

**From:** Board.Secretary  
**Sent:** Friday, March 11, 2016 5:03 PM  
**To:** VTA Board of Directors  
**Subject:** VTA Correspondence: Support Letters; Paper Day Passes

**VTA Board of Directors:**

We are forwarding you the following:

<b>From</b>	<b>Topic</b>
Chairperson Cindy Chavez	Support Letters for the following: AB 1746 (Stone), SB 824 (Beall) and SB 998 (Wieckowski)
VTA	Staff Response to Roy Sebald, Member of the Public, Regarding Paper Day Passes

Thank you.

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 N. First Street  
San Jose, CA 95134  
408.321.5680  
[board.secretary@vta.org](mailto:board.secretary@vta.org)

March 4, 2016

The Honorable Jim Frazier, Chairperson  
Assembly Transportation Committee  
State Capitol, Room 3091  
Sacramento, CA 95814

Dear Chairperson Frazier:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for AB 1746 (Stone) when this bill comes before the Assembly Transportation Committee for a vote. In 2013, legislation was enacted to authorize the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to operate public transit buses on the shoulders of segments of the state highway system within their respective service areas, subject to the approval of Caltrans and the California Highway Patrol (CHP). AB 1746 extends this authority to VTA and five other agencies.

Operating public transit buses on the shoulders of state highways is a low-cost strategy for enhancing the reliability of public transit by minimizing congestion-related interruptions of service, while preserving the safety and structural integrity of the highway facilities. It also improves travel times for public transit relative to driving, thereby making public transit a more attractive mobility option. Numerous cities in the United States currently are utilizing the shoulders of state highways for operating public transit buses with positive results. Similarly, a recent bus-on-shoulders demonstration effort in San Diego was considered to be a success.

AB 1746 would provide VTA and several other agencies in California with the opportunity to work in collaboration with Caltrans and the CHP to determine whether operating their buses on the shoulders of certain segments of the state highway system would be an effective strategy for enhancing public transit for the communities that they serve. For this reason, we respectfully seek your support for AB 1746. Thank you for your consideration of our request.

Sincerely,

Cindy Chavez, Chairperson  
Board of Directors  
Santa Clara Valley Transportation Authority

March 4, 2016

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

Dear Chairperson Beall:

The Santa Clara Valley Transportation Authority (VTA) supports SB 824, your measure that would provide more tools and flexibility to allow public transit agencies to more effectively and efficiently manage and utilize their formula shares under the Low Carbon Transit Operations Program (LCTOP).

As you know, existing law continuously appropriates 5 percent of all cap-and-trade auction proceeds deposited into the Greenhouse Gas Reduction Fund to LCTOP, which is administered by Caltrans, in coordination with the California Air Resources Board (CARB). This formula-based program provides operating and capital assistance to public transit agencies to reduce greenhouse gas emissions, improve mobility, and enhance or expand service to increase mode share. Under LCTOP, funding flows to public transit agencies according to the State Transit Assistance Program (STA) formula. If a public transit agency's service area includes disadvantaged communities, current law requires that at least 50 percent of its funding be used for projects or services that benefit those communities.

If California is to be successful in achieving significant greenhouse gas emissions reductions from the transportation sector, a necessary outcome given that this sector accounts for roughly 40 percent of those emissions, it is important to ensure that the transportation-related programs under the SB 862 cap-and-trade investment framework are structured in a way that would maximize the total amount of reductions in greenhouse gas emissions that could be realized. Therefore, LCTOP should provide a wide variety of tools and flexibility to help public transit agencies manage and utilize their formula shares to achieve that goal. Some of the key provisions in SB 824 that move in this direction are as follows:

1. Allowing a public transit agency to "bank" its LCTOP formula share, so that it can save up and accumulate a sufficient amount of money to use for a larger, more meritorious project at some later date.
2. Allowing a public transit agency that is not ready to move forward with its project to loan its LCTOP formula share in a particular fiscal year to another eligible recipient that has a project that it is trying to advance, but cannot fully fund with its own LCTOP share.

