From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Tuesday, November 3, 2026 9:59 AM
To: VTA Board of Directors
Cc: Gonot, Carolyn ; Singh, Naunihal
Subject: From VTA: Ridership Report for September 2026

VTA Board of Directors:

Attached is a memorandum from VTA Chief Operating Officer Nauni Singh regarding VTA's Ridership for September 2026.

If you have any questions, please reply to this email.

Thank you.

Office of the Board Secretary

Santa Clara Valley Transportation Authority
3331 North First Street, Building B-1

San Jose, CA 95134

Valley Transportation Authority

Santa Clara Valley Transportation Authority

Date: October 30, 2026
Current Meeting: NA
Board Meeting: NA

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 – September 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.

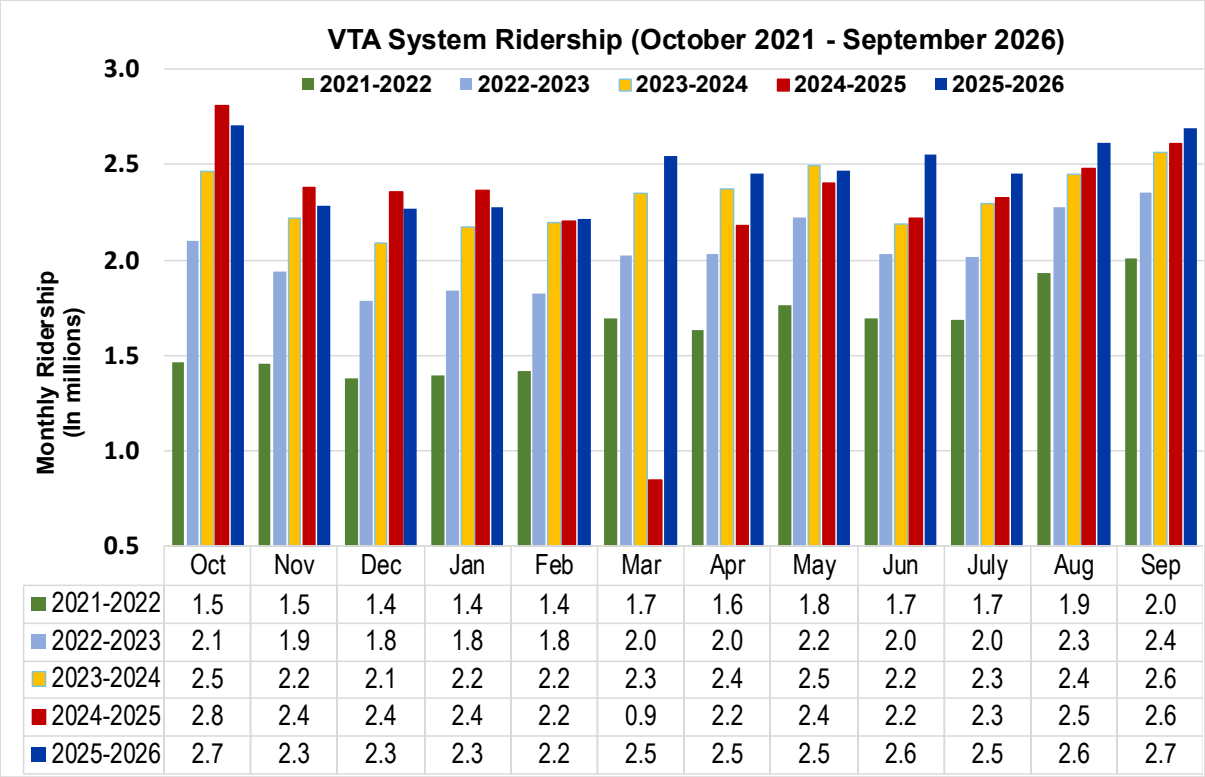
BACKGROUND:
VTA ridership report is routinely produced following each month. This report is for the month of September 2026.

