

Route(s)	Description
26	The increased frequency on the 26 makes the entire southwestern portion of the network vastly more useful. Please keep it. The 57, 60, and 61 came south to the area but having frequent service in two directions makes it much better, and riders from these routes can connect to the 26 and have much more areas open to them. Thank you.
Green Line	The increased weekend service on the Green line to every twenty minutes is a good addition of service for Campbell which is seeing markedly better service under this plan. Please keep the increased service.
Multiple	Please assuage public concerns about the 65 and 83 by quantifying the impact the removal of these routes would have, and possible cheaper ways to reduce this impact. The fact is that at least for the 65, the vast majority of the route is duplicative, and within walking distances of other routes. Only south of Hillsdale are there more meaningful gaps. Mapping the people who would be left more than a half mile (walkable distance) away from service as a result of the cancellation would help the public see what could be done to address the service gap, and quantifying the amount of people affected may show that service simply cannot be justified. One idea for a route would be service from winchester transit center to Princeton plaza mall along camden and blossom hill. This could be done with a single bus at a cheaper cost than the current 65. And nobody would be cut off. As far as the 83 is concerned, I am surprised the current plan does not route the 64 along McCabe, where it would be eq...
Multiple	Under your current plan riders from Los Gatos must transfer once to get downtown campbell and twice to get to east-west frequent service on the 26. This seems like an awful lot and one change may reduce the need to transfer. If the 27 is split up in downtown los gatos, and the portion on winchester is routed as a low frequency segment of route 60, riders need no transfer to get to campbell and only one transfer to get to east-west frequent service (or service further north), making it more convenient.
22	Please keep overnight service on route 22. I watched the recording of the board meeting and the consensus was that ridership was not low, and the reason it is unjustified is because of additional dispatch and security costs. Provided these costs scale, which the dispatch seems like it does (and the security cost maybe but not as much), then this can be seen as a cheap way to seek additional ridership if adding overnight service to the 22 or other lines will result in ridership of the same scale. Especially if VTA succeeds in getting financial help from organizations that help house the homeless (since it does this on the 22), then this can be a promising endeavor.
Multiple	Please work on speeding up your buses and trains so that cuts are minimal and service is improved. I don't mind cuts to duplicative routes because they are borderline useless (coverage can be organised in cheaper ways). I do find this a promising way of financing service and improving ridership. Stop consolidation I find should be understood under one basic concept: Do not place stop pairs where it is not safe to cross the street. I see many many cases of this on streets like Bascom or saratoga sunnyvale and it is not hard to find. Cutting the stops that are not close to a safe place to cross does not affect anyone and it may speed up service! Also it would encourage investment to be spread across fewer stops and thus the stops improve too. Stop consolidation along dense walkable corridors may be good too, like on the 22 where some stops are very close. But please take into consideration my comment. Thank you.
27	Please consider removing the deviation from winchester boulevard. Just like the current routing for the 55 it is far out of the way for not much benefit. I have a suspicion that there are more people riding through the deviation than to or from it which means if you remove the deviation it is likely to increase ridership overall. One of the old documents said you could not route the 27 along winchester because of the rail corridor but the bus stop at Winchester and Hacienda is built here.. The routing to downtown los gatos on the other hand I feel is justified because of the density and place of downtown. I have a suspicion in that area that more people ride to downtown than through it (down and back up) which suggests splitting the 27 in downtown los gatos may not negatively affect many people.
65	Please keep this route. My son uses this for school. he needs it

I support the elimination of line 83 and the Almaden light rail spur to reduce costs.

- Contract vta out to first transit

63 Please keep Route 63 service all the way down Meridian, at least to Camden, so that the Almaden Meadows area is not deprived of all bus service and commuters get forced into cars.

45 I urge the VTA not to completely eliminate bus service east of White Road. In the past, we had 3 bus lines serving the community east of White Road (25 to Meadow Ln, 64 on Alum Rock Ave to Miguelita Rd, and 81 to Toyon Ave).

There are thousands of lower-income residents that need better transit, not eliminated transit, and it is too far to walk or take a wheel chair to reach White Road. Important starting and ending locations include many large apartment complexes near McKee, older homes being rented to multiple families throughout the Alum Rock area, the veterans housing facility on Kirk Ave, the shopping center at McKee and Toyon, and many schools and churches near Kirk Ave.

Please consider retaining some service by having line 64 make its final loop at either White/Golf/Toyon, or at Kirk/Madeline/Claremont, or at McKee/Kirk/Alum Rock/White. This would add minimal driver cost and still save money over having the complete line 45.

It is not justifiable to increase even more ...

Almaden Spur I understand the reason why the Almaden Line needs to be discontinued for the moment, but in the future, please look into ways to use those tracks. Currently, most of the Almaden line is single tracked, which prevents taking a train from Almaden Station to downtown San Jose, and riders don't want to transfer. If you were to double track it once finances became available, it could be very successful.

56 I know it's always tough to make these decisions, but as long as you keep this new route as designed, I will be fine. I LOVE the 82, and the 56 is a wonderful compromise. I only wish the 64 would run more service past Diridon so I could take it to BART more easily than the 500, but this will still be better than what we have now. Thanks for all the work you do.

70 This applies to both line 70 and 73.

I live relatively close to snell and capitol and these lines are the only way I can get home from school. Your plan changes both 70 and 73 which adds another 30 minutes to my schedule to and from school. Maybe just leave 73? I'm seeing that it would go to, I believe, Monterey and Braham but having it remain the same would allow me and many others to take the bus. I can personally take 73 to monterey and senter to then go on another bus. Thank you!

19; 53; 59; Do you like Chris's Plan B?

60 1 From Santa Clara T.C Routes 59-60 should go through the San Jose Airport have the 60 go to the Milpitas Station and the 59 go to the Berryessa station:

2 Run the 53 to Great America via 60 route to Mission:

3 Run the 19 From the Gav College to Santa Teresa Station every 30 with the 68 From Gilroy Transit Center to San Jose T.C. Service in South County would be every 15 on Weekdays:

121 The new plan call for a reduction of service from 9 daily trips to 6 daily trips. Route 121 is highly used and the buses are full, as far as I can tell from my experience (ok, I usually do not take the first bus in the morning or the last bus in the evening). The buses are getting noticeably more full as the building boom continues in South County and 101 is a total mess almost at all times now. How can you justify reducing bus service and forcing even more people into their cars? This route should be protected from any planned reduction of service, especially at peak times.

Multiple All I have to say is this: good thing I own a car. Because the service is about to be a lot less useful.

Multiple -

Multiple -

Subject: Re: 2019 New Transit Service Plan

Seriously? Find this hard to believe. You want public input again! Why? You chose to ignore the public input last year from those of us who use the system regularly. Suggest you insist all senior VTA staff and VTA BOARD members use VTA to commute. Maybe then you might consider seeking our opinion, viewing it from a different perspective and appreciating it.

Roseanna Lavia
San Jose Downtown resident
SJC volunteer

10 Hi,

If Route 10 is combined with Route 60, when riders have to pay the fare? If so how much will it be?

I ride Route 10 frequently from Santa Clara Station to the SJC Airport and find it quite convenient. I understand eliminating it will help increase VTA's revenue. Yet it'll be a net cost for me as a VTA rider. I hope this negative impact can be taken into account when you finalize the 2019 plan.

Thank you and kind regards -v

- 13; 63; 64 So you cut 13 and extend 64 and cut 63 after Blossom Hill? How much money are you saving here? It doesn't make any sense at all. What do you tell the people in between Blossom Hill and Almaden and Camden to do? Do you actually think extending 64 and leave all the passengers that need 63 will make more money that way?
- Orange Line The Orange line is an excellent addition to provide connectivity for BART users to high employment areas of Mountain View, Santa Clara & Sunnyvale. However with 12 mt services and NO EXPRESS service the time it would take to go from BART Milpitas to Mountain View would be prohibitively long to make it a feasible alternative to driving. Could you please consider atleast a few express services with milted stops between BART and Mountain View with a few stops in between like Lick Mill, Lockheet Martin, Vienna so that the commute from BART Millpitas iew is around 25 mts tops.
- 63; 64 Great!! Thanks for cutting 63. Now I have no way to get to work or anywhere else. Eventually you are just going to cut 64 too, so why bother.
- Almaden Spur So you want to discontinue Almaden line because no one is riding it, and yet you are replacing it with an empty bus? And while there are still people waiting hopelessly for 63 beyond Blossom Hill, you insist on cutting that route? What exactly is going on in your head when you came up with proposal?
- 121 It is rather insane that VTA even considers reducing express bus routes from South County, I'm talking about 121, 185, 168. Instead, the focus should be on advertising and coordinated effort to get more ridership. The congestion on 101/85 is your ally - and it is getting worse by day.
- 120 Discontinuation of route 120 will be a big inconvenience. First, changing BART to VTA wastes time. Secondly, it will cost extra money to pay BART fare and then VTA fare, At the very least, BART to VTA transfers should be made free then. Ideally, route 120 should be kept as it connects significant companies (Lockheed Martin, Google, Amazon, Microsoft) to people living in Fremont
- Multiple Who is this Kirk person that seems to have so much time on his hand to comment on every single route decision? He tends to make snarky comments on other people's comments and be disrespectful and insensitive or people's lives being impacted by the cuts. Does he even take bus at all or he is just trying to be famous? Does he even work? If he works, where does he find the time to actually study the funding and the routes and make comments that only seem to support more cuts.

Thank you for your new 2019 New Transit Service Plan information, however I generally don't use the bus service, but this map is very useful to those that ride the buses in the Burbank area, on South Bascom, to West San Carlos Sts., to Downtown. Also your "23" bus line from S. Bascom, to North Bascom, Naglee Avenue. and into the Downtown Areas.

M. Reterink

304 From: Eric Matthews
Sent: Thursday, January 17, 2019 9:50 AM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: Bad Proposed 2019 New Transit Service Plan

"Limited 304 is proposed to be discontinued due to low ridership."

<http://newtransitplan.vta.org/proposed-express-bus-routes/#304>

First you get rid of the Express Light Rail, now you plan on getting rid of my ride home.

Before you tell your 304 business and student-class riders to ride the 66 instead, you need to recognize that 66 is stupid slow and frequented by drunks and other seedy people. VTA seems intent on making my commute worse and worse to and from downtown.

The reason I take 304 southbound and not northbound is because the closest stop is too far away from Dunn for me to catch it easily and reliably. So I catch the 66 to the light rail because, even though 66's stupid slow, the beginning of the route is reasonably reliable (except when drivers try to extend their break before...

Multiple You are doing this all wrong!! Have you ever looked at transit systems from other cities or countries? The buses run frequently and cheap, even let seniors ride for free. Here you just keep cutting services and only want to cater to areas where there are more riders. How do you increase ridership when you keep eliminating services because you don't make any effort to attract people to ride the buses? The routes you design don't go anywhere people want to go; you make us wait more than 30 minutes to an hour if we miss the previous one. You are not doing anything attractive enough for people not want to drive. And the ones who do need to take buses, like me, are the victims of your cost-saving plan. You have no idea how much this plan is affecting and impacting our lives when we have no buses to go.

Do your VTA staff take buses? If not, they have no say in any of this cutting.

42 The 42 route is the only one that comes by my house now, and since I can't drive, by decreasing the frequency and cutting out where I live, it would drastically impact my life, since no bus goes near Monterey past the intersection at Bernal, it is already hard to get out due to the infrequency of the 42 bus service. Fares have increased without a change in the quality of service, in fact, it will go down. Please don't implement the change

Blue Line Why would you end this route at Baypointe? instead of keeping a direct link to BART for people traveling from downtown and South San Jose? The more transfer you add the more likely people don't want to use the system.

102 I am against the cut backs on route 102.

During peak commute time on some routes there are no seats and you want to cut service back?

27 I support the proposed route changes on the 27 route.

120 First- it would be great if you could respond to comments in real time- not after a staff decision has been made as you did with the last request for comment where petitions were offered, public meetings attended and even meeting with VTA board members were collected but not responded to.

Secondly- where is your ridership data by route? I see with my eyes what buses are full and have to wonder if there is a flaw in the data collection.

It is nice to see you included MVgo in your overall system route.

Finally while this comment is under the Express 120 bucket, I didn't know where else to post it- route 824 the Orange ACE shuttle isn't listed. Are we to assume that it's a proposed reduction as well? There are at least 5,000 workers in the Area between Rengstroff, 101, the bay and San Antonio road- yet in your proposal- All that would service this area from VTA would be the 824- if that.

- 60 Wants Route 60 to continue to go to Great America. He will be attending our upcoming meetings and trying to rally people to come and speak out against this change on the 60 bus.
- Multiple Routes 42, 71, and 31 are a result of awkward network design for part of the VTA network. Currently route 70 offers frequent east-west service, but the 31 has a round-about route to eastridge, and the 42 is low productivity. Your solution proposes having three direct routes at an odd junction of capitol, aborn, and silver creek. But the ridership clearly justifies service approaching that of the frequent service currently offered on route 70. The 42 service hours could be reinvested into the 71 segment which would stay on capitol like the current 70. and the 31 (while the planned change is an efficient single bus) could be routed on aborn all the way to king and then north as part of route 77. Something like this could increase the amount of people with frequent service and potentially solve the awkward route design currently employed (transferring to the 42 would be super inconvenient). Thanks
- 4447 Please don't have a deviation right before the bart station.. it will likely depress ridership and while it may feel nice to have service on mccandless people can walk.
- 330 Route 330 is important for us, employees of high-tech companies, to commute every morning and get to work and meetings on-time.
330 ridership is not low at all.
Please do re-review ridership numbers. Please do not discontinue route 330.
- Multiple Hi,

I saw that 824 Orange ACE Shuttle is not included in the plan - I would request not to take away this route as this is the only way to get to Mountain View from East Bay in minimum time. I am a working mom who lives in East Bay and commutes to Mountain View everyday for work. My daily commute will increase by 2 hours if this bus route is taken away. It will have implications on my work and as well as my personal life such as on daycare pick ups etc. Please take this into consideration.

- Multiple How is it possible to increase the service when BART gets to Montague station vut yet there is so many slow zone and the schedule is irregular due to mechanical problem on the trains or the system like power failure?.....what's the solution you can provide to it?
- Multiple My comments are about the cartography/design. I don't live in the Bay Area anymore, so I don't have comments on the route changes. The map looks great and is readable. Some feedback on the cartography:

1. Park & Ride Lots and High Schools are called out in the Legend, but neither appear on the map, as far as I can tell.
2. Why not snap the Legend header to the top corner, like it's done with the other 2 map headers?
3. I suspect this appears in a larger VTA document, but either way, VTA logo is notably missing on the map itself.
4. Label for Middlefield is repeated probably 2 times too many.

- 5. Line spacing issue between 104 and DB1 labels (by Page Mill on the top left).
- 6. Symbol for Rapid Bus shows a white dash, but that symbology isn't used on the map.
- 7. 680 technically begins on the other side of 101.

- -----Original Message-----

From: chill will
 Sent: Friday, January 18, 2019 7:33 AM
 To: Community.Outreach <Community.Outreach@vta.org>
 Subject: Next Network Meetings

Hello,

I, along with many of your riders are just getting off from work during your upcoming meetings. Please offer meetings on the weekend so that we, your ridership, can attend.

regards,
 will

- 101 I, along with many other regular riders, depend on Express 101 to get to work, boarding at Vallco Shopping Mall. It was by chance that I have found out about this new plan. Why there are no postings about this route elimination on the relevant bus stops and inside the bus itself? If riders are not aware, they cannot comment. Is VTA waiting until comment period is over to blindside us? The elimination of Express 101 will leave us with no good, environmentally sound options.
- 61 The new Route 61 plan is not clear on website.
 Can someone please send the the NEW proposed DETAIL timetable of the Route 61 by email given below
- 65 This route provides vital service to the clients at Hope Services on Parkmoor, the students at College of Adaptive Arts as well as students with disabilities who attend SJCC. These riders are those with intellectual disabilities that do not allow them to drive. Using this bus is a much more fuel and cost efficient use of VTA than ACCESS individual rides. More effort should be put into encouraging use by training and/or placing attendants on buses and less on putting more individual vehicles on the road. To eliminate this route will cause me and many other parents and caregivers to use our personal vehicles for most of the trips our loved ones now take on VTA Route 65.
- I want to have a railroad crossing signals for VTA light rail trains.
- 65 Please don't discontinue Route 65 bus route. It is the only way to connect to 37, 63, and 27 among others from my neighborhood off Ross and Branham. After the # 38 was stopped no other lines connected here. It also goes directly to Didiron Station and the CalTrains and Amtrack as well as downtown SJ. I ride this bus all the time during the week. It is rarely without riders and often is filled. Please...re-consider. Thank you
- 10 According to the new plan, Route 10 will be consolidated into Route 60 to serve SJC airport. The current latest bus #10 departing from SJC terminal B to the Metro Airport light rail station is at 11:28 PM. Frequently flights have arrived late after the last bus departure. It would be preferred to have service continue until 11:58 PM. I have walked the ~1 mile to the light rail on several occasions due to late flights. Please consider SJC departure service to continue through 11:58 PM on the new Route 60.

The community is very confused about 64 route 64 the one it goes from McKee to train station and then McKee to Almaden. I think the number should be changed to something else what happens is community does not look at the head signs they don't ask questions I just get on the bus if she 64 and then when you get to train station they have to get off and wait for the Almaden bus. It's confusing Also each transit stop really needs to be looked at. There's a lot of transit stops that shouldn't be out there some are very dangerous. I gave a list Of stops that should be changed or taking out on the 25 line. There's other routes that have stops that need to be taken out, too close or they're too dangerous. I would be happy to help you with the bus stops if you need someone.

Sent from my iPho...

- 181 Discontinuing this route will make it really difficult to get to the San Jose airport. It will also make it more expensive for riders. The express buss in \$5 where Bart is much higher. We might as well spend the money on gas to be in the comfort of our cars than pay to Bart on an route that's not convenient to get to the airport.
- 66 I believe it would be a good idea to reroute the 66 north of milpitas so that it crosses the railroad tracks on Calaveras and serves the shopping center on Milpitas Boulevard/Calaveras intersection, similar to the current AC transit 217. The AC transit loop on Los Coches wastes time but the routing is generally good for two reasons. One is that there are no bus stops north of Marylinn anyway and so the 66 appears to serve more than it actually does by staying on Abel. The second reason is that last I heard the city of Milpitas was planning to finance another bart station at the Calaveras bridge and having two routes cross means both would cross the location of the future bart station. It is unfortunate that there is a big deviation on 66 planned, especially for through riders but the change I describe might help build stronger ridership if it doesnt add too much time to the run time.
- 64 I ride the 64 bus twice a day. My pick-up/drop-off spot is 13th & Santa Clara and the CalTrain station, where I take the train to Palo Alto. I would be quite a hard ship for me if the 64 line were to be re-routed from Santa Clara St. to Julien for the blocks from 13th to 7th. Considering the dense residential units called for in the redevelopment plans for this portion of Santa Clara St., it also seems that keeping the 64 line running on this stretch would make the most sense.

I respectfully request that you please, please keep the 64 line as is!!!

103 -----Original Message-----

From: Martina Beitat

Sent: Tuesday, January 22, 2019 6:40 AM

To: Community.Outreach <Community.Outreach@vta.org>

Subject: Proposal to change the cadence of VTA express bus 103

To whom it my concern:

I learned via the VTA website that the proposal is to change the cadence of VTA express bus 103 from 4 to 3 times.

Please do NOT make changes to the cadence.

Commuters rely on this VTA express bus 103 between Eastridge and Palo Alto. Reducing the number of times the bus goes every day is a self - fulfilling prophecyless people will take it due to limited options and the car traffic (which is already bad beyond bad and total gridlock causing too long of a commute for people living in Silicon Valley) will get worse...not to mention increase in air pollution.

We need MORE not LESS public transportation options in Silicon Valley.

By the way, I do take VTA express bus from Eastridge to my workplace in Palo Alto everyday....
65 From: Luis Diaz
Sent: Monday, January 21, 2019 6:23 PM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: Route 65

Good Evening

I'm writing in regards to the proposal about eliminating Route 65. As a regular customer I must object of this plan I take this bus to vet to work if you eliminate this route I won't be able to go to work please do not take this route off a lot of people take this bus I will keep writing and keep calling until the 65 is no longer in danger of being eliminated.

Sincerely,

Irma Rego
Blue From: Jeffrey Dennis
Sent: Sunday, January 20, 2019 8:26 PM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: Draft 2019 New Transit Service Plan

Sent from Mail for Windows 10

I have a suggestion for the LRT Blue Line. Instead of ending it at Baypointe LRT station, I suggest that it ends at the new Milpitas BART station so one can transfer to BART with as few as possible transfers.

I will send more suggestions for the future changes as I think of them.

Jeffrey Dennis
13 Answer: Lines 64 and 80 will be the two routes that operate south of Blossom Hill Rd.

----Original Email----

From: michael Palmaffy
Sent: Tuesday, January 22, 2019 12:07 PM
To: Community.Outreach <Community.Outreach@vta.org>
Subject: Aalmeden Bus Service

Can you tell what busses will serve Almaden routes after implementation of the New Transit Plan goes into effect?

Sent from Yahoo Mail for iPhone

Perhaps consider reducing 101 to 1 bus rather than outright canceling. Maybe Stanford Research Park GO might subsidize. (<https://srpgo.com>) or other companies in the area. My company (Lockheed Martin) currently supplies us with unlimited VTA Clipper Cards and encourages us to use public transport. It would be a shame if I could no longer get to work via VTA.

181; 25; Multiple You're cutting away routes that people have depended on for years and replacing them with "alternatives" that aren't implemented or outlined yet!!
You need to be in touch with the riders more, as opposed to hoping they'll adapt to whatever changes you deem fit to make!

63 I ride the 63 route and removing the bus stop for almaden and camden will make it so both I and a lot of elderly citizens who use the library stop can not ride the bus.

13 It's essential that any change needs to cover almaden valley section located south of almaden/camden. Eliminate route 13 and only extend the route 64 to almaden/camden would make a large block of Almaden valley including local schools inaccessible by public transportation. There are kids who rely on the bus when their parent can't come to pick them up and there are elderly who needs the bus for their appointments. Although many residents south of the almaden/camden might not use the bus on the daily basis as the service is already infrequent but they do depends on the bus service for their essential living.

