 2022 and 2023 Biennial Budget allocations for the 2016 Measure B Formula-based program categories of Local Streets and Roads, Bicycle & Pedestrian, and Transit Operations and for the 2016 Measure B Program administration cost category.
- 6.11.** ACTION ITEM – 1) Approve the existing prioritization processes for five Need/Capacity-based program categories: BART Phase II, Caltrain Grade Separations, Caltrain Corridor Capacity, County Expressways and SR 85 Corridor. 2) Direct staff to develop a Prioritization and Project Selection Process for the Highway Interchanges program category. 3) Approve the proposed Project Readiness Criteria for all Need/Capacity-based 2016 Measure B Program categories; and 4) Upon approval, use the Project Selection and Prioritization Processes as well as the Project Readiness Criteria to develop biennial budget recommendations and a draft 2016 Measure B 10-year Program (FY 2022-2031) for Board review and approval.
- 6.12.** ACTION ITEM - Approve the Regular Meeting Minutes of April 1, 2021.
- 6.13.** ACTION ITEM - Approve the Special Meeting Minutes of April 1, 2021.
- 6.14.** ACTION ITEM - Approve the Special Meeting Minutes of April 9, 2021.
- 6.15.** ACTION ITEM - Approve the Special Meeting Minutes of April 10, 2021.
- 6.16.** ACTION ITEM - Approve the Special Meeting Minutes of April 16, 2021.
- 6.17.** ACTION ITEM - Approve the Workshop Meeting Minutes of April 16, 2021.
- 6.18.** ACTION ITEM - Approve the Special Meeting Minutes of April 22, 2021.
- 6.19.** ACTION ITEM - Approve the Special Meeting Minutes of April 29, 2021.
- 6.20.** INFORMATION ITEM - Receive unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions

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**7. REGULAR AGENDA****(6:12 p.m. – 6:41 PM)**

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- 7.1. INFORMATION ITEM** - Receive Silicon Valley Rapid Transit (SVRT) Program Update.

**ADMINISTRATION AND FINANCE (A&F) COMMITTEE**

- 7.2. ACTION ITEM** - Authorize the General Manager to amend the contract with MV Transportation, Inc. (MV) as the provider for ACCESS paratransit services for VTA to extend the term through June 30, 2023, and to increase the contract value by \$48,000,000 for a new total contract value not to exceed \$127,875,047.

**CONGESTION MANAGEMENT PROGRAM & PLANNING (CMPP) COMMITTEE**

*There were no items submitted for the Regular Agenda from the Congestion Management Program & Planning Committee.*

**SAFETY, SECURITY, AND TRANSIT PLANNING & OPERATIONS (SSTP&O) COMMITTEE**

*There were no items submitted for the Regular Agenda from the Safety, Security and Transit Planning and Operations Committee.*

**GOVERNANCE AND AUDIT (G&A) COMMITTEE**

*There were no items submitted for the Regular Agenda from the Governance and Audit Committee.*

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**8. OTHER ITEMS****(6:42 p.m. – 7:42 PM)**

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- 8.1. General Manager Report.** (Verbal Report)
- 8.1.A. INFORMATION ITEM** - Receive an update on Transit Service. (Verbal Report)
  - 8.1.B. INFORMATION ITEM** - Receive Government Affairs Update.
- 8.2. Chairperson's Report.** (Verbal Report)
- 8.3. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION**
- 8.4. Announcements**

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**9. CLOSED SESSION****(7:42 p.m. – 8:41 PM)**

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**9.1. Recess to Closed Session****D. Threat to Public Services or Facilities**  
[Government Code Section 54957(a)]

Consultation with Richard Bertalan, Chief Information Technology Officer

**B. Conference with Legal Counsel - Existing Litigation**  
[Government Code Section 54956.9(d)(1)]

Name of Case: Skanska-Shimmick-Herzog v. Santa Clara Valley Transportation Authority (Santa Clara County Superior Court Case No. 19-CV-356027)

**A. Public Employment**  
[Pursuant to Government Code Section 54957(b)]

Interim General Counsel/CEO Evaluation

~~**C. Public Employment**~~  
~~[Pursuant to Government Code Section 54957(b)]~~~~Title of position to be filled: General Manager/CEO~~**9.2. Reconvene to Open Session****9.3. Closed Session Report****9.4. ACTION ITEM – Approve an Acting Pay salary increase for Evelyn Tran for the duration of her assignment as VTA General Counsel and Interim General Manager/CEO.****10. ADJOURN 8:42 PM**

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## Caltrain JPB Meeting Summary

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### Caltrain JPB Meeting Summary

**At its May 6, 2021 meeting, the Caltrain Joint Powers Board (JPB):** In compliance with California's statewide stay at home order and Santa Clara County's shelter in place order and pursuant to California Governor Gavin Newsom's Executive Order N-29-20, the Caltrain Joint Powers Board convened a teleconference and video conference for its meeting.