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

DISCUSSION:
September 2026 had 2,215,526 bus passengers and 478,490 light rail passengers for a system total of 2,694,016 riders. For the current month of September, this represents 3.9% increase for bus passengers, 1.2% increase in light rail passengers, and a 3.4% increase systemwide compared to September 2025. The average weekday system ridership for September 2026 increased by 4.2%. Calendar year-to-date system ridership (bus and light rail) was 22,278,636, an increase of 13.4% compared to CY 2025 through September. Construction work between Hostetter and Alum Rock for the Eastridge-BART Regional Connector (EBRC) project, from Wednesday, September 2 through Thursday, September 17, impacted Orange Line light rail service. Bus bridges were provided during this period.
Levi's Stadium Events: In September 2026 there were four events at the Levi's Stadium: a Chris Brown & Usher concert, a San Jose Earthquakes vs LA Football Club soccer game, and two San Francisco 49ers football games, which averaged about 14,719 riders per event.

VTA Ridership	Monthly			Calendar Year-to-Date		
	Current (Sep 2026)	Prior year (Sep 2025)	Percent Change	Current (Jan'26-Sep'26)	Prior year (Jan'25-Sep'25)	Percent Change
Bus	2,215,526	2,132,787	3.9%	18,230,666	16,394,155	11.2%
Average Weekday	86,226	82,948	4.0%	76,966	74,532	3.3%
Average Saturday	49,866	47,892	4.1%	46,683	44,680	4.5%
Average Sunday / Holiday	41,061	39,864	3.0%	39,052	37,775	3.4%
Light Rail	478,490	472,750	1.2%	4,047,970	3,256,161	24.3%
Average Weekday	17,256	16,396	5.2%	16,597	14,252	16.5%
Average Saturday	11,037	13,652	-19.2%	11,723	9,727	20.5%
Average Sunday / Holiday	14,395	14,765	-2.5%	9,669	9,114	6.1%
System	2,694,016	2,605,537	3.4%	22,278,636	19,650,316	13.4%
Average Weekday	103,482	99,344	4.2%	93,563	88,784	5.4%
Average Saturday	60,903	61,544	-1.0%	58,406	54,407	7.4%
Average Sunday / Holiday	55,456	54,629	1.5%	48,721	46,889	3.9%

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



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep
2021-2022	1.5	1.5	1.4	1.4	1.4	1.7	1.6	1.8	1.7	1.7	1.9	2.0
2022-2023	2.1	1.9	1.8	1.8	1.8	2.0	2.0	2.2	2.0	2.0	2.3	2.4
2023-2024	2.5	2.2	2.1	2.2	2.2	2.3	2.4	2.5	2.2	2.3	2.4	2.6
2024-2025	2.8	2.4	2.4	2.4	2.2	0.9	2.2	2.4	2.2	2.3	2.5	2.6
2025-2026	2.7	2.3	2.3	2.3	2.2	2.5	2.5	2.5	2.6	2.5	2.6	2.7

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 September 2026 are shown in the table below:

	Boardings per Total hour[1]			Boardings per Revenue hour[2]		
	September 2026	September 2025	Percent Change	September 2026	September 2025	Percent Change
Bus	17.6	16.9	4.2%	18.8	18.0	4.2%
Light Rail	34.8	34.4	1.2%	37.4	36.9	1.4%

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 <Board.Secretary@vta.org>
Sent: Tuesday, November 3, 2026 2:53 PM
To: VTA Board of Directors
Cc: Smith, Patrice
Subject: From VTA: Regional Transit Measure (RTM) Communications Materials

VTA Board of Directors:

Please see message from VTA Chief Communications Officer, Patrice Smith. As a reminder, ,VTA's Media Relations Team can be reached at media.relations@vta.org or 408-464-7810.

For more details, please open the attached documents.

VTA Board of Directors:

VTA has developed a communications plan for various Regional Transit Measure (RTM) election scenarios, along with talking points and media statements for your use. If you receive media inquiries and prefer not to respond directly, please refer them to the VTA Media Relations team.

Thank you.

Patrice L. Smith

Chief Communications Officer
Santa Clara Valley Transportation Authority
3331 North First Street, Building B-2
San Jose, CA 95134
Office: 408.321.7026
Cell: 408.406.5635

Valley Transportation Authority

Santa Clara Valley Transportation Authority

MEMORANDUM

TO: VTA Board of Directors

FROM: Patrice Smith, Chief Communications Officer

DATE: November 3, 2026

SUBJECT: Background I VTA RTM Communication Materials

In preparation for Election Day, VTA has developed a communications plan to ensure coordinated, timely and consistent communications regarding the outcome of the Regional Transit Measure (RTM).

