CONGESTION MANAGEMENT PROGRAM & PLANNING COMMITTEE

Thursday, February 21, 2019
10:00 AM

VTA Conference Room B-106
3331 North First Street
San Jose, CA

AGENDA

CALL TO ORDER

1. ROLL CALL

2. PUBLIC PRESENTATIONS:

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are limited to 2 minutes. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

3. ORDERS OF THE DAY

4. ACTION ITEM - Conduct voting to determine the Committee’s vice chairperson for calendar year 2019.

CONSENT AGENDA

5. ACTION ITEM - Approve the Regular Meeting Minutes of December 20, 2018


REGULAR AGENDA

7. ACTION ITEM - Recommend that the VTA Board of Directors approve a Transit Speed Policy for VTA.
8. **ACTION ITEM -** Recommend that the VTA Board of Directors approve draft framework of the proposed 2016 Measure B Innovative Transit Service Models Competitive Grant Program.

9. **DISCUSSION ITEM -** Discuss draft countywide pedestrian and bicycle education and encouragement program activities.


**OTHER ITEMS**

11. Items of Concern and Referral to Administration.

12. Review Committee Work Plan. (Augenstein)

13. Committee Staff Report. (Augenstein)
   - 2016 Measure B Update (Verbal Report)


15. Determine Consent Agenda for the March 7, 2019, Board of Directors Meeting.

16. **ANNOUNCEMENTS**

17. **ADJOURN**

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary’s Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary’s Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at (408) 321-5680 or board.secretary@vta.org or (408) 321-2330 (TTY only). VTA’s home page is www.vta.org or visit us on www.facebook.com/scvta. (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

Disclosure of Campaign Contributions to Board Members (Government Code Section 84308) In accordance with Government Code Section 84308, no VTA Board Member shall accept, solicit, or direct a contribution of more than $250 from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency. Any Board Member who has received a contribution within the preceding 12 months in an amount of more than $250 from a party or from any agent or participant shall disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision. A party to a proceeding before VTA shall disclose on the record of the proceeding any contribution in an amount of more than $250 made within the preceding 12 months by the party, or his or her...
agent, to any Board Member. No party, or his or her agent, shall make a contribution of more than $250 to any Board Member during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

All reports for items on the open meeting agenda are available for review in the Board Secretary’s Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on VTA’s website at http://www.vta.org/ and also at the meeting.

**NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY ANY ACTION RECOMMENDED ON THIS AGENDA.**
Congestion Management Program & Planning Committee

Thursday, December 20, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Congestion Management Program & Planning Committee (CMPP) was called to order at 10:00 a.m. by Chairperson Khamis in Conference Room B-106, 3331 North First Street, San José, California.

1. ROLL CALL

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<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Status</th>
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<tr>
<td>Dev Davis</td>
<td>Alternate Member</td>
<td>N/A</td>
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<tr>
<td>Johnny Khamis</td>
<td>Chairperson</td>
<td>Present</td>
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<tr>
<td>John McAlister</td>
<td>Member</td>
<td>Present</td>
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<tr>
<td>Howard Miller</td>
<td>Alternate Member</td>
<td>Present</td>
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<tr>
<td>Raul Peralez</td>
<td>Vice Chairperson</td>
<td>Present</td>
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<tr>
<td>Rob Rennie</td>
<td>Member</td>
<td>Absent</td>
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* Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS

Roland Lebrun, Interested Citizen, noted his observation of a technical issue with Clipper card readers on some buses and expressed concern on how it may affect bus on-time performance or revenue collection.

Bruce McHenry, Interested Citizen, offered a suggestion about coordination of an alternative transit option through a comprehensive mobile app.

Vice Chairperson Peralez arrived at the meeting and took his seat at 10:05 a.m.

3. ORDERS OF THE DAY

There were no Orders of the Day.
CONSENT AGENDA

4. **Regular Meeting Minutes of November 15, 2018**

M/S/C (Peralez/McAlister) to approve the Regular Meeting Minutes of November 15, 2018.

5. **Sunol Smart Carpool Lane Second Amended and Restated JPA**

M/S/C (Peralez/McAlister) to recommend that the VTA Board of Directors authorize the General Manager to enter into a Second Amended and Restated Joint Powers Agreement with Alameda County Transportation Commission in connection with the operations of the I-680 Express Lane.

6. **Vehicle Registration Fee (VRF) Annual Report**

M/S/C (Peralez/McAlister) to review the status of ongoing Santa Clara County Vehicle Registration Fee (VRF) activity.

7. **2018 TFCA Project Status Report**

M/S/C (Peralez/McAlister) to review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) projects.

