

From: VTA Board Secretary

Sent: Thursday, October 1, 2026 9:06 AM

To: VTA Board of Directors

Cc: Gonot, Carolyn ; Greene, Beverly ; Haywood, Scott ; Richardson, Greg

Subject: From VTA: Media Advisory TODAY: Assemblymember Kalra, VTA Celebrate Signing of AB 2263

Importance: High

Board of Directors,

Please see the press release below being shared at the request of Beverly Greene, Chief Government Affairs Officer.

Respond to this email with questions.

Thank you,

Office of the Board Secretary

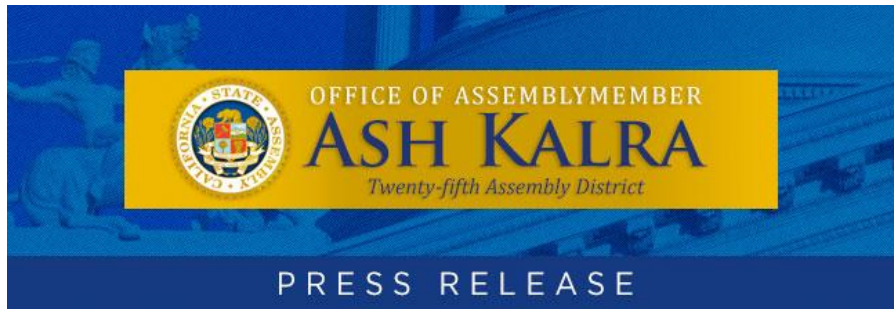
Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone **408-321-5680**





For Immediate Release

Thursday, October 1, 2026

Contact:

Zena Hallak

Communications Director

Office of Assemblymember Ash Kalra

Office: (916) 319-2025

******* MEDIA ADVISORY *******

WHAT: Assemblymember Ash Kalra (D-San José), Assemblymember Patrick Ahrens (D-Sunnyvale), Santa Clara Valley Transportation Authority (VTA), and workers celebrate the signing of AB 2263 (Kalra). This legislation authorizes VTA to provide preference to a certain number of employees in the affordable housing developments built on VTA-owned property.

WHEN: Thursday, October 1, 2026

11:00 am

WHERE: Tamien Station

1355 Lick Ave, San Jose, CA 95110

Livestream on Assemblymember Kalra's Facebook page:

<https://www.facebook.com/asmashkalra>

WHO: **Assemblymember Kalra** will be joined by **Assemblymember Ahrens, Sergio Lopez**, Chair of the VTA Board of Directors, **Carolyn Gonot**, VTA General Manager/CEO, **Marc DeLong** with TAEA, **Tammy Dhanota** with SEIU, and **Ronald Acosta** with AFSCME.

WHY: AB 2263 has been signed into law by Governor Newsom and will greenlight VTA's ability to set aside affordable housing for their employees.

###

From: VTA Board Secretary

Sent: Thursday, October 1, 2026 2:19 PM

To: VTA Board of Directors

Cc: Gonot, Carolyn ; Greene, Beverly ; Haywood, Scott ; Richardson, Greg

Subject: From VTA: Assemblymember Kalra's Bill to Build Workforce Housing for Santa Clara Valley Transit Workers Becomes Law

Board of Directors,

Please see the press release below being shared at the request of Beverly Greene, Chief Government Affairs Officer.

Respond to this email with questions.

Thank you,

Office of the Board Secretary

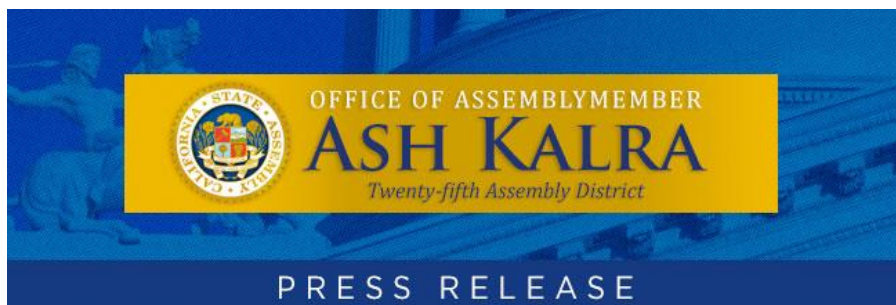
Santa Clara Valley Transportation Authority

3331 North First Street, Building B

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Phone **408-321-5680**





For Immediate Release

October 1, 2026

Contact:

Zena Hallak, Communications Director

Office of Assemblymember Ash Kalra

Office: (916) 319-2025

**Assemblymember Kalra's Bill to Build Workforce Housing for Santa Clara Valley
Transit Workers Becomes Law**

SACRAMENTO – Assembly Bill (AB) 2263, authored by Assemblymember Kalra (D-San José), has been signed into law by Governor Newsom and will greenlight Santa Clara Valley Transportation Authority's (VTA) ability to set aside affordable housing for their employees.