The Honorable Jim Beall  
Support for SB 824 (Beall)  
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3. Allowing a public transit agency that has no intention of ever using its LCTOP formula share in a particular fiscal year to transfer the money to another eligible recipient. One of the issues that arose with the Proposition 1B transit capital program was that some agencies had formula shares that were so small, the agencies could not put the money to good use. As a result, money went unclaimed. To avoid this situation with LCTOP, SB 824 provides a public transit agency with the option to “give away” its formula share to another eligible recipient if the agency determines that it will never use its money.
4. Allowing a group of public transit agencies to enter into an agreement to “pool” their respective LCTOP formula shares. This tool may be of value to smaller public transit agencies with formula shares that are not sufficient to allow each agency to move forward with a project. Under SB 824, a group of smaller public transit agencies could come together, enter into an agreement, and pool their formula shares into one larger amount. Under such an arrangement, one agency would use the “pot” of pooled funds for its project in the first fiscal year, another agency the next year, and so on.
5. Allowing a public transit agency that completes an LCTOP-funded project under budget and, thus, achieves cost savings to reassign the “left-over” LCTOP dollars to another eligible project, rather than risk losing the money.
6. Similar to provisions in SB 9 (Beall) from last year relating to the Transit and Intercity Rail Capital Program, allowing a public transit agency to obtain a Letter of No Prejudice (LONP) from Caltrans, thereby enabling the agency to advance its project using local dollars and then get reimbursed with LCTOP funds when they become available.

The changes proposed in SB 824 would result in a more desirable outcome because they would allow project sponsors and Caltrans to maximize the total amount of greenhouse gas emissions reductions that could be achieved under LCTOP.

Thank you for authoring this important piece of legislation. We look forward to working with you to ensure its passage.

Sincerely,

Cindy Chavez, Chairperson  
Board of Directors  
Santa Clara Valley Transportation Authority

March 4, 2016

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

Dear Chairperson Beall:

The Santa Clara Valley Transportation Authority (VTA) respectfully requests your support for SB 998 (Wieckowski) when this bill comes before the Senate Transportation & Housing Committee for a vote. Vehicle Code Section 21655.7 allows a local authority to designate a portion of a roadway under its jurisdiction as an exclusive bus-only lane. However, the Vehicle Code does not provide specific authorization for public transit agencies to issue citations to motorists who stop, park, leave standing, or drive their vehicles in a designated bus-only lane. SB 998 would correct this deficiency.

An increasing number of public transit agencies in California are currently operating, developing or constructing bus rapid transit (BRT) projects where either the entire corridor or a portion of the corridor has or will have lanes dedicated for the exclusive use of their buses. These agencies include VTA, the Alameda-Contra Costa Transit District (AC Transit), the Los Angeles County Metropolitan Transportation Authority (LA Metro), Omnitrans, the Sacramento Regional Transit District (SacRT), and the San Diego Metropolitan Transit System (MTS). BRT is an emerging public transit bus service that is intended to more effectively accommodate longer-distance passenger trips occurring in transit-intensive corridors in urbanized areas. By constructing bus-only lanes along these corridors, thereby separating buses from the normal traffic flow, public transit agencies are able to decrease travel times and make their bus service more competitive with the automobile for these longer-distance trips.

While the Vehicle Code prohibits motorists from parking, stopping or leaving their cars at a curbside bus stop, there are no comparable provisions in state law relating to roadway lanes that have been designated for the exclusive use of public transit buses. Therefore, public transit agencies have no enforcement authority to ticket motorists who are inappropriately using bus-only lanes and impeding the operation of their BRT service. SB 998 would address this problem by merely listing in the Vehicle Code that stopping, parking, leaving standing, or driving a vehicle in a designated bus-only lane is a violation, thereby allowing public transit agency enforcement officers to issue citations for these offenses. We respectfully seek your support for this legislation. Thank you for your consideration of our request.

Sincerely,

Cindy Chavez, Chairperson  
Board of Directors  
Santa Clara Valley Transportation Authority

**From:** Board.Secretary  
**Sent:** Monday, March 07, 2016 5:44 PM  
**To:** 'roysebald  
**Cc:** Board.Secretary  
**Subject:** FW: paper day passes

Dear Mr. Sebald,

Thank you again for taking the time to write. To further address your concerns about VTA's transition from paper Day Passes to Clipper, here is more information.

With regard to timeliness of notification about the Day Pass transition, VTA's marketing campaign began in August 2015. To reach as many customers as possible, information was communicated through multiple channels including the paper Day Pass itself, VTA Take One articles, VTA vehicle decals and car cards, VTA.org website, and local newspaper ads in varying languages. We also performed a total of 35 on-site customer outreach events before and after the transition. At major transit centers and targeted cities, staff were in direct contact with customers to answer questions and distribute free Clipper cards, which overall resulted in positive feedback.

We continue to distribute free Clipper cards. Customers can call VTA's Customer Service (408) 321-2300 and have a card mailed to them at no cost. To load value, customers can call the Clipper Customer Service Center toll-free line 877-878-8883 without the use of internet, computers, smart phones, or having to visit VTA or a designated retailer. Card registration can be easily performed either on-line or by phone, and then there is no replacement fee if the Clipper card is reported lost or stolen.