RESULT: APPROVED [UNANIMOUS] – Consent Agenda Items #4 - #7

MOVER: Raul Peralez, Vice Chairperson
SECONDER: John McAlister, Member
AYES: Khamis, McAlister, Miller (Alt.), Peralez
NOES: None
ABSENT: None

REGULAR AGENDA

8. **Local Program Reserve (LPR) Funding Advance to develop a Vehicle Miles Traveled (VMT) Estimation Tool and Additional funds for the SR 152/SR 156 Interchange Close Out**

Marcella Rensi, Deputy Director of Programming & Congestion Management, provided an overview of the staff report.

M/S/C (Miller/Peralez) to recommend that VTA Board of Directors program $150,000 of Local Program Reserve (LPR) funds to provide the local share of the development of a Vehicle Miles Traveled (VMT) Estimation Tool, to be repaid with a one-time surcharge on Congestion Management Program (CMP) Member Agency fees in Fiscal Year 2020. Also, allocate $12,684.19 of LPR funds to close out the SR152/SR156 Interchange project.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
9. **VTA Highway Program Cooperative Agreement**

Gene Gonzalo, Engineering Group Manager – Capital Program, provided an overview of the staff report.

**M/S/C (Peralez/McAlister)** to recommend that VTA Board of Directors authorize the General Manager to execute Cooperative Agreements with:

1. California Department of Transportation (Caltrans);
2. Cities and Towns of Santa Clara County and the County of Santa Clara; and
3. State and regional agencies such as the California Highway Patrol (CHP) and Metropolitan Transportation Commission (MTC)

for planning, environmental, design, right of way, and construction phases of roadway projects.

RESULT: **APPROVED [UNANIMOUS] – Agenda Item #9**

MOVER: Raul Peralez, Vice Chairperson
SECONDER: John McAlister, Member
AYES: Khamis, McAlister, Miller (Alt.), Peralez
NOES: None
ABSENT: None

10. **Transit Ridership Trends Review -- Fall 2018**

Jay Tyree, Senior Transportation Planner, provided a presentation on transit ridership, highlighting: 1) overview of VTA ridership trends; 2) service level impacts to ridership; 3) peer ridership trends; 4) overview of improvements to four routes since implementation in January 2018; 5) factors contributing to ridership decline; and 6) overview of VTA efforts to increase ridership.

**Public Comment**

Mr. Lebrun offered the following suggestions: 1) analyze express bus performance; 2) evaluate boardings on the Alum Rock-Santa Teresa line; and 3) conduct an audit of various passenger counting systems to assess possible discrepancies.

Mr. McHenry provided a suggestion regarding a ridesharing app and integration with public transit.
Members of the Committee provided the following comments: 1) suggested to include additional factors contributing to ridership decline in the staff report; 2) suggested clarification on transit network redesign effort in Houston, TX; 3) requested comparative ridership data on the Alum Rock-Santa Teresa line; 4) explore more innovative ways of delivering transit information such as a comprehensive transportation app; 5) leverage authority on infrastructure and assets, such as signal prioritization and maximizing freeway capacity; 6) expressed support for transit signal priority; and 7) suggested West Valley College as a pilot location for commuter shuttle parking.

Members of the Committee and staff discussed efforts and factors that influence transit efficiency. Staff noted land use decisions and policies that prioritize transit should yield marked improvements in transit appeal and performance.

Nuria I. Fernandez, General Manager and CEO, introduced Gary Miskell, Chief Information Officer, who provided a brief overview of efforts related to the improvement of current transit apps and the development of a comprehensive transportation app.

On order of Chairperson Khamis, and there being no objection, the Committee received information on Transit Ridership Trends - Fall 2018.

11. **Transit Sustainability Project Update**

Lorena Bernal-Vidal, Transportation Planner, provided an overview of the staff report.

Chairperson Khamis expressed concern that changing project metrics does not necessarily address factors behind decline in performance outcomes.

On order of Chairperson Khamis, and there being no objection, the Committee received a report on VTA's Transit Sustainability Project progress.

12. **Lifeline Transportation Program and Mobility Assistance Program**

Suet Nguyen, Senior Management Analyst, provided an overview of the (MAP) programs, noting: 1) program goals; 2) how unmet transportation needs are addressed; 3) communities served and demographics; 4) service projections; 5) overview of program components and implementation plan; and 6) overview of program budget.

**Public Comment**

Mr. Lebrun suggested the administration and analysis of the customer satisfaction survey should be done by an independent third party.