81 Hi,

Please do NOT eliminate VTA 81. Many people (including seniors) rely on the VTA 81 stop at the corner of Homestead Road and Bing Drive to get around. This particular stop is surrounded by a heavily dense populated residential area, and I know many people including seniors and handicapped folks rely on this stop. I understand VTA plans to have an alternative bus stop on Homestead Road to replace VTA 81 However, the alternative stop is quite a distance away and pose a major logistic issue for some riders. Please consider either keeping VTA 81, or at the very least have an alternative bus stop at the same spot (corner of Homestead Road and Bing Drive). Thanks for your consideration!

51 In the next network the idea was floated of merging routes 37 and 51 into a single route. The schedule looks like you might be able to save a bus by doing this, and even at that it would make reaching downtown saratoga from the east much much easier due to the minimized connections. I get reliability might be an issue but it would be very valuable nonetheless

63; Multiple Because you are not making money, so you are punishing people who need public transportation to take them to where they need to go, especially home: that's just wrong. You need to come up with a better alternative to cover the route you no longer want to cover. You can't just say, oh, due to low ridership this route will be discontinue. What about the riders WHO are taking that route? What about those people? What do you want them to do? Just go drive and clog up the traffic even more? How does this help the overall congestion? If you are going to use 80 to cover the Purple line why not just have 13 to cover that route instead of creating another route 80? You are not being efficient at all. Your proposal just shows that these were designed from people who have never taken the bus once at all in their lives: absurd and inconsiderate.

63 -----Original Message-----

From: Dee H <deeh5765@gmail.com>

Sent: Tuesday, January 22, 2019 5:33 PM

To: Community.Outreach <Community.Outreach@vta.org>

Subject: #63 bus

Concerned about stopping service for #63 at Blossom Hill. I live on Meridian ave less than half a block from Meridian & Coleman. I now can take the bus South on Meridian & Coleman, to Almaden Com. Center, which is on Camden Ave, near Almaden Expressway. This is a five minute ride to center from my house.

So if you live South of Blossom hill you don't have bus service. Do we pay taxes just like the people who live N. Of Blossom hill?

If I want to get to classes , at Almaden Com. Center on Camden ave(near Almaden Expressway) I have to walk two blocks North on Meridian ave, catch the 27 E to ? To catch 64 where ? To get to my class at Almaden Com Center. This sounds like a long trip not to mention the two block walk to Blossom Hill to catch the 27 East.

If the 63 traveled later at night we could take ...

122 I ride the 122, to and from work every day. The bus is full most days. If I did not have access to the 122, I would drive instead. I understand the need for consolidation of the routes with multiple runs, but I would hope that you could keep the single existing 122 route.

122 From: Connor, Jason A <jason.a.connor@lmco.com>

Sent: Wednesday, January 23, 2019 3:08 PM

To: Community.Outreach <Community.Outreach@vta.org>

Subject: VTA 122

Dear VTA,

I have recently become aware that Route 122 is under consideration for discontinuation. I ride the 122 every day to and from work. There is only one running of this route, and it is heavily used most days. My employer (Lockheed Martin) provides an annual VTA Pass, and I use public transportation on a daily basis because this route is available. Due to the additional time that the Light Rail takes (with changing trains, at least an additional 30+ minutes), I would drive instead of using Public Transportation on a daily basis if the 122 were to be discontinued.

I am writing this to ask that you please keep VTA route 122 in service.

Thank You,

-Jason

Jason Connor

Subcontract Administrator (SCA)

(408) 743-2188

121; 168 it's essentially that we will be working with the commute coordinators and doing rider surveys to determine the ultimate trip times. There are no specific trips targeted for deletion.

From: Thomas Tanner

Sent: Wednesday, January 23, 2019 2:10 PM

To: Community.Outreach <Community.Outreach@vta.org>

Cc: Lonell Chattmon -

Subject: FW: Community Engagement to Begin on 2019 New VTA Transit Service Plan Express bus 185 to South County proposed to be eliminated; 121, 168 number of trips decreased

VTA,

I live in South County (Morgan Hill) and have used the 121/168 express bus service for more than 10 years. Your website does not show which trip/time for the 121 or 168 that is proposed to be dropped. Please tell me what are the times to be eliminated for each line?

I am also not happy that there are no community meetings sch...

The 122 runs only once in the morning and once in the evening, the bus is always full, why can't that continue?

Every day it runs that's 25 to 30 less cars sitting on highway 101 during peak commute hours

103 Don't reduce the frequency of the 103 Express bus line. 280 has gotten way worse in the past year and the last thing we need is more people taking their cars because their bus route schedule was modified. I honestly will have to look for a different job if the frequency changes because I refuse to drive to Palo Alto every day and deal with the traffic. How about outlining the benefits of taking the bus in more ads instead? Don't punish those who are doing the right thing by taking the bus and helping the environment and reward car drivers who pack the freeways. The key is educating people about the benefits of taking the bus not punishing them

122 I am very disappointed to read that you plan on discontinuing the 122 Express Bus routes – especially the morning route. I live in Evergreen and that is my best option for public transit. As it is now I have to drive 4 miles (10 minutes) to catch the 122 at McLaughlin and Capitol Expressway. The bus ride in averages 30 minutes. My other option is to drive 6-7 miles (20 minutes) to Alum Rock Light Rail station and then take an hour long ride into Lockheed Martin. This takes twice as long (80 minutes vs. 40 minutes.)

It appears that you will be forcing me back into my car as that may be the only palatable option to get me into work by 7:00 AM without losing an extra hour of sleep.

You could regain some of your lost revenue by ensuring the operability of your clipper card readers. It seems like they are down at least one day a week.

68 Hello!

Thank you for contacting the Valley Transportation Authority and providing input on the Draft 2019 New Transit Service Plan. Your feedback is very important to us.

Throughout January and February, VTA will be collecting community feedback. A final plan is scheduled to be presented to VTA Advisory and Standing Committees in April and the VTA Board of Directors in May 2019. Implementation of the 2019 New Transit Service Plan would start with BART service to Santa Clara County.

Your comments will be taken into consideration before presenting the final draft to the VTA Board. If your comments included questions and you provided contact information, we will keep you informed as we move forward with the implementation of the New Transit Service Plan.

Thank you again for reaching out and sharing your feedback!

VTA Community Engagement Team

---Original Email---

From: gsrolin02

Sent: Wednesday, January 23, 2019 4:21 PM

To: Community.O...

Blue Line Please do not cut down blue line service to community college of CITY COLLEGE, EVERGREEN and FOOTHILL. Especially the new campus on MILPITAS Jacklin road. Also do not cut down routes to LOS GATOS and ALMADEN, MOFFET FIELD . They are essential to high tech company growth and small business development.

185 VTA

Thanks for the quick reply!

Can you give me some statistics on how much ridership of express bus in South County dropped after in 2017 VTA changed/dropped the EcoPass program to *not include* express bus in the base EcoPass rate schedule?? The express buses were much fuller when EcoPass included express bus service in the base program. Can you tell me if the tiered EcoPass program has met the staff revenue projections in 2017/2018??

Thanks again

Tom

- 80 Isn't 13 already running from what 80 will be running? Isn't it just more efficient to keep 13 instead of creating another route that will just be as empty as the purple line? I really don't get your thinking and proposal; it's very stupid. Does any of you take buses at all? Do you even understand the impact and disruption this will cause our lives by discontinuing 13 and 63? How about start 13 from Almaden/Camden and ends as it currently does at Ohlone, and reroute 64 to cover part of 63 you proposed to discontinue? You shouldn't make those "difficult" decisions without trying other options because it's our lives are being impacted here. 64 can turn right onto McCabee, then left to Meridian, then end at Almaden/Camden. If you are going to ask us for our feedback, then you need to listen to our plead: the proposals are not good.

Blue Line I hear VTA 81 will be replaced by VTA 53 according to the new transit plan. Questions:

(1) It is extremely important to have a bus stop at the corner of Homestead Rd and Bing Drive as ridership is heavy at this spot. If this replacement does take place, will VTA 53 stop at the corner of Homestead Rd and Bing Drive for both directions (i.e. both San Jose direction and Mountain View direction)?

(2) What would be the route difference between VTA 81 and VTA 53 is this replacement does occur?

Thanks and I look forward to hearing from VTA.

Val

- Senior citizens need to buy BART and Clipper tickets at every kiosk. They find it hard enough. Also we need more transportation options on weekends.
- Multiple I really don't understand why the new Light Rail lines would require a downtown resident to change trains to make it to the BART, where they have to get on yet another train. Having close schedules will not prevent people missing their connections when trains are late, or leave early, or reduce the stress of wondering if those will happen, causing riders to have to pad their already bloated transit time.

The Light Rail currently takes an indecent amount of time to get through downtown. Adding additional travel delay due to an unnecessary stop to transfer from blue/green to orange will discourage people from using Light Rail to reach BART. I strongly feel prioritizing the fastest way to connect to BART will have the best longterm impact on Light Rail ridership, and should be considered.

Thanks for your time.

- Multiple still no service to the mountains? You could at least provide service for high school and middle school students to get down to Los Gatos (the old 76?).

I am a non-rider because there is NO OPTION to ride!

- 185 Please post proposed changes on each bus being affected to give riders information on how to provide their input and where community forums are already scheduled. Most riders do not know of proposed changes because they don't routinely log into the Vta website
Thank you.
- 63 When I read the news about the Draft New Service Plan proposal, it will not only form problems to riders and workers but also to current and future college students as well. There are people that rely on VTA since they either cannot drive or don't like to stress about parking spaces. I am currently a student at SJSU that takes VTA to get to school. Moreover, I am one of the individuals that cannot drive right now and need VTA to get there. Shortening the destination from Almaden and Camden to Blossom Hill and Meridian will only make things difficult for many to rely on for commuting.
- 168 Decreased service will have negative impact. Ideally I would like to see a bus service that makes it to Diridon station by 6, and a southbound bus leaving Diridon by 6:10 or 6:15, south county needs more service not less!
- Multiple There needs to be more frequent service on Line 37 from West Valley College to the Winchester Light Rail Station every 15 minutes 7 days a week early mornings and late evenings. Also add a route along Saratoga-Los Gatos Rd. to Los Gatos (the old 27) with early morning and later evening service.

Also consider a way to get to Downtown San Jose from Westgate Mall. Offer a free bus working with Santana Row and Valley Fair mall to SJC with nonstop service for tourist and locals alike.

Extend Winchester Light Rail to Vasona Station and offer early morning and late night service.

Provide an express bus service from Saratoga/Cupertino/Los Gatos to SJC and charge the regular bus service price to get to and from the airport terminals.

Look at light rail along Highway 85.

Add a free Downtown San Jose CA to SJC bus with early mornings and late night operations for flights.

Add bus from West Valley College to Santana Row/Valley Fair Mall

Have bus from West Valley C...

- Multiple If you are cutting 13 because there's low ridership along the Almaden expressway, then extending 64 along the expy to Camden won't get you ridership either. Turn right onto Blossom Hill then cover that part you have proposed for 63, and keep 13 to start from Almaden/Camden, along the Almaden Exprway and ends at Ohlone. You should try this and we will thank you for this.

- For light rail to be more effective, there needs to be a light rail that goes from downtown San Jose (i.e., Gish, Metro or any other station), to the Valley Fair Mall. They missed the mark when initially determining light rail routing.

- 70 Line 70 should continue to capital station light rail as it does now , just reduce the frequency from greatmall to capital to every 20 minutes. And introduce a limited service from the berryessa bart to evergreen college with 20 minutes service mirroring the 70 line from berryessa and taking over parts of the 31.

- The goal should be a 50 reduction in costs. At mid day all the express busses could be eliminated. Very few riders. And on holidays and week ends why are you running any of them? Having been is a service business in my early years more capacity does not mean more customers.

Ridership is low in part because transfers are an obstacle in an already painfully slow light rail system.

185 I currently ride the 185 to/from Morgan Hill to Mountain View. It's probably the only reason I have a job in Mountain View. If I loose this line I don't know how I'm going to commute or will likely have to get a new job affecting mv familv. I really don't want to do that.

I've been using it for over a year now and have noticed ridership has significantly increased. I don't know why this is being cancelled.

Multiple I strongly oppose the proposed changes to the VTA transit system. They will harm riders with limited resources and/or ability levels who depend on public transportation. Problems with public transportation can cause its riders to be late to work, placing them at risk for disciplinary action or termination. These are often the most vulnerable in our society, living paycheck to paycheck, working 2-3 jobs to make ends meet. The least we could do is provide affordable, safe, reliable transportation to working and non working members of our society. Under the proposed changes to VTA a blind friend of mine will have to walk a mile to catch a bus for his daily transportation. While VTA provides paratransit to people with disabilities, it's important that we respect the right of disabled members of society to have the right to self determination. We need to do better in serving our communities transportation needs.

49 I am disappointed to learn that VTA is proposing to cease services for the current bus 49 route to downtown Los Gatos. My school-aged children were counting on utilizing bus 49 from Blossom Hill Road to the stop in front of Los Gatos High School every weekday to get to school. Traffic during school drop-off and pick-up times is horrendous with everyone using their own cars. Carpooling is not always an option for people who have to get to work early. Bus 49 not only provides valuable transportation for the community, but results in fewer cars on the road and lower emissions. I urge the continuation of the Bus 49 service route to downtown Los Gatos.

102 Can you give me more specifics about the proposed changes to line 102? You'd like to decrease it from 7 runs each way down to 5, but the bus is crowded enough as it is already. I think we need more, and more frequently. Specifically, a northbound bus that departs between the 6:26A and 6:54A buses, maybe around 6:35A. or 6:40A. In addition, we need more southbound buses buses later in the evening, departing through 7pm. Rush Hour these days are only getting longer, around 6:30-10am and 2:30-8pm. Reducing the number of lines is the wrong way to go.

102 Re: 102 Express ~ I understand that there is discussion of removing two bus routes in the morning and in the afternoon. The 102 Express is always packed with standing room only at times. I would like to know more about this and why would a removal of these bus lines will help the community of San Jose. Who can we send a letter to?

Green Line I do not like the idea of shortening the route to Old Ironsides instead of going all the way to Mountain View. It would make my daily trips much more inconvenient. I travel 2 hrs each day to and from Japantown/Ayer to Mountain View to work and this proposal would not be good for my commute. I

propose that the current direct route remains unchanged.

101; 330; Seriously? Eliminate the 101? Not even funny. Eliminate one trip. Keep one trip.

Multiple

65 Hi,

Please please don't eliminate route 65. We do have a car but my wife needs to go to school and I had to take bus every weekday. We can't afford another car, if this route is canceled I will have to walk long time in the dark evening and morning. especiallv in winter.

Thanks,

Pavel

102 I ride the VTA Express #102 line 4-5 days a week between Ohlone-Chynoweth station to Hillview (VMware)

Ave in Palo Alto. I typically take the 6:05AM or 6:13 AM bus from Ohlone station to work on Hillview and typically return on the 4:20 PM or 4:30 PM southbound bus back to the Ohlone station. My experience has been with the northbound and southbound buses I ride that the seats are at least 80-90 % full and often 100% full with folks occasionally standing for the long leg up and back on 280/85. Reducing trips in each direction will only make these buses more crowded. I suggest before impacting these route with reductions that VTA folks ride each of these 102 bus routes several days to truly assess how crowded these bus routes are and if you decide to reduce the number of routes both ways - what the impact will be to other continuing northbound and southbound runs of the 102 line. I started taking the 102 line because I could always get a seat and it was an effective way to commu...

13; 63; Multiple; Almaden Spur Low ridership doesn't mean zero ridership. What do you want me to do when you eliminate my only way to get around? Are there no students from Leland taking buses at all? I know for a fact that there are students getting on the bus from Camden to Blossom hill stops. I guess there's no way for me to go to Oakridge mall now. Taking Uber is out of question since who can afford 30 dollars a day? Any findings/argument do not justify your proposal when people's lives are being impacted here.

Multiple Can you guarantee that your proposal will improve ridership? I don't think so. You are just going to lose more riders, push more people into driving and make the traffic jam even worse, and you lose more revenue and decide to cut more and raise fares. Basically it's a vicious cycle and you are not even getting it. People like me who have chosen not to drive will not be able to help you improve the ridership since you cut us off entirely. The people who drive will not want to start taking buses because you didn't make it even more convenient from before. Instead of doing your best to KEEP the current riders who ARE paying and taking the buses, you decide to drop us and deny us our only method to go to work, see a doctor, do grocery, and back home. I am not even talking about doing fun stuff like going to the mall anyway, because that is the luxury apparently we don't deserve your thought process.

Keep 63 running toward Almaden/Camden. I live down there and I need the bus.
13; 328; Can they extend 3 64s to Almaden & Via Valiente in the morning & 3 in the evening commute?

330

101 Taking the 101 bus in the morning is my standard commute, so eliminating this route will have a large impact on me.

In particular, the stop at Vallco at 7:48 usually has 6 (sometimes more) riders. If the 101 Express will be eliminated, is it possible to have another Express route add this popular stop?

101 That's horrible! How will I be able to get to work now with no car? Please, at the very least, consider stopping some other express buses (103?) at Vallco Fashion Park.

101 Please do not discontinue this route I use it 3-5 times weekly to get over to the camden/union area. I don't drive and would not have no other way to get there. Would be devastated as I am sure alot of people will be, it has quite a few riders all week. Please Please No :(

102 Understand that you plan to eliminate 2 trips on either direction for Express 102. Please note the occupancy rates in these buses reach 100% most of the time. (I take either the first or second trip on 102 both ways.

May be one of the last trips can be eliminated but not 2 trips as it will cause immense inconvenience to passengers.

thanks and regards,

Hanuma

102 Hi VTA

I take the 102 very frequently. The bus is very very convenient as it reduces my commute time and helps me work and rest while travelling. The bus is the only public transport from South San Jose to Palo Alto. It helps reduce congestion as many of us do not take our cars to work. There are plenty of other commuters who take the same bus. We request you to please evaluate carefully before stopping or reducing this service.

101 Hello

I just received notice that there is a possibility of discontinuing the Express 101 route completely. I just wanted you to know that this route is almost full during the 630 route (northbound) and the 430 (southbound) route. Express 101 has decreased from 4 routes to now only 2 over the past year. Our family just owns a single vehicle (due to financial constraints) and this route is really important as this is my main commute to the SRP area. I do hope that you can reconsider in eliminating this route. Thank You very much

103 Inform people of the benefits of riding the Express buses rather than eliminating the majority of them. I truly believe more people would take the bus if you had commercials on TV or printed ads. Reducing service of Express Buses means adding more cars back onto the freeways which are already packed as it is.

Reasons why I take the bus: Less stress, ability to sleep and have a relaxing commute, cheaper insurance on my car because less driving, less wear and tear on my car so cheaper maintenance, WiFi so I can work on the bus, less gas expenses (I refill my tank every 2 weeks!), safer, help the environment.

Educate people. Why is it that other public transportation agencies in the world can do it, but THE SILICON VALLEY is so far behind? Explore the city of Vancouver, British Columbia and learn from them. I don't believe the Deficit is the real issue; Just like at every major companies going through deficit, I'm sure senior executives are still getting their bonuses and raises!

103 We strongly need more trips for 103, NOT eliminating any existing ones.

We need a few more. e.g 7:30am, 8:00am, 8:30am, 9:00am.

No eliminating. It is already very little and lots of my co-workers, neighbors including myself heavily relying on this line to make it to work every single day. Without it, I have to either move my home or change my job. Either option is so challenging in the bay area.

Thanks!

Cherri Li

101 Hello,

I am concerned about the 101 express bus being discontinued as I am heavily relying on it for my daily commute between Camden Ave and Deer Creek Rd

Best,

Eduard

102 For 102 Express from SJ to Palo Alto. Please keep 7 trips. 2 less would mean more crowded bus at last bus at 756pm at Chenoweth. There should be more options after 756pm instead of removing departure times.

In the evening, please keep the lines from 330pm to 7pm. Do not reduce but expand window for times to leave Palo Alto with 7 lines.

I am passenger of route 102 and use it daily. This is wonderful route and makes my life much more easier. Please do not eliminate daily trips because they are very essential and give us some time freedom. In most trips I take bus is full.

- Thank you for consideration,
Marina Furman

- 103 I would like to voice my concern on Express 103. I use all four buses. There are days i start early and work late, and vica versa. the convenience of having 4 buses is great for me. I also want to state most of the buses going home are 80%+ full. I know that some of the passengers on this route have rides going to work. but going home. they take the bus home.
- 103 I barely use route 103 at 5:27 PM (Hillview AND Arrastadero) but sometimes my manager asks me to work at the office till 5:00 PM. When I take the bus, there aren't that many people but these people depend on 103 to go home. Is it possible to have a VAN instead of a big bus?

Thanks and regards
Plinio Kawakubo

- 103 I am taking this bus for the last 4 years. The commuters have increased drastically in the last 10 months. Presently 103 is operating with 50% capacity. If frequency is reduced this will create in inconvenience for commuters. Thanks for considering this request as part of your decision.
- 102 Great commuter route, as more people are migrating to south bay buses are getting crowded. Need to maintain express service options you have today and add a few more vs cut-back. Otherwise people will be forced to go back to driving to the office.
- 103 Dear VTA,

I take the Express 103 5:58 AM and 2:53 PM on a daily basis, this schedule allows me to get to work on time to start my shift and leave at the time which fulfills my class schedule and other obligations as well.

I also support the idea of "Spare the Air, Ride VTA", I think it really does a big part for the community, and am appreciated much. I can't imagine how it would be if one route will be eliminated for the current schedule of 4 daily trips each direction.

I would like to request VTA to reconsider about the proposing of eliminating Express 103 routes.

Sincerely.

- 102 Instead of starting service at 6:00 AM, if you could extend the last bus service to 8:30 AM, it will fetch more passengers to use the route.
I know many people from my own company who were not privy to using the 102 route for the only reason that there was no service after 8:00 AM. I think making appropriate schedule changes to suit employees' office times would fetch more revenue, instead of cancelling route schedules all together.
- Multiple I strongly oppose the proposed changes to the VTA transit system. They will harm riders with disabilities who have limited resources and who depend on public transportation to get to their jobs or homes. Problems with public transportation greatly effects these individuals making them late to work and thus subjecting them to disciplinary action or termination. Often the disable are the most vulnerable of our society and live pay check to pay check. It is our responsibility as a society to make sure they have safe, reliable public transportation. With the proposed changes to VTA - one of my friends who is blind will have to walk a mile to catch a bus for her daily transportation. We need to do more to help those members of our society who depend on VTA.

VTA does not have to use huge and expensive buses on express routes. This would decrease operational cost.

102 Please retain the existing multiple runs in 7-8 AM and 4-5 PM

103 I stopped taking the 103 regularly after you moved the last departure to 7:08am. If you cancel that one i will never take the 103.