“As a former Chair of the VTA Board of Directors, I was honored to author this bill and thankful to see it signed into law. Setting aside workforce housing in the robust transit-

oriented developments that VTA is already taking on will significantly benefit our region by enhancing housing affordability, reducing emissions from commutes, and improving road safety,” said **Assemblymember Kalra**. “I look forward to seeing these developments built in our Assembly District 25 and beyond!”

“AB 2263 gives VTA an important new tool to support the dedicated employees who keep our transit system moving every day. By creating workforce housing opportunities near transit, we can help reduce long commutes, strengthen our workforce, and support safer, more sustainable communities. We thank Assemblymember Kalra for his leadership in making this possible,” said **Carolyn Gonot, VTA General Manager/CEO**.

VTA is a transit agency that serves Santa Clara County. Its approximately 2,300 employees manage and operate the county’s bus and light rail services, as well as paratransit, congestion management, and other services. While VTA workers may be making competitive middle-class wages, they are living in one of the most expensive housing markets in the nation. The high cost of housing has priced many of the VTA workers out of the area, leading them to live outside of the immediate work area or outside of the county, creating long commutes. AB 2263 will give VTA the authority to build affordable housing for its workforce so they can have improved livelihoods with shorter commutes, resulting in overall safety.

“Like many working people, I moved farther away because I could no longer afford to live close to where I work. Today, I commute 86 miles each way from Riverbank, and it can take me three hours or more just to get home. Between gas, tires and wear and tear on my car, I spend thousands of dollars every year just getting to work. Having an opportunity to live closer to where I work would have been life changing,” said **Ronald Acosta, Transit Supervisor for VTA and member of AFSCME**.

“Keeping experienced transportation workers on the job is critical to keeping Santa Clara County moving. But when the people who operate our transit system can’t afford to live in the communities they serve, we risk losing highly skilled workers and weakening the services our families depend on. AB 2263 is an important step toward creating more affordable housing opportunities for VTA employees and community members alike, helping working people stay in Santa Clara County and ensuring we can build and retain

the workforce our public transit system needs,” said **Tammy Dhanota, SEIU 521 Vice President and VTA worker.**

Assemblymember Patrick Ahrens (D-Cupertino) said, “We must use every tool to address the housing affordability crisis, and I applaud my colleague Assemblymember Ash Kalra for authoring AB 2263 to ensure Santa Clara VTA can build affordable employee housing. I am the proud co-author of AB 2263 because it will help attract and retain vital transit employees, as well as improve transit service safety and reliability for residents. All local workers should have an affordable place to call home in our community.”

“IFPTE Local 21 is thrilled that AB 2263 is now law, paving the way for the hardworking public servants we represent at VTA to live in the county they serve. This investment in VTA’s workforce will improve employees’ quality of life and deliver lasting benefits to our entire community,” said **Marc Delong, President of VTA Chapter of IFPTE Local 21.**

AB 2263 is co-authored by Assemblymembers Ahrens (D-Cupertino) and Pellerin (D-Santa Cruz).

###

Assemblymember Ash Kalra represents California’s 25th Assembly District, which encompasses the majority of San José, including downtown and open space areas in southeast Santa Clara County. He was first elected in 2016, becoming the first Indian American to serve in the California Legislature in state history, and was re-elected to his fifth term in 2024. Assemblymember Kalra is the Chair of the Committee on Judiciary and also serves as a member on the Housing & Community Development, Labor & Employment, Natural Resources, and Utilities & Energy committees.

From: VTA Board Secretary
Sent: Wednesday, September 30, 2026 4:28 PM
To: VTA Board of Directors
Subject: From VTA: August 2026 Ridership Memo

VTA Board of Directors:

Attached is a memorandum from Nauni Singh, Chief Operating Officer, regarding VTA ridership for August 2026.