On order of Chairperson Khamis, and there being no objection, the Committee received information on Lifeline Transportation Program and the Mobility Assistance Program.

**OTHER ITEMS**

13. **Items of Concern and Referral to Administration**

There were no Items of Concern and Referral to Administration.
14. **Committee Work Plan**

*On order of Chairperson Khamis* and there being no objection, the Committee reviewed the Work Plan.

15. **Committee Staff Report**

Chris Augenstein, Director of Planning & Programming and Committee Staff Liaison, provided a brief report of activities in the following areas: 1) programming and grants; 2) bicycle and pedestrian program; and 3) highway/express lanes projects.

16. **Chairperson's Report**

There was no Chairperson’s Report.

17. **Determine Consent Agenda for the January 10, 2019, Board of Directors Meeting**

**CONSENT:**

**Agenda Item #5.** Recommend that the VTA Board of Directors authorize the General Manager to enter into a Second Amended and Restated Joint Powers Agreement with Alameda County Transportation Commission in connection with the operations of the I-680 Express Lane.

**Agenda Item #6.** Review the status of ongoing Santa Clara County Vehicle Registration Fee (VRF) activity.

**Agenda Item #7.** Review the status of ongoing Santa Clara County Transportation Fund for Clean Air (TFCA) projects.

**Agenda Item #8.** Recommend that VTA Board of Directors program $150,000 of Local Program Reserve (LPR) funds to provide the local share of the development of a Vehicle Miles Traveled (VMT) Estimation Tool, to be repaid with a one-time surcharge on Congestion Management Program (CMP) Member Agency fees in Fiscal Year 2020. Also, allocate $12,684.19 of LPR funds to close out the SR152/SR156 Interchange project.

**Agenda Item #9.** Recommend that VTA Board of Directors authorize the General Manager to execute Cooperative Agreements with:

1. California Department of Transportation (Caltrans);
2. Cities and Towns of Santa Clara County and the County of Santa Clara; and
3. State and regional agencies such as the California Highway Patrol (CHP) and Metropolitan Transportation Commission (MTC)

for planning, environmental, design, right of way, and construction phases of roadway projects.

**REGULAR:**

**Agenda Item #10.** Receive information on Transit Ridership Trends - Fall 2018.

**Agenda Item #11.** Receive report on VTA's Transit Sustainability Project progress.
18. **ANNOUNCEMENTS**

Ms. Fernandez wished the Committee a wonderful and safe Holiday Season.

Chairperson Khamis expressed appreciation to the Committee for allowing him to serve as its chair for 2018.

19. **ADJOURN**

On order of Chairperson Khamis, and there being no objection, the meeting was adjourned at 11:37 a.m.

Respectfully submitted,

Michelle Oblena, Board Assistant
VTA Office of the Board Secretary
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Board Secretary, Elaine Baltao

SUBJECT: 2019 Congestion Management Program and Planning (CMPP) Committee Meeting Schedule

Policy-Related Action: No
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve the 2019 Congestion Management Program and Planning (CMPP) Committee Meeting Schedule.

BACKGROUND:

The VTA Board of Directors CMPP Committee generally meets the third Thursday of every month. The following meeting dates are proposed for 2019. The CMPP Committee generally meets at VTA River Oaks Campus, 3331 North First Street, Conference Room B-106, at 10:00 a.m., or as otherwise posted.

Thursday, February 21, 2019 10:00 a.m.
Thursday, March 21, 2019 10:00 a.m.
Thursday, April 18, 2019 10:00 a.m.
Thursday, May 16, 2019 10:00 a.m.

June 2019 (No Meeting Scheduled)
July 2019 (No Meeting Scheduled)

Thursday, August 15, 2019 10:00 a.m.
Thursday, September 19, 2019 10:00 a.m.
Thursday, October 17, 2019 10:00 a.m.
Thursday, November 21, 2019 10:00 a.m.
Thursday, December 19, 2019 10:00 a.m.
**FISCAL IMPACT:**

There is no Fiscal Impact.

Prepared by: Michelle Oblena, Board Assistant
Memo No. 6833
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority  
Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Transit Speed Policy

Policy-Related Action: Yes  
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:
Recommend that the VTA Board of Directors approve a Transit Speed Policy for VTA.