The transition from paper Day Pass to Clipper has many customer benefits, including:

- Quicker boarding by just tapping the Clipper card instead of inserting coins & bills,
- Better reliability of service from fewer farebox jams,
- Less need to carry cash for fares with use of the Autoload feature,
- Transferable balances of lost or stolen cards on to a replacement card,
- Greater customer mobility within Bay Area regional transit agencies that use Clipper such as AC Transit, BART, MUNI, SamTrans and Caltrain to name a few,
- Never paying the cost of a Day Pass on days when paying cash fares would be less costly, and
- Never paying more than a cost of a Day Pass in a single day.

VTA's implementation of electronic fare collection (through Clipper) has opened up new opportunities as demonstrated in the Day Pass Accumulator feature. Along with our partner Bay Area transit agencies, VTA is currently participating in planning for the next generation of Clipper. We are also exploring and testing other fare payment alternatives including mobile fare collection. We welcome your continued input as these systems are developed and implemented.

If you need further information, please email us at [customer.service@vta.org](mailto:customer.service@vta.org) or reach a Customer Service Representative at (408) 321-2300.

Thank you.

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**From:** roy sebald  
**Sent:** Saturday, February 06, 2016 10:21 PM  
**To:** Board.Secretary  
**Subject:** paper day passes

All the reasons VTA gives you to support discontinuing paper day passes, apply to riders who are capable of using clipper cards, those are the riders who have already chosen to convert to clipper cards; they don't apply to riders who are not capable of dealing with this abusive policy and have not converted to clipper cards. Those riders like me are just going to stop using VTA. Also VTA did not make an adequate effort to notify paper day pass riders about this abusive policy. They never mentioned anything to me and I just recently found out about this abusive new policy, even though up until now I used VTA regularly, always with paper day passes. Walgreens, a few other retailers, and VTA light rail stations are far too few locations, to be even close to adequate, for riders being forced to load and use clipper cards. Riders who use paper day passes don't have spare cash to load on to clipper cards and they don't have the time to make long, time consuming mass transit round trips to constantly add small amounts of money to a clipper card before they start using VTA. Riders who use paper day passes can't afford monthly internet service, smartphones, and other expensive technology required to load clipper cards. Riders who use paper day passes don't have the knowledge to use all the various equipment required to load clipper cards. If they could use clipper cards, they would have already converted to them. Instead they all decided, they needed to continue using paper day passes. If you have the knowledge to register a clipper card, you lose at least \$5, but VTA knows from experience that almost no riders register their card, which means that almost everyone loses all the money that they wasted a lot of time putting on their clipper cards, when they lose them. In my experience, they are easily and frequently lost. When you lose your clipper card, you no longer can use the "clipper card day pass" that you just paid for, to go to a VTA office to buy an expensive replacement clipper card and they may not even be open, and you may not have the spare cash to buy a replacement clipper card, since you already had to load that on to the card that you just lost, at the very time you need to buy a replacement clipper card. No visitors and no short-term contract workers know about free day passes at conventions and all will be forced to use shuttles, Uber..., if paper day passes are discontinued. During events like the past Super Bowl, VTA prevented visitors from using VTA and spending money at local businesses (I told you so, months ago), by refusing to offer paper day passes, during the weeks leading up to the event. These are a few of the many reasons you need to continue offering paper day passes. There is no good reason to discontinue paper day passes; there are many reasons to continue offering paper day passes. I have only mentioned a very few of them.

**From:** Board.Secretary

**Sent:** Monday, March 14, 2016 4:26 PM

**To:** VTA Board of Directors

**Subject:** From VTA: Local Hero Receives National Missing Children's Day Ceremony Award

**VTA Board of Directors:**

Each year, the U.S. Department of Justice, through the Office of Juvenile Justice and Delinquency Prevention, recognizes individuals, organizations, and agencies that have made a difference in recovering abducted children and protecting children from exploitation. Each May, the Department recognizes awardees at the annual National Missing Children's Day ceremony in Washington, DC.

This year, the Milpitas Police Department nominated local hero Bus Operator Tim Watson for his [key contribution in helping thwart the kidnapping of a young child last June](#). We received word that Tim has been chosen to receive the top honor and an all-expense paid trip to this year's ceremony taking place on May 25, 2016.

In addition to the extensive local recognition and outpouring of gratitude that followed his heroics, Tim was featured on Good Morning America, Nancy Grace, this month's Reader's Digest, and a made-for-TV reenactment by a major Japanese television station, starring Tim as himself. It's such an amazing story and we are excited that it will be shared once again on a national stage.

We are so proud of Tim, the entire team of law enforcement and VTA employees for their professionalism and heroism that resulted in a young child being safely reunited with his family.