- Accepted the Statement of Revenues and Expenses for the month of March 2021.
  - **Year to Date Revenues:** As of March, year-to-date actual, the Grand Total Revenue is \$5.3 million higher than the approved budget. This is primarily driven by CRRSAA fund draw which is partially offset by decrease of contributions from JPB Member Agencies.
  - **Year to Date Expenses:** As of March, year-to-date actual, the Grand Total Expense is \$9.7 million lower than the approved budget. This is primarily driven by Rail Operator Service, Facilities and Equipment Maintenance, Wages and Benefits, Managing Agency Admin OH Cost, Professional Services, and Other Office Expenses and Services.
- Approved to schedule a public hearing at the JPB Finance Committee on May 24, 2021 to consider extending the 20% discount on the Monthly Pass fare product through June 30, 2023.
- Approved to a 18-month lease extension for the Peninsula Corridor Joint Power Board's (JPB) rental of office space located on the third floor of the office building, covering a total of 12,181 square feet, at 2121 South El Camino Real in San Mateo, CA. The lease extension runs from November 1, 2021 until April 30, 2023 at a total cost of \$1,130,000.
- Approved to execute a 90-day Exclusive Negotiation Agreement (ENA) between the Peninsula Corridor Joint Powers Board (JPB) and South City Ventures LLC (SC LLC) to develop the South San Francisco Caltrain station parking lot property (Property), and to negotiate a term sheet summarizing a set of agreed-upon minimum business terms for a transit-oriented development (TOD).
- Approved a contract to Olson Remcho, LLP of Oakland, CA to provide general counsel and other legal services (Services) to the Peninsula Corridor Joint Powers Board (JPB) for a not-to-exceed amount of \$6,000,000 for a three-year base term.
- Received a presentation on made during the Finance Committee and Board of Directors (Board) meetings on April 26 and May 6, respectively. Based on Board feedback, final discussions with funding partners and member agencies, and further refinements, the Peninsula Corridor Joint Powers Board (JPB) Staff presented a final budget proposal for Board consideration and adoption at the June 2021 Board meeting.

The Caltrain JPB will next meet on June 3, 2021, at 9:00 a.m.  
San Mateo County Transit District Administrative Building  
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070





## MEMORANDUM

**TO:** Board of Directors

**FROM:** VTA Staff

**DATE:** May 6, 2021

**SUBJECT:** Report of COVID-19 service impacts

This report provides updated information on COVID-19 transit service impacts and VTA's plans to continue to restore service to pre-pandemic levels as rapidly as possible. The report is in two sections:

1. Service Levels and Bus Operator Staffing Levels
2. COVID-19 Service Impacts

### 1. Service Levels and Bus Operator Staffing Levels

VTA's baseline (pre-pandemic) transit network is the New Transit Service Plan (NTSP), which was implemented on December 28, 2019. The Board of Directors adopted the NTSP service level as VTA's fiscally sustainable long-term baseline service level.<sup>1</sup> However, the pandemic precipitated an immediate decline in operator availability and VTA had to align service levels to match the number of available operators. Over the course of the pandemic, VTA gradually restored service as operator availability improved. Today's level of service is the maximum that can be supported by the number of active bus operators. The table below shows the baseline (100%) service level and various COVID-19 service levels.

**COVID-19 Service Levels (service hours, annualized)**

<u>Service Period</u>	<u>Bus</u>	<u>Rail</u>	<u>System</u>
NTSP Adopted (Baseline)	1,495,711 (100%)	173,060 (100%)	1,668,771 (100%)
January – March 2020	1,517,856 (101%)	172,088 (99%)	1,689,944 (101%)
March – June 2020	921,147 (62%)	53,550 (31%)	974,697 (58%)
June – August 2020	933,360 (62%)	90,899 (53%)	1,024,258 (61%)
August – October 2020	1,092,605 (73%)	131,229 (76%)	1,223,834 (73%)
October 2020 – February 2021	1,102,734 (74%)	131,793 (76%)	1,234,527 (74%)
February – June 2021 (current)	1,196,365 (80%)	130,845 (76%)	1,327,210 (80%)

VTA's intends to restore 100% of pre-pandemic service as soon as possible, but the sole factor limiting our ability to restore service is a lack of bus operators. As reflected in VTA's budget, 923 active bus operators are required in order to reliably provide the 100% pre-pandemic service level. As of April 1, VTA has 833 active bus operators, 90 fewer than required for 100% of pre-pandemic service.

<sup>1</sup> "Service level" is the total amount of service out on the street serving riders and can be quantified by the number of buses/trains on the street, the number of operators, or the number of service hours. All are valid representations of the service level, however the number of service hours is directly related to transit costs and the riders' experience – more hours means more buses/trains – so the industry, and VTA, uses hours in most cases to illustrate service levels.

In January 2021, staff restarted the bus operator hiring and training process, with the goal of fully staffing all 923 positions as quickly as possible. Social distancing requirements limited the first two training classes of 2021 to a maximum of 13 trainees each. To accelerate hiring and training, staff repurposed a large building at Cerone Division to conduct training, and the maximum class size now stands at 34. There are now seven hiring and training classes scheduled back-to-back through 2021, as shown in the table below, to reach 923 total bus operators.<sup>2</sup>