BACKGROUND:
The average transit speed of VTA’s transit vehicles has declined 20% over the past 30 years. When transit speeds decline, on-time reliability suffers, and transit becomes less appealing to riders. Furthermore, slowing routes become increasingly more expensive to operate since VTA must add more buses and trains to maintain the same frequency of service. This is especially concerning on VTA’s highest ridership routes in the frequent network, which are among the slowest in the system. For example, between July 2014 and January 2019, VTA added 33,000 service hours to the frequent network to compensate for slow transit speeds. This comes at a cost of about $4M per year. However, if the average speed of the frequent network improves by just 1 mile-per-hour, it would reduce annual operating costs by over $15M per year. To address these issues and improve overall system performance, VTA has developed a Transit Speed Policy, provided as Attachment A.

Making Transit Faster

The primary sources of transit delay are increasing congestion, dwell time at stops/stations for passengers to board and alight, and time spent approaching and waiting at traffic signals. For example, VTA’s frequent network buses spend 32% of their time in traffic signal related delay and 25% of their time dwelling at bus stops. The other 43% is spent moving along their routes.

A variety of treatments are necessary to mitigate sources of delay. Some of the treatments are
within VTA’s control and ability to improve, while others require close coordination and partnership with local jurisdictions. For example, VTA can improve the boarding process and eliminate bus stops to reduce dwell time but providing the traffic signal priority and right-of-way improvements necessary to move transit faster through intersections and along corridors is generally outside VTA’s purview. Similarly, land use policies that determine the intensity of people and activities close to transit are decisions made by local jurisdictions. Accordingly, fast and reliable transit is dependent on support from, and coordination with, local jurisdictions.

To increase speed and improve reliability system-wide, in 2018 VTA initiated the Fast Transit Program. A key component of this program is the creation of a transit speed policy that formalizes VTA’s position to prioritize speed and reliability in planning and investment decisions. This policy will support the work of the Fast Transit Program and provide structure and direction to agency-wide efforts that impact transit speed and reliability.

**DISCUSSION:**

The proposed Transit Speed Policy is VTA’s commitment to improve systemwide transit speeds and reliability, principally, but not exclusively, within the frequent network. It sets forth guiding principles and strategies for implementing improvements aimed at making transit fast, and it provides a framework for advancing these strategies with local jurisdictions. Additionally, the policy provides guidance for local jurisdictions to develop or enhance their own local mobility policies and procedures to support the fast and safe operation of transit in throughout the county. Successful implementation of the policy will result in a significantly more efficient and effective transit system that is attractive to riders and supports the broader mobility goals of the jurisdictions where VTA operates.

The policy fulfills two of VTA’s Business Lines as described in the 2016 adopted Strategic Plan: a network of Fast, Frequent, and Reliable transit service and Delivering Projects and Programs through land use and transportation integration. The principles and strategies outlined in the policy are designed to advance these VTA directives. Additionally, the policy will work hand in hand with other VTA policies including but not limited to the Complete Streets Policy, the Land Use and Development Review Policy, the Commuter Shuttle Policy, the Station Access Policy, and the Transit Service Guidelines. Ultimately, the success of the policy depends on the ongoing cooperation, support, and partnership between VTA and local jurisdictions or other partners.

The policy is divided into the following sections:

**Guiding Principles**

A set of principles to guide VTA’s efforts to make transit fast and reliable. The principles describe how VTA will work to increase ridership, reduce operating costs, and build effective partnerships.

**Strategies**

A set of strategies that provide a starting point for VTA to develop and implement specific speed and reliability solutions to fulfill the vision contained in the guiding principles. This includes removing sources of delay within VTA’s control; working with local jurisdictions to reduce
delay on streets and at intersections; funding and implementing improvements; and measuring, monitoring, and reporting on the effectiveness of speed and reliability improvements and the performance of the Policy.

Next Steps

VTA’s proposed Transit Speed Policy is presented to the Advisory and Standing Committees for discussion. Based on input received, staff could revise the draft policy and provide it to the Board of Directors for policy adoption in March 2019.

ALTERNATIVES:

The VTA Board of Directors could decide not to adopt the policy, or request staff to modify certain aspects of the policy.

FISCAL IMPACT:

No direct fiscal impacts are identified. However, the adoption of this policy could result in a reduction in operating costs because faster transit speeds will reduce the amount of service hours necessary to maintain frequency.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee received this information at their February 13, 2019 meeting. Members of the committee had the following comments: 1) How much of the long-term speed decline do we want to recover?; 2) Expressed concern over ensuring that a county-wide TSP plan is compatible with the equipment recently purchased by cities; 3) Commended staff for thoroughness of research that went into developing the policy; 4) Two cities expressed the necessity of their cities to balance pedestrian calls and pedestrian and bike access with TSP; 5) What are our plans for county-wide TSP?; 6) Have you considered how to manage scooter activity around transit?

