

**From:** VTA Board Secretary  
**Sent:** August 1, 2022 8:24 AM  
**To:** VTA Board of Directors  
**Subject:** From VTA: Establishment of PTASP Review Committee (PRC)

## MEMORANDUM

**TO:** VTA Board of Directors

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

**FROM:** Susan Lucero, Deputy Director of Safety & Compliance

**DATE:** August 1, 2022

**SUBJECT:** Establishment of PTASP Review Committee (PRC)

VTA has established a **Public Transportation Agency Safety Plan (PTASP) Review Committee (PRC)** as required per the federal regulation 49 USC §5329(d). The new changes to the Bipartisan Infrastructure Law require that a safety committee, consisting of an equal number of frontline employee representatives and management representatives, approve an agency's PTASP prior to approval by a governing board. In our case, the PRC, along with other existing approval committees, would be required to approve the PTASP, prior to the VTA's Board of Directors.

The Federal Transit Administration, per the Dear Colleague letter dated February 17, 2022, has directed that the agency establishes this committee by July 31, 2022. The labor organization with the largest number of frontline employees will be responsible for appointing the frontline employees for this safety committee. Amalgamated Transit Union (ATU) 265 will be responsible for appointing frontline employees to the PRC. ATU 265 may select frontline employees from any bargaining unit at VTA.

The PRC will consist of a total of eight (8) appointed members and four (4) appointed alternates. VTA management will appoint four (4) committee members and two (2) alternates. ATU 265 will appoint four (4) committee members and two (2) alternates from VTA frontline employees.

The purpose of the PTASP is to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. VTA is in the process of developing a procedure to detail how the PRC will be facilitated. In addition, VTA will be identifying any available learning opportunities for its appointed members.

VTA looks forward to having this committee with frontline workers alongside management to guide our safety culture reflected in the PTASP. The first PRC meeting is expected to occur in **September 2022**.



## MEMORANDUM

**TO:** VTA Board of Directors

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



**FROM:** Susan Lucero, Deputy Director of Safety & Compliance



**DATE:** August 1, 2022

**SUBJECT:** Establishment of PTASP Review Committee (PRC)

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**From:** VTA Board Secretary

**Sent:** August 3, 2022 1:40 PM

**To:** VTA Board of Directors

**Subject:** VTA Information: August 4, 2022, Board of Directors Meeting Updated Agenda Packet

**Board of Directors:**

The VTA Board of Directors Thursday, August 4, 2022 meeting agenda packet has been updated to include additional information for the following items:

- **Agenda Item #3:** Public Comment (written comment)
- **Agenda Item #5.2:** General Manager Report (safety/security stats and ridership)
- **Agenda Item #7.2:** Resolution to Execute Agreement with the Caltrain, SMCTD and CCSF (presentation)
- **Agenda Item #7.4:** Silicon Valley Rapid Transit Program Update (presentation)

You may access the updates outline/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:** August 3, 2022 4:41 PM

**To:** VTA Board of Directors

**Subject:** VTA Information: August 4, 2022, Board of Directors Meeting Updated Agenda Packet

**Board of Directors:**

The VTA Board of Directors Thursday, August 4, 2022 meeting agenda packet has been updated to include additional information for the following items:

- **Agenda Item #5.2:** General Manager Report (public comment)
- **Agenda Item #6.8:** Resolution for the Provision of Health Insurance Coverage (memo)

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

Thank you,

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**From:** VTA Board Secretary

**Sent:** August 4, 2022 3:27 PM

**To:** VTA Board of Directors

**Subject:** VTA Information: August 4, 2022, Board of Directors Meeting Updated Agenda Packet

## **Board of Directors:**

The VTA Board of Directors Thursday, August 4, 2022 meeting agenda packet has been updated to include additional information for the following items:

- **Agenda Item #5.2:** General Manager Report (presentation and Government Affairs Report)
- **Agenda Item #6.10:** Unapproved Minutes/Summary Reports from VTA Committee, Joint Powers Boards (JPB), and Regional Commissions (Caltrain report)
- **Agenda Item #7.4:** Silicon Valley Rapid Transit Program Update (updated presentation)

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

Thank you,

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Santa Clara Valley Transportation Authority  
3331 North First Street, Building B  
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**From:** VTA Board Secretary  
**Sent:** August 5, 2022 2:52 PM  
**To:** VTA Board of Directors  
**Cc:** VTA Board Secretary  
**Subject:** VTA Information: Ridership for June 2022

**VTA Board of Directors:**

Attached is a memorandum from Lisa Rae Vickery, Deputy Director, Transit Operations-Bus, regarding VTA ridership for June 2022.

Thank you.

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Date: July 29, 2022  
Current Meeting: NA  
Board Meeting: August 4, 2022

## BOARD MEMORANDUM

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

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

**FROM:** Lisa Rae Vickery, Deputy Director, Transit Operations - Bus

**SUBJECT:** VTA Ridership – June 2022

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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 June 2022.

### **CLIMATE IMPACT:**

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

### **DISCUSSION:**

June 2022 total monthly system ridership was 1,698,025, an increase of 64.5% over June 2021. The total monthly bus ridership was 1,397,118, an increase of 35.4% over June 2021. The total monthly light rail ridership was 300,907. There was no light rail service in June 2021. This was due to the shutdown from the May 26<sup>th</sup>, 2021 incident at the Guadalupe facility. June 2022 recorded an overall ridership decrease of 3.8% over May 2022.

System ridership (Bus and light rail) in June 2022 is approximately 39% less compared to pre-pandemic levels. The calendar year-to-date system ridership (January -June) is 44% less than the same period in 2019 (pre-pandemic). Some service changes including starting of express line 121 went into effect from June 13,2022.



Ridership	June-22	Compared to:				CYTD				
		June-21	Percent change	May-22	Percent change	Current 2022	Prior 2021	Percent change	Pre-Pandemic 2019	Percent change
						Jan-Jun	Jan-Jun		Jan-Jun	
Bus	1,397,118	1,032,132	35.4%	1,476,471	-5.4%	8,084,462	5,216,923	55.0%	13,197,123	-38.7%
Light Rail	300,907		n/a	288,311	4.4%	1,521,965	988,893	53.9%	4,065,184	-62.6%
System	1,698,025	1,032,132	64.5%	1,764,782	-3.8%	9,606,427	6,205,816	54.8%	17,262,307	-44.4%

Note: June 2021: No light rail service

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

	Boardings per Total hour <sup>1</sup>			Boardings per Revenue hour <sup>2</sup>		
	June '22	June '21	Percent Change	June '22	June '21	Percent Change
Bus	12.9	10.7	20.9%	13.7	11.4	20.4%
Light Rail	28.7	No service	n/a	30.7	No service	n/a

Note: June 2021: No light rail service

<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, August 5, 2022 3:52 PM

**To:** VTA Board of Directors

**Cc:** VTA Board Secretary

**Subject:** VTA Information: VTA's BART Silicon Valley Phase II Collaboration Efforts

**VTA Board of Directors:**

Attached is a summary of work being conducted by the third-party independent reviewers for the BART Silicon Valley Phase II Project. To protect the integrity of the process, the names of the peer review panel have been removed. However, a description of their expertise has been provided below:

**Peer Review Team**

A high-ranking APTA official is managing the Peer Review/Exchange effort. He has led passenger rail projects across the country for decades before joining APTA.