102 I was forced to move to the 102 after you stopped the late departure on the 103. If you cancel the later runs on the 102 I will be forced to drive every day.

Multiple Extend line 121 from Lockheed to cover the portion of Line 185 in Mountain View that is being discontinued.

New Light rail line from Almaden to Alum Rock. No need for the proposed 80 bus and keeps existing light rail tracks in use.

Extend the proposed Line 64 to cover the 13 that is being discontinued.

Move the 103 terminal in Palo Alto to Palo Alto Caltrain while still serving Page Mill / Stanford Industrial Park. Convert it to an Express version of the 522 via Highway 680 and 280. All day service. Eliminate Southwest Expressway leg. Stay on 280.

Create Line 568 - A limited stop version of the 68

Run the 168 all day. Express version of the 68

Run the 102 all day. Move the 102 terminal in Palo Alto to Palo Alto Caltrain while still serving Page Mill / Stanford Industrial Park.

Run an express bus from South San Jose to Mountain View via Highway 85

Multiple I would like to see the VTA DASH and Route 10 remain as those free services are beneficial to people who use them. Route 10 should remain as it caters towards airport passengers by having luggage racks on the bus. The new system does not allow for that convenience. Maybe extend route 10 to Berryessa BART to make the service available to all transit riders going to the airport. Since many people find DASH convenient, that should also stay. The new downtown service does not have the same convenience as DASH

55 I wish you can have Route 55 stay on the Fair Oaks, which is high residence area of Fremont High students. They have no other options to go to school. The draft plan replaced it with going straight on Sunnyvale Blvd, which probably saved few minutes but so many students will have to walk a mile to get 55.

At least, I wish you have bell time Fremont High School buses keep the original Fair Oaks route.

Multiple The revenue from 2016 Measure B has been released. \$500 million of it was designated for transit operations. As the tax is for 30 years, that gives just over \$16 million a year for transit operations. Why hasn't any of it been used to address the structural deficit that this new transit plan was needed for?

Thanks so much for your consideration!

101 101 connects her home to her office directly. It is very convenient for her. She lives in the 95118 zip code. She doesn't want the 101 bus discontinued. Could we get a smaller bus? Or can we share with her an alternate route?

102 I've been a rider of the 102 express bus since around 2010. When I first started riding it, there were days when those of us who got on the bus at the last few stops in Palo Alto had to stand in the aisle for the entire trip home. In the past couple years, I think the amount of busses running is just about perfect for the number of riders. Yes, sometimes some busses are less full, but that's only because sometimes we riders take the second bus in the morning, but end up working late and take the last bus home.

Please reconsider your plan to reduce the number of daily trips for the 102. Those of us that get on the bus at the last few stops in Palo Alto really don't look forward to standing in the aisle for up to an hour after a long day. If that starts to happen frequently, I'll consider skipping the bus, which would be sad for our environment.

182 Please do not discontinue. I currently rely on this route to get to work

185 I received a positive email back from VTA on my disqus forum comment last week. I was advised that general notices would be posted in the proposed changes bus lines. I Do NOT SEE ANY NOTICE ON THE 185 WHICH IS SUBJECT TO BE ELIMINATED. Spoke with half dozen riders and they did not know this effort was in progress. VTA will be providing a dis-service to the riding public by Not Posting signs in affected buses so riders can Express their comments!

Blue Line Please don't change something that has been working great for years for thousands of folks who use the current blue line to reach Milpitas. They would be inconvenienced. And it would be hardly of any convenience of any new folks.

120 I have been taking Express 120 for the past 8 years everyday

The bus is usually well occupied. Typically the last bus in the evening has low occupancy.

Discontinuing this bus would mean, we will put large number of cars on already congested route from Fremont to Lockheed Martin every day at peak hours

Even though taking the bus costs more than the gas, I still prefer the bus because it simple reduces stress and allows me to be more productive at work.

The proposed alternate (BART / AC transit + Light rail) will take 3 times longer.

I would plead to reconsider and review the decision in light of data specific to this route.

A better decision that could strikes balance would be to reduce the number of trips.

Thanks.

Multiple On all light rail routes please add one express line in the morning and one in the evening to help facilitate how slow light rail can be.

I am really interested in taking light rail but when I calculate how much time it would take to go from one end to another, it's simply faster and more convenient for me to drive. Taking light rail often doubles my commute time.

Examples of potential express lines:

Orange Line > Alum Rock - Milpitas BART (for BART) - Baypointe (for Blue Line) - Old Ironsides (for Green Line) - Mountain View

Blue Line > Santa Teresa - SJSU - Metro/Airport - Baypointe

Green Line > Winchester - Diridon Station - Metro/Airport - Old Ironsides

102 This express route bridges the affordability gap and helps me tolerate my commute. Please do not decrease the frequency.

Blue Line Don't fix what nots broken - Blue Line does exactly that and it will cause ridership to plummet including myself. If the intention is to lower the ridership then go ahead with the changes.

Blue Line Changing the current route for Blue Line risks plummeting the ridership. Conduct more surveys before taking the plunge and further ruining VTA's financial situation.

Orange Line Absolutely required. Are there any plans for an express route for this line?

101 I'm very disappointed to see this route discontinued.

I used this route a lot last year (until our bus stop shelter was taken out).

I plan to use this route 2x week this year in 2019.

Multiple My family lives in Almaden and current route 63 is key to them going to Almaden library and going out of town. The light rail Almaden to Oakridge is another key route for them going out of Almaden. Removing those routes, or replacing them with a 30min interval of route 80 is just making their transportation options more difficult comparing to current limited options already.

To my knowledge, these route are frequently used by senior people, and also route 13 in Almaden is critical for high schoolers of Leland High to commute from their school to home.

Please reconsider the proposal and keep 63 and light rail between Almaden and Oakridge.

103 Most of these buses are pretty full. Reducing to 3 am/pm will impact the capacity significantly. If the times will change, I suggest earlier times as many of us need the current times to get to our workplaces on time.

51 Please ensure VTA continues to have sufficient number of buses and frequency to handle kids getting TO and FROM MV High School.

Multiple While I am sympathetic to the need to address low ridership routes, discontinuing these routes will have a detrimental impact on disabled riders with limited financial resources. For many of those riders, who already face difficulties getting to bus stops, the cancellation of routes and the resulting longer walks to alternative routes may make it impossible to use public transportation, either where disabilities preclude longer walks or the time required to cover the distance makes the use of public transportation impractical.

VTA Paratransit is likewise impractical because of the long wait times involved and long travel times because of shared rides. VTA should investigate partnering with Uber and Lyft to find better solutions for these special needs riders.

16; 17; 18; [Cody submitting on his behalf] I am very happy to learn of increased frequency for route 68. That's going to help a lot of people.
19; 68;
8485; 87

My concern is that the new route names might be confusing, and people might not know what is being changed because of that. Also, we already have very limited bus service down here, so more cuts could potentially negatively effect people.

22 As much as this may not always be the most pleasant ride, there are people who count on this bus. It is very important that there is at least one 24 hour bus so that people without the means of transporting themselves home can get home safely. Lyft and Uber may be the only other option for people at that time and these are not options that all people can afford or feel safe accessing.

Multiple - will there be increased support for bicycles on buses? Especially on the west side, where services are significantly reduced.
- same question, e-scooters/ebikes.

- space for rideshare bikes at bus stops?
- will there be accurate real time updates of where, the less frequent, buses are?
- will schedules be sync'd with, CALTrain, Mountain View local shuttle, etc?
- can you put up ridership data online?
- is it practical to look at the electric engines being proposed for trucks to power buses?
- what are the long term plans for smaller driverless buses?
- what is the timeframe?
- on the subject of wishful thinking: charging ports for e-scooters/ebikes along major lines (El Camino) and at Transit Centers, of which De Anza College should be.

65 Please leave Route65,I take this bus to work,it's important to me.

Blue Line Keep the Blue/Green line in status quo wrt current routes else a lot of people shall get their morning/evening commutes all messed up.

51 I would really like to see Route 51 run service to Cupertino Middle School and Homestead High School. There are many families from the Montclair Elementary School neighborhood near Grant Rd. and Foothill Expressway that have children that attend these schools, both located along Homestead Rd. However, there is not a safe, direct path for these students to walk or bike to school, and the traffic congestion along Homestead Rd. makes it dangerous. If VTA were to provide a bus route, parents would have a safe option for getting their children to school. It would also increase ridership for VTA and teach our children how to be independent and use public transit. A win-win for everyone!

PLEASE consider adding to Route 51 or a School Tripper Route along Homestead Rd. to service Cupertino Middle School and Homestead High Schools. Thank you for your consideration.

Blue Line Today thousands have used the extended blue line, By changing the route, those thousands shall turn into hundreds. Is that acceptable to VTA?

26 Waiting for route 26 significantly increases my commute time to college. I am very much in favor of the plan that increases the frequency of this bus route. Thank you!

26 I strongly approve of Route 26 frequency because I have had to wait as long as half an hour for the bus when I reach the stop

Almaden Spur Even though I am disappointed that this Almaden spur is proposed to be eliminated, however I am glad that it will at least be replaced with a bus line.

I am strongly opposing the reduction of route 13, as a lot of old folks in Almaden Valley, they are relying on Route 13 to get in and out of the valley. It is their life line, if you completely cut down this line, how are they going to get in and out without driving?

13 We are strongly opposing the elimination of route 13. This is the life line for both me and my husband, and we ride this line every day from Almaden light rail station to my daughter's house (five days a week). If you eliminate this line plus the Almaden light rail spur, we would have no way to visit my daughter's family. I am helping them pick up kids after school everyday. This elimination will also significantly impact the students in the neighborhood school (such as Bret Harte, Leland).

I thought in the 2017 plan, this line will be replaced by a new route 83, which is a much better plan, what happened to that proposal?

22 [Cody, on Nextdoor user's behalf]

Reine F., Barron Park

Please keep the bus 22 at night. May be ask the Santa Claracounty for a subsidy.

Don't penalize those who work at night or those who need a place to doze at night.

if you have to cut due to budget issues, please make it trip per day each for North and South bound.

Thank you

Uday Kumar

328 please do not discontinue this very useful express commute route on Lawrence Expressway.

if you have to cut due to budget issues, please make it trip per day each for North and South bound.

Thank you

Uday Kumar

63 This route helps me to get to work at Luckys California on Meridian and Redmond. If this is taken away I have no means in getting there. I don't drive and Uber is too expensive. Please keep this in mind for people who have only one option to head to their destination. Thank you.

102 Hello,

I ride express bus 101 and 102 on the weekdays and I also ride bus 65 . I live in South San Jose and work in Palo Alto and the bus is the only option for me to get to Palo Alto where I work. I do not drive and if you take these lines away I will be forced to find another job that pays less because in San Jose they are paying less than my current job in Palo Alto. Please do not stop these lines. They are vital for people's livelihoods!

522 Please don't reduce Rapid 522 service. If anything, it needs to be improved, not reduced.

49 I was happy to see that line 60 would go to the SJC airport. However, with the demise of the 49, I will now have to take the 61 north on Bascom to the 37 to get to the Winchester station. This trip requires two transfers for me on the first two lines that will not be running very often to get to the 60 which would be more frequent. For those of us living in the area between Camden and 85, and 17 and Union, this could make travel times longer. At minimum, can we make sure we have shorter connection times when transferring, if we aren't able to have frequent neighborhood service?

Multiple For those of us who will have to transfer from one secondary line to another secondary line before making it to a primary (more frequent) line, can a schedule be developed so that the first transfer time is not too long when busses are not frequent? Otherwise, the entire trip will be much longer!

Multiple Please keep the 22 bus route and schedule as is (as well as the express buses on this route) thank you

80 My personal opinion of what they should do with the Almaden bus service would be to merge 80 and the previously proposed 83 and have the 83 service run every other trip on the exact hours it is running today.

Multiple RE: Express Buses, blog comment

It's clear in this plan that VTA no longer wants to provide Commuter Services due to low cost per seat revenue. Looking at the numbers I see my particular bus (101) shows ridership at 5.2 Boardings per hour of operation.

There is a cost per boarding but no detail on how the Express fare, which is double a regular bus, plays into this. Also stated is buses have to go back to a depot and thus have storage cost. Doesn't every bus end up in a depot every day? I understand loss of revenue while the bus sits there. Can't they be used for other rides. perhaps for school trips?

Overall I am dismayed the decision to discontinue some of the Express buses is simply a matter of cost. There seems to be little to no regard what this does to peoples commute, carbon footprint when people now have to drive. as well as more cars on the road.

Personally I don't have a good VTA alternative to get to work, at least one that is timely. There are some combinati...

Multiple My concerns:

1. Eliminating 24hr service on line 22. This will have the largest impact upon the homeless since the bus is sadly one of the only safe, climate controlled places they can be overnight. But shift workers will also be impacted. 22 is the ONLY way to get anywhere on the peninsula overnight at a reasonable price. A public transit service should serve the public, especially those who need it most.

2. Express service reductions. Yes, the current means of providing Express buses seems to be quite inefficient. So why not be more creative about how buses are used throughout the day? Why must it be one route per bus? Seems like a bus could come into Palo Alto (for ex.) as an express, then work its way back to San Jose under one or more other route names. Plenty of other cities run buses that only go part way down the route--again, a little more creative thinking gets more rides to more people and more money to VTA. It's not perfectly efficient, but it could be a lot MORE e...

Orange Line Could there be express service between Mountain View Transit Station and BART? That would make it much more useful to me. I would still use it otherwise, but if I could be on par with traffic to the East Bay that would be great.

102 Instead of reducing the 102 how about adding drop off locations closer to the Stanford campus or other side of Palo Alto/Menlo Park? I take the 102 but cannot leave at the time I want due to the time it takes to connect to other transportation/walk. Additional stops might make the line more attractive to riders.

I take more than one VTA service, but the option above won't allow multiple selection. For the Almaden Light Rail (Purple Line), instead of a short service or bus why not expand it to Santa Teresa? The train can switch tracks at Ohlone/Chynoweth. This will take out the transfer time to get to Oakridge/Almaden.

102 Dear VTA,

With the billions of dollars we taxpayers pay in California, I am appalled at the level of difference you place on services that affect not just my way of going to work, but also the environment, with more cars entering the already gridlocked freeways, and the riding public, commuting an average of 1.5 hours EACH WAY to work. Shame on you. The express bus 102 has given me and other riders relief from the nightmarish commute that we face every day as we try to survive in this area. Your reduction of route 102 from 7 services to 5 has further squeezed an already frayed riding network. We don't earn tech wages, and we are trying to pay our mortgages and just get to work, so we don't lose our jobs. Is there no end to your greed and desire to save a few dollars? Our bus driver informed us that this is already a "done" deal. This shows indifference and apathy on your part. This change will adversely affect me and the many passengers that look at the express bus system a...

22 Please keep this bus line running 24x7, even if you have to change the bus that runs later to one of the smallest available. There are a lot of people who depend on this bus line because of its availability. I have lived here all my life and can't remember a time that I couldn't catch the 22 and recently the 522.

65 As elderly residencies increase on Leigh Avenue VTA line 65 service should increase hourly and weekends, not shut-down!

H. Conway

1837 Ashmeade Court

San Jose, 95125

Blue Line I am glad you are creating three light rail service lines with the arrival of BART to further perfection the rail network. Good thinking.

I have a planning degree in transportation. Reviewing the light rail scheme, I always look for the major transit nodes as their operational function needs to be more perfect than the other stops. One major node stands out with a red flag: the new Milpitas BART station has the blue line not going there.

I also have a degree in economics: my advice therefore is to maximize service where it matters (BART Milpitas should be seen as a core station). Restricting service options should be avoided right at the spot where transit success is most likely.

Possibly you looked at the east end of the orange line and realized you do not need much service there and adding the blue line here diminishes your train availability (two negatives). However, the BART investment requires optimization of light rail service between BART and Downtown, and between BAR...

Multiple After reading the financial restrictions that prompted the 2019 New Transit Service Plan, I would like to propose looking at an increase in development fees (a minor increase may already do the job). I'm sure that crossed your mind, too.

Do expect higher transit revenues when BART service is put in place. This is the single new revenue opportunity that will end up saving VTA a lot of money. Simply put, the spill-over effect will make VTA transit be used better. BART will create a win-win situation for VTA, therefore make sure that transferring from/to BART is as easy as possible.

But do also consider the new transit node (of BART and light rail) from a land use perspective, as it becoming a much desired spot to invest. Not sure what the plans allow for, but I would not be surprised if office spaces thirty stories tall and apartment towers twenty stories tall were built in its vicinity. It could be a mini-Diridon in as far as attractiveness for locating business/homes is concerne...

Blue Line Promote South County riders to use the Santa Teresa light rail station to get to and from San Jose. One reason people do not use this station is safety concerns. On several occasions riding from San Jose to Santa Teresa on this train line I have felt unsafe and was threatened by other riders. If there was more security on this line, more people riding, and more promotion this would really help. This is a much cheaper option than using Caltrains to get to San Jose. It would be great if this was an express line and went directly to downtown San Jose

Not clear why there is not a community session to get feedback in South County.

Almaden Keep Almaden line to Oakridge Mall at least. It is used.

Spur

22 This plan affects the local homeless, as well. The #22 Bus which runs up and down El Camino will be out of service overnight for 4 hours. This bus is shelter from the storm overnight for area homeless, who are legally prevented from lying down anywhere outside. Those who are ill have no legal place to fully lie down and rest, ever. They can't lie down on the bus, obviously, but at least it is out of the weather. It did snow the other night in PA. Homelessness and hunger affect far more people than one might assume in this area. What if it was your daughter or mother or son or husband who became homeless? Or you?

I would use 330 more if it was more frequent or if it always came on time. I much prefer the 15 minute intervals at light rail stations. It is almost frequent enough that I don't need to know the schedule and I don't mind the wait.

Eliminating 330 service will put me back in my car. I hate driving. I don't want to be part of the traffic problem. I don't want to contribute to carbon emissions. VTA should be expanding all services until transit is more convenient than driving.

185 [Cody entering from Nextdoor]

Guillermo T., Carriage Hills

I use the 185 daily. It's a godsend. I can't believe it's being cancelled; ridership has gone up a lot in the last year! Canceling the 185 without offering a 4th CalTrain doesn't make a lot of sense to me. There's so many people that work in Mt View.

There has to be a more creative solution to making it profitable. Smaller bus...like the DASH shuttles? Make it a regular white bus so it can turn around and become a 68? Charge a little more? C'mon

168 Good Afternoon VTA

As a tax paying citizen who also rides the VTA Express 168 in the morning (Northbound) and on the VTA Express in the evening (Southbound), I am requesting that you DO NOT reduce the morning (Northbound) 168 Express between 5:30 a.m. and 6:30 a.m. and also DO NOT reduce the evening (Southbound) 168 Express between 5:00 p.m. and the end of the scheduled time. These times and routes are one of the main ways to get from the South Bay into San Jose Diridon Station and vice versa. I go further north than San Jose Diridon. Decreasing these routes and times severely impact my ability to make my Caltrain Connection and thus getting into work on time. Before anything is even proposed - tax payers should be have a vote. If you must decrease the 168 Express in Northbound and Southbound - do so after 7:00 a.m. in the morning (Northbound) and before 5:00 p.m. (Southbound) - so as not to interrupt major commutes. I thank you in advance.

13 My children take the bus from Bret Harte and Leland after school. Please keep this route. From the looks of things, there will be no bus service in Almaden Valley or light rail to Almaden Valley anymore. This is NOT ok with me or many in our community. If I read the maps correctly, why is Almaden Valley having all bus services taken away? Where are my taxes going? Not serving my community if you take away the bus and rail services here. I'm am writing on behalf of my children and community members.

71 I sometimes take this bus line. Currently, it is almost never 15 minutes in frequency. Piedmont / White in both directions service schools.
What is the reasoning behind decreasing the frequency, especially with having it be the only route to go to Capital from that part of town, as proposed.

13 [Note: The majority of this comment is also posted to "Seeking Input on Proposed Service Changes for Almaden Area of San Jose"]

Adam,

Thank you for sharing your personal story to a member of the public. I imagine it is not easy to discuss such details and I appreciate your candor. Thank you also for taking my comments seriously as evidenced by your long and respectful response. It is important that we empathize with each other. Decisions planners like yourself make can have life-altering consequences on some of the most vulnerable members of our community

There are many points you raised in your previous response. Beyond the various definitions and numbers, I trust you understood my broader point: There is hidden ridership in Almaden Valley. Even with the minimal service you are putting out there today, you can be doing better. There is no reason to give up. I hope you will work in good faith with the Almaden Valley community to seek "solutions that move you."

...

185 Hi,

I live in Gilroy and work at Synopsys (near Maude and Clyde stop) . I've been using 185 express bus line since July 2017 almost every work day.

In 2019 plan, I've noticed that there is a proposal to cancel that line. I hope this will be reconsidered. Many passengers rely on it. It saves time (as I can work in the bus) and keeps cars off the road.

If the concern is its ridership, ridership has been increasing since I first started to use this line. Gilroy population is increasing, and many people commute north. This will only increase. I feel like for this line if a bit more marketing can be done at Gilroy and Morgan Hill, as well as at companies (e.g. Synopsys, Symantec, LinkedIn, Google, Apple), ridership can further increase.

Cheers

Ersin

103 With the traffic on I280 turning into a gridlock everyday, many of my colleagues are constantly searching for alternatives for commute and express 103 provides a great service for these people. The only reason why more people are able to take advantage of this service is that they say the bus timings do not fit their schedules. If you are reducing the service rather than increasing them, you will not only be effecting many who are current regular riders but also discourage new riders. I urge you to please keep the current service even if you are not able to increase the number of trips.

101 I have reviewed the new transit plan, and I see that the 101 express is going to be dropped with no suitable alternative offered up in it's place. Public transportation is already pretty inconvenient in the Bay Area dropping routes with active ridership seems to me to be going in the wrong direction. I think the Express Bus concept is a brilliant substitute to make up for insufficient rail coverage in the south bay, and have tried hard to be an advocate for ridership over the past 7 years. It's surprising how many people live close to express bus connections and don't know they exist. I think ridership in the express bus could be improved through increased awareness. I'm know that VTA was very scientific in gathering rider input/feedback for the new transit plan, but how much outreach was there into non-riders? These individuals to me are the key. Based on my own "non-scientific" survey of current non-riders, there is nothing VTA could do to get them out of their cars. It's ...