If you have any questions, please reply to this e-mail.

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**



Date: September 29, 2026
Current Meeting: NA
Board Meeting: October 1, 2026

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: Carolyn M Gonot, General Manager/CEO 

FROM: Naunihal (Nauni) Singh, Chief Operating Officer 

SUBJECT: VTA Ridership – August 2026

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:

VTA ridership report is routinely produced following each month. This report is for the month of August 2026.

CLIMATE IMPACT:

The report is an information item and will have no impact on climate change.

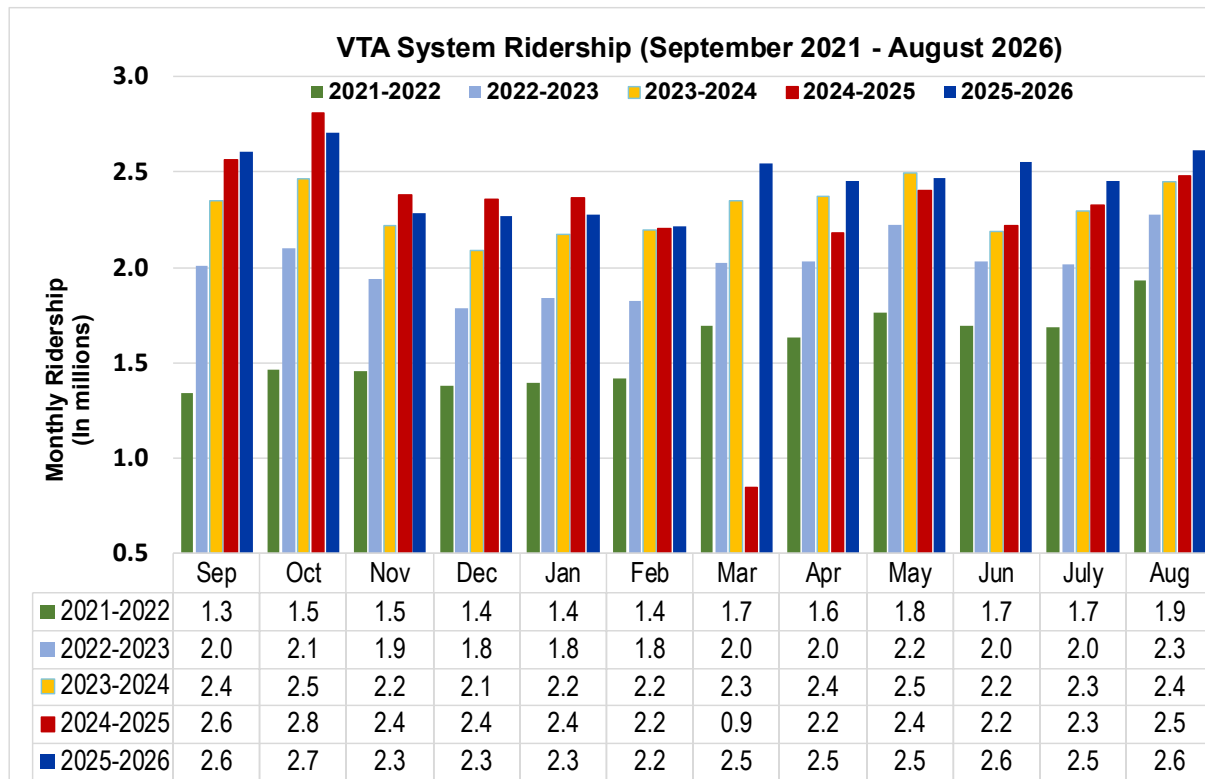
DISCUSSION:

August 2026 had 2,126,214 bus passengers and 490,218 light rail passengers for a system total of 2,616,432 riders. For the current month of August, this represents 5.3% increase for bus passengers, 6.6% increase in light rail passengers, and a 5.5% increase systemwide compared to August 2025. The average weekday system ridership for August 2026 increased by 7.3%. Calendar year-to-date system ridership (bus and light rail) was 19,584,620, an increase of 14.9% compared to CY 2025 through August.