Staff responded as follows: 1) We are still determining what is realistically achievable; 2) comment noted; 3) Thanked; 4) comments noted; 5) We don't have a county-wide plan at this time, but are piloting cloud-based TSP to test how it could work as a county-wide solution; 6) Yes, we provided comments for the city of San Jose scooter policy and will be meeting with scooter providers to discuss scooter parking near light rail and bus facilities.

After discussion, the Technical Advisory Committee unanimously approved the Transit Speed Policy.

The Citizens Advisory Committee received this information at their February 13, 2019 meeting. Members of the committee had the following comments: 1) Coordination and partnership with cities is very important and sounds difficult; 2) Who is going to fund the necessary improvements; 3) Ensure that TSP cycles give seniors enough time to safely use crosswalks; 4) What is the frequent network?; 5) How do you know who is in charge of changing signal timing and how can VTA ensure the changes are possible?; 6) A suggestion to include operations data in our analysis.
Staff responded as follows: 1) comment noted; 2) Funding will be identified when we have projects; 3) comment noted; 4) VTA’s core routes that provide 15-minute frequencies or better during weekdays; 5) VTA will work in partnership with cities to develop signal timing agreements and other policies or procedures; 6) comment noted.

After discussion, the Citizens Advisory Committee unanimously approved the Transit Speed Policy.

The Bicycle and Pedestrian Advisory Committee received this information at their February 13, 2019 meeting. Members of the committee had the following comments: 1) Suggestion to consider a way to include future land use changes in speed improvements; 2) Are you considering all door boarding?; 3) Are you considering operator training in the implementation of speed improvements?; 4) Suggestion to ensure operators are not pressured to drive at unsafe speeds.

Staff responded as follows: 1) comment noted; 2) yes; 3) yes; 4) the policy contains language for safe operations.

After discussion, the Bicycle and Pedestrian Advisory Committee unanimously approved the Transit Speed Policy.

The Policy Advisory Committee received this information at their February 14, 2019 meeting. Members of the committee had the following comments: 1) Several members discussed the merits of “smart” traffic signals and suggested we investigate the expansion of “smart” signals as low hanging fruit to improve speed; 2) Request future update include more information about why VTA’s speed didn’t improve during the last two economic downturns; 3) Suggestion to use Oregon Expressway signals as an example of excellent signal timing; 4) How much are the size and type of buses slowing us down?; 5) A request for data on the reduction in delay after the expansion of Clipper card; 6) Suggestion that light rail could be the answer to slow speeds and asked if it is included in the policy; 7) How will bus speed improve if only one city on a route provides TSP?; 8) Request Staff compare VTA speeds to the average speeds of other agencies around the Country.

Staff responded as follows: 1) Comment noted; 2) Comment noted; 3) Comment noted; 4) Buses are heavier than they used to be however the size and type of bus does not have a noticeable impact on speed; 5) We will see if that information is available; 6) Yes, light rail is included in the policy; 7) All transit speed improvements are helpful even if we can’t address an entire corridor at one time. VTA is working with cities to develop common signal practices; 8) Committee members engaged in discussion and staff noted the comment.

After discussion, the Policy Advisory Committee unanimously approved the Transit Speed Policy.

Prepared by: Tamiko Percell
Memo No. 6841

ATTACHMENTS:
- 8756_Att_A (DOC)
1. **Purpose:**

The Transit Speed Policy establishes planning and investment priorities for the Santa Clara Valley Transportation Authority (VTA) to address the long-standing trend of declining speeds and reliability across VTA’s bus and light rail network. The policy is a commitment to align VTA’s internal planning, design, funding, and operating practices, and strengthen partnerships with local jurisdictions to make transit fast and reliable.

2. **Scope:**

This policy applies to all departments and personnel within VTA, including consultants and contractors, who have a role in policy development, planning, design, funding, implementation, and operations of transportation projects and programs that impact transit speed in Santa Clara County. The policy also acts as guidance when working with local jurisdictions and developers that propose projects and changes to traffic operations that may impact VTA’s transit lines.

3. **Responsibilities:**

3.1. VTA Divisions will incorporate the guiding principles and strategies established in this policy into all phases of their projects when and where those projects or programs have the potential to positively or negatively impact transit speed and reliability, or where new projects are proposed by local jurisdictions or private parties.

3.2. Recognizing that VTA does not have authority over the streets on which it operates, the success of the policy will rely on the ongoing cooperation, responsiveness, and partnership of local jurisdictions. The policy also acts as guidance for local jurisdictions to enhance or adopt their own local mobility policies that embed fast and reliable transit as a core function of their mobility systems.