13; 64;
Almaden
Spur U am disappointed in VTA. I have been riding daily for almost 30 years and have seen the system go downhill! I moved in to apartments that give me access to both bus and light rail but was disappointed the bus lines take (and have taken most of my life) now run so I frequently. I take 64 daily from almaden and want to see commute times more frequent, especially given your extending the route to eliminate another bus (13) I use as well. It also makes little sense to discontinue the Almaden light rail in favor of a bus that runs so infrequent. We rely on these routes to get to work as well as shopping and doctor appointments so to take away frequency and options will finish life events for your riders that rely on you to get them where they need to go frequently and reliably.

A better option is, keep the current 4 trips, but replace the last bus with a Van.

Multiple The last 103 morning bus is good for me to arrive at work at about 8:30. I don't want it to be changed.

The last 103 night bus is good for me to go home after working for 8 hours. I don't want it to be changed.

102 The 102 route helps immensely with my overall mental health of avoiding daily commute traffic. My work day is from 8:30am - 5:30pm and the 7:12am and 5:50pm routes are perfect for riders that have to work longer days. If either of these routes are being considered cut, then it will stop myself and many others from riding VTA. I urge VTA to keep these routes for us workers that have inflexible work schedules.

101 If 103 Express can pick up and drop off riders at Vallco, that would lessen an impact on these of us who can get to Vallco. Please consider this change!

102 I ride the Express 102 daily to & from Santa Teresa/Lean and Hanover/Hill View.

If two trips are to be eliminated, can it be done as to produce a consistent wait time between buses?

Reviewing the schedule it is possible to have an approximate 30 minute wait between buses; both in the morning and evening.

102 I have been riding the Express 102 route for almost 2 years now. I very much appreciate the flexible times currently in place as my work schedule is not always the same. The only time in the afternoon route south I think you should consider eliminating is the 3:27 time and perhaps the 4:25 time. If other routes are eliminated it will have an impact on my ability to use this service. My morning routes used the most are the 6:13 a.m., 6:31 a.m., and 6:43 a.m.

Thanks,

23; 523 I don't know "our colors", nor should I have to. I think that Cupertino should continue the bus service on Stevens Creek Blvd. at its current level, we should have, if we don't have it now, the same service on Homestead, as well as on Wolfe Rd. and De Anza. However, I do not want to see any more than we already have. If more bus service for students of DeAnza College is needed, we should consider using trams from places like the Vallco area, and from Lawrence Expressway, to be paid for by the present sources

101 Please consider reducing to one bus service around 6-6:30 am Northbound and 4 pm or so Southbound instead of canceling the line entirely.

101 I'm living South San Jose and commute every day with Express 101. It will impact my life if discontinuing 101. It would be better to have at least one shift per day.

523 [Cody on behalf of Instagrammer @chris_guzik--if Planning would like to follow up we can do that with an Instagram Reply comment.]

As a highschooler in the area of this bus its nice to see better transit to what will probably be my college. But i feel like it will be hard to connect to the 523 as i need to catch a 55 to get to the 523. It would be nice to see some improvement in the buses around the downtown sunnyvale area as having a bus every 30 minutes makes it hard to use public transit as an option.

102 I just wanted to comment for the VTA Express 102 (northbound) - If you eliminate 2 of the daily trips, Please don't eliminate early trips (the first 2 earliest trips) which are full of passengers everyday. For Express 102 Southbound, I think a trip that has less passengers will be eliminate. I do have a schedule that I take on a daily basis and I hope they're not going to eliminate; Mon thru Thu I take the 4:23 PM, and Friday I take the 3: 23 PM (stop code 64427). When will be the new schedule for this trip and what's good result will come out on the new changes/plan? I'm a VTA rider since 2006. Thank you!

I am a San Jose State University student and I use the route no. 304 almost daily to travel between San Jose - Sunnyvale. I recently came across an email from SJSU Transportation Solutions regarding a few changes which included the elimination of the route 304.

As a daily user of this service, I have noticed that the bus is always full and many people living in San Jose use this bus quite frequently to go to their workplace in Sunnyvale. I am not sure why VTA would want to discontinue this service as it is quite clearly seen that it is used by a lot of people daily.

Thank you for considering my concern and hope you would keep the route 304 in service as it is currently.

304; 65 These bus routes allow me to get to the community colleges quicker and cheaper than any alternative

65 I don't think that this route should be removed since it serves great purpose for students at SJSU. I always rely on this bus to take me to class every morning and along with many elderly people who use it, there is a vast amount of student who utilize it not only for SJSU but for other community colleges as well. This is why I advice for this route to NOT be terminated.

65 My mom uses this to get to work, please don't remove it thank you

22 Overnight service is more useful. Eliminating that is not a good option.

Blue Line; Please consider the Alum Rock light rail shortened path.

Multiple Please don't stop the train at baypointe....at least extend it to great mall.

Multiple Please do not eliminate bus route 65. This is one of the main buses I take to school every other day (to SJSU). Beyond myself, others rely on this bus, and I do not see a valid reason to eliminate it altogether.

As a Gilroy native, who has recently moved to San Jose within the last couple of years, I know a handful of peers who rely on bus route 168. This bus route is already limited as it is, if anything we should be boosting the frequency at which it operates. A lot of commuters who attend SJSU and live in Gilroy heavily rely on this bus.

The newly proposed plan for Route 23 would also affect me individually, because I rely on this bus route to get me to and from my job 5 days a week. I find it very convenient and time-saving that the bus goes through Forest rather than Stevens creek, because it avoids so much traffic. It acts as a hidden route, that ensures riders get to De Anza and Valley Fair Transit Center on time. If VTA decides to change this, the riders would suffer as a r

Blue Line my concern is on the following point -

Shortening the end of the 901 light rail service from Alum Rock to Baypoint.

I am graduate student and I commute from I880-Milpitas to Santa Clara stations to take my classes.

This is/was my only possible VTA service that I could use for my commute. Shortening this would mean that I am left with no public transport commute unless I endlessly keep hopping to and from connecting-buses and lightrails for an unreasonable duration of commute time.

168 Hello,

The 168 is my primary means of transportation to work in downtown SJ. As an 8AM-5PM employee which I find to be a common schedule for many workers, I find the 6:25AM NB and 5:01PM SB to be the trips that allow me the best possible transport with the least amount of excess waiting or possibility of running late, which I believe would be confirmed by any other 8AM-5PM employee. I also find both of these trips to be a nearly full bus, so would worry about the impact of cutting out two trips which may lead to more riders in a trip than the bus comfortably has capacity for. With that being said, I am open to the necessity of cutting two trips if they are not the trips I've mentioned and if sufficient study has been done to ensure this will not negatively impact the 5 remaining trips.

One might accuse you of killing a free thing to push more costly services. Will students take 64 from Diridon more? Will you attempt to increase the cost of the transit passes based on "higher ridership" on 64? You already get the extra money on the 181 line now. It seems VTA is more concerned with money than service lately. Perhaps it's time for some efficiency changes in the VTA leadership.

201; 65 I am every day rider of these buses as they operate near San Jose State University and I am a student at the University and I ride on the above selected buses!

121 I'd like to submit my support for express route 121. The proposed 3 (each way) service reductions may impact me depending upon which 3 are the lowest performing routes to be eliminated. I would hope that evening (southbound) would still maintain late evening times (last 2) to allow for workers that don't typically leave at 5pm.

As it stands, there is a long gap between 5:39pm and 6:25pm at the Tasman/Old Ironsides stop. Maybe moving up last one up to 6:10pm could be done instead of eliminating.

At any rate, nobody wants to see a reduction in service/coverage but I understand that unprofitable lines/times need to be culled.

500 Updating DASH to run along Santa Clara St. rather than San Fernando St. would significantly impact the many SJSU staff, students, and faculty who commute to campus from San Jose Diridon Station via DASH. Many of these commuters already face negative impacts and delays due to having to utilize multiple forms of public transportation to arrive at the SJSU campus. Although it is a short walk from Santa Clara to San Fernando, this time greatly affects those on a tight schedule such as these commuters; and is not friendly to DASH users who may have mobility issues.

For example, my own commute starts at 3:30am everyday when I wake up in preparation of my 4:30am train departing from Lathrop. This train journey takes two hours for me to arrive in San Jose, often longer given that the train frequently experiences mechanical issues and other delays. Once I arrive at Diridon, I then have to wait for DASH and take this shuttle to campus; and once at SJSU, I have to walk across campus to get t...

Multiple As it is, it is difficult for students to commute. This restrictions/eliminations will make our lives more tough.

Multiple Please do not get rid of the DASH bus. It is a very convenient line for SJSU students as it is a fast and direct route from school to the train station.

Multiple I frequently ride the 65 and 27 bus routes and the Santa Teresa and Winchester Trolley's. My family also uses the 63 and 64 bus routes. I find many college students, both City and SJSU ride the 65 bus route. I miss it on the week end, but at least the students probably don't use it as much.

22 I want to request you to not to stop the overnight facility of route number VTA 22 as I am an SJSU student and I do ride on nighttime mostly after completing the library reading at the very late time.

If you do so, I won't be able to access the library at a late time or else I will have to take Uber.

Looking for a positive step taken

65 I am a professor at SJSU and I regularly use the Route 65 to get to work from the Japantown area. For those who live on the east side of Japantown, this is the only reasonable bus option for getting downtown. Every day, I see this route regularly serve SJSU students, parents/children going to Horace Mann Elementary, as well as the large elderly population in Japantown. For many of these riders there are limited options for transportation because the distance would be too far to walk, and after dark it may be too unsafe. I urge you to keep this bus line in order to allow SJSU students, HMS students, and the elderly to continue to be able to travel between Japantown and downtown. I can only imagine ridership will increase, given the increasing development in Japantown.

22 Please do not eliminate bus route 22 overnight service

120 rider

- 102 I am commuting daily on 102 express, and I barely find a seat at 5:20p time going south bound. The morning route also on Cheynoweth at 6:43 get over packed. Hope these busy times don't get eliminated. I am VTA coordinator here at SAP, and receiving emails from employees regarding their VTA commutes. I am asking everyone to send their feedback and concerns.
- 22; 522 I am a student at San Jose State University and I commute to school daily using VTA. The proposed changes will affect my commute to school. I do not have any income and I am dependent on my parents for everything as of now and hence I would like to request to not make the proposed changes for route 22 and 522.
- 522 I use this bus regularly. Its one of the most important bus in this area - please dont change it.
- 102 I take the VTA 102 (San Jose to Palo Alto) bus to work and would not like to see any services removed. The various routes offer flexibility to my work scheduled. I typically take the last bus to work and the first bus home. I hope that neither of these services times will be interrupted.
- 22 Route 22 from PA. to SJ at night is a must keep for it not only helps those who work at night but it serves the less fortunate who need shelter at night. If you feel you cannot provide help as you provide transit then shame on your plans. There must be ways to support this Route that you have not explored. Please do not cut the nighttime run without more studv.
- 304 Please increase the bus frequency and Time in mornings.
- Blue Line Convert some Blue line trains to end at Old Ironsides/Mountain View instead of Baypointe:
There seems to be sufficient ridership from Blue line needing to go towards Mountain View, as evidenced by the number of people who transition at Tasman stn. There are a lot of companies that are west of North first street in Santa Clara/Sunnyvale/Mountain View where the riders would prefer to ride VTA than drive along 87/101 and San Tomas expressway, which is some of the most congested sections of the Bay Area.
I would strongly encourage a proposal that looks into this data and converts at least some Blue line trains to not end at Baypointe, but instead at Old Ironsides. Clearly there's no technical reason this can't happen, and perhaps an option is to introduce a few during rush hours (correlated with traffic jam on 87/101) which would encourage more people to take these.
- 65 This route does not run late enough, and that prevents me from using it as part of a commute by rail. I'm disabled, and walking to/from LRT isn't practical at night. To use this route, I have to leave too early and end my workday too early, and risk missing the bus and wasting even more of my day commuting.
- Multiple VTA is inefficient. Useful lines don't run often enough, even the light rail is too slow through downtown. My commute to work is 45 min via car. It is 2 hours via transit & train, and I have to start significantly earlier but arrive home later. Your buses do not provide me any benefit to recover the time wasted.
- 168; Blue Line I am a Morgan Hill resident and would take the 168 bus if there were more times to downtown SJ. So now I drive from MH to Bernal which takes 1/2 hour. Then stop at every stop until downtown SJ had to change my hours at work to accommodate Vta schedule. Finally wish more cozzrect info on the boards and website for arrival times. Many times are 5 minutes late and can't tell if I missed my train or if it it coming?
- 121 A little surprised there were no community events held in S. county to discuss the new 2019 route plan. Somewhere like Morgan Hill would be much more convenient for us folks commuting from down that way (incl Gilroy), than having to drive all way up to San Jose for one of them. We rely on the Express bus service, in particular route 121 for our daily commute, so changes to that service could impact us significantly. These routes are typically quite full, except for maybe the last one in the evening, but if you miss previous ones (or have to work late), you are left with few options without that one.
- Thanks for listening. Scott (long time express rider)
- 65 This bus route should not be eliminated because it is convenient for sjsu students to commute to san jose city college. If this is removed it will be difficult for students to get to school

The traffic in the So. Bay area is getting worse everyday. If VTA can be easily accessible and efficient that would cut down on daily commute times and improve air quality. Due to high housing prices, more people have moved to Gilroy, Hollister, San Martin and Morgan Hill area. I think VTA should try to measure the traffic coming up Monterey St and 101 going N during high peak times. VTA should make the bus routes more easily accessible. VTA could do surveys such as the following 2 questions in order to find out where the commuters are located in order to add more or reduce bus stops to make it more easily accessible and efficient. If VTA can make the buses more easily accessible then more people will be taking the bus.

1. What is the closest county building VTA commuters are commuting to and from?
2. What is the closest major landmark VTA commuters are commuting to and from?

168 Hi,

The traffic in the So. Bay area is getting worse everyday. If VTA can be easily accessible and efficient that would cut down on daily commute times and improve air quality. Due to high housing prices, more people have moved to Gilroy, Hollister, San Martin and Morgan Hill area. I think VTA should try to measure the traffic coming up Monterey St and 101 going N during high peak times. VTA should make the bus routes more easily accessible. VTA could do surveys such as the following 2 questions in order to find out where the commuters are located in order to add more or reduce bus stops to make it more easily accessible and efficient. If VTA can make the buses more easily accessible then more people will be taking the bus.

1. What is the closest county building VTA commuters are commuting to and from?
2. What is the closest major landmark VTA commuters are commuting to and from?

22 Route 22 and Rapid 522 are the only routes which takes us to our university SJSU. If there are changes in the route it will affect the students very badly and we won't be able to commute to the college at all

Blue Line Please don't cut service on the Blue Line after Baypointe. There are plenty of us that are going through to the Great Mall. And that number is only going up, and very soon, too, as the new housing there is finishing up right now.

Also, how else are people supposed to get to BART? You expect us to transfer at Baypointe and then transfer again at the BART Station? GET REAL!

If you're having trouble with revenue, why don't you do something about all the drug use at the Great Mall? Your station is like some kind of Sinaloa Cartel hangout or something.

22 Request cleanliness to be maintained & frequency to be increased as most students commute by this route.

101 About the express route 101. Did you consider reducing the number of buses. This bus is critical for commuters from Cupertino to Palo Alto

65 Please do not take away route 65. I ride multiple times a day to/from SJSU, and the route is not only convenient--it's essential. There have been many times where I was injured and could not walk the extra 15 minutes to 15th and Julian to take route 64 to/from school.

Multiple VTA should work to integrate location of shared bikes and scooters with its app to indicate locations of bike corrals and availability of bikes and scooters. It's a great last mile solution.

121 One suggestion is to extend 121 to Middlefield/Ellis instead of getting rid of 185

46 1. I would be disappointed if Line 46 would be discontinued. What bus then would cover the route if Line 46 is discontinued for people over 18? I saw people who took Line 46 in the evening yesterday. You are ignoring the people who use Line 46. It takes me approx. 15-20 minutes to reach Line 47. What about the people who live near the Piedmont Hills in Milpitas? It would take them longer to reach Line 47. Proposed Line 44 should fill in what Line 46 does now. It's about safety as well - dark evenings and dangerous sidewalks. I don't like walking anywhere at night for those reasons.

2. People under 18 should pay a higher fare than they do now. I pay double what they pay. This is not fair.

3. Seniors should also pay a higher fare than they do now. I pay more than double what they pay. This is not fair.

4. What can you do for people with low income? What opportunities are there now and in the future for lower fares for them?

Thank you for implementing 2-Hour fare. I use the...

Multiple Metric should not be cost per boarding. How about cost per mile?

Cost per boarding doesn't make sense for comparing local trips vs. long haul trips.

You can't increase ridership by eliminating routes. How about mile-butts vs. cost per boarding?

121 combine 121 and 185

121 Instead of eliminating runs on 121, perhaps run some of them (or combined 121/185) up 101 to 880 then west on Tasman, meeting up with the current route at Great America, bypassing the clog by 1st St.

201 How about a smaller bus like DASH. That would improve metrics.

- Charge day use fees for the park-n-ride lots that are full of Teslas and Audis cuz the drivers are getting on private employer buses

121 agree with combining 121 with 185

70 Please keep either 70 or 73 going to snell and capitol. 70 was cut to Eastridge and 73 was cut to Monterey. Morning and afternoon trips are cut for me and many people!

Multiple I'm glad VTA is not limiting buses as much as it could in South County. I wonder if the local routes here could be better with smaller buses. Maybe lower operating cost? Some do have low ridership

63 Here in Almaden Valley it appears that VTA specifically targeted the areas that Senior Citizens us for the cuts. For instance, removing 63 service to the Community Center and other area stores.

42 I use the 42 to get me to school for 3 days out of 5, and it may be very annoying for me to get to school, but if the part of 42 that serves is cut, I wouldn't able to get to school.

- Many Seniors can no longer drive. If you make the walk longer, what are they to do? It is not a question of not wanting to walk it is a question of not being able to walk far.

63 I take the bus 63 from meridian and Redmond to san jose state University. Now, because this change, I'll have to walk 40 minutes instead of 5 minutes to catch a bus. this is affecting my education.

330 330 Express route there are more than 3 or 4 trips - can they not keep the early and middle eliminate later? seems there are a lot of riders when I am on it - 1st one at 6:55.

Tiders are talking about it as I shared this plan with a number of these riders. smaller bus? this route is very useful getting south to north vs. 85/17 etc

Multiple A way to improve express productivity is to eliminate express fares. It would not only simplify fare structure but also have the ability to provide local service on non-express segments.

102 How do you plan on increasing ridership when you are cutting routes... I take the 102 Express both ways. If you cut my time, you will loose a rider

13 Half of route 13 is planned to be replaced by Rt 80, why not replace the whole Rt 13 with the more frequent bus?

22 If the 22 had guaranteed 8-minute headways (because drivers on other cut routes were re-assigned to 22 Line) - then more people would take it. Wouldn't that be increasing ridership?

I board on King Road. Going to downtown. This is perfect to avoid parking at night. Also helping the community avoid drunk driving.

Blue Line Blue Line should at least go till Great Mall if not the whole original Alum Rock station otherwise expect more dropouts like me.

21 Hello there! I currently live at San Antonio Center and find that routes 32 and 35 are both very convenient ways to connect to Light Rail (at Middlefield Station and Downtown Mountain View, respectively). I am worried that by combining these route into one service we'll lose the current benefits of staggering the routes. Perhaps you could consider running these buses every 20 minutes instead of every 30?

Also, perhaps the stops for this route could be planned more efficiently: route 32, for example, has two pairs of stops on the segment I ride that are across the street from each other. On route 35, because of construction, the stops around San Antonio center are very far apart. Overall, this slows down efficiency and leads to missed connections.

328 I am depending 328 for my commute and I would like to continue supporting public transportation. Are there any public transportation alternatives for south of Almaden Lake commuters to get to Lockheed Martin, Yahoo. ...?

101 I see that this bus route has been marked to be removed in 2019. I would strongly suggest to do whatever it takes to keep these routes. This bus provides many members of the community as well as me the only way to take public transportation for our daily commute. Given that many of us would have no alternative, this route cannot be considered superfluous. If the route is eliminated many of us would need to purchase an additional car to provide our families transportation. This is against California's vision to be a leader in green house gas emissions.

Many citizens are unaware of the routes they have available to them, assuming public transportation is unavailable or extremely inconvenient. If VTA goes through with this, it is likely more people would remain disillusioned.

This bus stops in many areas where the population is growing and soon to have many families moving in, such as Vallco in Cupertino. This bus provides a direct commute to tech campuses, such as Tesla, VMWare and U...

22 The late night service should not be discontinued. It will adversely affect low income workers working retail industry as they need transportation service to get to job in early mornings and get home at late nights. The 22 has ridership during late nights that even Artic buses are used. It just doesn't make sense to discontinue late night service.

168 Thank you for this opportunity. I've two cars; however, Express 168 is how I commute to my work in San Jose. It's a great service and I use it everyday. I work 8 to 5, leave Gilroy between 6-6:30 am and take one of the last two buses back from Diridon. Many others that live in the south county that commute there do the same. At times, the bus is standing room only! I hope the proposed change for this bus does not impact the said trips as it truly serves the people in this community, San Martin and Morgan Hill too that work 8 to 5, which is most of the people. The county goal is to reduce traffic and help the environment and I'm doing my share, THANKS to Express 168. Please don't discontinue the last two trips after 5 pm Southbound, or the two between 6 to 6:30 am Northbound, that allows me to get to my work in time and back home. Thank you and many thanks to VTA for this great service.

Blue Line With the Blue Line being cut, ridership will reduce. But if the Blue Line is extended to Great Mall, Milpitas, it should retain most of its ridership. Please look into this.

185 I've been riding the 185 for the past 1.5yrs and love it. It really makes it convenient for me to get to work. I honest refuse to drive even if the traffic is light. I understand that it does have enough ridership and it needs to make money. However, we need more buses like this to keep cars off the road. I think Google, Apple, Facebook, etc have figured this out already. However, not all of work for them.

I've noticed that the majority of the people that take take the 185 get on/off at the Ellis/Middlefield bus stop. If we can't keep the 185, my suggestion would be to extend the 121, at a minimum, to Ellis/Middlefield. This would increase ridership on 121 and provide coverage for the majority of the existing 185 patrons. The 121 could simply keep going on Matilda and then make a right on Maude. This would connect it to the original 185 loop that it does around Symmatec, Synopsis, Omnicell, Samsung, etc. It could even pick up people from LinkedIn along the way.

I ...