Light rail ridership increase is attributed to several Levi's events, consisting mainly of concerts and one 49ers game. The average ridership from these events was recorded at 10,671 riders per event. In 2025, majority of the Levi's events in August were on Saturday. In 2026, majority of the events occurred on the weekdays. This helps to explain the 20.1% percent increase in weekday ridership, and the decreases in weekend ridership.

VTA Ridership	Monthly			Calendar Year-to-Date		
	Current (Aug 2026)	Prior year (Aug 2025)	Percent Change	Current (Jan'26-Aug'26)	Prior year (Jan'25-Aug'25)	Percent Change
Bus	2,126,214	2,019,182	5.3%	16,015,140	14,261,368	12.3%
Average Weekday	79,451	75,860	4.7%	75,829	73,400	3.3%
Average Saturday	49,836	45,685	9.1%	46,309	44,291	4.6%
Average Sunday / Holiday	41,711	39,540	5.5%	38,788	37,484	3.5%
Light Rail	490,218	460,050	6.6%	3,569,480	2,783,410	28.2%
Average Weekday	18,375	15,304	20.1%	16,516	13,964	18.3%
Average Saturday	12,110	17,265	-29.9%	11,804	9,251	27.6%
Average Sunday / Holiday	8,757	10,472	-16.4%	9,049	8,329	8.6%
System	2,616,432	2,479,232	5.5%	19,584,620	17,044,778	14.9%
Average Weekday	97,826	91,164	7.3%	92,345	87,364	5.7%
Average Saturday	61,946	62,950	-1.6%	58,113	53,542	8.5%
Average Sunday / Holiday	50,468	50,012	0.9%	47,837	45,813	4.4%

The system ridership (Bus and light rail) in millions for 2021-2026 (rolling 12 months) is presented in the chart below:



Note: Earlier years (2021-2022) were impacted by the COVID-19 pandemic. March 2025 had service disruptions.

The boardings per total hour and boardings per revenue hour for bus and rail for August 2026 are shown in the table below:

	Boardings per Total hour ¹			Boardings per Revenue hour ²		
	August 2026	August 2025	Percent Change	August 2026	August 2025	Percent Change
Bus	16.5	15.7	5.4%	17.6	16.7	5.5%
Light Rail	34.8	32.7	6.4%	37.4	35.1	6.6%

Total hours – Includes revenue hours and deadhead hours (hours that a vehicle travels when out of revenue service). ² Revenue hours - Scheduled hours of service available to passengers for transport on the routes. Includes recovery/layover time.

From: VTA Board Secretary

Sent: Friday, October 2, 2026 4:58 PM

To: VTA Board of Directors

Cc: Gonot, Carolyn ; Greene, Beverly ; Haywood, Scott ; Richardson, Greg

Subject: From VTA: VTA Correspondence Week Ending October 2, 2026

Board of Directors,

Attached is correspondence for the week ending October 2, 2026 as described below:

- HWY 17 interchange - giant missed opportunity ? from Member of the Public
- Capitol Corridor Service Disruption: Train 550 Trespasser Incident from CCJPA
- Caltrain eNews – September 2026 from Caltrain
- Making VTA a Competitive Option for Short Trips from Member of the Public

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**



From: Jim Stallman

Sent: Monday, September 28, 2026 10:54 AM

To: Sergio Lopez

Cc: Maria Ristow; Pearse, Brent; dvortygirl; VTA Board Secretary; April Webster

Subject: [EXTERNAL] HWY 17 interchange - giant missed opportunity ?

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

Maybe it won't get built for a while due to money.

The giant missed opportunity was to configure the interchange like the one at Moffett & 101 so that the two freed up quadrants could be developed into high density housing netting big bucks for to fully fund the project. Instead, the interchange leaves large areas wasted except for potentially more space for encampments.