3.3. VTA’s Planning and Programming Division will review and update the policy on a regular basis.

4. **Policy:**

Providing fast and reliable transit service is critical to operating an efficient and attractive transit system. Faster transit will increase ridership, reduce operating costs, and relies on building effective partnerships in the cities in which VTA operates. Successful implementation of the policy demands VTA show proactive leadership to prioritize transit speed and reliability.

A. **Guiding Principles**

The policy establishes a set of foundational principles to support and guide VTA’s work to make transit fast and reliable.
Increase Ridership
Enhance the passenger experience by quickly, reliably, and safely moving customers to their destinations.

- Prioritize speed and reliability improvements to the Frequent Network, to improve service on VTA’s most productive routes.

- Achieve and maintain VTA’s goal of an average bus route speed of at least 15 mph for non-express routes per the current adopted Transit Service Guidelines.

- Achieve and maintain an average light rail system speed of at least 20 mph.

- Ensure safe accommodation for all riders of all abilities and safe operating conditions for transit vehicle operators.

- Improve the passenger perception of speed and reliability with accurate real-time information and timely updates for service delays.

- Provide convenient, comfortable, and safe access to transit stops and stations per the current adopted Station Access Policy.

Reduce Operating Costs
Promote speed and reliability improvements that reduce delay and increase speed to lower operating costs.

- Target combinations of speed improvements to spots, hubs, and corridors within the Frequent Network to maximize benefits and minimize costs.

- Consider life cycle costs including capital and maintenance costs in the design of speed improvements and investments in technology, infrastructure, and services that speed up transit.

- Promote cost-effectiveness by prioritizing projects that leverage other fund sources and local matches to maximize the value of VTA’s investments, including local development contributions.

Build Effective Partnerships
Work in partnership with local jurisdictions, advocacy groups, mobility and technology providers, private entities, and the community to develop context-sensitive speed and reliability improvements to unlock the broad benefits of quality transit.
Encourage local jurisdictions to incorporate transit first policy statements into their own mobility policies, or adopt their own transit speed policy that supports the technology, infrastructure, right-of-way optimization, and signal priority necessary to move transit vehicles faster along city streets.

Collaborate with local jurisdictions and developers to proactively incorporate speed and reliability improvements at the earliest stages of their projects.

Coordinate with third party shuttle providers to encourage responsible use of VTA facilities so as not to impede VTA access to bus stops per VTA’s current adopted Commuter Shuttle Policy.

Facilitate partnership opportunities between public and private sector to test and evaluate emerging technologies aimed at improving transit speeds.

Leverage resources for speed improvements through cost-sharing, data sharing and information sharing with partners.

Partner with local jurisdictions to jointly plan and fund targeted improvements to make transit faster and help local jurisdictions achieve their mobility goals.

B. Strategies for Implementation

The following strategies serve as the starting point to develop and implement specific speed and reliability solutions that can increase average transit speed and improve reliability of transit.

Remove Sources of Delay within VTA’s Control

Employ strategies that reduce dwell time caused by frequent stopping such as eliminating unnecessary or underutilized stops, setting thresholds to upgrade routes to Rapid service, and implementing new headway management practices.

Prioritize transit speed in service planning and route design, emphasizing the importance of routes that are straight and direct, with limited deviations and turning movements as defined in the Transit Service Guidelines.

Implement strategies to expedite boarding and alighting such as fare policy changes, new technology, off-board fare collection, smart cards, and all-door boarding.

Ensure existing and new VTA operating policies and procedures do not inadvertently slow down transit.
Work with Local Jurisdictions to Reduce Transit Delay on Streets and at Intersections

- Work with local jurisdictions to establish transit signal priority agreements that provide the highest level of transit priority and define protocols for signal timing changes, monitoring, and evaluation criteria.

- Encourage local jurisdictions to prioritize transit speed and reliability improvements to the Frequent Network.

- Pursue infrastructure changes and policy actions that minimize delay to help transit move faster such as queue jumps, leading bus lights, bulb outs, in lane stopping, removing parking, eliminating turning conflicts, implementing bus lanes, and enforcement of loading zones.

- Ensure multi-modal street improvements and transit speed and reliability improvements complement each other as outlined in VTA’s current adopted Complete Streets Policy.

- Encourage cities and developers to mitigate potential sources of transit delay generated by new developments by locating driveways and signals away from on-street bus stops.

- Ensure that new access across light rail is provided via grade separation in order to safeguard the traveling public and minimize transit delays. Per VTA’s current adopted Land Use and Development Policy, VTA will not support new at-grade crossings of light rail.