- 102 I fail to understand why you are reducing service on Express Routes to Palo Alto. For the route I and many of my coworkers regular use, Express 102 from South San Jose, there are almost always numerous passengers. These 7 trips reduce the number of cars on the highways, thus reducing traffic and pollution. Since we passengers fund these routes either from our own pockets or that of our employers, service should NOT be reduced for these, especially when so many riders from South San Jose, Morgan Hill and further south rely on them

From my discussions with other riders, it is our strong belief that VTA needs to manage available funds in a more responsible way. Trim executive pay, stop wasting money on marketing, etc. The riders fund our rides and we should continue to receive what we are paying for!

- 22 The proposed cutbacks to route 22 will negatively impact our community and those, like myself, who use it as a means of transportation during those hours. I urge VTA to find another solution for the proposed budget cuts.
- 22 Please reconsider closing bus 22 from 1-4 am. People experiencing homelessness use this as a safe place to find shelter and transportation. When no harm is being done I don't see why closing bus 22 for that amount of time is necessary.
- 22 Keep 22 open! Keep transit welcome to all.
- 22 Do not close the route from 1-4 am, it should be open all through the night.
- 63; Why do you insist on terminating 63 at Blossom Hill? What do you want us who live along that area do?
Multiple Walk in the rain, storm, heat, for miles to get to 64 just to get on 27 to get back to Walgreen and the plaza after what, 2 hours? You don't think that's ridiculous? You can't come up with a better alternate but to cut it completely so you can save 4 percent for Bart that none of us will ever take? Do you have any friends or relatives or even family members like your parents, kids taking buses at all? Do you know how much impact this termination of bus route will be on us? I live in south Almaden and I work in downtown. I don't ever go anywhere farther than where 63 takes me. I certainly don't envision myself taking Bart to anywhere. How do you expect people to take Bart when you cut off the beginning of 63 to transfer to anywhere? How do I get to downtown besides walking for a long time to catch 64?
- 22 Route 22 should remain open from 1-4 am to allow people experiencing homelessness to have a place to stay.
- 101 Please dont discontinue i dont drive and this is my only mode to work. Please reconsider this route and keep. Thank you. Kj
- 22 RE: route 22 overnight service discontinuation. How many riders on the late-night portion of the route are travelers, and how many are homeless individuals who ride for shelter?
- 101 I came across this route by accident and it has been a life changer. Please continue to keep this route. Advertise this route more and there will be significant uptick in ridership
- Blue Line The changes in the Blue Line will cause me to skip light rail and use car instead. Can the route be extended till at least Great Mall?
- 22 Vta cannot run a transit system time to contract out to private provider

We all are here to help people and make their life's comfortable not worse.

- 65 Please reconsider cutting route 65. It connects Cambria to SJSU, which would really disable commuter students.
- 102 Hello... my comments are for the Express 102 route which I used consistently 4 times a week

As a frequent rider of the 102 Express route, I rather see a realignment of the schedules over cutbacks or minimal reduced scheduling (1 instead of 2).

I'm wondering how this number was determined... was it arbitrary (for transparency reasons was the decision to go from 7 to 5 trips per day based only on budget) or calculated based on rider frequency?

Was a survey of the riders ever conducted to see what the optimal times should be? for example... what times riders currently use and times they wish for? How are you going to realign the schedule so it handles the peak periods? With the data from a survey you can make an informed discussion around when to schedule departure times.

A reduce schedules mean fuller buses, is there going to be room for everyone to sit? Sometimes these trips can take upwards of 2 hours on bad traffic days, so standing that long will not be an enjoyable experi...

- Multiple DASH service is useful in Downtown San Jose as it is free and many people benefit from it. Therefore, it should not be discontinued. The same is true for VTA route 10 as the buses for that route are designed with airport passengers in mind given that they are equipped with luggage racks. If that route is discontinued, people will find it harder to use VTA to go to the airport, especially if they have luggage. In addition, construction of new light rail routes should be considered for the future.

- 65; Multiple I ride bus 65 every morning because the times work better than route 66. If you eliminate route 65, are you going to move the 65 buses to 66 to increase route 66's frequency? Because right now route 66 comes at inconvenient times on Hedding, and losing 65 would make me have to leave home way too early just to get to work on time.

168 I take 168 from Gilroy to San Jose at 6:25 or 6:38 a.m. and return on 168 at 5:10 or 5:29 p.m. from San Jose to Gilroy.

- 65 Route 65 is a vital connection for students, seniors, disabled people, and community members in the Cambrian neighborhood. Removing the route or reducing service would severely impact those who have no other alternative transportation methods to and from work/school.

I strongly urge VTA to maintain existing quality of service along Route 65.

- 65 I rely on route 65 to travel to and from San José State University Monday through Friday each week.

- Blue Line Please rethink the changed Blue Line route. It is heavily used and changing it should be minimized. If however it is changed, expect fall of in ridership and loss of revenue and loss of interest in VTA, causing future initiatives on jeopardy.

- 103; 104 I commute from Berryessa to Menlo Park. It take about two hours each way. If either the 103 express or 104 express can stop near SLAC National Accelerator Laboratory or Stanford Hill vacinity, it could reduce the commute by 20 to 30 minutes.

There are a lot of shuttles to Stanford, but that extra distance to SLAC on Sand Hill Road takes an extra 20 minutes to half an hour. Please consider bus stops along Sand Hill Road.

- 168 I am a graduate student at San Jose State and I use the VTA express 168 bus to commute to college from Cochrane and Sutter. There are limited options available besides VTA 168. The only alternative is to walk 3miles to Main and Hale transit center to catch 68 which is difficult and takes about an hour to walk to. I kindly request that the frequency of this route is not altered. Thank you.

- 101 Please do no discontinue this route. This is the only bus route that connects Cupertino to Palo Alto. Few suggestions

1. Reroute one of the other express bus routes to stop in Cupertino - Valco Mall is a popular stop
2. Increase the frequency of this route to attract more ridership
2. Advertise this route more. I came across this route by accident. Google, VTA route planner and other apps do not show this option.

I have talked with a lot of commuters on this route and they all share a very similar sentiment that this is a very important route and should not be discontinued.

- 66 I like the Milpitas section to be frequent every 15 in low and high peak times. Waiting for the bus for 30 minutes, if I miss one is not fun.
- 102 I ride the Express 102 daily to and from work. This line is very heavily used. Sometimes we have standing room only. I can not understand how you could possibly be eliminating lines from this route. If anything, you should be impacting. This change will create a hardship for me and others and therefore force me to drive to work again! Please reconsider!!!
- 168 Please have more Express 168 (Gilroy/Morgan Hill to Diridon SJ) that leave a little later i.e a service that leaves at 830 or 845 and a return service that leaves Diridon at 6 PM and 6.30 PM. As South County grows in population with so many new housing developments in Morgan Hill and Gilroy, we have no increase in Caltrain services, leaving us highly dependent on VTA for public transit options.

You are proposing to cut the service from 7 to 5 in each direction. I would recommend cutting it to 6 in each direction and changing the service timings.

Thank you

- 65 We get poor bus service in our area as it is. Cancelling Route 65 will mean we get next to none. It already has too few trips and ends too soon. If you want more ridership, increase routes and trips, not decrease them. Thanks.
- Multiple I like that the routes in Gilroy are bi-directional, and that the bus to Gavilan has longer service hours.
- Palo Alto, according to the Next Network analysis, is one of the county's most active transportation areas, yet VTA appears to be cutting our limited transit service again. Can you explain why?
 - Use Express buses as supplemental lines operated for local high volume during non express times.

- 22 Cut the 22? It makes stops that the 522 doesn't go to.

I go to those stops. I can't walk to the 522 on Showers Drive. I take the 35 or 32 to San Antonio Road, etc.

EL Camino Hospital in Mountain View after 7 PM?

Thanks so much for the webinar! would like to go to a meeting, though.

- 68 Regarding public outreach and meetings...having a meeting in Morgan Hill on the 20th only leaves 8 days left in the comment period.

St. Louise Hospital in Gilroy or De Paul Health Center in Morgan Hill. That's an ER and Urgent Care, respectively, and the only ones in their cities. I am also wondering about social services agencies in Gilroy. What route is that? 19? There's a lot in that location.

Thanks for explaining the thinking and numbers behind the express route cuts and light rail cuts.

Will Measure B funds, no longer tied up in court, be able to help with transportation?

I really like the increased 68 frequency. thanks

- If changes go through as proposed -- the former signage will show a vast desert <no bus service> in many areas where people are gainfully employed -- for example Tasman Drive.

They say they are listening but the BOARD makes the final call. Looks like they have a difficult task -- even the presenters sound depressed.

I certainly hope the general plan doesn't move forward and that VTA considers improving its relationship with its customers - problems ignored don't go away.

- Will the Light rail still stop at lights? What technology is missing to get coordination with signals. Especially in the Downtown.
- 121 If 121 ended at Ellis/Middlefield instead of Lockheed it would be HUGE for ridership!
- Shouldn't be talking about transit cuts in this economy and traffic congestion. Basically VTA is turning into a BART construction agency with running transit as a side business.
 - 2000 Measure A has money allocated to capital projects that haven't been funded, but may not necessarily make sense today in 2019. Will VTA consider using this money to prevent transit cuts today?

thank you guys for taking the time to answer questions

Multiple Please consider switching back to the 83/17. People rely on routes like the 13, 65, and 22 overnight. Using VTA is not a choice for everyone. There are people without cars that rely on your services.

Blue Line i'd like to advocate for better timed transfers from light rail to caltrain at tamien; that was always a pain point (LR arriving 2min after caltrain left in the AM; express LR south passing by in PM)

- 42 can the 42 discontinued service be served by 68, since that route does a lot better and past st light station, monetary and st are the same
- 66 The 66 bus is already crowded. Will you be increasing the service to allow for more ridership to Bart?

And please make more of an effort to get transients from camping in the bus stops. They are glued to certain stops and make it impossible for regular riders to use them because of the mess.

- 122 Please don't cut the 122 express we only have one bus in the morning and one in the evening.
- Multiple if you cut 330, 13, and 63, your cutting almaden and redmond entirely.
- 330 it takes over 2 times longer and several busses and lots to walk instead of 330

the early 330 at the least should stick, i go from Walsh to 85

330 Whenever I ride 330 from Tasman to Campbell I have plenty of company.

And it is not unusual to find the fare/Clipper readers broken. So much that it is often cheaper to pay by the ride vs. monthly pass. That has to affect metrics.

LR seems to get no special treatment like the old days. Slow we go!

Multiple We the taxpayers are paying a big portion of the transit operating budget, Measure A, and 2000 Measure A and 2008 Measure B, if you need more operating budget, why not go to the voters.

- 53; 56 I regularly ride the 522 and am happy about the addition of the 523, but there are still many things that won't really work for me with this plan.

I work somewhat regular office hours, and we usually get off work at around 6-6.30. What stops me from taking the bus is that it will often have stopped service at this point, which is just way too early. For example, I could take Caltrain to Sunnyvale, but then the last 53 leaves Sunnyvale Transit center at 6.10, which I will never be able to make. Please understand that with the long commutes many of us have to undertake, rush hour does not really end until 7.30pm.

The new plan also still has a major gap when it comes to north-south connections in Mountain View and Sunnyvale, with no frequent service west of Mathilda and none for example on Wolfe. Many of the newer office parks will still be very hard to reach. Please at least make the 53 and the 56 frequent until 7pm!

22 RE : Overnight 1 AM to 4 AM Route 22

It won't be popular but I agree that VTA shutting down the overnight service on Route 22 is overdue. It is unfortunate that the VTA has been operating a homeless shelter.

Taking as an offer of proof that the numbers given are factually accurate, VTA is spending \$500,000 for approximately 50 homeless people on an annual basis. That works out to \$10K per year per person.

The homeless problem is a serious problem but this isn't for the VTA to solve.

53 Please do not deviate Route 53 from Steven Creek because we need to have bus access to De Anza College.

53 Allow Route 53 go pass De Anza College at stelling/stevens creeks, as the current 81 provide the route from cupertino to Santa Clara Caltrain to SJC airport. thanks

Blue Line I'd like to speak against the decision to shorten the Alum Rock-Santa Teresa Light Rail line. I am a San Jose State University student that takes the light rail every weekday to get to University. I notice a large amount of foot traffic around the I-880 to Great Mall stop and believe that shortening the route to Baypoint station would disadvantage many locals that rely on the light rail.

58 58,

The 58 route is crucial for my transportation. I am handicapped with the 58 as my only way for daily needs, Dr. appts, grocery shopping (etc.)

The line has been narrowed down to not include weekend. I also very much need to get around Santa Clara County for weekend outings. I live in a disadvantage area of Santa Clara and many in my community are with out personal transportation.

Please, reconsider! Don't cancel the 58 line.

20 Make route 20 on weekends. This is a east & west connect line to get to all the major parts of Santa Clara County. This weekend route 20 is needed for people who live in the area with no personal transportation.

20 SHOULD NOT CATER TO ONLY CORPORATE EMPLOYEES on weekdays! Weekends are needed.

304 With 304 being eliminated, can it be replaced with a limited 66 (366) that goes from South San Jose to the new Milipitas Bart station? It can help people get between each end and into downtown faster, helping those that need to get somewhere on time or catch another line quicker. Since from my experience, many got on and off 304 through Snell, Monterey, and downtown, a limited 66 can help improve commuting during peak hours and make riders happier.

I ride the 185 Express bus most days from Morgan Hill to my job at the north end of the line at Intuit.

I very much prefer riding the express bus over driving or even riding CalTrain, and I am very disappointed to see that you are considering terminating the service.

A couple alternatives that I would be OK with:

1- cut down to one trip each way/day... choose the am/pm time with the most passengers and keep it.

2- extend the route of the 121 bus so it goes into Mountain View (preferably all the way to Intuit!)

i hope you will find an alternative to cancelling the service all together.... Morgan Hill is building more and more houses. Every morning, on my way to the transit station, i drive past a large construction project underway at the southeast corner of Dunne Ave and Condit... r...

- I heard that the new plan will increase paratransit fares to \$16 per trip. I searched for the plan discussing the increase in paratransit charges. I couldn't find a specific reference. However, I think what is happening is that VTA plans to eliminate any regular bus service east of White/Piedmont roads. Based on how VTA charges for paratransit services it's \$4 for a regular trip but a premium charge of \$16 for rides more than 3/4 of a mile from a regular transit route. Therefore, if I'm correct then anyone eligible for paratransit services living more than 3/4 of a mile east of White/Piedmont will be charged \$16 for a one way trip.

This is an unconscionable burden placed on the paratransit consumers in east San Jose. Many disabled use paratransit to get to job training programs. Having to pay \$32 per day round trip would make it too expensive for many of these individuals from continuing in their job traing programs. I hope my understanding is incorrect.

Multiple Please start Rapid bus service on Route 66 (Milpitas and Dixon landing road)

If not all day long but during peak hours.

That would solve problems for lot of students attending Milpitas high school.

I'm a every day traveler on Route 66.

Thanks and hoping for positive result.

- 22 I work in Palo Alto and at time have to work late night 1-2 am and ride the 22. This would be a great hardship on myself as well as the other 20-25 coworkers that occasionally have to work late as well

- 81 Please include Cupertino Middle School and Homestead High School in VTA Route 81 by having the bus travel along Homestead Road between Foothill Expressway and Stelling Road.

Currently Route 81 provides service to:

Graham Middle School

Saint Francis High School

Mountain View High School

Alta Vista High School

Cupertino High School

Santa Clara High School

Bucher Middle School

Hoover Middle School

Lincoln High School

Thank You for Your Consideration!

Blue Line Don't shorten the Blue Line at Baypoint Station. I often take the train from Berryessa Station to directly Paseo de San Antonio. With the new implemented plan, it'll be more stressful for me if I have to switch stations at Baypoint and then having to wait another 15 minutes for another train and I don't want that.

Multiple I am disappointed that several Express routes are being eliminated in the proposal. I would appreciate a response to each of the following questions:

1. Per VTA's presentation at the Morgan Hill City Council meeting, the new proposal is meant to offset a \$15 Million gap caused by BART delays. Specifically: Was the BART service expected to generate \$15 Million in additional revenue by itself? Is crippling the Express routes being used as a means to reduce expenses for not just loss of anticipated BART-related revenue, but also for increases in cost of general operations?

2. What alternatives were considered in lieu of eliminating Express routes? Please provide analysis done by planners on substituting smaller vehicles on lower-ridership routes or times.

3. Was any consideration given to offering vanpools for certain routes in lieu of their elimination?

4. Certain Express routes, specifically the 121 and 185, could be operated at a lower per-boarding cost by combining the r...

Multiple PLEASE don't cancel the 185 Express Bus. I live in Morgan Hill and recently got a new job in Sunnyvale. I didn't even know this bus existed until a coworker told me about it (you REALLY need to improve your website and promote this service more). If I want to take the train it's a half hour walk. If I want to take Light Rail it's a half hour walk. There are no other alternatives. More people are starting to take this bus. Every person who takes that bus is a car off the road. Traffic is getting worse and worse every day. If you can get me on the LinkedIn bus, then great, but that's not going to happen. If you need to do something, cancel the last bus and leave the other two. We need to do everything we can do take cars off the road. There is no other alternative for the Sunnyvale area to Morgan Hill. Please, please, don't cancel.

22 This is the only way I can get a ride to work every morning. I work in Maple Tree Inn and live in Mountain View. This bus is the only way I make it there. I have to wake up at 2 am and take the bus at 3 am. Taking this bus away from these times would be taking my job away. Also, there are homeless people who do sleep on the buses at night. I understand that's not the goal but, when there are really cold nights the bus benefits to those without a home with the heaters. Thank you for listening and I hope you take this under consideration

54 Route 54 currently serves Sunnyvale City Hall and Library. Sunnyvale is planning to renovate City Hall and create a brand new civic center area. <https://sunnyvale.ca.gov/business/projects/civic.htm> How will non-drivers access the new City Hall? The other north-south routes 53 and 55 are not feasible as they are too far away.

Multiple I frequently ride line 22, 25, 26 and a variety of other lines depending on where I intend to go. You reduced the service last year, now you're proposing to reduce service times yet again. Just because I choose not to drive, doesn't mean I can stand around waiting for a missed bus, or a driver who is running hot and thus I miss the connection (as an aside, I get on a LOT of VTA buses that run hot, the driver drives like a maniac, then sits and waits at a timepoint, checking their phone, then zooms to the next timepoint, often times RECKLESSLY), or if a bus goes missing, it is not only the time I wait (you suggest I arrive 5 minutes early to every bus stop) PLUS the time to wait for the next scheduled bus to show up (on the 25, you're suggesting a weekday wait of 5 minutes, then another 12, assuming that bus is on time, for EACH ride?). Do you have 17 minutes to stand around waiting for a ride and is it ok if you're 20 minutes late to work every day?

As to the reduction of overnight...

58 Route 58 is the route my son takes to work. He takes the 22/522 from Sunnyvale to Santa Clara and then transfers to the 58. If this is eliminated, he will have to take a longer ride to get the connection to 59 to go up Scott. If he misses this connection, he won't be able to get to work. We're upset about this. He does not have a car and depends on this. This is making it very difficult for lower income people who have to figure out how to get to work on time via routes that go to businesses that aren't close to El Camino.

At night he would have to take the 59 all the way back to Santa Clara to then transfer to the 22/522 to get to Sunnyvale. It will really be scary that he won't make the connection and will be stuck.

102 I am a frequent user of line 102 from Santa Teresa to Palo Alto. Reducing the number of trips will impact seat availability as 7:20 AM and 7:40 AM route buses are always almost full in the morning and same is the case for 5:15 PM and 5:40 PM routes.

Instead, I would like to propose a trip around 8 AM which can still utilize carpool in the morning and can get more commuters due to little late timings.

Orange Line The people of San Jose are begging you to build out the light rail from Alum Rock station to Almaden / Capital station. Then, Capital station to Campbell. We have been talking about this for most of my Adult life.

The recently advertised route from Downtown up San Carlos - Stevens Creek corridor is also an excellent initiative.

NO ONE CARES about the Bullet Train or BART going to Downtown San Jose. Google Employees use Cal Trans and Light Rail. NOT BART.

Multiple [Pending VTA approval, this comment will appear on <http://www.vta.org/News-and-Media/Connect-with-VTA/Community-Engagement-to-Begin-on-2019-New-Transit-Service-Plan#.XHGEyS2ZPUL>. It was posted 5 hours ago.]

Where is the Growth Plan to truly boost ridership by making VTA more compelling? If the operating budget grew by 20%, can VTA craft a vision to grow customers by 100%? While both are a big ask, there are several factors working in our favor:

1. There is a large pool of potential riders in Santa Clara County.

- We have 700,000 drivers and 40,000 transit riders (<https://datausa.io/profile/geo/santa-clara-county-ca/#housing>).
- Almost 9 in 10 commutes stay within the county (<http://www.vitalsigns.mtc.ca.gov/commute-patterns>).

2. Commuting by car is not fun.

- By the numbers, average commute times are creeping up (<https://datausa.io/profile/geo/santa-clara-county-ca/#housing>).
- By gut feel, does anyone think rush hour is getting better?

3. Current service leaves a...

21 Please extend Route 21 to evenings. It connects many venues with evening programs to neighborhoods. For example, in Palo Alto: In addition to Downtown, Lucie Stern Community Center and Theatre and Cubberley Auditorium; in Mountain View, the Community Center, Senior Center, and of course Downtown: Downtown Sunnyvale.

Multiple Anyone living in the City of Santa Clara (or part of Sunnyvale) between, on the north, Reed/Monroe, and, on the south, Stevens Creek Blvd. and, on the east, San Tomas Expressway, and, on the west, Wolfe Road, is stuck with buses going either out-of-the-way eastward toward the Santa Clara Caltrain Station or out-of-the-way westward toward the Sunnyvale Caltrain Station. Why is there not a bus route heading to the Lawrence Caltrain Station? BTW, I used to think there were no buses traveling up/down Lawrence Expressway but recently learned of a route that does exactly this. Bizarrely, that particular bus route does not stop for the Lawrence Caltrain Station. There is a large population not being properly connected to the Lawrence Caltrain Station. Why?

Orange Line Alum Rock to Mountain View is the best route. A lot of people have to change presently at TASMAN.

Very Good initiative.

Kindly let us know when this will be active?

Multiple I've read that your changes will adversely impact both veterans and commuters, at least in the Palo Alto area. And the homeless who use Route 22.

If this is an accurate analysis, I'm amazed that you'd make things even more difficult than they already are for veterans, people who've served this country in dangerous and health-significant ways---they deserve better, much better. And we all know that commuters need to be encouraged *more* to take public transport, not least to lower vehicle-emissions that increase the severity of climate change.