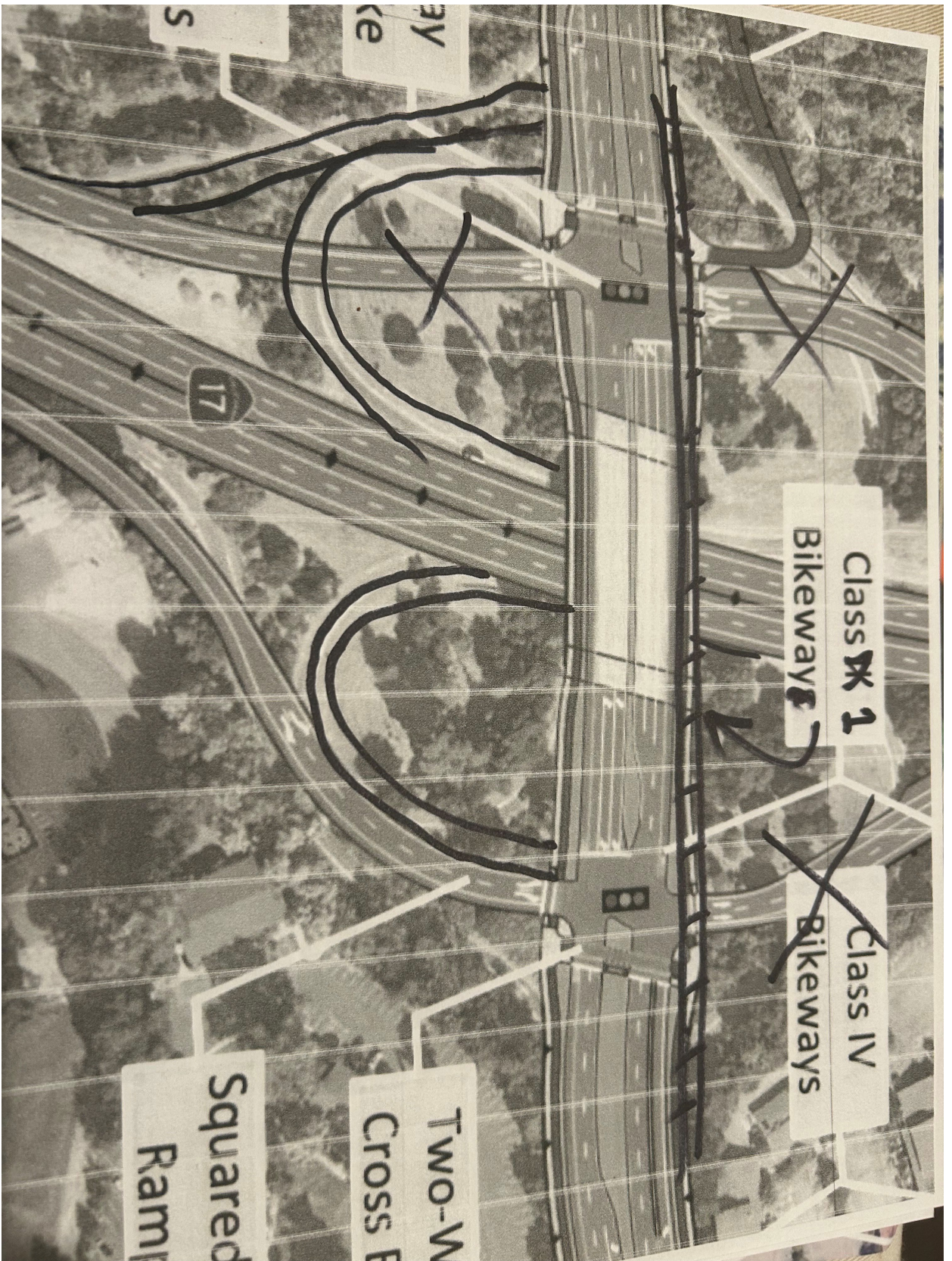
I am not surprised to find out that I discover the Sept 15 VTA presentation of the proposed project in the paper 2 weeks after it occurred. Notice wasn't even afforded to those subscribed to VTA postings, visitors to the VTA website, nor sent out by the Bd. Secretary to VTA committee members (?).

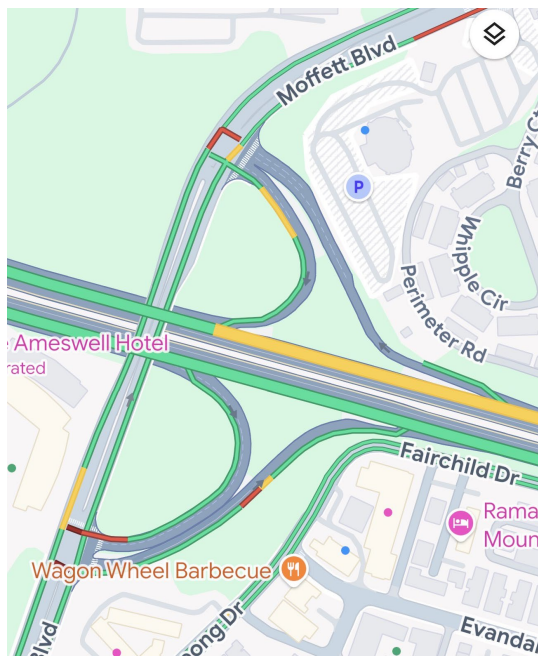
Anyway, what follows is what was asked for at the VTA BPAC in when the project was on their Nov '25 agenda (and nothing whatsoever was changed as a result):