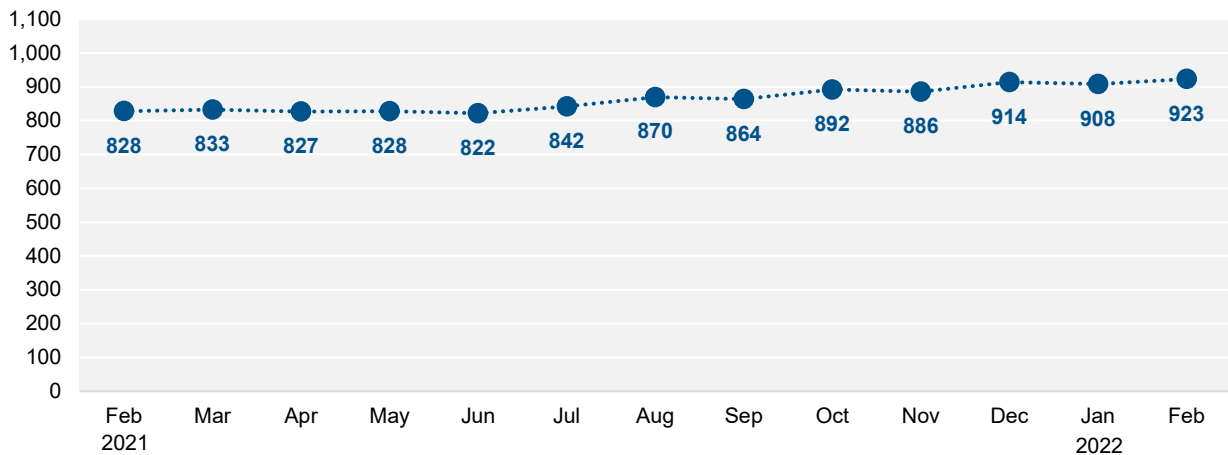
**2021 Bus Operator Hiring and Training Schedule**

<u>Class</u>	<u>Graduation</u>	<u>Count</u>
2021-1	March 17	9
2021-2	May 5	7
2021-3	June 30	26
2021-4	August 25	34
2021-5	October 20	34
2021-6	December 15	34
2021-7	February 9	34*

\* or fewer, to total 923 positions

Staff intend to increase the amount of service possible predicated on increased operator levels over the next signups<sup>3</sup> to achieve the goal of 100% pre-pandemic service level. As shown in the projection of bus operators by month below, increasing operator availability should facilitate service increases in October and February. Staff will update the Board through 2021 as we make progress in restoring service.

**Active Bus Operators at Month End (projected, net after attrition and hiring/training)<sup>4</sup>**



**2. COVID-19 Service Impacts**

The COVID-19 pandemic continues to significantly impact VTA service, most critically through local social distancing restrictions which in turn limits passenger capacity onboard transit vehicles. VTA bus and light rail vehicles are subject to this Santa Clara County Health restriction, which reduces the number of riders that buses and trains can carry by 80-90%. A standard 40-foot bus is restricted to carrying 8-14 riders, instead of 75. While light rail trains have regularly been able to meet ridership demand, this is not the

<sup>2</sup> VTA has a 6-week training program, and classes can only overlap by a few weeks.

<sup>3</sup> VTA service is structured by signup, where service changes are made three times per year – in February, June, and October.

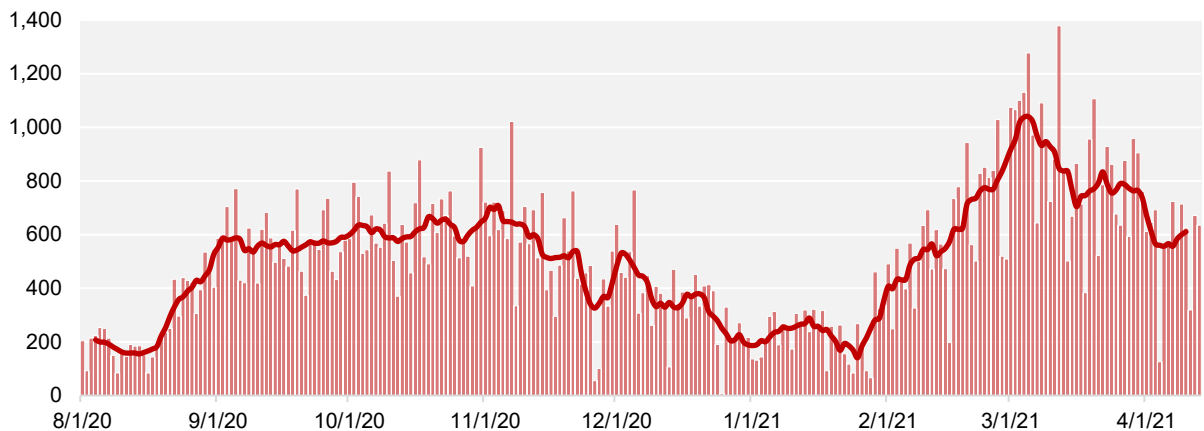
<sup>4</sup> The attrition rate (after retirements, change-of-class, and other events) for bus operators averages 6 operators per month.

case on VTA's most popular bus routes. As a consequence, bus operators have to deny boarding to waiting riders when the vehicle is at the mandated capacity. While there is good news that ridership demand has started to increase since late January, the unfortunate reality is that higher ridership demand further exacerbates the rate at which capacity restrictions require us to pass up riders.

