



MEMORANDUM

Writer's Direct Telephone: (408) 321-7005

TO: VTA Board of Directors

THROUGH: Michael T. Burns
General Manager

FROM: Michael Hursh
Chief Operating Officer

DATE: March 28, 2013

SUBJECT: VTA, Inter-Agency Partners, and Contracted Services: Ridership for February 2013

February 2013 total monthly system ridership for bus and light rail was 3,393,492 a decrease of 1.6% over February 2012. The average weekday system ridership for February 2013 was up 2.8% from February 2012. February 2013 had 1 less weekday (20 days) than February 2012 (21 days).

Bus average weekday ridership for February 2013 was 107,667 an increase of 2.0% compared to February 2012. Light rail recorded an average weekday ridership of 34,853 for February 2013, an increase of 5.5% compared to February 2012.

With some exceptions such as Capitol Corridor and Paratransit, all VTA inter-agency partners and contracted services recorded ridership increases in February 2013.

| <u>VTA Ridership</u> | Feb. 2013 | Feb. 2012 | Percent Change |
|-----------------------------|------------------|------------------|-----------------------|
| VTA System Boardings | 3,393,492 | 3,448,259 | -1.6% |
| System Average Weekday | 142,520 | 138,583 | 2.8% |
| Bus Boardings | 2,552,452 | 2,613,233 | -2.3% |
| Bus Average Weekday | 107,667 | 105,553 | 2.0% |
| Light Rail Boardings | 841,040 | 835,026 | 0.7% |
| Light Rail Average Weekday | 34,853 | 33,030 | 5.5% |

| <u>Inter-agency Partners' Ridership</u> | Feb. 2013 | Feb. 2012 | Percent Change |
|--|------------------|------------------|-----------------------|
| Dumbarton Express Boardings | 24,465 | 19,793 | 23.6% |
| Dumbarton Average Weekday | 1,288 | 990 | 30.1% |
| Highway 17 Express Boardings | 29,571 | 28,877 | 2.4% |
| Highway 17 Average Weekday | 1,196 | 1,126 | 6.2% |
| Monterey-San Jose Express Boardings | 2,589 | 2,570 | 0.7% |
| Monterey-San Jose Average Weekday | 91 | 84 | 8.3% |
| Caltrain Boardings | 1,166,994 | 1,088,162 | 7.2% |
| Caltrain Average Weekday | 48,032 | 42,959 | 11.8% |
| Altamont Commuter Express Boardings | 75,167 | 62,816 | 19.7% |
| ACE Average Weekday | 3,758 | 2,991 | 25.6% |
| Capitol Corridor Boardings | 127,165 | 138,516 | -8.2% |

| <u>Contracted Services Ridership</u> | Feb. 2013 | Feb. 2012 | Percent Change |
|---|------------------|------------------|-----------------------|
| Paratransit Boardings | 56,142 | 64,115 | -12.4% |
| Paratransit Average Weekday | 2,573 | 2,892 | -11.0% |
| ACE Shuttles Boardings | 24,387 | 21,288 | 14.6% |
| ACE Shuttles Average Weekday | 1,219 | 1,014 | 20.2% |
| IBM/Hitachi Light Rail Shuttle Boardings | 2,277 | 2,055 | 10.8% |
| IBM/Hitachi Shuttle Average Weekday | 114 | 98 | 16.3% |

April 4, 2013

The Honorable Bonnie Lowenthal, Chairperson
Assembly Transportation Committee
State Capitol, Room 3152
Sacramento, CA 95814

Dear Chairperson Lowenthal:

The Santa Clara Valley Transportation Authority (VTA) is the sponsor of AB 797 (Gordon) and respectfully requests your support for this bill when it comes before the Assembly Transportation Committee for a vote. AB 797 authorizes VTA to use the Construction Manager/General Contractor (CMGC) project delivery method for public transit projects within its jurisdiction. The bill is similar to legislation that was enacted last year for the San Diego Association of Governments (SB 1549, Chapter 767, Statutes of 2012).