The latest from VTA is from Feb '24 so apparently not much has transpired since the initial public outreach. It is a pretty pricy project with ~ \$100M funding yet to identified (?) so maybe nothing will be happening on it for awhile.

I did up a sketch based upon the Moffett - 101 interchange that **frees up 2 quadrants which could be sold for high density housing to help fund the project** and contribute to Los Gatos meeting RHNA targets.

This configuration would also afford an uninterrupted Class1 crossing of SR17. This input was made at the VTA BPAC mtg where the attached (legacy) concept review was presented. I mistakenly thought that suggestions/changes would have been captured into a revised proposal in the close to 2 years time since that outreach took place.





Hopefully the project is still short of money and a win-win-win outcome is still within our grasp.

1. Development money fully funds project (interchange doesn't continue to waste valuable land - but instead converts it to money)
2. Interchange config gets fixed so bicyclists are isolated from freeway ramp traffic
3. Los Gatos gets more housing built to contribute to their RHFA requirement

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2. Interchange config gets fixed so bicyclists are isolated from freeway ramp traffic
3. Los Gatos gets more housing built to contribute to their RHNA requirement

MEMO



To: CCJPA Board Directors
From: Robert Padgette, Managing Director
Date: September 30, 2026
Subject: Capitol Corridor Service Disruption: Train 550 Trespasser Incident – Hayward, CA

CAPITOL CORRIDOR
JOINT POWERS AUTHORITY
2150 WEBSTER STREET
3RD FLOOR
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

This memo is regarding a Trespasser incident in Hayward, CA that occurred on Monday night, September 28, 2026.

Incident Summary:

At around 7:45pm, train 550 struck and fatally injured a trespasser south of the Hayward, CA, station. Local police and fire responded to the scene along with Union Pacific Police, Amtrak Police, and division management. There were no initial reports of injuries to the 20 passengers onboard or crew. Passengers traveling between Oakland Jack London and Sacramento were accommodated at all stops by the Coast Starlight. The coroner arrived at around 10:00pm, and the incident train was released shortly after 11:00pm. Unfortunately, the train was further delayed by an abandoned vehicle on the tracks in Oakland. The total material delay to train 550 was 4 hours 30 minutes.

Associated CCJPA Train Delays:

550 – 4 hours 30 minutes

If you have any questions, please feel free to reach out to Charles Franz, Manager of Transportation at CharlesF@capitolcorridor.org.

Robert Padgette
Managing Director

Cc:

Robert Powers	Alicia Trost
Michael Jones	Byron Toma
Jeana Zelan	Steven Shatz
Joe Beach	Kyle Gradinger, Caltrans Division of Rail and Mass Transit
Bob Franklin	SCG Members
Sylvia Lamb	

From: Caltrain eNews
Sent: Wednesday, September 30, 2026 6:00 PM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: [EXTERNAL] Caltrain eNews - September 2026

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ALL ABOARD e-News

• September 2026 | [View online](#) •

Salmon, record ridership, and Transit Month; just a usual September for Caltrain

Transit Month has come to a close and we're still seeing record-breaking ridership onboard Caltrain. In this issue, we discuss breaking more ridership records, protecting wildlife in the Guadalupe River, the success of the Karol G Train and the return of the Sharks to SAP Center.



Caltrain ridership continues to grow

Caltrain's average weekend ridership in fiscal year 2026 beat 2019 by nearly 50%, as the system continues to see gains across the board.

[Learn More about Caltrain Ridership](#)

Caltrain celebrates Transit Month

Caltrain joined its fellow Bay Area transit agencies in celebration for Transit Month, and participated in events all month long, from rallies and roundtables, to sporting events to art fairs.