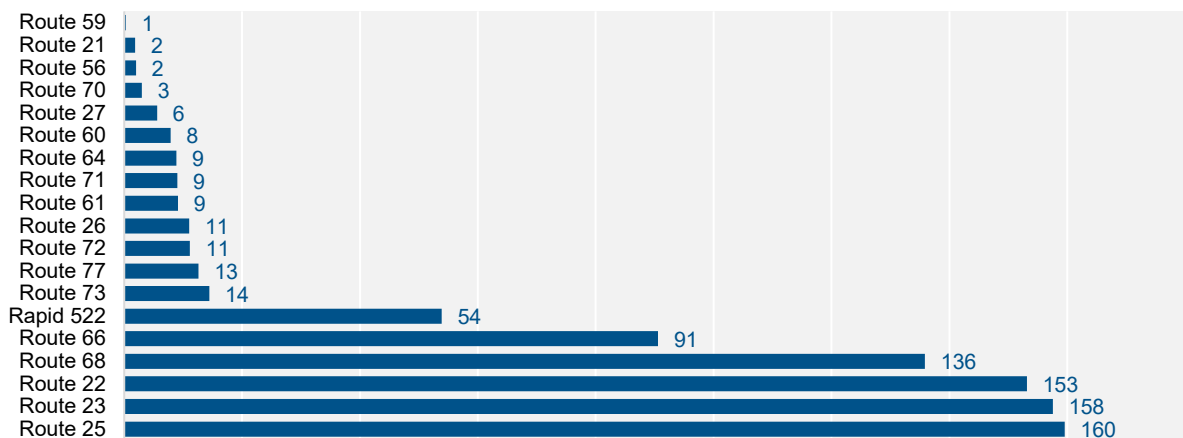
VTA staff uses ridership and pass-up data to revise transit route schedules to best meet ridership demand. Bus operators record pass-ups as they occur using their onboard computer terminal, and this data is fed to staff (see charts below). Using the data as a guide, VTA has implemented several mitigations:

- In the early months of the pandemic, staff dispatched supplemental “sweeper trips” as pass-ups were reported in real-time, to pick up riders passed up by regular service. This strategy was effective at very low ridership levels but could not be scaled up as ridership demand grew.
- In August 2020, VTA increased service on routes with the greatest ridership demand.
- In October, VTA rolled out real-time bus crowding information to riders via the Transit app, so riders can see if their bus has enough room to allow more riders.
- In February 2021, VTA further increased service on seven routes with the greatest demand and pass-ups. Several routes are now at their pre-pandemic 15-minute service frequencies, and two routes are at 10-minute frequencies – more frequent than their pre-pandemic service.
- Also in February 2021, VTA stretched the amount of bus service by increasing operator overtime to the greatest extent possible under Department of Transportation regulations.

**Passenger Pass-Ups by Day (including 7-day average)**



**Passenger Pass-Ups by Route (average passengers per day)**



Unfortunately, the pass-up issue cannot be solved by increasing service levels alone, because ridership demand greatly exceeds VTA's ability to carry riders at 8-14 people per bus. As an illustrative example of the magnitude of the issue:

- VTA is currently providing 10-minute service on Route 23 (six trips per hour, per direction), which is more frequent than the pre-pandemic 15-minute service (four trips per hour, per direction).
- On an average day, *10-20 trips in a row* are each at capacity at some point along Route 23, forcing the operators to pass-up waiting passengers.
- In order to solve the problem *on Route 23 alone*, VTA would have to at least double the amount of service on the route to 5-minute service (12 trips per hour, per direction), doubling the number of operators needed on the route, which is not possible even at 100% service levels.
- Even if VTA were able to return to 100% pre-pandemic service now, the pass-up issue would persist and likely get worse because pre-pandemic service would mean a *decrease* in service on two of the top routes with pass-ups.

While social distancing requirements may be necessary for the safety of riders and operators, the capacity restrictions are a fatal flaw to the mass transit service model, causing pass-up challenges for VTA and peers like AC Transit, SFMTA, and Marin Transit. Unfortunately, the pass-up challenge will continue to persist until pandemic conditions have improved to a point where local health officials determine it would be safe to lift transit vehicle capacity restrictions. In the meantime, VTA is doing everything we can to make transit safe for our riders and operators.

Mask use, partitions, hand sanitizer, and capacity restrictions have all been adopted as normal, safe business practices. VTA has taken these additional measures to keep operators and riders safe:

- Installed pull-down partitions on buses to provide a protective barrier for the operator as a temporary solution, while installation of permanent barriers proceeds across the entire bus fleet through September. In addition to partitions, operators are provided a variety of protective equipment, including face masks, face shields, and other items to be worn as appropriate when helping passengers.
- Installed mask and hand sanitizer dispensers for riders onboard our transit vehicles.
- Implemented an enhanced cleaning regimen, per CDC recommendations. VTA buses, trains, Access Paratransit vehicles, and transit facilities are cleaned every day, and frequently-touched surfaces are disinfected throughout the day using CDC-approved cleaning products.
- Implemented rear-door boarding and paused fare collection during periods of elevated community infection rates to minimize contact between riders and operators.
- Explored the use of ultraviolet (UVC) sanitation to clean the spaces and surfaces of transit vehicles. Staff found that a cleaning regimen with bleach solution and wiping down surfaces would be more effective, per CDC regulations.
- Staff conducted air circulation testing onboard buses to chart air flow through the cabin of the vehicle. Following the results of this testing, VTA issued a training advisory to operators on best practices to improve air circulation through buses.
- Air Conditioning filters used on VTA's Gillig buses are the highest filtration allowed by the air conditioning system manufacturer (MERV 7). On New Flyer buses, VTA is transitioning to the highest allowable filtration (from MERV 4 to MERV 7). Light rail vehicles have MERV 8 filtration.

Staff closely and continuously monitors industry best practices and new technologies to keep our operators and riders safe during the pandemic. New methods will be evaluated and implemented when proven to be effective and suited to VTA operations.

Our goal, since the beginning of the pandemic, has been to provide a safe, clean, and reliable mobility solution to support essential workers and be a viable travel option once businesses, schools, and the overall economy open up. VTA's ability to recover from impacts brought on by the pandemic will be largely defined by our ability to scale up and maintain a healthy frontline workforce. Hiring, training, and retaining a full pipeline of bus operators in order to increase service to pre-pandemic levels will determine how well we meet ridership demand. We will also continue to work with Santa Clara County health officials on capacity limitations to reduce the strain on existing operations resources.

