From: VTA Board Secretary  
Sent: Thursday, March 12, 2020 1:15 PM  
To: VTA Board of Directors  
Subject: VTA Information: March 2020 Standing Committee Cancellation Notices

VTA Board of Directors:

You may now access your VTA CMPP, A&F, and SSTPO cancellation notices on our agenda portal via the links below.

- **Safety, Security, and Transit Planning & Operations (SSTPO) Committee** – Thursday, March 18, 2020, at 11:30 a.m. – [SSTPO Cancellation Notice](#)

- **Congestion Management Program and Planning (CMPP) Committee** – Thursday, March 19, 2020 at 10:00 a.m. – [CMPP Cancellation Notice](#)

- **Administration and Finance (A&F) Committee** – Thursday, March 19, 2020 at 12:00 p.m. – [A&F Cancellation Notice](#)

Thank you.
VTA Board of Directors and Advisory Committee Members:

VTA launched a campaign on our website that will have recent information related to COVID-19 (including links to Santa Clara County Public Health Department and Centers for Disease Control and Prevention (CDC).

Please share with your constituents/network and check it periodically to get updates: [https://www.vta.org/covid-19](https://www.vta.org/covid-19). It has been updated recently to outline what VTA is doing and include information on paratransit.
Access Paratransit Customers

MV Transportation is responsible for operating, the cleaning and upkeep of the paratransit Access vehicles for VTA.

We are working hand in hand to be consistent with information sharing and vehicle cleaning efforts which include:

- Daily cleaning of heavily touched interiors (i.e. dashboards, steering wheels, railings, seats, seatbelts, etc.)
- Drivers are also provided cleaning supplies so that areas that may be of concern after a ride can be decontaminated throughout the day.
- Deep interior cleaning is occurring twice a month (current contract specifies once per month).
- Drivers are being provided safety tips daily to ensure they are following the CDC recommended healthy habits (frequent hand washing, not touching face, etc.)
VTA Board of Directors:

We are forwarding to you the following correspondence:

<table>
<thead>
<tr>
<th>From</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Member of the Public</td>
<td>TASI Contract</td>
</tr>
</tbody>
</table>

Thank you.

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

The intent of the attached letter is to substantiate and elaborate on the comments I made at the Finance Committee about the unsustainability of the TASI contract.

Sincerely,

Roland Lebrun

CC
SFCTA Commissioners
VTA Board of Directors
MTC Commissioners
Caltrain CAC
SFCTA CAC
Caltrain BAC
VTA CAC
Dear Chair Pine and Board members,

The intent of this letter is to substantiate and elaborate on the comments I made at the Finance Committee about the unsustainability of the TASI contract.

**Background:**

The JPB awarded the initial 5-year TASI contract in 2011. The following table shows that the annual cost (in thousands) of the contract increased by 65% over 8 years:

<table>
<thead>
<tr>
<th>Year</th>
<th>Cost (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>60,637</td>
</tr>
<tr>
<td>2012</td>
<td>65,882</td>
</tr>
<tr>
<td>2013</td>
<td>65,485</td>
</tr>
<tr>
<td>2014</td>
<td>75,238</td>
</tr>
<tr>
<td>2015</td>
<td>78,240</td>
</tr>
<tr>
<td>2016</td>
<td>82,942</td>
</tr>
<tr>
<td>2017</td>
<td>89,639</td>
</tr>
<tr>
<td>2018</td>
<td>92,899</td>
</tr>
<tr>
<td>2019</td>
<td>99,541</td>
</tr>
</tbody>
</table>

On January 27, SamTrans submitted its Quarterly PTC progress report to the FRA. https://www.regulations.gov/contentStreamer?documentId=FRA-2010-0051-0092&attachmentNumber=1&contentType=pdf

Page 9 of the report lists a total of 444 employees requiring training on PTC:

<table>
<thead>
<tr>
<th>Employee Category⁹</th>
<th>Q1 – # Employees Trained</th>
<th>Q2 – # Employees Trained</th>
<th>Q3 – # Employees Trained</th>
<th>Q4 – # Employees Trained</th>
<th>Sum of Quarterly Totals</th>
<th>PTCIP Year End Goal</th>
<th>Cumulative # of Employees Trained</th>
<th>Grand Total Reported in PTCIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employees who Install, Maintain, Repair, Modify, Inspect, and Test the PTC System</td>
<td>2</td>
<td>32</td>
<td>65</td>
<td>0</td>
<td>99</td>
<td>N/A</td>
<td>107</td>
<td>118</td>
</tr>
<tr>
<td>Employees who Dispatch Train Operations</td>
<td>0</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>14</td>
<td>N/A</td>
<td>14</td>
<td>17</td>
</tr>
<tr>
<td>Train and Engine (Operations) Employees</td>
<td>5</td>
<td>89</td>
<td>54</td>
<td>0</td>
<td>148</td>
<td>N/A</td>
<td>178</td>
<td>179</td>
</tr>
<tr>
<td>Roadway Worker Employees</td>
<td>7</td>
<td>54</td>
<td>20</td>
<td>0</td>
<td>81</td>
<td>N/A</td>
<td>86</td>
<td>94</td>
</tr>
<tr>
<td>Direct Supervisors of the Above Employees</td>
<td>0</td>
<td>0</td>
<td>24</td>
<td>0</td>
<td>24</td>
<td>N/A</td>
<td>29</td>
<td>36</td>
</tr>
</tbody>
</table>

It is unclear why Caltrain needs to train 118 employees to “install, maintain, repair, modify, inspect and test the PTC system” given that this work is currently being performed by Wabtec. It is also unclear why SamTrans recently spent $21M of Caltrain farebox revenue bonds on the acquisition of two Menlo Park buildings to house these employees.

Please consider these factors when assessing Caltrain’s forthcoming operating budget.

Thank You.

Roland Lebrun