As for the homeless using buses on Route 22 through the night, please have compassion and keep the route going, without forcing people off at the destination in each direction. For this part of California, it's been an unusually cold winter, but with climate change, this will become a pattern.

Underlying everything above is a clear need for public transportation not to be treated as a profit-making business. In socially and economi...

65 Please please do not delete Route 65. Many people with disabilities and students use this route to get to their special needs programs at Hope Services, College of Adaptive Arts. This route is also used for students to get to SJSU and SJCC. It would be such a disservice to delete this route for those who really need it.

65 PLEASE save route 65. It means access to many vital services and educational opportunities for our disabled young people.

54 My kids use this route occasionally to go to Homestead high school. They catch the bus from Hollenbeck and Harvard. The lady who works in our house also uses this bus daily. It would impact her ability to get to work if this route is stopped. Thank you for your consideration.

Blue Line Provide express services for commute hours (e. g. Convention center to Tasman)

22 I'm writing with regard to 'Proposed Changes to Overnight Service on VTA's Route 22', published on VTA's website, suggesting that overnight service between 1am and 4am be discontinued due to relatively low ridership on this route, and more broadly across VTA's network during these hours.

I am strongly against discontinuing services on Route 22 during these hours, as I feel the criteria mentioned in the posting ("carry more people per public dollar spent") are insufficiently nuanced criteria against which service changes should be evaluated. The criteria should include a measure of how effective the services are at providing community access where the users would not otherwise have an alternative - for example, commute routes with riders unable to afford a car, or where the route provides a critical service that is not otherwise provided for by the county.

Discontinuing route 22 overnight services will disproportionately affect the segment of our community that either does not ha...

Green Line The green line is an opportunity to connect Google and other tech company campuses to Downtown San Jose. It should be kept in it's current length, moffett park area is critical. An improvement would be to run an express that would remove some stops like component and Karina that have very little ridership on the route. Once the additional buildings are finished there will be an extra 10-12k people that work at Amazon and Facebook in that area added to the 15k that Google already has there and traffic is already a nightmare. Light rail is the answer, it just needs to be more efficient and run the route faster.

Orange Line About time. I see a lot of folk like me waiting for transfer from Mtn View router to Alum Rock route at the Tasman station. Can't wait for this ! Please, soon.

Blue Line; Many people liked and used the express trains, and I'm pretty sure you lost riders when they were taken
Green Line; away. VTA had said that they were a drain on revenue because they were dedicated trips in between
Orange Line other trips. Perhaps VTA could come up with a more creative approach to the express trains to make them financially viable.

Please add more cars on the light rail trains for more hours. Add or disconnect cars at Civic Center if you have to. The number of cars used doesn't match rider demand during most of the day, and well into the evening. Jam-packed one-car trains (and, not infrequently, two-car trains) are absolutely NOT fun for anybody.

Please improve the accuracy of the real-time estimates at the light rail stations. The Transit app that you recommend is more accurate than those boards! It seems like it shouldn't be terribly difficult to make the boards more accurate.

13 On Friday, February 22, I waited at 7:20 am for the 13 on the loop south of Leland High. That is more than 5 minutes ahead of when the bus is supposed to arrive. After over 25 minutes standing in the freezing cold watching for the bus to come up Camden, I gave up. Later in the day, I found out that the bus had broken down.

That got me thinking. If the 13 missed only its first three trips, the number of riders for the entire day could be close to 0. The earliest someone could have left on that bus would have been around 10 am. Most people start their day earlier than that. If they couldn't take VTA in the morning, they might have canceled their travel plans or made other arrangements. Obviously, they would not have made the return trip on VTA later in the day.

The 13 runs weekdays only. With 20 weekdays in February, this single breakdown could cost VTA 5% of the total route 13 ridership for the month. In rides per hour, it is the same 5% drop, close to a 0.6 rides per hour decrease...

102 It is a must for working parents to drop their kids around 7:20 am and be able to ride 102 express bus route at either 7:41 am or 7:56 am routes from south san jose to Palo alto from ohlone/Chynoweth station.

65 Please keep this route active. There are many students, seniors and people with disabilities that rely on this route to get to school and work at SJSU and SJCC, Hope Services (Parkmoor) and College of Adaptive Arts to be specific. I hope you will reconsider your plan and keep this route in place to continue to support these people who do not have many transit options. Thank you.

13 The new transit plan leaves most of Almaden Valley without any public transit. This will cause irrefutable harm to senior citizens, teenagers without a license and access to a car, and those with health issues that prevent them from being able to drive. The requirement that one must use a car to go further than one can walk will make the area even more unaffordable for an increasing number of people including younger people. Younger people and especially families with young children are more likely to choose an area with other younger people and families with young children.

Colleges and university tuition is expensive and potential students are less able to be able to afford it if they must also own or lease a car and drive it constantly rather than the relatively low cost of public transit for which they can often get a subsidized rate through their university or college. Thus, depriving people of the opportunity to improve their job options.

The tech industry that has been c...

65 Please dont delete this route

65 Please dont delete route 65

65 Please keep it alive. We need the route.

65 Please keep this route, and perhaps have it run for brief periods of perhaps 6 am/7am to 10 am, and then from 4 pm to 8 pm. There are many students who ride to SJCC and SJSU, as well as people on wheelchairs to get on/off at Camden and Hwy. 85.

Also, I highly recommend moving to smaller buses for most routes on low ridership times. This should cut down on gas costs.

65 I am the parent of a special needs child who will never drive an automobile and will always be dependent on public transportation. The preservation of Route 65 is critical for my son and others who need to get to activities taking place at San Jose State (SJSU), San Jose City College (SJCC), and Hope Services. Please keep Route 65. Thank you.

65 This route is vital to the community, it serves SJSU and SJCC as well as Hope Services (Parkmoor), College of Adaptive Arts and a lot of local seniors and those with disabilities who don't have a lot of choices to get where they need to be. Please take this into serious considerations. Thank you.

122 I just started at Lockheed in January and am disappointed to hear that the single trip of 122 is planned on being cancelled. It lines up perfectly with my day to get to and from work. The people riding this bus have known each other for years and have its own community of commuters.

Lockheed has mentioned they are hiring over 1000 new employees in the next 2 years. Google and Apple are making new offices so that will be bringing many people into the area too. The area seems to be growing and it is frustrating to see many lines being cut while hearing about all these amazing opportunities coming to San Jose and the surround area.

I'm wondering if a different express route that is being reduced could pad out the single 122 trip. There should be a way to rearrange things so we don't lose a whole line.

65 I hope bus 65 can be kept. It provides so much convenience to our community.

65 I use Route 65 to get to my services at Hope Services at 1555 Parkmoor Avenue to and from my home.

I also take this route to food shop at Food Max and to go to other classes at College of Adaptive Arts.

I am ID/ with Down Syndrome and it has taken me awhile to get familiar with this route. I have taken Route 65 for two years now.

I am against any revision of this route as it will impact my services.

Thank you

65 Please don't get rid of Route 65. This is an essential component to the affordability of SJSU for many students. Many students just like me take VTA because they don't have vehicles, or, if they DO have vehicles, don't have anywhere to park them once they get to campus. If you get rid of Route 65, I will not have a way to get to school that doesn't involve schlepping over a mile through a crappy neighborhood to get to an alternative route. I also see tons of school kids (elementary, middle, high school) kids taking this bus route every day. Don't crap on the disadvantaged just to save a buck- please keep Route 65!

- 103 Please don't cut the Express 103 from 4 trips to 3. People living in the apartment buildings along the route stops in San Jose use that bus service for their daily commute, and this will negatively affect their daily lives (many of them also chose to live there due to the transit option).

Rather, you could raise the price for the Express Bus Routes. I know my company paid for my VTA Express Monthly Pass, so you would mostly be passing on the costs to Palo Alto based companies, which can afford it.

- 102 Can you add Camden/85 to 102 route

65 My 70+ year old parents need it almost every day to get to their therapy clinic.
Please keep it!

65 To whom it may concern,

I'm concerned with the proposed discontinuance of Route 65. This route serves as a vital resource to many in the community, particularly our seniors and those with disabilities. Seniors in our community want to maintain their independence and members of the community who have disabilities want to gain their independence and be self-sufficient. Route 65 serves SJSU, SJCC, Hope Services (Parkmoor), College of Adaptive Arts and these institutions provide the resources our senior and those with disabilities need and want

Based on the above I'd appreciate if you'd reconsider the proposed elimination of this vital route for our community.

Thank you in advance for your consideration.

65 Please keep route 65. One of the most important things about a city environment is a good transportation system.... and it's a catch 22. Nobody rides a bus system that doesn't have a lot of buses running to a lot of places, because it isn't convenient. But nobody wants to have a system that doesn't have a lot of people using it. It's a chicken and egg. We have to make the bus system better, faster, and easier to attract more riders, and to do this we need to add routes, not remove them. Please don't remove this bus that runs down an important corridor for San Jose State University. Here in San Jose we've mostly gotten rid of school buses. Look at any of the schools on Leigh that route 65 covers and you will see 200+ parents all trying to get their cars in and out of schools instead of 10 buses. The same is true of public buses. More buses means less cars, and more safety. Please keep route 65.

27 Please extend route 27 to serve the new VA center.

Blue Line I would suggest extending the northern end of the blue line by 4 stops to the BART stop (Milpitas) so that riders can directly transfer between the blue line and BART. It will require more trains to support a longer line, but ridership will be higher because it will not require an additional transfer to take the blue line to/from BART.

181 Without this bus I wouldn't be able to afford to commute and work in downtown San Jose. Please do not discontinue it, or provide a viable alternative to connecting Bart with downtown San Jose.

45 [This is Adam transcribing a comment from a Gary, a blind paratransit user who provided a comment at the Vista Center for the Blind]

Gary opposes the reduction of Route 45, noting that it will cause his paratransit fare to change from \$4 to \$16, which is cost-prohibitive for him.

65 Please keep route 65 because our kids need it. Thank you!

65 Please continue line 65, many students need it.

65 I'm a graduate student at San Jose State University, and I ride on route 65 everyday from my home to campus. There will be negative impact on me if route 65 is cancelled. I strongly recommend keep route 65!

- 65 please keep this route! many people including high school students are using this route as daily commute
- 65 please please keep this route, we use it every day!
- 65 desperately need this route for daily commute
- 65 regular ride for this route, highly appreciate keep this running
- 65 rely on route 65 every day for commute to and from school
- 65 critical route for me to go to school and come back
- 65 please keep bus 65, we use it frequently
- 65 route 65 is a convenient way to go to SJSU
- 65 we use route 65 to go to the train station
- 65 commute via this route to and from train
- 65 ride on this bus every afternoon during work day and occasionally on weekends
- 65 this route has many convenient stops including the SJSU, downtown area and train station,
- 65 this is a very useful route connecting many areas without much traffic, we are frequent riders (normally go with group of friends)
- 65 Please do not eliminate this route
- 65 Route 65 serves neighborhoods surrounding Camden Ave, which is an area that does not have access to high quality transit (like light rail or rapid bus). Elimination of route 65 would further reduce transit access in the Cambrian Park neighborhoods. Please keep Route 65.
- 65 Please do not cancel Route 65. We are currently using the line everyday and we will not know what to do if this line is cancelled!! Thank you!
- 27 Route 27 is the only line we take to get out of our home. Please keep it. Thank you!!
- 121 I think this bus is often quite full you should see the building going on in Morgan Hill. We need this bus service and we should not reduce the number of buses!
Erik Vinkhuyzen
408.427.2224
- 65 Please keep this route.
- 185 Can we reduce the number of trips? Or is there a solution to get to this side of Mt. View/sunnyvale besides having to work at one of the companies that provide buses.
- 121 I am concerned about the proposed reduction in service for Express 121. This line takes people off the road for over 30 miles each way, on one of the busiest roads in the Bay Area. The times that I travel have nearly full buses each day. Please carefully consider the ridership on the proposed eliminated lines - reducing from 9 to 6 daily trips is a drastic change, and is likely to impact some people's ability to access their jobs as well as impact their health and our environment.
- 121 Please do not remove the following times, northbound from gilroy 6:21, 6:48, 7:15, 7:30, 7:47.
And for southbound keep and add later times from LOCKHEED, 4:51, 5:07, 5:21, 6:07.

Do not alter the route, please keep existing route where it enters and leaves santa clara from great america & 101, I already cycle 2 miles from this intersection. If anything the bus should exit & leave san thomas & 101

Multiple I am a San Jose resident in Almaden Valley. I work in Sunnyvale.

I take VTA between home and work:

Bus route 13 - Light Rail 901 - Light Rail 902

To travel from Almaden Valley to Sunnyvale on this route. It requires 2 transfers and takes me a minimum of 1 hour and 30 minutes from the time I step onto the first route to the time I step off of the last route.

It is already time consuming and challenging to ride VTA from Almaden Valley to Sunnyvale.

Now the Draft 2019 New Transit Service Plan proposal will make this route significantly more difficult. It will require 3 transfers instead of 2 because you are eliminating bus route 13 and forcing 2 bus routes to take me from Almaden Valley to the Ohlone-Chenoweth Light Rail station. This will mean more delays and a longer commute to work. You are also eliminating route 328, which is the only alternative.

I will note that if I lived in Gilroy, my commute to and from work would be shorter than it is living in San Jose! This ...

101 With the elimination of Route 101, can the Route 103 bus have a stop to pick up and drop off passengers at Vallco mall to use as a park and ride for those who live in West San Jose to get to Palo Alto?

65 Lots of middle and high school kids ride on route 65 in my neighborhood (zip code 95124). It will be very inconvenient for the kids and their parents if route 65 is cancelled. Hope we can still ride on 65 in the future.

121 I do not agree with the reduction of routes for Express 121. I routinely use the various afternoon runs. This is the only option I have to get home early and would be forced to drive on days where that is necessary.

22 [Email sent to VTA Board Secretary]

24-Feb-19

Re: Draft 2019 New Transit Service Plan

Dear Chair O'Neill and VTA Board of Directors,

I am writing on behalf of LifeMoves, the largest provider of homeless shelter and services in Silicon Valley, to comment on the proposed changes outlined in the Draft 2019 New Transit Plan. Some of the changes proposed will have significant impacts on the families and individuals we serve, most of whom are reliant on public transportation to connect to jobs and services.

VTA Routes 22 and 522

VTA should maintain the current the Route 22/522 services between 1am and 4am.

Workers with night or swing shift hours need transit. If services stop for a three-hour period in the middle of the night, individuals, including women, will be let off in the middle of the night with uncertain and possibly dangerous situations. Community policing and VTA security (provided by the County Sheriff's Office) may not have the capacity to provide safety...

65 Bus route 65 as you know is a primary route to San Jose City College and San Jose State from the Kooser and Cambrian area. Elimination of this route forces students to find alternative transportation if they are to continue their education. VTA is a service much like Police and Fire services provided by cities and counties. It is reasonable to focus first responder forces in higher risk areas but never should police and fire services be pulled out of any area altogether. Transportation should also not be eliminated from any area altogether. The elimination of transportation, route 65, in the area is disabling to the members of our society who can not afford or do not have access to other means of transportation.

65 To the VTA Board,

I am a long time resident of Cambrian community, and I am voicing my concern about the proposed elimination of Bus Route 65. My understanding is that the Board has elected to go with a funding model of 90/10 (the 10% devoted to neighborhood routes). With a reapportionment of 75/25, these routes would be able to be saved. Elimination of 65 will mean a walk of at least 1 mile for residents of the Cambrian area to access, something that senior citizens will not be able to easily accomplish.

With redevelopment projects slated for several areas near Camden and Union, Union and Los Gatos Almaden Road, the only way to reduce auto use would be convenient continued public transit access. Please reconsider this proposed elimination of #65. Perhaps running smaller buses for these neighborhood runs would become more cost effective, but would continue to provide a needed service to the community.

I did attend one of your presentations, and I remain unconvinced that ...

13 Commented posted on VTA blog on Feb. 25 as "Almaden VTA rider":

I waited at 7:20 am for the 13 on the loop south of Leland High last Friday, February 22. That is over 5 minutes before the bus is expected to show. After standing in freezing temperature for 25 minutes, I left. Later, I learned that the bus had broken down.

VTA appears to be really into metrics. If the 13 missed just its first three trips, there could be close to 0 riders for the whole day since the earliest a rider could have boarded that bus was probably around 10 am. People typically leave earlier than that. Without VTA available in the morning, they might have made other arrangements or aborted their travel plans. Obviously, there would be no return on VTA later in the day.

The 13 does not run on weekends. For the 20 weekdays in February, 1 day is 5% of 20. So, having no bus for only a few hours on just one day could cost 5% of the total route 13 ridership for the month. It is the same 5% drop for rides per hou...

65 We need Route 65 to get to everywhere. Please do not discontinue it. We have no cars.

65 Please maintain the Route 65 line and service as is. Do not eliminate it nor reduce service due to the radical 90/10 plan. In fact, please refactor that plan to a better 75/25 plan. Thank you.

58 Area around Central and Lafayette to Great America along Lafayette St is not covered in any of the new routes and Route 58 is important to reach most of these areas.

22 Please keep this route open late night. I currently work downtown sj and I get off late at night. The only way for me home is this bus route.

65 Please don't take this valuable line away.

As i'm aging, the traffic is getting scarier.

We must keep this route.

63 Route 63 is how he gets to medical appointments on weekdays. Wants to keep it on weekdays. He's okay with VTA keeping the changes of reduced service on Saturdays, Sundays and holidays. He and three other use this bus.

65 The Cambrian Community Council has indicated that Route 65 serving Cambrian Park area will be eliminated in the future when BART comes to SJ. Not a good idea.

Is there some other route that will serve Cambrian Park?

How can eliminating Route 65 be a positive thing?

121 I find that Express 121 is a well used line and almost each run I have tried is nearly full going both ways. If the times that I normally used are cut then obviously I will be back on the highway again instead. Line 121 is pretty long line and is doing its part to help the commute but that doesn't appear to matter much.

65 I would urge you to maintain the current Route 65 service. It is a vital link between Cambrian Park and Downtown, and as such, it not only is crucial for those currently using this route but also is a positive impact on the ever increasing traffic congestion in the Cambrian Park area.

Orange Line Excellent option for folks using BART till Milpitas and going to key office areas along tasman all the way to sunnyvale and mountain view.

This route should have multiple frequencies and preferably two cars. Currently there are a lot of folks who commute between 7am and 8am and there are multiple services going to mountain view with only one car.

Thanks..

- 26 Adding frequent service to the Western part of route 26 is huge because it ties together 3 other frequent routes: 60, 61, 57 and creates all kinds of new origin-destination pairs that weren't practical before.
- 500 Really glad to see the extra frequency on line 500; this line is essentially a temporary BART Phase II. Needs to be fast and frequent.
- Green Line 20 min service on weekends will be a huge improvement. I really like that the schedule of all LRT lines is finally consistent (15 min weekday, 20 min weekend), makes the entire system easier to use and more predictable.
- 101 Please don't stop bus of route 101. I take it everyday to office and come home using same bus. I catch this bus from Vallco Shopping Mall, Cupertino to Deer Creek, Palo Alto and back.
- Almaden Spur Glad to see VTA do the right thing and discontinue Almaden LRT. It takes courage but the ridership numbers don't lie and the cost to operate this spur doesn't come close to the benefit it provides. It's clearly the right thing to do. time to stop throwing good money after bad.
- Orange Line Glad to see the orange line still in the plans! Milpitas BART needs a nonstop connection to the businesses along Tasman. Anyone riding BART and going towards downtown San Jose will find Berryessa BART more useful anyway. So a LRT connection between Milpitas BART and downtown SJ isn't necessary.
- Multiple The new map style looks very nice: clean and simple, very professional.
- Blue Line We definitely need the VTA. Any cut will hurt my neighbor hood; people commuting to work.
- 121 I object to the planned elimination of three routes since the bus is usually quite full during the morning (runs 7 and 9) and evening (runs 7 and 8.) If elimination of some runs is absolutely necessary the two runs with historically the lowest ridership are the ones that should be eliminated so that the buses are not suddenly overcrowded.
- 65 I seriously hope you do NOT eliminate this route! It supplies great access from the Blossom valley area thru San Jose, including stops near light rail and Caltrain stations.
- Purple Line (Almaden) You should be ashamed of yourself for even considering to replace the Almaden light rail with a bus! Not only would you be wasting the huge investment in the rail infrastructure, but you will create more noise pollution, air pollution, and traffic congestion! Of course it goes without saying that it will also be less convenient for the current riders of the Almaden line.
- 65 Please keep Route 65 as it is necessary to help keep traffic down, and to provide transportation for students and elderly who don't have access to vehicles.
- 65 Request VTA 65 to continue for students going to Leigh high and city college.
- 65 I just heard at a community meeting last night that VTA is almost certain to eliminate route 65 to downtown from the Cambrian Park area. I used to ride it, but since I am now retired I no longer do. I stead, I fight heavy traffic on Camden and Leigh daily. This neighborhood is facing a huge influx of new residents with the impending Cambrian Park Plaza 'signature project' that the city is hoping for. Those new residents as well as many in the Cambrian area already will no doubt be headed daily to downtown to work or to San Jose State University . Elimination of their direct route from Leigh Avenue would force them onto the streets with their cars. If the city is pleased that Bart will be extended into downtown, how are people coming into San Jose supposed to get out to our neighborhoods without transit. I thought mass transit was supposed to stop traffic and eliminate traffic. It sounds like VTA doesn't care to have service to residents outside of downtown. Makes no sense to e...
- Multiple Hello,

Please continue one or both 328 and 330 lines. I think the 328 line ridership would increase if the 5:57 am Northbound run was cancelled, and if a 8:15 am Northbound run was added. In any case, I believe more people start work later these days, so one 8:15am run might be enough to serve the community and would have a good number of passenger. The same though applies to the evening Southbound runs. One Southbound run at 5:57pm would probably be sufficient. Here are another few things to please consider. I believe that adjusting the 328 and 330 routes to stop at the Santa Clara Caltrain Station near Santa Clara University would probably sharply increase ridership. Also, extending the 328 route to the Mountain View Caltrain Station would increase ridership.

27 Please consider extending the 27 route to the Winchester Light Rail Station. Doing so will give West San Jose residents better access to the light rail.

Multiple Concerning changes to the 328/330 line. Please consider one of the following.

1) Alter the 328/330 routes to stop at the Winchester Light Rail station. I believe that ridership would increase.