Attached for your reference are the Election Outcome communications plan, which outlines VTA's approach to communications, media coordination and response, and draft media statements prepared for use based on the election outcome.

The media statements will be released reactively in response to media inquiries, as appropriate, depending on the timing and status of election results. As ballots are counted, it is important that any public comments accurately reflect the status of the results and acknowledge that they remain unofficial until certified.

If you receive media inquiries regarding the RTM or its outcome, please direct reporters to VTA's Media Relations team at media.relations@vta.org or 408-464-7810. Should you decide to grant a reporter an interview regarding VTA and RTM, please refer to the talking points in the communications plan and to the relevant media statement.

Thank you for your continued support in helping ensure clear and consistent communications throughout the election process.

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Santa Clara Valley Transportation Authority

VTA Election Outcome Communications Plan Regional Transit Measure | November 2026

Purpose
Prepare VTA to communicate quickly, consistently, and credibly following either outcome of the Regional Transit Measure (RTM). There will be a response while vote counting is underway, if necessary.

Our communications plan prioritizes employees, board members, union leaders, riders, community partners, media, and the broader public. All communications will underscore VTA's role as a public agency responsible for delivering transportation services and improvements throughout Santa Clara County.

Communications objectives

- Explain the implications of the RTM election outcome for VTA, its riders, employees, and planned transportation investments.
- Coordinate with regional transportation partners to ensure consistent messaging while clearly communicating VTA's local responsibilities, priorities, and impacts.
- Reinforce VTA's commitment to safe, reliable transit service and responsible stewardship of public resources, regardless of the election outcome.
- Provide timely, factual information about the election outcome and its implications, clearly distinguishing confirmed information from outstanding questions and decisions.
- Promote transparency and public accountability by explaining how future funding and investment decisions will be made, monitored, and communicated to the public**.**

Core deliverables for both scenarios:

- Employee message.
- Board and stakeholder message.
- Media statement, talking points.
- Website update on local investment page, public FAQ.
- Rider-facing communications and multilingual materials, as appropriate.
- A 30-day communications calendar and recurring public updates, as results may not be known immediately.

Media Spokesperson:

- Stacey Hendler Ross (primary)
- Carolyn Gonot, Greg Richardson (should there be a need to elevate)

Preparation for Election Week (Nov.2-6):

- Send a memo to the Board with Election night materials to support responses to constituent inquiries about the RTM.

- Attachments include the communications plan, talking points, and a reactive media statement that VTA will release if election results remain unknown on election night.
- The General Manager's Report at the Nov. 5 Board meeting will focus specifically on the RTM, its status and implications for VTA.

Talking Points:

- Votes on the Regional Transit Measure (RTM) are still being counted. VTA will await confirmation of the final results before commenting on the outcome or its implications for the agency.
- We appreciate everyone who participated in this election and recognize the importance of public engagement in decisions that shape the future of transportation.
- The RTM represents an important decision for the future of transportation across the Bay Area. Regional connectivity plays a vital role in linking communities, connecting people to jobs and opportunities, and supporting the region's economy.
- VTA remains committed to providing safe, reliable, and accessible public transportation for Santa Clara County residents and in support of the region's broader mobility needs.
- Regardless of the outcome, VTA will continue to focus on serving riders and communities. Once the results are confirmed, VTA will assess the implications, determine appropriate next steps, and share relevant updates with the public.

Scenario A: RTM passes

Message: Voters have spoken, approving a regional transit funding measure that provides a critical opportunity to stabilize Bay Area transit and deliver eligible transportation improvements in Santa Clara County. VTA's responsibility now is clear: turn that investment into tangible and transformative results to meet the needs of our residents and demonstrate unwavering accountability for every dollar entrusted to us.

Internal communications

Timing: Election night through the first 48 hours

- The General Manager issues an all-employee message thanking employees for their continued service, reinforcing the importance of public transit, and providing an update on the RTM election status.
- Communicate with union leaders about the RTM election status and VTA's messaging to support consistent communication with employees.
- Release the media statement reactively in response to media inquiries on election night if results remain unclear.

Timing: First 30 days

- Keep employees, board members, union leaders, and stakeholders informed of any developments.
- Establish a cross-functional communications and implementation team involving finance, planning, operations, government affairs, and communications.

- Create a single source of verified information and a process for escalating questions from riders, community members, and partners.

External communications
Timing: Election night through 72 hours

- Issue a results statement following confirmation of the official outcome. Thank voters and acknowledge the regional collaboration behind the measure without overstating the result.
- Publish a website update and social media content explaining what approval means for Santa Clara County and what happens next.
- Email blast to those stakeholders with whom we initially engaged on the outcome of the election and what it means going forward.

First 30–90 days

- Publish a plain-language RTM funding backgrounder identifying anticipated investment categories, the allocation process, eligible uses, and accountability requirements.
- Communicate potential benefits across three themes:
    1. **Transit stability and service:** Supporting sustainable operations and the potential to improve service frequency, reliability, and connectivity.
    2. **Transportation improvements:** Advancing eligible transit capital improvements and roadway work on qualifying transit corridors.
    3. **Rider experience:** Supporting eligible safety, accessibility, affordability, wayfinding, and customer-experience improvements.
- Develop a public-facing progress page with confirmed funding information, milestones, frequently asked questions, and periodic implementation updates.

Scenario B: RTM fails

Message: Voters have made their decision, and VTA respects the outcome. The agency must now assess the financial implications, evaluate available options, and communicate any proposed service or project changes through a transparent, data-driven process in collaboration with regional partners BART and Caltrain.

Internal communications
Timing: Election night through the first 48 hours

- The General Manager issues an agency-wide message acknowledging the result, thanking employees, and emphasizing that VTA will continue delivering essential services while evaluating its financial position.
- Issue message from the General Manager to board members and union leaders before or alongside public announcements.
- Provide managers with approved talking points explaining what is known and where employees can direct questions.

- VTA will not be making adjustments to service or projects. Instruct employees not to speculate despite what they are hearing from colleagues at other agencies.

Timing: First 30 days

- Convene finance, operations, planning, and executive leadership to assess the impact of the revenue measure not passing on the agency's financial outlook and identify potential responses.
- Prepare a clear distinction between immediate budget pressures and longer-term capital or program implications.
- Prepare frontline employees and customer-service teams for rider questions by providing a brief information card.

External communications

Timing: Election night through 72 hours

- Issue a measured statement acknowledging the outcome and reaffirming VTA's commitment to responsible financial management and public service.
- Explain that the absence of RTM revenue creates a funding challenge but does not trigger cuts to service or programs.
- Notify elected officials, city partners, community organizations, and regional transportation agencies of the assessment process and anticipated next steps.
- Publish a concise public FAQ addressing the immediate concerns and provide more information when available.
- Collaborate with regional transit partners, including BART and Caltrain, to evaluate operational and financial impacts and understand how those impacts may inform future decisions across the transportation network.

Timing: First 30–90 days

- Release a financial impact assessment after it has been reviewed and validated by the appropriate leadership and finance teams.
- Continue reporting on budget actions, funding alternatives, and service-planning milestones.

Timing: 120 days or more

- If RTM fails, acknowledge the result first and complete a credible financial assessment. An announcement in early 2027 that VTA is evaluating long-term funding options, including a possible Measure A renewal, could establish the planning rationale without prematurely committing the agency to a specific ballot proposal.
- A formal proposal would come later, following Board direction, public engagement, polling, and legal review.

Various Media Statements

Media Statement Election night
Votes on the Regional Transit Measure (RTM) continue to be counted, and the Santa Clara Valley Transportation Authority (VTA) is awaiting the final results.
This election represents an important moment for the future of public transportation in Santa Clara County and the broader Bay Area. The strong public interest in this measure underscores the vital role transit plays in connecting people to jobs, education and essential services, supporting our regional economy, and keeping our communities moving.

Regardless of the outcome, VTA remains committed to delivering safe, reliable, and accessible public transportation and meeting the region's evolving mobility needs. While we await the final outcome, we remain optimistic and are grateful for the broad community support for transit and the vital role it plays in Santa Clara County.