**From:** VTA Board Secretary  
**Sent:** Thursday, May 6, 2021 10:14 AM  
**To:** VTA Board of Directors  
**Subject:** VTA Information: Ridership for March 2021

**VTA Board of Directors:**

Attached is a memorandum from Chief Operating Officer David Hill regarding VTA ridership for March 2021.

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](mailto:board.secretary@vta.org)



Date: May 3, 2021  
Current Meeting: NA  
Board Meeting: May 6, 2021

## BOARD MEMORANDUM

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

**THROUGH:** Evelyn Tran, General Counsel & Interim General Manager/CEO

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

**SUBJECT:** VTA Ridership March 2021

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**Policy-Related Action:** NA

**Government Code Section 84308 Applies:** No

## INFORMATION ITEM

### EXECUTIVE SUMMARY:

- To present the bus and light rail ridership performance of the Santa Clara Valley Transportation Authority.

### STRATEGIC PLAN/GOALS:

The report is an information item only.

### BACKGROUND:

This report is routinely produced after each month. This report is for the month of March 2021.

### CLIMATE IMPACT:

The report is an information item and will have no impacts to climate change.

### DISCUSSION:

March 2021 total monthly system ridership for bus and light rail was 1,174,095, a decrease of 37.3% over March 2020. Bus ridership was down by 35.8% compared to March 2020. Light rail ridership was down by 43.3% compared to March 2020. March 2021 recorded an increase of 22.1% over February 2021.

Ridership	Mar-2021	Compared to:				Calendar-Year-to-Date		
		Mar-20	Percent Change	Feb-21	Percent Change	Current Jan'21- Mar'21	Prior Jan' 20- Mar'20	Percent Change
Bus	953,107	1,483,371	-35.8%	774,713	23.0%	2,385,734	5,796,272	-58.8%
Light Rail	220,988	389,707	-43.3%	187,239	18.0%	589,331	1,688,583	-65.1%
System	1,174,095	1,873,078	-37.3%	961,952	22.1%	2,975,065	7,484,855	-60.3%

VTA continued to add extra service to address pass-up issues while limiting vehicle capacity to adhere to social distancing guidelines. No fares were collected.

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

	Boardings per Total hour <sup>1</sup>			Boardings per Revenue hour <sup>2</sup>		
	Mar-2021	Mar-2020	Percent Change	Mar-2021	Mar-2020	Percent Change
Bus	10.4	12.3	-15.5%	11.2	13.2	-15.2%
Light Rail	25.2	33.2	-24.1%	26.8	35.2	-23.9%

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

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



**From:** VTA Board Secretary  
**Sent:** Friday, May 7, 2021 8:24 PM  
**To:** VTA Board of Directors  
**Subject:** VTA Correspondence: Week ending May 7, 2021

**VTA Board of Directors:**

We are forwarding to you the following correspondence:

<b>From</b>	<b>Topic</b>
VTA Staff	Response to Capital Program Committee Referral
Members of the Public	Comments pertaining to: 1) VTA Budget; 2) comments addressed to Caltrain Board re: a. Caltrain farebox recovery by train; and b. Letter from Congresswoman Anna Eshoo; c. Multiple violations of the Brown Act; & d. 25th Avenue/Hillsdale project; and 3) Caltrain maintenance

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)



Conserve paper. Think before you print.

**From:** VTA Board Secretary <[Board.Secretary@vta.org](mailto:Board.Secretary@vta.org)>

**Sent:** Friday, April 30, 2021 3:02 PM

**To:** VTA Board of Directors <[VTABoardofDirectors@vta.org](mailto:VTABoardofDirectors@vta.org)>

**Subject:** VTA Information: Referral Follow Up from the April Capital Program Committee Meeting related to Transit Enterprise projects

**Capital Program Committee (CPC) Members:**

Please see the attached from Stephen Flynn, Sr. Policy Analyst, regarding the referral follow up from the April 8, 2021, CPC meeting.

For questions, please reply to this email.

Thank you.

The following provides responses to two questions on Transit Enterprise projects asked by members at the 4-8-21 Capital Program Committee (CPC) meeting. (All amounts are shown in \$000s.)

1. Director Chavez inquired on the specific scope of the Downtown Transit Study, which is as follows:

**VTA-63 Downtown Transit Study**

Request: \$1,360.8

External Funding: \$0

Net VTA Cost: **\$1,360.8**

Study, conducted in partnership with the City of San Jose, will evaluate many potential infrastructure intensive transit solutions for downtown San Jose to provide faster, frequent, and more reliable transit service. Among the potential solutions being studied include bus lanes on Santa Clara Street and a potential realignment of light rail through downtown. This study builds on a number of existing efforts related to transit planning in Downtown San Jose including the Downtown West Plan, the Diridon Station Area Plan update, and the Downtown Transportation Plan.

**Business Line(s) Supported**

- Faster, Frequent, Reliable Transit
- Transportation System Management

2. CPC Vice Chairperson Peralez asked why there are two separate requests for bus replacement instead of one combined project.

The short answer is that although both projects help VTA comply with the California Air Resources Board (CARB) requirements that VTA transition to a zero-emission bus (ZEB) fleet by 2040, each bus replacement project has a different delivery and grant funding cycle that corresponds to the age of sub-fleet being replaced and also when the required infrastructure modifications will be completed to provide charging capability for those buses.

The purchase of 37 additional electric buses in VTA-8 is the maximum that can be accommodated by the charging infrastructure that will be in place when the buses are placed into service. This is why that project requests purchase of 37 electric buses out of the total of 77; the remaining 40 hybrid buses would be VTA's last purchase of non-electric buses. The charging infrastructure necessary to accommodate the 48 electric buses requested in VTA-8 is scheduled for completion prior to delivery of these buses in 2025.

Overall, combining the two projects would be very difficult, would face numerous hurdles, and would not be in VTA's best interests.

The following provides further, more detailed information on the two requested projects:

**VTA-7 Purchase of Electric Buses**

Request: \$300.0

External Funding: \$240.0

Net VTA Cost: **\$60.0**

Estimated Completion:

December 2025

### **Project Scope**

Purchase forty-eight (48) electric buses to replace 40-foot hybrid buses (including eight (8) express style buses) placed into service into 2010 that have reached the end of their projected useful life. Replacing worn buses increases service reliability and reduces maintenance costs. The funding requested in this cycle is to fund the

### **VTA-8 Purchase of Hybrid and Electric Buses**

Request: \$78,300.0                      External Funding: \$65,640.0                      Net VTA Cost: **\$12,660.0**  
Estimated Completion:                      December 2023

### **Project Scope**

Purchase 40 forty-foot hybrid buses and 37 electric forty-foot buses along with spare parts, training, training equipment, tools, and manuals. These buses will be replacing buses from 2001 and 2002 that have reached the end of their projected useful life

The two projects differ mainly in delivery schedule and the age of sub-fleets being replaced. However, both comply with CARB requirements that mandate that VTA transition to a zero-emission bus (ZEB) fleet by 2040. Key differences between the projects include:

- VTA-8 is underway and will be completed by December 2023 whereas VTA-7 has not been initiated and will not be completed until two years later (December 2025). Requested augmentation of VTA-7 will be contained in the requested Capital Budget for FY 2024 & FY 2025 that will bring the total project cost to \$56.6 million. The \$300,000 requested for FY 2022 & FY 2023 will fund the design and bid document development processes.
- All preliminary work for VTA-8 required for the competitive bid process has been completed whereas that same process for VTA-7 will not start until following Board approval of the project.
- The 37 electric buses being purchased in VTA-8 combined with VTA's existing electric bus fleet (10) is the maximum amount that can be reasonably accommodated by infrastructure modifications underway to provide charging capabilities that will be completed by when these buses will be placed into service.
- Infrastructure to provide charging capacity for the additional 48 electric buses contained in VTA-7 is scheduled to be completed prior to delivery of the buses, and is included in this CAP 5/Biennial Budget process (VTA-4). Additional projects, VTA-3 and VTA-5, also included in this capital project development cycle, are for preliminary design work for infrastructure needed for VTA's further transition to a zero-emission fleet.

Given these factors, it was most prudent to accomplish these as two separate projects with differing schedules.

-----Original Message-----

From: Sandra Lang

Sent: Thursday, May 6, 2021 4:41 PM

To: VTA Board Secretary <Board.Secretary@vta.org>; Glenn Hendricks

; District1@sanjoseca.gov; david.gomez

annale.damabeh

Chavez, Cindy

;

scott.strickland@bos.sccgov.org; hope.cahan@bos.sccgov.org; supervisor.simitian

;

kristine.zanardi

; kristina.loquist

; mayoremail@sanjoseca.gov;

district2@sanjoseca.gov; Vanessa.Sandoval

Lucas.Ramirez

District5@sanjoseca.gov; Hannah.Hill

; District3@sanjoseca.gov;

david.tran

patrick.burt

; dpaul

cmontano

; rich.constantine

Subject: [EXTERNAL] VTA Budget

Dear VTA Board members,

Why in the name of common sense would VTA deprive all peninsula residents , students , seniors and workers of a working system .

Defunding capital expenditures is short sighted , and limits area transportation progress Sandra Lang , Burlingame Ca

Sincerely,

**From:** Roland Lebrun

**Sent:** Thursday, May 6, 2021 3:50 PM

**To:** Caltrain Board <board@caltrain.com>

**Cc:** Caltrain Public Records <pra@caltrain.com>; MTC Commission <info@mtc.ca.gov>; SFCTA Board Secretary <clerk@sfcta.org>; VTA Board Secretary <Board.Secretary@vta.org>; SFCTA CAC <cac@sfcta.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>

**Subject:** [EXTERNAL] Caltrain farebox recovery BY TRAIN

Dear Caltrain Board,

Please direct staff to refer to the Annual Ridership counts for the last five years and provide the following information **for each weekday train** pursuant to Government Code §6250 et seq.:

- Train Number
- Total passenger counts between origin and destination
- Total fare revenues between origin and destination
- O&M cost(s) for the train
- Farebox recovery ratio for the train

Please provide the information in Excel spreadsheet format (one train table/year) to facilitate additional analysis upon receipt of the information.

Thank you in advance for directing staff to expedite research intended to sharpen the focus of our short-term farebox and ridership recovery efforts.

Roland Lebrun

CC

MTC Commissioners

SFCTA Commissioners

VTA Board of Directors

VTA PAC

SFCTA CAC

VTA CAC

Caltrain CAC

**From:** Roland Lebrun

**Sent:** Thursday, May 6, 2021 9:43 AM

**To:** Caltrain Board <board@caltrain.com>

**Cc:** MTC Info <info@bayareametro.gov>; SFCTA Board Secretary <clerk@sfcta.org>; VTA Board Secretary <Board.Secretary@vta.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; SFCTA CAC <cac@sfcta.org>

**Subject:** [EXTERNAL] Letter from Congresswoman Anna Esho

Dear Caltrain Board,

Please find attached a letter from Congresswoman Anna Eshoo addressed to Board member Hendricks which expresses concerns as to the legality of VTA's decision to ignore promises made to the taxpayers of Santa Clara County when putting 2016 Measure B on the ballot and be aware that the same concerns apply to 2000 Measure A.