The following panel members have the requisite expertise regarding the scope required and were approved by both APTA and VTA:

- A Chartered Civil Engineer with over 45 years of experience in the design and construction of rail systems across the world, including Hong Kong, Singapore, Cairo, New Delhi, Dubai, Qatar and Tel Aviv. His work includes both single-bore and twin-bore tunneling construction. He has been a Fellow of the Institution of Civil Engineers since 1990 and has received numerous awards and recognitions for his projects around the world.
- A globally experienced architect specializing in the planning, design and construction of rapid transit stations and associated facilities. He has wide technical knowledge of metro design and operations, having 30 years of experience in the design and construction of over 200 metro and light rail stations in London, Toronto, Singapore, Dubai and Hong Kong. This includes multiple underground, deep stations. He also specializes in urban design and integration of transit with its local environment.
- An experienced Architect and Design Manager with over 35 years of international railroad, transit and underground station design experience. His particular expertise lies within the design of technically challenging tunnel and stations projects. His architectural design experience includes stations and facilities design projects in Manilla, Philippines; Dubai, UAE; Tel Aviv, Israel; Doha, Qatar; Bangalore, Chennai, and Kolbata, India, and numerous projects in the UK.
- Retired expert with almost five decades of geotechnical engineering and tunneling experience for heavy civil and mining construction projects. His heavy civil experience includes projects I conventional rail and highway, underground metro, wastewater and sewer, dams and hydroelectric development, underground oil storage, and various underground defense-related project facilities. He has worked on projects in across the US and in 21 foreign countries.

Please contact Brandi Childress with any questions.

Thank you!

VTA Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 North First Street, Building B-1  
San Jose, CA 95134-1927  
Phone: 408-321-5680



## **BART Silicon Valley Phase II: Ongoing Collaboration Efforts**

As work to bring BART service and four new stations to Silicon Valley moves forward, VTA is in the midst of a robust collaborative effort to ensure the largest transportation infrastructure project in Santa Clara County history enhances the community and serves future passengers in the best way possible.

VTA, in partnership with the American Public Transportation Association (APTA), has commissioned an independent review (Peer Review/Exchange) to validate the project's tunneling methodology and exchange and recommend approaches to improve rider access and experience.

VTA is also working with the project's tunnel and trackwork contractor, Kiewit Shea Traylor, to explore and analyze innovations that could enhance the project and deliver it in the most cost-effective way possible. This three-month "innovation period" also provides an opportunity to review aspects of the current station designs and their connections to the tunnel. A task force of public and private transportation professionals was formed to identify potential station refinements that could enhance the customer experience and access to stations, promote Transit-Oriented Development, and spur economic growth.

The overarching goal of this collaborative effort is to explore and evaluate the opportunities that are presented while maintaining the project's current schedule in relation to securing project funding, maintaining environmental clearance, and substantial completion.

### **Peer Review/Exchange**

The APTA-led effort includes assembling an independent and highly respected panel with expertise in tunneling, station architecture and project management. The panel will review existing documentation and engineering records followed by an exchange of ideas with VTA and selected stakeholders with respect to the following:

- **Tunneling methods:** Can the experts validate that the single-bore approach constitutes a safe and feasible tunneling methodology that can achieve the objectives of the extension program? What would be the implications of a change in tunneling methodology at this point in the program?
- **Customer service and safety objectives:** How have other transit agencies around the world addressed access and customer convenience issues, and can the experts recommend different approaches for location and construction of the stations that could enhance access, vertical circulation, and convenience under the specific conditions at the different station locations?

## **Contract Package 2 (CP2) Tunnel & Trackwork Proposed Innovations**

As part of the initial phase of CP2, Kiewit Shea Traylor is further investigating design alternatives and innovations which will be evaluated for constructability and overall cost/schedule savings. VTA, and its engineers and architects, continue to work with BART, and the CP2 Contractor to assess these innovations.

## **Station Design Refinement**

The task force of public and private transportation professionals has established a series of workshops that will focus on specific aspects of station design, with a goal of identifying new ways to enhance access to station entrances and their underground boarding platforms and provide more direct connectivity for riders between other transit systems. This includes evaluating vertical circulation, TOD integration, and potential future entrances. For this ongoing effort, Kiewit Shea Traylor is providing input on constructability, cost estimating and other technical areas.

## **Timeline of Collaborative Efforts**