CMGC is an emerging procurement tool that combines elements of both design-bid-build and design-build to enhance project delivery. Under CMGC, a public agency engages a construction management firm to act as its consultant during pre-construction work and as the general contractor during construction. During the pre-construction phase, the construction management firm serves in an advisory role, providing constructability reviews, value engineering suggestions, construction estimates, and other construction-related recommendations. When project design has progressed to a sufficient point that construction may begin, the public agency and the construction management firm work out mutually agreeable terms and conditions for the construction contract. If the price and other terms of the contract are acceptable to both parties, the construction management firm then becomes the general contractor, and construction of the project commences before design is entirely completed.

There are a number of benefits to CMGC. For instance, it allows for continuity and collaboration between the design and construction phases of the project, provides earlier cost certainty and ensures project constructability. Moreover, under CMGC, the public agency does not sacrifice control over the design of the project and, during the construction phase, the general contractor is very familiar with the project design resulting in fewer disputes over design issues.

We respectfully seek your support for AB 797. Thank you for your consideration of our request.

Sincerely,

Joe Pirzynski, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

April 4, 2013

The Honorable Bonnie Lowenthal, Chairperson
Assembly Transportation Committee
State Capitol, Room 3152
Sacramento, CA 95814

Dear Chairperson Lowenthal:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 8 (Perea) when this bill comes before the Assembly Transportation Committee for a vote. AB 8 seeks to reauthorize the Carl Moyer Memorial Air Quality Standards Attainment; Enhanced Fleet Modernization; Alternative and Renewable Fuel, and Vehicle Technology; and Air Quality Improvement Programs until January 1, 2024. As you may know, the Carl Moyer Program has been in existence for 15 years, and has a successful track record in supporting emissions-reducing projects and technologies. The other three programs were established in 2007 through the enactment of AB 118 (Nunez).

While VTA firmly believes all four programs should be kept in place to help advance air quality improvement efforts throughout the state, the Carl Moyer Program is of particular interest to the Bay Area because it has been identified as a critical piece of a larger funding plan to match \$705 million in Proposition 1A money approved last year by the Legislature to modernize the Peninsula Rail Corridor. These improvements are identified in the California High-Speed Rail Authority's Business Plan as early, incremental investments for the state's proposed high-speed train system. They also would provide more immediate benefits to the existing Caltrain Commuter Rail Service, in which VTA is a partner, through the electrification of the Peninsula Rail Corridor and the installation of positive train control infrastructure.

Because AB 8 would continue four programs that have demonstrated their importance in terms of helping to improve California's air quality, as well as preserve one of the key funding sources for upgrading Caltrain and paving the way for future high-speed rail service in the Bay Area, we respectfully seek your support for this bill. Thank you for your consideration of our request.

Sincerely,

Joe Pirzynski, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

April 4, 2013

The Honorable Mark DeSaulnier, Chairperson
Senate Transportation & Housing Committee
State Capitol, Room 2209
Sacramento, CA 95814

Dear Chairperson DeSaulnier:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for SB 11 (Pavley) when this bill comes before the Senate Transportation & Housing Committee for a vote. SB 11 seeks to reauthorize the Carl Moyer Memorial Air Quality Standards Attainment; Enhanced Fleet Modernization; Alternative and Renewable Fuel, and Vehicle Technology; and Air Quality Improvement Programs until January 1, 2024. As you may know, the Carl Moyer Program has been in existence for 15 years, and has a successful track record in supporting emissions-reducing projects and technologies. The other three programs were established in 2007 through the enactment of AB 118 (Nunez).

While VTA firmly believes all four programs should be kept in place to help advance air quality improvement efforts throughout the state, the Carl Moyer Program is of particular interest to the Bay Area because it has been identified as a critical piece of a larger funding plan to match \$705 million in Proposition 1A money approved last year by the Legislature to modernize the Peninsula Rail Corridor. These improvements are identified in the California High-Speed Rail Authority's Business Plan as early, incremental investments for the state's proposed high-speed train system. They also would provide more immediate benefits to the existing Caltrain Commuter Rail Service, in which VTA is a partner, through the electrification of the Peninsula Rail Corridor and the installation of positive train control infrastructure.

Because SB 11 would continue four programs that have demonstrated their importance in terms of helping to improve California's air quality, as well as preserve one of the key funding sources for upgrading Caltrain and paving the way for future high-speed rail service in the Bay Area, we respectfully seek your support for this bill. Thank you for your consideration of our request.

Sincerely,

Joe Pirzynski, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority