2019 New Transit Service Plan

Draft Proposal

VTA Board of Directors
January 2019
Background: Next Network Plan and Today’s Plan

Early 2016  Transit Choices report and the ridership-coverage tradeoff
Summer 2016  Community outreach on ridership-coverage alternatives
November 2016  Board direction to develop 85/15 network
January 2017  Draft plan released (85/15)
Early 2017  Community outreach on draft plan
April 2017  Final plan released
May 2017  Board adoption of Final Next Network plan (83/17)
November 2018  Ad Hoc Financial Stability recommended lower service level
December 2018  Board adopted committee’s service level recommendation
January 2019  Staff presents Draft 2019 New Transit Service Plan to Board
2019 New Transit Service Plan is a revision of Next Network Plan

- Intensive community outreach (10,000+ points of input)
- Frequent Network of bus and rail routes
- Less service in low ridership areas and more service in high ridership areas
- Many frequent bus + rail connections to BART
- More homes and jobs near frequent routes
- Improved weekend service

All of these Next Network fundamentals still apply to this revised plan
2019 New Plan incorporates Ad Hoc Recommendations

1. Reduce service level by $15M annually

2. Shift to 90-10 ridership-coverage network

3. Protect service in South County
## Annual Service Levels

<table>
<thead>
<tr>
<th>Current Service</th>
<th>Next Network</th>
<th>2019 New Plan</th>
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</thead>
<tbody>
<tr>
<td><strong>1.52 M</strong></td>
<td><strong>1.60 M</strong></td>
<td><strong>1.49 M</strong></td>
</tr>
<tr>
<td>bus hours</td>
<td>bus hours</td>
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<tr>
<td><strong>156,000</strong></td>
<td><strong>192,000</strong></td>
<td><strong>172,000</strong></td>
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<tr>
<td>rail hours</td>
<td>rail hours</td>
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<tr>
<td><strong>70/30</strong></td>
<td><strong>83/17</strong></td>
<td><strong>90/10</strong></td>
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<tr>
<td>ridership/coverage</td>
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The Draft 2019 New Transit Service Plan

✓ Reductions spread between bus + rail

✓ Reductions focused on coverage (low ridership) service carrying fewest riders per hour

✓ Frequent Network core routes remain intact

✓ Frequent Network service improvements
Orange Line retained from Next Network
Green Line retained from Next Network
Blue Line shortened to Baypointe
Almaden Line replaced with bus
Reductions to Coverage-Oriented Service

Discontinue all service on **2 Local routes** (65,83)

Consolidate/reduce trips on **4 Express Bus routes** (102,103,121,168)

Discontinue all service on **4 Express Bus routes** (101,122,182,185)

End evening service earlier on **11 routes**

Eliminate out-of-direction deviation on **2 routes** (53,56)

Discontinue **overnight trips** from 1:00am – 4:00am (22)

Reduce evening and weekend frequency on **5 routes**

Start morning service later on **8 routes**

Discontinue **3 school-oriented extra service trips**

Reduction in Annual Hours

- 10,400
- 9,900
- 9,435
- 4,742
- 3,808
- 3,789
- 3,716
- 2,387
- 812
Improvements to Ridership-Oriented Service

Expansion of **Route 26** frequent segment from Curtner to Westgate

Improved frequency on **Rapid 500 Berryessa BART connection**

Expansion of **Route 68** frequent segment from San Jose to Gilroy

Improved morning and evening frequency on **Rapid 522**

Improved evening frequency on **Route 23**

Increase in Annual Hours:
- **13,552**
- **7,887**
- **5,614**
- **4,169**
- **2,312**
Projected Cost and Ridership

4% lower cost than Next Network Plan

1% less boardings than Next Network Plan

7-9% more boardings than Current Plan
More residents and jobs near frequent transit

COUNTY RESIDENTS NEAR FREQUENT TRANSIT

- Current: 42%
- Next Network: 51%
- Proposal: 56%

COUNTY JOBS NEAR FREQUENT TRANSIT

- Current: 41%
- Next Network: 57%
- Proposal: 59%

FYI you could report as absolute values instead of %. The NTSP serves an additional 243k residents and 170k jobs over the current.
Other Impacts to be Analyzed

- Impact to VTA Access ADA paratransit customers
- Impact to Title VI low-income and minority customers

*Title VI and paratransit analyses to be conducted by March*
Next Steps

Today  Staff presents draft plan to Board
January  Community outreach
February  Community outreach
March  Revise plan, complete Title VI + paratransit analyses
April  Final plan to Advisory and Standing Committees
May  Final plan to Board
June
July  Implementation activities (scheduling, manufacturing signage,
August  preparing and printing passenger materials, operator training, etc.)
September
October  New service ready for day one of BART service
Community Engagement

- 6 Community meetings
- Targeted meetings with impacted stakeholders
- Dedicated website for detailed information
- Online video presentation
- Printed materials on buses + trains
- Email blasts, blog posts, VTA website features

ACTION TODAY: staff requests Board approval to proceed and conduct outreach on the proposal
Original Next Network
Light Rail Plan
Route-by-Route Productivity (Weekday Boardings per Hour)

Express routes

local routes

minimum productivity standard

Express routes

local routes
Productivity for All Nine Express Bus Routes

18
riders onboard each bus trip

46%
full (seats occupied)

7.2
boardings per hour

5%
farebox recovery

11%
cost per boarding

$27.95

$7.63

VTA local bus
“Perfect Ridership” Scenario (every seat occupied)

39 riders onboard each bus trip
100% full (seats occupied)
15.5 boardings per hour

12% farebox recovery
$12.07 cost per boarding