Sincerely,

Roland Lebrun

CC

MTC Commissioners

SFCTA Commissioners

VTA Board

VTA PAC

Caltrain CAC

SFCTA CAC



*Congress of the United States  
House of Representatives  
Washington, D.C. 20515*

*Anna G. Eshoo  
Eighteenth District  
California*

May 5, 2021

The Honorable Glenn Hendricks, Chairperson  
Santa Clara Valley Transportation Authority  
3331 N. First Street  
San Jose, California 95134

Dear Chairperson Hendricks,

As the VTA considers its upcoming 2016 Measure B ten-year expenditure outlook, I encourage you to revise the plan to better balance revenue allocations to each of Measure B's nine program categories.

I'm concerned that the initial ten-year outlook proposed by VTA allocates nearly all the revenue from Measure B for the next decade to the Silicon Valley BART extension to downtown San Jose and Santa Clara. While I have always supported this project and voted for federal funds for it to improve public transit in Santa Clara County, it should not come at the expense of Measure B's other program categories, including rail grade separations, Caltrain capacity improvements, road repairs, and highway interchange improvements. These projects are just as important as the BART extension to addressing Santa Clara County's transportation needs.

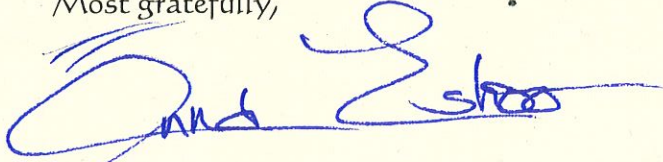
Measure B presented a specific plan to voters that if approved, their tax dollars would apply to the stated improvements. Measure B requires that no more than 25 percent of its revenue be dedicated to the BART extension over the measure's 30-year lifespan. Regardless of whether the proposed expenditure outlook violates the letter of Measure B, I believe it violates the spirit of the law. If voters do not see significant progress on most of Measure B's project areas in the first decade of its implementation, they may well and legitimately lose faith in VTA's ability to use their tax dollars as intended, making it more difficult for VTA to propose similar measures in the future. The plan is also unfair to communities in my congressional district and throughout the County who planned their transportation priorities around the assumption that Measure B funds would be available within the next decade.

Santa Clara County residents are desperate for relief from traffic congestion and Measure B's various program categories reflect the need for a range of solutions to this problem. As you consider the current ten-year outlook for Measure B, I urge you



to ensure the final plan is more equitably balanced across the nine project areas and across Santa Clara County and that the intended purpose of the Measure and its projects are honored.

Most gratefully,

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

Anna G. Eshoo  
Member of Congress

cc: The Honorable Members of the VTA Board  
Ms. Evelyn Tran, Interim General Manager/CEO, VTA

**From:** Roland Lebrun

**Sent:** Thursday, May 6, 2021 9:25 AM

**To:** Caltrain Board <board@caltrain.com>

**Cc:** MTC Info <info@bayareametro.gov>; SFCTA Board Secretary <clerk@sfcta.org>; VTA Board Secretary <Board.Secretary@vta.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; SFCTA CAC <cac@sfcta.org>

**Subject:** [EXTERNAL] Multiple violations of the Brown Act

Dear Caltrain Board,

I would like to bring to your attention that, once again, Councilmember Davis failed to take public comment or enquire as to the existence of written public comment pursuant to Government Code Sections 54954.5 and 54956.8 prior to adjourning to closed session:

[https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=GOV&sectionNum=54954.5.](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=54954.5)

[https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=GOV&sectionNum=54956.8.](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=54956.8)

I am therefore requesting that the Board agendize an emergency motion for the immediate removal of Councilmember Davis from this Board followed by the appointment of a new Chairperson for the remaining of her term.

Thank you in advance for your urgent consideration of this matter.

Roland Lebrun

CC

MTC Commissioners

SFCTA Commissioners

VTA Board of Directors

VTA PAC

Caltrain CAC

SFCTA CAC

VTA CAC

**From:** Roland Lebrun  
**Sent:** Saturday, May 1, 2021 1:22 AM  
**To:** Caltrain Board <board@caltrain.com>  
**Cc:** Caltrain Public Records <pra@caltrain.com>; MTC Info <info@bayareametro.gov>; VTA Board Secretary <Board.Secretary@vta.org>; CHSRA Board <boardmembers@hsr.ca.gov>; SFCTA Board Secretary <clerk@sfcta.org>; SFCTA CAC <cac@sfcta.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>  
**Subject:** [EXTERNAL] 25th Avenue/Hillsdale project

Dear Caltrain Board,

Further to my PRA of March 16th 2015 (below) which requested copies of the following drawings for the then future Hillsdale Caltrain Station:

- **Plans for the Selected Preferred Track Alignment.**
- **Plans for the Developed Preferred Station Layout.**

Further to the SamTrans staff response of April 2 2015 (below) which stated "***The two plans are still preliminary drafts and therefore exempt from disclosure at this time. (See Government Code section 6254(a)).***"

Further to the recent confirmation that the new \$200M Hillsdale station as built:

- **Will make it impossible for trains to pass the station at 110 MPH**
- **Will make it impossible to ever raise the center boarding platform to be level boarding with the new Caltrain EMUs**

Please provide the following documents pursuant to Government Code §6250 et seq.:

- **AS-BUILT drawings for the Selected Preferred Track Alignment.**
- **AS-BUILT drawings for the Developed Preferred Station Layout.**

Thank you in advance for your prompt attention to this request.