[Learn More about Transit Month](#)



Caltrain protects local wildlife in Guadalupe River and beyond

The Guadalupe Bridge Project has taken great steps to improve local habitats and protect the wildlife that calls them home, both in the Guadalupe River and upstream at Hicks Creek.

[Learn More about the Guadalupe River](#)

Caltrain embraces safety for Rail Safety and Suicide Prevention Month

Caltrain engaged in outreach all September long in recognition of both Rail Safety Month and Suicide Prevention Month, working with our partners at the VA and coordinating an enforcement blitz at Broadway with the Transit Police to remind the public to stay safe around our tracks.



[**Learn More about Caltrain Safety**](#)



Caltrain riders ready for Sharks season

The San Jose Sharks season kicks off at home on Thursday, Oct. 1 as they take on the Florida Panthers, and Caltrain is the best way for fans to reach the action.

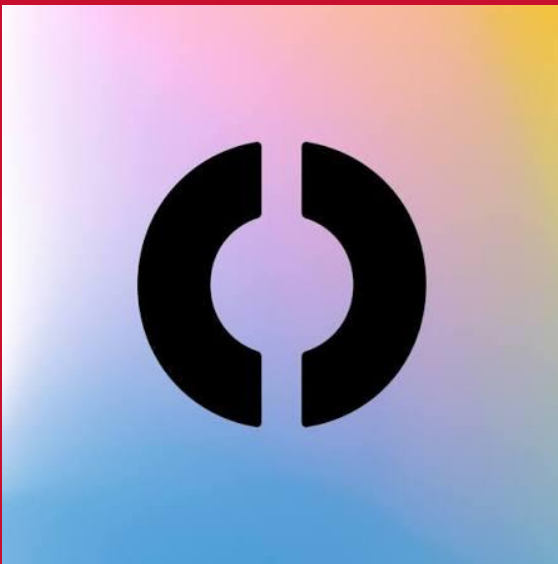
[**Learn More about Caltrain's Sharks Service**](#)

Karol G-themed train brings the party

Karol G fans flocked to Caltrain for the special Karol G-themed train, which carried attendees to Mountain View Station in style and drew praise from opening act and Bay Area local Becky G.



[**Learn More about the Karol G Train**](#)



Allcove offers support to youth near Hillsdale Station

Allcove is a youth wellness center offering a host of services for young people, and it's easily accessible via Caltrain located a brief walk from Hillsdale Station.

[**Learn More about Allcove**](#)



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UPCOMING EVENTS

- Oct. 9-11 - [Fleet Week Air Show](#) - San Francisco Station
 - Oct. 10-11 - [Bruno Mars](#) - Mountain View Station
 - Oct. 15 - [Rush](#) - San Jose Diridon Station
-



Join our team!

- [Director, Diridon Stations Program](#)
- [Senior Project Manager](#)

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Editor: Dan Lieberman

LiebermanD@Samtrans.com

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From: Fizz S

Sent: Friday, October 2, 2026 12:23 PM

To: VTA Board Secretary; Linda Sell

Subject: [EXTERNAL] Making VTA a Competitive Option for Short Trips

You don't often get email from [fizzahh98](#). [Learn why this is important](#)

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

Hello,

I'm a Sunnyvale resident who is trying to use public transit more often, and a recent trip highlighted a concern I have about how competitive VTA is for short local trips.

The VTA bus fare was \$2.50, while Uber was quoting me about \$6.50 for the same trip. For a single rider, that means I'm only saving \$4 by taking the bus despite the additional walking, waiting, and travel time. For two people, the difference can become almost negligible.

It makes me wonder: how do we expect residents to choose transit for short trips when the financial incentive is this small?

Other U.S. cities are experimenting with a very different approach. Richmond, Virginia's GRTC system, for example, has operated fare-free service. I recognize that VTA and Richmond have different funding structures and operating constraints, but I think it raises a worthwhile question about whether lower fares, fare-free local service, or other incentives could make buses substantially more attractive for short trips in Sunnyvale.

I would be interested to know whether VTA or the City has studied the competitiveness of local bus trips against alternatives like rideshare, particularly when accounting for both price and travel time.

Are there current efforts to make short-distance transit in Sunnyvale more affordable, frequent, or convenient enough that residents have a meaningful incentive to choose it over a car or rideshare?

Thank you,
Fizzah