We thank everyone who participated in this election and reaffirm our commitment to serving the residents, businesses, and communities of Santa Clara County.

Talking Points

- Votes on the Regional Transit Measure (RTM) are still being counted. VTA will await confirmation of the final results before commenting on the outcome or its implications for the agency.
- We appreciate everyone who participated in this election and recognize the importance of public engagement in decisions that shape the future of transportation.
- The RTM represents an important decision for the future of transportation across the Bay Area. Regional connectivity plays a vital role in linking communities, connecting people to jobs and opportunities, and supporting the region's economy.
- VTA remains committed to providing safe, reliable, and accessible public transportation for Santa Clara County residents and in support of the region's broader mobility needs.
- Regardless of the outcome, VTA will continue to focus on serving riders and communities. Once the results are confirmed, VTA will assess the implications, determine appropriate next steps, and share relevant updates with the public.

Revised Media Statement (if measure passes)
The Santa Clara Valley Transportation Authority (VTA) welcomes the passage of the Regional Transit Measure (RTM) and thanks voters for investing in the future of transportation in Santa Clara County and across the Bay Area. This vote creates an important opportunity to strengthen public transit, improve regional connections, and advance transportation improvements that benefit our communities.

The measure provides a path to support reliable transit service and eligible investments in infrastructure, accessibility, and rider experience. It also creates opportunities to improve

operational efficiency, strengthen long-term financial stability, and alongside our partners enhance service for riders across the regional transportation network. VTA, BART, and Caltrain each play an essential role in connecting communities, supporting economic opportunities, reducing congestion, and keeping the Bay Area moving.

Voter support comes with a responsibility to deliver results. VTA is committed to responsible financial stewardship, transparent decision-making, and accountability for how RTM funds are used to deliver meaningful benefits to the public. VTA will remain focused on maximizing the value of every public dollar while making strategic investments that improve mobility, reliability, and the customer experience.

The passage of this measure creates an important opportunity to invest in technologies and innovations that will help VTA evolve into the transit agency of the future while continuing to deliver safe, reliable, and connected service. Working closely with regional partners, including BART and Caltrain, VTA will help advance a more efficient, resilient, and integrated transportation network that serves the region for generations to come.

Talking Points

- The passage of this measure reflects the importance voters place on a strong public transportation system. It creates an opportunity to strengthen transit connections across the Bay Area and support the mobility needs of residents, workers, students, and visitors.
- VTA, BART, and Caltrain each play a vital role in keeping the Bay Area connected. Together, we help people access jobs, education, healthcare, and opportunities while supporting the region's economic competitiveness and quality of life.
- Voter support comes with a responsibility to deliver results. VTA is committed to strong fiscal stewardship, transparency, and accountability to ensure public funds are invested wisely and produce meaningful benefits for riders and taxpayers.
- This measure creates opportunities to improve operational efficiency, enhance rider experience, and strengthen the long-term financial stability of the transportation network while maintaining a focus on safe, reliable, and connected service.
- This investment allows VTA to look ahead and pursue technologies and innovations that improve reliability, accessibility, customer information, and the overall transit experience. Our goal is to evolve into the transit agency of the future while continuing to meet the needs of the communities we serve today.

Strong Quote

“This measure is about more than funding transit. It's about building a stronger, more connected region, delivering responsible investments, and creating the transportation system our communities will rely on for decades to come.”

Media Statement (if measure fails)
The Santa Clara Valley Transportation Authority (VTA) respects voters' decision on the Regional Transit Measure (RTM) and thanks everyone who participated in the election. While the outcome is disappointing, VTA remains unwavering in its commitment to providing safe, reliable, and efficient public transportation for Santa Clara County and supporting the mobility needs of the communities we serve.

Public transit remains essential to the Bay Area's economic vitality, quality of life, and long-term sustainability. Here in Santa Clara County, VTA, BART, and Caltrain each play a critical role in connecting people to jobs, education, healthcare, and opportunity while helping reduce congestion and support economic growth throughout the region. The Regional Transit Measure would have provided additional resources to strengthen this interconnected transportation network and support continued investment in regional mobility.