Roland Lebrun

CC

MTC Commissioners  
CHSRA Board of Directors  
SFCTA Board  
VTA Board  
SFCTA CAC  
Caltrain CAC

VTA CAC

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**From:** Martinez, Martha  
**Sent:** Thursday, April 2, 2015 9:20 AM  
**To:** Roland Lebrun  
**Cc:** Larano, Liria ; Murphy, Seamus  
**Subject:** RE: 25th Avenue/Hillsdale project

Mr. Lebrun:

Please see attachment letter.

Regards,  
Martha Martinez

**From:** Roland Lebrun  
**Sent:** Monday, March 16, 2015 4:23 PM  
**To:** PRA  
**Subject:** 25th Avenue/Hillsdale project

Dear Sir or Madam,

Kindly provide the information requested in the attached Public Record request.

Thank you.

Roland Lebrun

**From:** James Salsman  
**Sent:** Thursday, May 6, 2021 5:37 PM  
**To:** VTA Board Secretary <Board.Secretary@vta.org>  
**Cc:** supervisor.simitian ; margaret.abe-koga  
**Subject:** [EXTERNAL] Fwd: Hotline Flow

Re my public comment today, please see attached:

----- Forwarded message -----

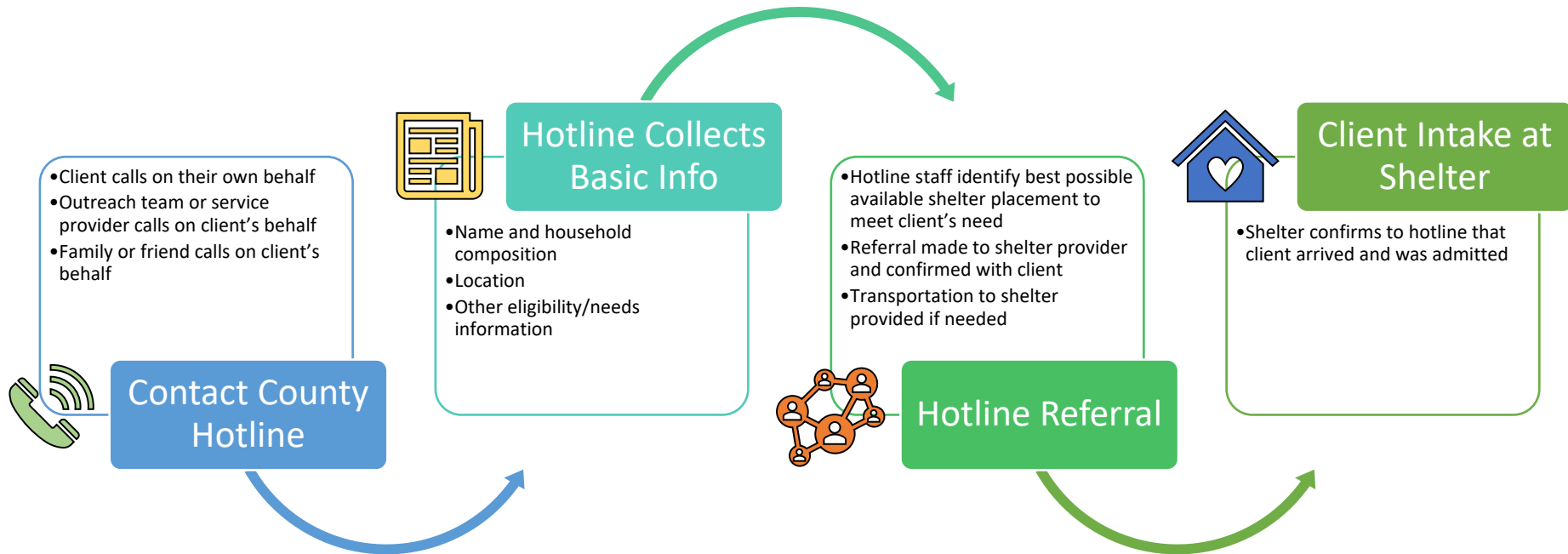
**From:** **Hernandez, Juan**  
**Date:** Thursday, May 6, 2021  
**Subject:** Hotline Flow  
**To:** "[jim](#)"

Hi there -

Here is a Hotline Flow.

# Countywide Shelter Hotline

## (408) 278-6420



**From:** Anthony Lazarus

**Sent:** Thursday, May 6, 2021 10:41 PM

**To:** VTA Board Secretary <Board.Secretary@vta.org>; supervisor.simitian ;  
district2@sanjoseca.gov; District3@sanjoseca.gov; patrick.burt

**Subject:** [EXTERNAL] Let's not defund Caltrain maintenance, I mean c'mon

Distinguished VTA Board members,

We're increasingly an interconnected region, and I can think of no way that not funding Caltrain's ongoing maintenance makes any sense. I understand SamTrans is doing its part; now the rest of us have to do ours.

Please do the right thing and support Caltrain. Once electrification is complete, we can all cut the ribbon and congratulate ourselves on transforming a rail corridor. Generations to come will be grateful. Thanks!

Anthony Lazarus