2) If the 328/330 lines must be discontinued, please add a Almaden to Winchester LRT route that travels through Almaden along Camden, then to San Tomas, then to the Winchester LRT.

Thank you

101 Please keep this line active. There is higher ridership specially from Cupertino to Palo alto. Alternatively if one of the other routes can be rerouted with a stop at Valco mall in Cupertino, there will be higher ridership

Multiple The new plan misses the mark. Trying to cram as many people as possible into a reduced number of routes is moving in the wrong direction. This plan fails to realize that its riders are not robots.

How many times per week does the VTA Board and VTA staff ride buses and light rail?

I ride it daily, and I invite you to join me along my journey. You would see that light rail is jammed during commute hours. Many of us have to stand. WiFi is flaky, so even if we do get a seat, we can't count on highly reliable WiFi to get work done. The light rail trains are filthy. The ridership includes the mentally ill, the drug addicted, the homeless, the stench of marijuana, and the profanity of riders speaking with each other and on the phone

Bus routes are hit and miss. When the regularly scheduled bus drivers are on their route, the route goes smoothly and the bus drivers are good. Some bus drivers are gas-and-brake drivers to the extent that I get sick riding with certain drivers...

65 My neighbors and I do not want to see VTA route 65 curtailed. It is a vital link for many in the Cambrian community. Please reconsider changing from the 70/30 plan to the 90/10 plan. You will be disenfranchising many taxpaying members of the city.

168 I have been using 168 for the last 2 years. I have been suggesting that if we can drop the express at Santa Teresa station from where we can light rail to downtown. Most of the days express is getting stuck in traffic at 87 highway. This will benefit lot of commuters. Also, I hear that the express services are reduced or cancelled. Does the committee ever think of how we can solve traffic issues in the bay area, how we can reduce the cars on the road. If you are reducing the public transport, more people will use cars. Your organization goal should be not to make profits. Increase fare and find funding to run more public buses. If the frequency and convenience is there, people will not mind using buses.

65 Please keep route 65.

65 I want to express my opposition to the cancellation of route 65, which will have a negative impact on many students in Dartmouth Middle School, San Jose City College, and San Jose State University. I know the ridership is low sometimes, but a lot of students, including me, rely on route 65 to commute.

- 22 Please don't cut the night buses on Route 22. For those of us north of San Jose, this is the only reliable bus; overnight, it's the only bus, and in any case other transit routes are unreachable for many pedestrians, since so many roads are limited-access. (You closed the only light rail station I could reach in under an hour of walking without breaking the law and endangering myself.) People depend on the night buses to get to and from work, people who cannot come to your meetings because they are working or sleeping. People depend on the night buses to get home safely when the bars close. You've already made the 22 far less usable by flipping its frequency with the 522; have any of your board walked for half an hour to get to an express stop, or from it to their destination, or waited half an hour in the cold or the heat while those expensive new blue buses pass by? If you carry out this threat to stop the 22 between 1:00 and 4:00am, if my hours are cut, I'll have to quit my job. An...
- 58 I take this bus route daily. I have a knee problem and cannot drive. I have to walk long distances if this route is discontinued, could you please continue this route.
The route is always occupied in busy hours and it will be helpful for many people who take this route.
- 522 Unclear to new users that the rapid routes are the same price as the regular bus. Please help clear that up. Maybe go with simplified terminology and pricing for regular, rapid and express.
Santa Clara Transit Center is a mess. 22 and 522 should be next to each other. No good signage for VTA, CalTrain, Ace, Amtrack integration.
- 65 For OVER 16 years I rode the 65 bus to/from downtown San Jose from Camden and Leigh. I did NOT need my car to go to work during these years. By eliminating the 65 line, YOU force people to travel further to find another route downtown and hurt the Cambrian Park neighborhood's NON auto population. The nearest line downtown is on Meridian or Union Avenues, both one to two miles from the existing route.
- 65 Please keep Route 65 open. It is a good connection to Diridon. It doesn't always make sense and it's too expensive to take an Uber to Downtown San Jose to connect to other transit.
- 121 In August 2018 I and my family moved to Gilroy from San Jose due to housing rising cost. Before then we are use to our cars since I work in Santa Clara, currently Bus Line 68 and Express line 121 is the best option for transportation up north of the county. Many Professionals rely on these lines especially 121 to and from work.
Reducing Express Line 121 will hurt us immensely. I might end up using my car again which doesn't help with pollution.
I am kindly requesting that you leave Express 121 alone or Increase it.... please and please don't think about reducing this line.
- 22 Please leave this route as is, thank you.
- 51 Route 51 needs to keep the Saturday service, as there are riders that take the bus between NASA Moffett Field and De Anza College. The Moffett Field Museum also contributes to weekend service.
- 22 Please maintain 24-hour service on the Line 22. There are lots of workers who work swing and graveyard shifts, and have no other means of transportation.
- Multiple So youre cancelling just because of low ridership? I only found this was a thing today. As a company, you need to do more to tell people what will happen to their daily used bus route. I ride this bus from South san jose, until santa clara. I see plenty of riders with me everyday and i'm sure they will be severely confused.
- Why are you cancelling the bus? Is it because of the low seat turnover and how you arent making money? I thought this was a county service, and not a service for fucking profit. thats whats wrong with the bus service, its used as profit. increased prices every year adds up, even if its a quarter. I will have to change my whole fuckin work schedule now because you guys arent making enough money and therefore, dont give a rats ass about the user, as long as you fellows at computers get paid fat checks right? I might even have to quit my job to find somewhere closer, the line 304 takes my ass all the way to work in one hour, but if you guys remove the well used and...
- Multiple DATE: February 27, 2019

TO: VTA's Advisory and Standing Committees, VTA's Board of Directors

SUBMITTED VIA: <http://newtransitplan.vta.org/comment>

RE: VTA's 2019 New Transit Plan

Dear General Manager Fernandez, VTA Board of Directors, VTA Committees and VTA staff:

Thank you for the opportunity to comment on VTA's Draft 2019 New Transit Plan.

The Palo Alto Transportation Management Association (PATMA) is a nonprofit focused on reducing Palo Alto traffic by helping workers in Palo Alto shift mode away from SOV. Our programs include:

* Buying and managing monthly transit passes for 240 low-income commuters who work in downtown. Our commuters use VTA, Caltrain, SamTrans, and Dumbarton Express.

* Providing "after hours" Lyft subsidy for low-income commuters before 6AM and after 8PM

* Providing subsidized Waze Carpool and Scoop rides to downtown Palo Alto commuters, without income restriction.

Since our launch in 2016, we have delivered regular door-to-door, in-...

140 Folks,

After you got rid of VTA Express # 180, VTA Express # 140 is the only way for people who work on the Tasman Drive, San Jose corridor to get to work. Note that you only run 3 buses in the morning and evening which is the lifeline of all those who live along the 7 mile odd stretch of Mission Blvd. If you take away VTA Express # 140, there is absolutely no way for us to get to work other than the extremely slow AC Transit # 237

We understand that you are taking the BART all the way to Milpitas, but, then what happens to all those people along the 7 mile stretch of Mission Blvd. that will get impacted once you shut down VTA Express # 140? Isn't the point of taking the bus to ensure environmental sustainability and energy conservation by ride sharing in public transport?

The current riders of VTA Express # 140 would truly appreciate if you could please continue to run VTA Express # 140 as is the case now instead of canceling it.

Thank you for your kind consideration.

70 Leave route 70 the way it is. You want to make the Milpitas Bart station as one of the new stops for 70, fine, but not as its final or beginning point, and neither should be Eastridge Mall. First, with only one other route going up/ down Capitol Express Way such as route 31 Evergreen Balley College/ Eastridge Mall, it only comes and goes on Capitol and Silver Creek, drives less than a quarter mile on Capitol until it has to turn on or off Abourn and Capitol. After that you, or someone else has to wait another 30 to 40 minutes for the best bus that is going to Eastridge. Secend, for a number of riders Eastridge is not the direction they want or need to go. Such as for people who need to go to the direction of Capitol Light Rail Station, such as the residents of Los Arboles, South San Jose, The Woods, and Carson. And for the students who attend Andrew Hill High School, a number of students who attend that school don't live in that area and need the 70 to take them there and get them home a...

21 Much of this is largely understandable.

Could route schedules such as this one be sketched out with concrete time-points and times even if they're still somewhat tentative and allowing room for fine-tuning? If not now then when and could they be posted at the various milestones along the way before reaching the definitive version?

22 Dear Folks,

Please keep the 22 line to Palo Alto and SJ. We know many folks who depend on this bus to get them to and from a 25 mile radius.

Sincerely,

Dr. Ahlquist and Walter Bliss

523 I am both excited and terrified by Route 523 and the Orange Line. I'm excited because I am a huge supporter of transit. I believe moving towards a transit oriented development will help the environment, create a safer city for pedestrians and provide access for communities regardless of their socioeconomic background. I personally take 522, 23 and 22 to work every day. The reason I am terrified is that gentrification can take all the positives away. I appreciate the hard work in providing transit access to the Mayfair community. Mayfair will now have 523, 522, 23,22 and 77 as well as a light rail to Mountain View. This could be the great for the community if they're not displaced by workers with more income. I can imagine a world where people with high paying outbid our community members for their apartments. Mayfair already has high levels of gentrification according to a study by UC Berkeley. I hope VTA and other government entities can push hard to protect the Mayfair community so ...

65 My name is Brian Ahr and my street intersects Route 65. I am very concerned that riders of this line (and other outlying routes) will be forced to take cars and add more traffic to the roads. There are many large scale projects along this route that are being planned right now that will add significant population and traffic. If the bus line is gone, it will exacerbate the situation. The car traffic along Route 65 is already a big problem and we can't afford to remove the only public transit that serves this corridor. Thank you.

88 Route 88 should not be discontinued completely. Instead the route should only be shortened during non-school trips hours from the Palo Alto Veterans Hospital to intersection of East Meadow Drive and East Meadow Circle. Palo Alto needs an all-day east-west route running along Fabian Drive, Charleston and Arastradero Roads.

There are multiple senior housing developments on this route and also many other large multiunit apartments, townhouses and condominium projects along this corridor that warrant all-day bus service. With a shortened route, bus frequency could be improved that would result in improved ridership on the route.

16; 22;
304; 31;
39;
Almaden

1) Do not eliminate the Almaden shuttle Light Rail. It only takes up 1 car per day, and maintenance and security have to still be provided to the closed stations. If you must, Line 80 must begin and end service at the same time the shuttle did.

Spur

2) Keep the Line 22 24/7 service, with a better strategy to deal with homeless people who cram into the bus and hog multiple seats. It should also be times to meet the SamTrans 397 in both directions during the hours the 397 is running.

3) Keep Limited Stop bus 304.

4) Line 31 should run between The Villages or Evergreen Valley College and Alum Rock Transit Center. Line 39 should stop at Evergreen Valley College, and Northbound trips should terminate at Alum Rock Transit Center during AM peak hours, and southbound trips should begin at Alum Rock Transit center during PM peak hours. The old 180 trips to Aborn & White can also be replaced with a bus to Berryessa BART station. This would greatly increase transit options for Evergreen resi...

22 You are a business for the citizens of San Jose .

Line 22 save lives all year long especially in the winter .

There are many , many empty buses & light rail trains across the county .

Cut back on others routes not The 22 !!

- 22 Please don't stop the overnight service on 22. We should be increasing late night bus options, not removing them.
- 22 Couple years ago, we voted for a sales increase tax to expand public transit. Not to cut routs. This rout (22) is used by working class people. Please, keep it and improve it, do not cut it or reduce it.

Multiple To increase ridership why not do away with the whole cash payment system altogether. Allow riders to jump on the bus with merely their California State-issued ID cards that are scanned as the person boards the bus. The VTA already collects a lot of data on its riders with the WiFi program. Many more new riders might begin riding if a properly publicized campaign highlighting how VTA plans to offer free service to everyone and anyone. Special interest groups/organizations including even the State of California, that would benefit from an increase in applications for California- issued IDs, would be willing to compensate VTA at least a portion of the fare, if not all. Otherwise I'm sure the federal government, with the opportunity to promote their federal ID cards, would compensate VTA for the fares; the only inconvenience being that everyone would be required to apply for an entirely new ID at the most dreaded location- the DMV.

304; 321; Hello, I am commenting on 330 specifically but would like to say that eliminating 100% of your limited bus routes except for 522 is a bad deinvestment in the future. Less stops and a quicker route is a more desirable public transit experience. Would you consider reducing service for 330 by 50% instead of totally eliminating the route?

323; 328; 330 330 is next to many new housings being built and a lot of companies. It is the most convenient route for me.

I have been using public transportation by choice for about 10 years and I even limit my housing choices so that I am always near el Camino versus 280. VTAs new 2019 stance is they have given up on the courtship of thousands of car drivers and instead will focus on their bread and butter routes and Bart which in my world has no significance. There has been no clear explanation about why vta is in a financial crisis.

I watched your recent VTA board meeting and saw evidence of a business culture that is unable to work effectively and quick...

- 21 The new route 21 is too long and meandering. Needs to be split into shorter segments such as Stanford to MV Caltrain, and MV Caltrain to Sunnyvale Caltrain.

San Antonio shopping center loop is wasteful and needs to be eliminated.

Frequency needs to be increased.

Bus routes must avoid crossing Caltrain tracks at Castro st. Train crossing gate closures will massively delay all buses operating here. Reroute to shoreline.

- 330 Could city consider reduce to 2 buses in the morning and 2 in the afternoon instead of canceling it? The first 2 buses are usually half full.

Thanks,

- 22 It has come to my attention that you are considering eliminating the 22 service between 1 to 4 AM. As I understand it, it is heavily used during these hours. Many workers rely on this service to get to and from their jobs. The 22 is a vital public service. It would be irresponsible (in my opinion) to eliminate this service. If you need to cut services to save money, there must be other ways to do that that would not inconvenience so many people.

- 120 I am a Fremont resident and I utilize VTA route 120 get to and back from work in Sunnyvale daily. Per my observation, 90% of riders just like me are local Fremont residents who get on the bus in mid route rather not at Fremont BART station.

If route 120 is cancelled, most of us will not take BART then transit on VTA light rail as the alternative commuting option due to the hugely added time and expenses. This only means most of current route 120 riders will be forced back on the road by driving. It is not a good way to improve current South Bay traffic situation and carbon footprint reduction.

I am urging VTA not to cancel Express route 120. I am sure there will be ways to keep it running that are economical feasible and social responsible. Thanks for your consideration.

80; Almaden Spur The idea to eliminate Light Rail: Almaden Line and establish Bus Route 80 is a terrible idea. Knowing that both the Light Rail and Bus 13 do go to the Ohlone-Chynoweth Station, the one that go there faster is the Light Rail. Even if the Light Rail does not get taken down and you decide to establish Bus 80, again, the Light Rail will get to the destination faster. That involves reaching the destination faster without facing delays and as for the bus, it can face delays such as encountering accidents. And did you know that collision accidents do occur in intersections? With that issue, how will people get to their destination on time? And how does that solve problems? From there, keep the Light Rail Route and do not establish Bus 80. Thank you.

Blue Line I like that you're maintaining weekday service levels. Please reconsider 20 minutes headways on during the day on weekends. Fifteen minute headways are already a long wait for those of us living south of downtown. I would take transit on the weekend more often if headways were more frequent.

102 I love your bus service! My concerns: Route start times esp. for Southbound and bicycle rack capacity (during spring/summer, the rack is often full in the first 3 stops Southbound).

Orange Line I am totally against the proposed cut of bus 22 over night. I think it's very important for certain commuters and for homeless people. Please keep this line open.

304 Comment pulled from blog comment on Feb. 27:

I ride the bus from SSJ to Santa Clara, and it takes me one hour with line 304, a bus line you want to discontinue. With the proposed change, I will be getting to work using 66, 22, then 59, and it will take me an average of 2 hours to get to work. No, just no. I depend on this line, as do some people, are you saying the money is better than us getting to work on time? I dont drive because im poor, i cant afford a car, you VTA can. what are acceptable losses to you VTA? the money or the people?

65 Everyday rider, please keep this bus running! Thanks

65 We take this bus for daily commute.

65 I am a college student taking route 65 very frequently go to school

65 Route 65 is my reliable transportation to the train station

65 Always take this route to go to the local library, it is very convenient and useful route

65 This route is super helpful to connect me to areas around downtown San jose, avoiding driving in bad traffic and no need to worry about parking

65 Daily commuter on this route to go to work in downtown

65 Always ride on bus 65 to go to my university, and frequently travel on it to go to the nearby library

65 Please save Route 65. I use this route everyday for school at SJSU

65 This is my go-to route to commute to many places, including downtown and train station.

65 Living in the south San Jose, we rely on this route to go to santa clara area where we work

65 I am a high school junior riding this route on daily basis, please keep it so I don't have to worry how to go to school during my senior year

65 We are senior people who can't drive, use this route to go to supermarket (Parkmoor area) as well as doctor visit (Moorpark area) , don't know what we could do if we lose this route

65 We travel as group (all seniors) to go to church every week on this route. Please take away our reliable commute transportation

65 Depend on this route for critical commute, especially during rush hours

65 Ride on this route for shopping and visits to arena, library, community center, or connect to train

65 As a student at SJSU. I believe that it is vital to keep this line alive. Many of us take this route to get home and it would have detrimental affects on the community at large.

65 Please include my support of this patron.

Linda Baxter

Please include comment in support of one of your patrons.

"Dear VTA Board Members:

I am a proud lifelong resident of Santa Clara County.

I am legally blind due to a genetic condition that causes my peripheral vision to disappear to tunnel vision and will eventually cause total blindness. I currently have approximately 5-10% of normal vision left. I stopped driving in 2005 and stopped working as a lawyer in 2016 due to my blinding condition.

Originally, under the "Next Network Plan," VTA slated Line 65 for elimination because "the challenge facing Route 65 is that the land uses in this corridor are largely low-density and residential which means potential riders are spread over a wide area." Now, under the 2019 New Transit Service Plan, Line 65 is being discontinued due to "low ridership and because parallel transit routes would provide alternate options for transit riders along the Leigh Avenue corridor. Some curren...

65 Please don't discontinue route 65. Students, seniors, and other transit-dependent people rely on this route.

Blue Line I believe the Blue Line should serve up until the Bart Milpitas Station because it would help having two lines taking passengers from both downtown Mountain View and Downtown San Jose.

65 I am opposed to eliminating this route. It is the only way I can get to the Diridon station and downtown on weekends when line 37 isn't available to get to either the Winchester or Capital light rail stations.

Multiple Keep most of the buses that connect to high traffic places. Why is downtown where all the core of the buses run? Re-route 72,82,323,522 from down town. Spread those lines out toward the outer parts of the map. The bus 10 should remain at the airport and free since the airport is expanding. Lastly, it's not really safe anymore to ride public transit. Some of the bus stop are not well lit. Out of 10 in my office who started taking public transit I'm the only one left. I would like to know why VTA spent so much money on the electric sign at some of the stops they don't work. And why did they take away some of the bus stops and build new ones that are not really functional. How much did you all spend on those?

22 Line 22 is a backbone to vta for so many years.

In April, 2017, service was removed and added to Line 522. In the event, while viewing various quarterly reports after, Line 522 has not improved as much, as Line 22 continues. Is it possible to return 12 or even 10 minute service to Line 22. with Line 522 operating every 15?

Last, the late night service is needed, especially to make connects with SanTrams. The El Camino corridor is quite busy. So many of us will be stranded without away to adequately get to and from our place employment.

Thanks

Mr. Green

23 Line 23 needs to deviate away from Steven Creek as it is duplicate 523. The routing of Line 59 is awkward for transit connections to and from Line 23/523 with infrequent service.

523; 53; [Cody entering from Instagram]

57; 60; 81;

Multiple Love it! Love most of the proposed routes. Might have to change my commute a little but it's doable!

not happy that the 81 would be discontinued since I commute from Los Altos to Santa Clara. But the route change for the 53 and the increased frequencies of the 57 and the replacement for the 60 give me a couple of good options. I don't mind walking more if the buses i take are more frequent. Hate having to wait half an hour if I miss a transfer by a few minutes

Love the 523 proposal and the increased frequency for the 57

64; 71 [entered by Cody from Instagram]

Hope there was a route on McKee by toyon or by lucky ... kids have a lot of field trips and the walk is long and dangerous to get a bus

would be nice to have something closer just my opinion walking with kids is not easy 😊

Orange Line [cody entering from Instagram]

Yes, bc 237 was not built to hold all that traffic today. Seriously one of the worst commutes, please greenlight Orange line!

Orange Line [Cody entering from Instagram]

PLEASE! 237 is awful 😞

Orange Line [Cody entering from Instagram, comment about Orange Line]

Heck yes!

Orange Line [Cody entering from Instagram, comment about Orange Line]

Yes! Would help ease congestion!

Orange Line [Cody entering from Instagram, comment about Orange Line]

Yes.

Blue Line I think that having the Baypointe station be the northern terminus for the Blue line is ultimately shortsighted. I can see that you've chosen this for operational reasons—there's a third track at the station, so it would be easy to turn trains back here without affecting the operation of the new Orange line.

But, having a one-seat connection between downtown San José/the Santa Clara County office complex/the airport station/North 1st Street businesses and the new Milpitas BART station is something that would help raise ridership. Asking folks to transfer in between these destinations isn't ideal. I know a response would be "we have a one-transfer option for downtown—the 500 bus from Berryessa—and we have a one-transfer option to the airport—the new 60 bus," but we know that buses are considered an ugly stepchild here in Santa Clara County.

Where I lived previously in DC, people of all classes, creeds, and colors rode the buses, but here, buses are given short shrift by forcing t...

Orange Line I believe once the Milpitas Bart Station opens, there will be a large increase of people wanting to get to the station (or heading to MtnView/Sunnyvale/Tasman from the BART Station).

The 5AM-6AM and the 8pm-9pm service should be 15 minutes or at least 20 minute service throughout the time in order to make the service more likely to be a good alternative people traveling along the corridor.

Almaden Do not delete this! Change to every 20-30 minutes, but leave the train!

Spur
168

Hello,

As a 168 Express ride for several years, I was disappointed to hear of the upcoming reduction of VTA routes. I find it fiscally irresponsible for an organization of your size, to be in a position where services are being reduced and eliminated. VTA should be expanding alternative transportation options and NOT reducing them. We need to encourage commuters to get off of increasingly congested freeways and reduce our carbon footprint. VTA should assist large companies subsidize alternative transportation. I have witnessed a decrease in ridership on my route since employees were forced to pay out of pocket (and continue to pay more) for clipper cards. Most are now carpooling or riding solo. As you make decisions on which routes to cut, please review ridership reports to make sound decisions, and space routes out evenly. Also, please do consider options to encourage employers to subsidize clipper cards to increase VTA ridership and promote climate smart communities.