Although the measure will not move forward, VTA is well positioned to continue operating within its means through disciplined financial management, thoughtful planning, and a continued focus on efficiency, accountability, and responsible stewardship of public resources. VTA has a strong record of fiscal responsibility and will remain focused on delivering value for riders and taxpayers while supporting a strong and sustainable transit system.

VTA will work closely with the Metropolitan Transportation Commission (MTC) and regional transit partners, with an emphasis on BART and Caltrain, to understand how the measure's outcome may affect future funding outlooks, transit operations, and near-term and future plans: and how all of these impact the residents of Santa Clara County. Because transit systems across the Bay Area are interconnected, decisions made by regional partners may help inform future actions and priorities throughout the transportation network. VTA will continue collaborating with its Board of Directors, employees, elected leaders, and regional partners to advance mobility, strengthen regional connectivity, and keep the public informed. Our commitment to transit, fiscal responsibility, transparency, and the communities we serve remains unwavering.

Talking Points

- The election outcome does not change VTA's commitment to providing safe, reliable, and efficient public transportation. We remain focused on serving our riders and supporting the mobility needs of Santa Clara County.
- Public transportation remains critical to the Bay Area's economic vitality and quality of life. VTA, BART, and Caltrain each play an important role in connecting people to jobs, education, healthcare, and opportunity throughout the region.
- VTA has a strong history of responsible financial management, and that discipline will continue. We are committed to operating within our means, making data-driven decisions, and ensuring taxpayers receive value from every public dollar invested in transit.

- The Bay Area transit network is interconnected. VTA will work closely with BART, Caltrain, and other regional partners to understand how the measure's outcome affects their plans and priorities, and how those decisions may shape regional transportation strategies moving forward.
- Our focus remains on strengthening regional mobility, supporting riders, and advancing a sustainable transportation network. We will continue collaborating with our Board, employees, elected leaders, and regional partners to ensure transit remains a strong and reliable resource for our communities.

Strong Quote
"The need for public transportation has not changed. VTA remains committed to fiscal responsibility, regional partnership, and delivering the reliable transit service that our riders and communities depend on every day."

From: Young, Thalia
Sent: Friday, November 6, 2026 2:32 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Cc: Gonot, Carolyn ; Greene, Beverly ; Haywood, Scott ; Richardson, Greg
Subject: From VTA: VTA Correspondence Week Ending November 6, 2026

Board of Directors,

Attached is correspondence for the week ending November 6, 2026 as described below:

- Railroad Crossing Elimination (RCE) Grant Program Selections from CCJPA

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**



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To: **CCJPA Board Directors**

From: **Robert Padgette, Managing Director**

Date: **November 2, 2026**

Subject: **Railroad Crossing Elimination (RCE) Grant Program Selections**

I am pleased to share some good news this morning. On October 30, the Federal Railroad Administration selected two local projects in our service area for funding under its FY 25-26 Railroad Crossing Elimination (RCE) Grant Program:

- **Richmond:** Up to **$3.36 million** for the City's Cutting/Carlson At-Grade Crossing Elimination Study. The planning work will examine a future grade separation at the Cutting Boulevard crossing of Union Pacific's rail line. FRA cited safety, mobility, and reduced impacts of rail operations on surrounding communities.
- **Suisun City:** Up to **$2.016 million** for a Sunset Avenue Grade Separation Feasibility Study. It will develop alternatives and early concepts for separating vehicles, bicycles, and pedestrians from the Union Pacific tracks. FRA identified potential benefits for collision and trespass prevention, emergency response, and local connectivity. The City of Fairfield may participate in the local funding share.

Each city is the applicant and has committed a 20% non-federal share. Together, the federal selections total up to **$5.376 million**. These funds support **planning, not construction**; no grade separation has yet been designed, approved, or funded for construction.

Both crossings are on a corridor shared by Capitol Corridor passenger trains and freight service. Our team will continue to coordinate and provide technical support as these two studies move forward. As you know, right-of-way safety has been a long-standing top priority for Capitol Corridor. We sincerely appreciate our community partners for moving these projects forward.

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	Anthony Serna, Deputy Secretary for Rail and Transit
Sylvia Lamb	SCG Members