Fund and Implement

- Incorporate speed and reliability design elements into capital projects led by VTA, local jurisdictions, and private developers.

- Seek grant funding, public-private partnerships, joint funding with local jurisdictions, and/or other funding sources for construction and maintenance.

- Identify opportunities to tie VTA-administered grant funding to the policy so as to encourage local jurisdictions to improve transit speeds.
Monitor, Measure, Report

- Measure the effectiveness of speed improvements based on metrics such as ridership, signal delay, passenger seconds of delay, travel time, on-time performance, average mph, dwell time, layover time, and seconds per boarding.

- Periodically re-evaluate VTA’s measure of on time performance against industry standards and best practices for its impact on operating cost, reliability, and rider expectations.

- Incorporate quarterly speed and reliability updates into the quarterly performance monitoring and reporting as set forth in the Transit Service Guidelines.

- Enhance and support the policy by including an update on the performance of the policy in the Annual Transit Service Plan highlighting cost savings, travel time savings, partnerships, challenges, lessons learned, and recommended refinements to the policy.

5. Definitions:

Annual Transit Service Plan is the annual process and adoption of a plan to implement policies set forth in VTA’s Transit Service Guidelines.

Dwell time is the amount of time a transit vehicle spends at a scheduled stop.

Frequent network refers to VTA’s core routes that provide service every 15 minutes or better all day on weekdays. VTA’s frequent network includes all light rail lines, rapid lines, and routes 22, 23, 25, 26, 57, 60, 61, 64, 66, 68, 70, 72, 73, 77.

Layover is the time that a bus or light rail vehicle waits at the end or beginning a trip.

On-time performance measures the percentage of actual arrival times that are within three minutes early and five minutes late at designated points along transit routes. It is a leading indicator of service reliability and a reflection of customer experience.

Passenger seconds of delay is the amount of delay multiplied by the number of people on board.

Reliability is the ability of transit vehicles to arrive at stops at consistent and predictable times.

Seconds per boarding is the total dwell time at a bus stop divided by total boardings.

Signal delay is the amount of time a bus spends dwelling in traffic because of signal timing.
**Transit Service Guidelines** are an adopted set of actions that establish a framework to objectively monitor and evaluate VTA’s transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the current adopted Strategic Plan goal of providing fast, frequent, and reliable transit.

**Travel time** is the amount of time a bus takes to travel from stop to stop or from end to end of a route.

6. **Summary of Changes:**

None

7. **Approval Information:**

<table>
<thead>
<tr>
<th>Prepared by</th>
<th>Reviewed by</th>
<th>Approved by</th>
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</thead>
<tbody>
<tr>
<td>Tamiko Percell</td>
<td>Chris Augenstein</td>
<td>VTA Board of Directors</td>
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<tr>
<td>Transportation Planner</td>
<td>Director of Planning and Projects</td>
<td></td>
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<tr>
<td></td>
<td>Nuria I. Fernández</td>
<td>General Manager/CEO</td>
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Date Approved: __________

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**Santa Clara Valley Transportation Authority**

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BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Draft 2016 Measure B Innovative Transit Service Models Competitive Grant Program Framework

Policy-Related Action: Yes
Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors approve draft framework of the proposed 2016 Measure B Innovative Transit Service Models Competitive Grant Program.

BACKGROUND:

On November 8, 2016, the voters of Santa Clara County approved by over a two-thirds vote Measure B, a 30-year, ½ cent sales tax measure supporting transportation projects and services. 2016 Measure B includes $500 million (in 2017 dollars) for Transit Operations. The Transit Operations Program Category is divided into the following four subcategories:

- Enhance Core Frequent Network
- Support new/innovative transit service models to address first/last mile connections.
- Expand mobility services and affordable fare programs for seniors, disabled, students and low income riders.
- Improve amenities at bus stops to increase safety, security and access, as well as on-going maintenance.

At their October 2017 meeting, the VTA Board of Directors approved the Transit Operations Program Category Guidelines, which directed the Innovative Transit Service Models Program to support goals to address first/last mile connections. Strategies to support this subcategory may
include competitive grant programs to help fund services operated by local jurisdictions, utilize excess paratransit capacity, and other programs that encourage investments in local service. The Transit Operations Program Category Guidelines are included as Attachment A.

The VTA Board adopted allocation for the Innovative Transit Service Models subcategory is $3 million for FY18 & FY19. VTA staff are proposing to continue this level of funding in the FY20 & FY21 budget. If approved by the VTA Board in June as part of VTA's FY20 & FY21 budgets, this would provide a four-year total allocation of $6 million.