Thank you

Multiple Service reductions to public transit will not help combat the climate crisis or our local pollution level. Plus, it will take a valuable service from the people who need it the most.

66 I will be affected by the changes on Route 66. I live in the local section North of the Milpitas BART station. So, I would like to keep the 15 min frequency in Milpitas.

65 I'm writing on behalf of a friend who's legally blind and uses line 65 on a regular basis. If this line is eliminated she (and many others) who have physical challenges or can't afford a car will be at a great disadvantage getting transportation to where they need to go. She is confident and comfortable using line 65 and would have challenges finding an alternate mode of transportation. For her sake and others that rely on this line, please keep line 65 in operation.

Thank you!

Gayle Boesch, San Jose

Multiple I feel you should leave line 22 & 522 alone maybe (15 min. From 3am to 9:30am & 4:30p to 11:00p than 25minutes the rest of the time)! As for Alum Rock transit I feel taking it to east ridge is wasteful! Also, would you be willing to change the kids charge back to \$1 (when I pay for my daughter, we only go like 5 stoops at most! And still take 2 to 3 buses.)

22 Leave route 22 the way it is. If the system cuts the 1 to 4 AM service, then how are the passengers going to connect Samtrans route 397 at the Palo Alto Transit Center?

60 Comments on VTA draft 2019 Transit Service Plan, in particular, proposed VTA #60 Sunday morning schedule from Santa Clara Transit Center across SJC airport to Metro/Airport LRT Station.

First: although the current VTA #10 requires no fare, I do not mind paying fare for the proposed VTA #60 trip across the SJC airport.

Since about year 2000 I have used bicycle and VTA bus to travel from Palo Alto Transit Center to San Jose Metro/Airport LRT Station early Sunday mornings. Over the years, I have observed that some SJC airport personnel, including occasional pilots and stewards, also took the VTA #22 from Palo Alto, then the VTA #10 to SJC airport.

I host a radio program Sunday mornings at 7:00 AM on a small noncommercial FM station with studio in bicycling distance from the VTA Metro/Airport LRT Station.

For years I took the approximately 5:30 AM VTA #22 departure from Palo Alto to the Santa Clara Transit Center. The VTA #10 was scheduled to depart a few minutes after the VTA...

- 522 For bus 522 get rid off the center lane on Alum Rock and is pretty annoying. I paid taxes for fixing the road not the special lane and buses!! Smh!
- Multiple All the routes is good
- 70 Leave rout 70 alone, people who live and go to school and work on Capitol Express way need that rout to keep going to and from the Light Rail Station. And trying to catch another bus from the Milpitas Bart station to Great mall will too much of a hassle to do and wait, and too far of a walk to and from for those who don't live in the Milpitas area.
- 46 Line 46 should stay. There is an area of Milpitas that is only served by this line and there are people who live there that rely on this line. Eliminating this line in favor of a 'school tripper' nonsense is just alienates riders and its not a solution that moves people forward.
- Multiple I think u need to lower the fare.. \$2.50 it's to muchhhhhh
- Multiple I don't like how the new setup will force a lot of transfers.
- Almaden Don't cut the purple line!!! The track, stations and infrastructure all for naught would be a waste!
- Spur
- 37 The bus 37 they should add service at least one weekend either Saturday or Sunday so the people leave in that area they can go out in the weekend specially the people have no vehicle
- 65 Please do not cancel this line, I live in Branham-Kirk and the elimination of a Branham bus line was already a setback that made me much more reliant on a car. Currently, the 65 is the only way for me to efficiently get from my neighborhood to downtown, where I work. Especially since the Branham Ln. bike lane (the only marked bike path nearby that could safely and efficiently take me 2.5 mi to the nearest Light Rail) is ~~dangerous/unprotected/bitter space~~
- 185 Why VTA was willing to start and continue express busses knowing it was not going to be full? Why is the Bart delay causing drastic reduction in express bus routes? How is \$15M loss of revenue from Bart delay going to be made up on increasing non-express bus routes? Why has VTA not offered any alternatives other than just saying they are going to cancel service (e.g. vanpools)?
- 185 If Express 185 is canceled, he will have to drive one and half hours each way. Propose maintaining at least one bus in the morning and one in the evening.
- 185 I am an original rider of the 185 route to Mountain View from Morgan Hill. I have watched ridership of this bus route increase from 1 to 15 in a matter of months. VTA should do more advertising in the areas the bus goes to and from and canvas the businesses along the route to promote service and generate enough ridership to fill the buses each way.
- 185 I ride 185 bus to Mountain View from Morgan Hill daily. Impact of eliminating bus line will put more cars on the highway. I encourage VTA to continue service as he has witnessed an increase in ridership recently.
- Multiple I am troubled with the plan to reduce VTA's transit operating budget. For a long time now VTA has not been playing in a relevant role in reducing traffic or provide a transportation alternative in a region that is suffering from housing shortage and increasing traffic congestion.

For many years, Silicon Valley business and political leaders have been pushing for sales taxes to increase transportation funding, but at nearly all instances VTA proposed and enacted service reduction within a few years after a tax is approved. Meanwhile, some of the same local politicians come out and declare that their city is not able to accommodate more housing because the city has no transit. It appears that while taxpayers are generous, there is no serious effort in improving mass transit, and subsequently be used as an excuse for inaction.

Basically for the past 20 years VTA is a BART construction agency with running buses and light rail as a side business. I do not share the same faith as many...

- 66 Route 66 should be extended to California Circle & Mission Landing, then it can go back on its current route. There are 1,000 new apartments on California Circle. They require VTA service. There are 2 Indian temples near there. More than 2,000 people visit them on weekends. Many of the visitors to the temples don't drive. VTA will get more ridership if it does this.

- 65 This route helps eliminate traffic in the Willow Glen Area. It helps my fellow seniors, & soon me, get to downtown. Some of us have extreme difficulty walking the distance to the alternative routes suggested. You need to do more outreach to make people aware of this route, not eliminate it. I am just learning about bus options.
- 22 I am very disappointed to that VTA plans to cut overnight service on bus 22. I live close to the bus 22 line, and I would very much like to see it continue. I actually rarely use bus service in the wee hours, but I have done it on occasion and I see how many people are on that bus and depend on it.

Tho I know VTA does intend to provide a traveling hotel, providing a safe, warm, dry place for the people who need it in the middle of the night is actually a VERY valuable service to our community. It may save lives and we are all better off for having it available. Besides that, there are 2nd- and 3rd-shift service workers who depend on this transportation. And we live in an area that very much needs to find ways to make it easier for those people to live and work here. For those workers, it's their livelihood; and their services are very valuable to many people, including the wealthier members of our community.

Thank you for listening. Please consider maintaining 24-hour service o...

- 122 I've been riding this route for almost 20 years and it's one of the most convenient ways to get from South San Jose to Sunnyvale. If this route goes away, it will put more cars on the road and commute traffic has been getting much worse. Looking at the information online, Route 122 had one of the highest rates of boardings per hour. Maybe, instead of discontinuing the line completely, you could transition some of Route 102 buses to Route 122.

Blue Line;
Green Line Your light rail service to the San Jose State University is pathetic. The campus has 35,000 students and your closest station is at First and Second Streets. Does anyone in VTA realize that the University Campus extends to 10th street? Light Rail should go at least to the campus center, arena and housing tower areas.

- 121 Please do not reduce Express service on this line. It's a lifeline for those of us commuting from Morgan Hill and Gilroy to Santa Clara and Sunnyvale. If anything, please consider increasing fares. There are no reasonable alternative for regular transportation from these locations in the morning. The buses I ride are usually quite full of passengers.

- 22 Please retain the late night route. It's very important to riders most in need of public transportation, such as night workers or late shift workers, plus for those without cars or unable to drive who need to visit family at times of illness or other late-night requirements. This is an area which really needs this type of service, especially for lower income people. With worsening income inequality this is not a time to save on this type of cut

Thank you for being open minded,

Mary Jane Parrine

- Multiple I request a bus line to run the length of the San Jose Market Center Mall at 543 Coleman Avenue, SJ, CA 95110, which runs from Autumn parkway to W. Taylor St. on Coleman Avenue. The length of the mall is 11 blocks, the depth of 2 blocks and 3 additional blocks to the existing bus stop, at a very deserted corner, at a total of 16 blocks while carrying packages, sometimes in the rain, like I did. I got soaked and my packages got soaked!

Right now a bus stops 3 blocks away in a deserted area, where there is no shelter or even a bench.

The San Jose Market Center mall covers 362,000 square feet and has over 32 stores. Who wouldn't want to go there, especially, since downtown San Jose is desolate, lacking any reasonable shopping possibilities, whatsoever.

The mall is right next to the Avaya stadium, home of Major League Soccer's San Jose Earthquakes, located at the Airport West site, west of the San Jose International Airport, at 1145 Coleman Ave, San Jose, CA 95110. and has the ca...

- 81 The Santa Clara Library, Central Park branch, 2635 Homestead Road, has the largest genealogy collection on this side of the Mississippi River and is located along the 81 bus line.

The Martin Luther King library does not subscribe to any genealogy material, not one magazine because they direct [eo]le to the Santa Clara Library.
Santa Clara County Historical and Genealogical Society, <https://scchgs.org/> also has meetings there.

The last 81 bus leaves Homestead at 8:21 pm. Some genealogy classes go from 7-9pm in the evenings. The last 81 bus leaves in the middle of both of these meetings on different nights.

Could you please have an 81 bus added, at least at about 9:30 pm.
These are described bus routes on the library page:

To Central Park Library (Santa Clara City Library) Bus route 57, Route 58, and Route 81 stop on Kiely Blvd. between Homestead Rd and Benton St. from the corner of Kiely Blvd. and Homestead Rd., walk east, 0237 miles on Homestead Rd to the library driveway...

- 13 Route 13 is my only option. I live deep in Almaden Valley. the previous plan to extend 63 was much nbetter. asking to extend 63 or 64 into the valley.

Is there an Almaden valley rideshare program? Says Measure B funds will take care of that. Can be in lieu of the bus. When will that happen?

- 102 Don't cut 102. It's crowded. If you cut 2 or 7 every bus will be packed and will turn people away. Really ugly. Wish there were more. We need more rapid transit.
- Multiple I see that this is focused mainly on routes but I think it is important to bring to your attention the need for you to improve your customer service and "client" interaction -- when I say client interaction -- that means you might start thinking of your client's as "part of the team" who wants to keep you going. Ask your customer's for input not just during a crisis but do monthly check-ins. Have a way that customer's can readily communicate both kudos and non-kudos to drivers. I would recommend highlight the positive but also seeing if a negative trend can be addressed or decreased of bus driver and LightRail operator behavior

I think you need to provide education to your bus drivers about limitations that mentally ill people and homeless people have -- more than a couple of times I've heard remarks from bus drivers like why can't they properly clean themselves. They need to understand that this is a sign of not someone who is lazy and who doesn't care but who has been lower ...

- 22 Route 22 is vital to our community. When I was in college, I worked at nights and bus 22 helped me to get home. Bus 22 also serves as a place for the homeless to stay warm. Please keep it running.
- 68 Can VTA add a stop on Bailey road by the IBM main gate? Currently it had a stop at the intersection of Santa Teresa blvd and Bailey road where is in the middle of nowhere and 2 miles from lbn main gate. If you can add an extra stop that will enable more IBM employees to take the public transportation VTA. THANK YOU IF YOU CSN CONSIDER THIS REQUEST.

Multiple I am a long time VTA rider and have been doing that to save money. I am very disgruntled with the new plan, particularly the proposed light rail changes and the elimination of Line 46. First, I think adding that Orange line just makes things unnecessarily complicated and would probably create more inconvenience to riders like myself. If I am on the orange line and I want to catch a train to Downtown San Jose, I'd find it more convenient to just transit at one station and wait for either of the 2 trains (like the way it currently is right now at Tasman Station), instead of having to go to two separate stations to make individual connections to two different lines. Also, I have been to the Champion station and that place is highly unsuitable as a transit station because it is very inconvenient to transit there, due to the fact that the tracks are in the middle of the two platforms. I also think adding that orange line is very unnecessary, since the current light rail setup is working just...

- 81 With Google coming to downtown, the discontinuation of 81 from Newhall St will mean that many of us who work at SJSU will have to drive. I ask that you consider having a route from Santa Clara/Bascom Gardens area to SJSU to replace the 81. or simply keep the 81.
- Please continue to expand bus service. We need more bus service in order to be able to commute to work or other places. Frequency is important too. Standing on a corner for an hour is too long. Thank you for thinking about ways to expand our bus service. No cuts please!
- 55 Hi, please do not decrease frequency on the 55. Evertime I am on it, there are many other riders. As it is, the low frequency combined with bus drivers leaving early, and the early last route time locks many ppl out of opportunities or leaves them stranded at Stelling and Steven's Creek.

The lowered frequency will not help increase ridership. Enforced fares, on the other hand, will.

- 22 This route is the only 24/7 bus service in Santa Clara County and needs to continue as 24/7. Don't strand people for hours in the cold!

Multiple Don't cancel the bus service to the shelters in Sunnyvale and Gilroy!

- 22 The proposed changes to this are ridiculous. At a time when San Jose is struggling to build a vital, active downtown AND increase use of public transportation, you want to shut down bus service before clubs and bars close. Theaters and performances often go until midnight. People often want to go get a drink or coffee after. They, and all of the people who work these venues, would have to drive. This goes against all of San Jose's current urban planning, as well as environmental goals of the city, county and state. You should be increasing service. If you do not want homeless people using transit to survive, then pressure the cities and county to provide services so VTA is not the only option.

- 22 In order to serve the community you need to continue to operate the 22, on a 24 hour a day schedule.

- 13; 83 I would like to formally endorse the "Winning VTA Solution for Almaden" proposal for Almaden Valley transit service as presented on the Almaden Valley Community Association website at bit.ly/2HO7NjQ.

This presentation has an innovative solution on how to proceed with Route 83, which you approved as part of the 2017 "Next Network" but have not yet implemented. Route 83 is an improvement over Route 13. It would go by Almaden's middle and high schools, the library, Almaden Fashion Plaza, Oakridge Mall, the light rail and to the far south end of Almaden.

By moving around what you have already committed to Almaden (basically just one bus for the Route 80 Almaden Shuttle), we could have way better service.

1. Extend Route 64 to cover the Almaden Shuttle bus route (instead of Route 80). There is enough time in the Route 64 schedule without needing another bus. As others have commented, Route 80 bus by itself probably won't do very well ridership-wise and has a lot of slack time. ...

26 My commute is Route 26 Westgate to Apple Park, which is currently every 15 min until 9am, then every 30 min after that -- buses are frequently late. It looks like my route will become Route 56, which will be every 30-40 minutes. The El Paseo Area near Westgate is planned for a high density urban village, so the population will only increase and the service to a 12,000+ employee site for Apple would be more difficult to reach.

In general, if we're going to decrease GHG emissions to address the climate crisis, we need to take single-occupant cars off the roads. VTA service is already slow and expensive for commuting and service reductions will not help to give residents incentives to leave their cars at home.

10; 201; 60 Route 201 (DASH):

The Next Network plans say DASH will be replaced and "upgraded" to the Rapid 500. I'm not sure I agree that it's a replacement or an upgrade to DASH.

The Rapid 500 is essentially the replacement for 180/181 -- a Downtown to BART connection. But as a replacement for DASH, the Rapid 500 does not serve San Fernando St, 4th St, or San Carlos St. So it does not serve SJSU, including MLK Library, nor does it serve the 1st / 2nd Street commercial districts, or San Carlos Ave (multiple hotels. the Convention Center).

Furthermore, one of the nice aspects of the DASH shuttle was that it utilizes San Fernando St, which, in my experience, is much less congested than Santa Clara St. I don't expect the Rapid 500 will be moving rapidly at AM or PM rush hour. or whenever there is an SAP Arena event.

While 63 and 64 cover some of the DASH route, DASH is an all-encompassing downtown circulator serving SJSU, including MLK Library; downtown businesses, downtown hotels, the C...

22 Please keep the overnight service for route 22. This is an invaluable route for our community.

Multiple I live near McLaughlin & Capitol Expressway. Currently I use VTA lines 70 & 72 which provide frequent service. My current most frequent destination is Diridon Station (Caltrain).

When Berryessa BART opens I will use that extensively. I have studied the recent draft Next Network plan and find that the changes will result in poor connections for me to get to BART.

Line 70 will now terminate at Eastridge and 71 will be extended to Capitol LRT. But 71 is a less frequent route, so going through Eastridge is not a good option.

If I were to take 72 downtown and transfer to a line going to BART I would be going about 20 blocks west from McLaughlin (24th street) and then more than 20 blocks back east to BART. This is a time consuming path.

Any trip that requires more than one transfer is an obvious non-starter.

I attended the first community outreach meeting on 1/30 and discussed the problem with a VTA representative. He couldn't find a good solution either.

Given that BART an...

23; 523; I'm writing to express my concerns about the New Transit Service Plan.

65; 81

Hopefully this arrives prior to midnight to meet your February 28 deadline.

1) Although the service cuts are disheartening, there is an opportunity to correct a deficiency: PLEASE connect the 23/523 lines to Diridon station. It is important that West San Jose have a direct connection to Diridon SJ Caltrain, as some commuters find bullet service from San Jose more convenient than local service from less scheduled stations like Lawrence Station, Santa Clara, etc. After stopping closer to Diridon Station, the 23/523 could proceed down West San Fernando Street adjacent to San Jose State. This would be consistent with the 81 which is being eliminated.

2) On the topic of Route 81, I am disappointed to see no direct connection from Downtown San Jose to Kaiser Permanente Homestead Medical Center, basically the hub for most Kaiser medical services in the county. While KP has satellite offices, the main hospital cam...

22 I am writing to ask VTA to please retain late-night bus service on line 22, and avoid a major hardship to homeless people (especially in inclement weather) and to working people who work late or early shifts.

121 Dear VTA Board of Directors and Advisory and Standing Committees:

Do not decrease Express Bus 121 Service from 9 to 6 trips.

This service should be maintained at its current level because:

* Nine buses provides flexibility for morning and afternoon travel to and from Silicon Valley and riders need flexibility to make the commute and attend to work and family needs.

* It is the only realistic public transportation option for riders to access the heart of Silicon Valley (Santa Clara and Sunnyvale) from Gilroy and Morgan Hill. The roads are packed and commuters need this Express Service 121.

* Express Bus 121 services large growing companies such as Juniper Networks, Net App, Marvell, Yahoo, Amazon, Lockheed Martin, Google, Ruckus, Citrix, and many more in Santa Clara Great America Parkway area and Sunnyvale.

* It makes no sense to decrease Express 121 Bus Service when houses are being built all around the Morgan Hill Station and Express Bus 121 is the lifeline t...

Multiple Most of these changes are unwelcome, and furthermore, they are inequitable. The worst decisions are those where the people being affected are least able to compensate for the changes. For example, the loss of overnight service on the 22 is a travesty. It can't be seen as anything but mean-spirited to target a route with a lot of utilization, and which provides a vital 24 hour connection to the peninsula and SF that is irreplaceable. That extra money is needed for guards and dispatch is unfortunate, but nothing compared to the cost of shelter beds, to hospital beds, to unemployment, to police needed to watch out for people who would no longer be able to get off the street, out of the cold, to their jobs or away from abusers because their overnightlifeline service is gone. Save the 22!

Another example of service that hurts people without choices are any routes, like the 52, that service colleges and schools. Service utilization of the 52 would be higher if it didn't already end before...

22 Dear VTA and all others reading this,

I Walk I Bike I Vote is a volunteer advocacy group campaigning for Safe Streets and Social Justice in the San Francisco Bay Area. Thank you for the opportunity to comment on the Valley Transportation Authority (VTA)'s 2019 New Transit Plan. We agree that given the fiscal reality of having \$15 million less than what the agency had hoped to spend this year on bus and light rail service, VTA should focus on serving high-ridership routes.

We strongly urge VTA staff to recommend that Bus 22 continue operating overnight from 1 to 4 am. In fact, overnight Bus 22 frequency should be increased from 60 to 30 minutes given the high ridership the service enjoys. Even from 1 to 4 am, Bus 22 serves about 20 passenger trips per hour, outperforming VTA's system-wide all-days-all-times average of 19 trips per hour, according to Senior Transportation Planner Adam Burger. From 1 to 4 am, Bus 22 sees between 200 and 220 boardings, and most passengers are comm

- 22 Please don't cut Route 22 Late Night Service. Many people need this for late jobs and as a place to shelter from the cold and rain. Cutting this service would be cruel and heartless.
- General Project Comment The Draft 2019 New Transit Service Plan should focus on the Morgan Hill area- Morgan Hill City is a sprawl and is an increasing population of part-time and full-time service workers (fast food employees, housekeepers, caretakers, grounds workers, etc.) and early-to-late retirees.

VTA (1) Should establish bus service to East and West MH businesses: service should be available 6am-9pm M-F; such service should deliver riders directly to shopping complex (ie, Target store/Cochrane is a long walk from bus stop to store; 2) VTA bus service should have parking lot for riders' cars, storage for bikes (a la Alum Rock, S.J.); 3) VTA site should have wait area with bus map, clock, seating; 4) VY+TA riders may board local and express buses at such a site. (Stores in the shopping mall may enjoin VTA and increase customers by offering a free shuttle ride to other stores in the mall, ie a shuttle from Target to Staples in the same mall)
 VTA should have two employees on a bus a driver whose job...

- 65 Uses this route regularly.
- 121; 122; 22 Please see attached letter from Councilperson Jimenez and Supervisor Wasserman re: transit service changes

From: Hernandez, Kimberly <Kimberly.Hernandez@sanjoseca.gov>
 Sent: Thursday, March 21, 2019 3:28 PM
 To: VTA Board of Directors <VTABoardofDirectors@vta.org>
 Cc: VTA Board Secretary <Board.Secretary@vta.org>; Jimenez, Sergio <sergio.jimenez@sanjoseca.gov>; mike.wasserman@bos.sccgov.org
 Subject: Correspondence from Councilmember Jimenez & Supervisor Wasserman

Hello,
 Please find attached letter from San José Councilmember Sergio Jimenez and Santa Clara County Supervisor Mike Wasserman regarding VTA routes. Thank you.

 Kimberly Hernandez, Executive Assistant
 Office of Sergio Jimenez | City of San José, District 2
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