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Find us on [Facebook](#), [Twitter](#), [Instagram](#), [YouTube](#) and [LinkedIn](#)

**From:** Baltao, Elaine

**Sent:** Sunday, March 13, 2016 5:41 PM

**To:** VTA Board of Directors

**Subject:** Alum Rock Santa Clara Bus Rapid Transit Project Timeline and Facts

VTA Board of Directors:

Attached is the Alum Rock Santa Clara Bus Rapid Transit Project Timeline and Facts. Please use this information as reference in the event that you receive media or external inquiries. Thank you.

## **Alum Rock Santa Clara Bus Rapid Transit Project Timeline and Facts**

Construction on VTA's Alum Rock-Santa Clara Bus Rapid Transit Project began in March 2014. The project experienced extreme challenges resulting in a safety shutdown in July 2015. This led VTA to make the difficult and unprecedented decision to part ways with the project's prime contractor.

### ***Small Business Sustainability Program***

- The 10-week safety shut down impacted businesses beyond what is typical of a construction project.
- In November, under Board direction, the Small Business Sustainability Program was established to provide relief to Alum Rock businesses impacted during that specific 10-week period.
- A two-tiered process was created which gave small businesses an option to apply for either \$1000 (Tier One) or, if a business believed to have suffered more damages, up to \$50,000 in financial assistance.
- Tier One required a business to produce their license and tax ID and waive their rights to file a claim.
- For Tier Two, an independent administrator recommended by the Board of Directors was hired to provide an impartial and objective review of the applications and supporting documentation submitted by businesses to determine the amount of reimbursement.
- 154 out of 200 small businesses along Alum Rock submitted applications for assistance.
- As of the March Board meeting, 41 applications had been processed totaling \$784,750.
- Many businesses applied for the maximum reimbursement of \$50,000 to not limit their reimbursement potential, after which they had 30 days to provide documentation of their requests.
- Requests for financial business assistance to date have averaged about \$38,000 with the reimbursement offer of around \$20,000.
- Those unsatisfied with reimbursement offer and did not waive their rights, can file a legal claim.

### ***Commitment to the Alum Rock Community***

VTA's commitment to Alum Rock businesses began early in the project. This commitment was reinforced after the events that led to VTA having to restructure the contract.

- Spring 2014, VTA began promoting local Businesses through VTA's Take-One newsletter, bus & light rail interior car cards, light rail station posters, bus shelter posters and social media postings.
- VTA multi-lingual staff conducted grass roots marketing efforts by visiting over 300 businesses along the corridor and offering the opportunity to participate in no-cost marketing.
- VTA opened a Project Information Office in October 2015 to serve as a place for VTA bilingual staff to be more accessible to community members.
- In December, augmented marketing and community outreach efforts were implemented including more frequent updates on construction activities, shop Alum Rock campaign that includes a billboard, street banners and print ads, and special events to bring community members to the area.

### ***Next Phase of Construction***

VTA's role is to make sure this important transportation infrastructure project is delivered as soon and as safely as possible. Bus rapid transit service is intended to enhance this vital East San Jose community with increased mobility and substantial long-term benefits.

- VTA is working with the City of San Jose on parking strategies to augment off-street parking during construction.
- By spring 2016, VTA will begin work on two other construction contracts for the downtown BRT stops and the Alum Rock Avenue bus lanes and roadway reconstruction.
- VTA anticipates the work to be completed by late 2016.
- Once complete, Alum Rock/Santa Clara BRT will provide a faster transit ride in VTA's most heavily used corridor stretching from Eastridge Mall to the Diridon Caltrain Station.
- The project includes enhanced bus shelters along Capitol Expressway, Capitol Avenue, Alum Rock Avenue, and Santa Clara Street and will utilize modern, new train-like buses.

**From:** Board.Secretary  
**Sent:** Wednesday, March 09, 2016 6:26 PM  
**To:** VTA Board of Directors  
**Subject:** VTA Information: Upcoming VTA Board of Directors' Meeting  
**Importance:** High

**VTA Board of Directors:**

**REMINDER** - Listed below are the upcoming Board of Directors' meetings for the next several months.

- |                            |                  |                               |
|----------------------------|------------------|-------------------------------|
| • <b>Thursday, April 7</b> | <b>5:30 p.m.</b> | <b>Regular Board Meeting</b>  |
| • <b>Friday, April 22</b>  | <b>9:00 a.m.</b> | <b>Board Workshop Meeting</b> |
| • <b>Thursday, May 5</b>   | <b>5:30 p.m.</b> | <b>Regular Board Meeting</b>  |
| • <b>Thursday, June 2</b>  | <b>5:30 p.m.</b> | <b>Regular Board Meeting</b>  |
| • <b>Friday, June 24</b>   | <b>9:00 a.m.</b> | <b>*Regular Board Meeting</b> |
- (To hear urgent items only)

Please make sure that these dates/times are on your calendar.

Thank you.

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