**DISCUSSION:**

In order to address the charge of the Board of Directors, VTA will develop a competitive *Innovative Transit Service Models Grant* program - to support the goals of the Innovative Transit Service subcategory. A draft framework for the proposed Innovative Transit Service Models Grant Program was developed using the language of the voter-approved 2016 Measure B Transit Operations subcategory and proposes competitive grant funds, available to Member Agencies, for the operation of innovative services that address first/last mile connections, as well as for capital costs directly associated with those operations.

The draft framework was initially presented to the VTA Technical Advisory Capital Improvement Program Working Group (CIPWG) in fall 2017 for discussion. The presentation included a robust discussion on the elements of the framework and concluded with Member Agencies discussing the types of projects or programs the grant could potentially fund.

The following elements of the framework, primarily derived from the language of the law, will be the basis of the criteria of the competitive grant program:

- **Innovative service/business model** - The project includes an innovative aspect in project delivery including, but not limited to, unique partnership and funding arrangements; flexible models of transit service delivery; technical capabilities such as integrated payment systems, incentives for traveler choices, mobile applications, on-demand software, and/or real time transit data.

- **Provides first/last mile connections to existing frequent transit** - The project improves connections between major, frequent transit stations/stops and residential areas, employment areas, or major activity centers.

- **Serves vulnerable/transit dependent populations** - The project cost effectively ensures equal access is provided for individuals with disabilities, low incomes, and the elderly. The project is located in an area benefitting individuals belonging to one or more of these vulnerable population groups.

- **Service is affordable** - The project provides a level of subsidy to maintain affordability for customers. The project also considers protections against “surge pricing,” a concept made popular with ride hailing services that increases costs for customers to ride during periods of high demand.
• **Serves underserved market** - The project provides new or supplementary transit service to an area that has little or no frequent transit service. The project may also target new markets currently not served such as specific commute patterns and/or early morning/late night service.

• **Project readiness** - The project has completed a feasibility study or similar analysis to provide the basis for project implementation. Project funding has been identified and local match funding has been secured. The project is supported in existing transportation documents and/or policies. The project must be implemented within one (1) year of grant award.

• **Level of local contribution** - Project commits to more than 10% of total project costs from non-2016 Measure B sources.

• **Cost effectiveness** - The project demonstrates reasonableness in costs per trip in relation to the subsidy provided. Project must include ridership projections for new transit services.

While programs can target specific populations (e.g. school children, seniors, people with disabilities, etc.), all programs must serve the general public.

**Next Steps**

With the development of the draft framework, staff is looking for the VTA Board of Directors’ approval on the direction of the draft Innovative Transit Service Models Grant Program. After approval of the proposed grant program framework, staff will develop project scoring criteria, based on the elements of the framework, and guidelines with consultation and input from the Capital Improvement Program Working Group (CIPWG), advisory committees and other stakeholders throughout spring 2019.

The draft Innovative Transit Service Models Grant Program will be brought back to the appropriate committees in summer 2019 for review and input prior to final approval from the VTA Board of Directors. A call for projects, anticipated in late summer/early fall 2019, will be held after Program approval.

**FISCAL IMPACT:**

There is no fiscal impact to VTA associated with the approval of the draft framework of the proposed 2016 Measure B Innovative Transit Service Models Competitive Grant Program as the FY18 & FY19 allocation for this subcategory has already been approved. However, should the Board of Directors choose not to approve the draft framework, development and distribution of the competitive grant program will be delayed, pending a favorable outcome of the pending lawsuit.

**ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:**
TAC heard this item at their January 16, 2019, meeting. A Member of the Committee requested that staff bring future items to the TAC’s Capital Improvement Program Working Group (CIPWG) so that they would be able to provide input. Staff confirmed to the TAC that the proposed Innovative Transit Service Models Competitive Grant Program was the only subcategory of the 2016 Measure B Transit Operations Program Category through which local agencies could access 2016 Measure B Transit Operations funds. A brief discussion was held on potential projects that may be eligible for the proposed grant funds. Staff clarified that project eligibility would be determined once the program structure and criteria were developed after the VTA Board of Directors approves the draft framework for the proposed Innovative Transit Models Service Models Competitive Grant Program. A Member of the Committee requested that the definition of the elements and ultimately criteria, specifically the ‘Innovative’ element, remain broad to allow for flexibility. Staff reiterated that the criteria and grant program structure would be developed with input from the CIPWG and appropriate committees.

Upon completion of discussion, the TAC unanimously recommended this item for approval.

The Citizens Advisory Committee (CAC) heard this item at their January 16, 2019, meeting. Brief discussions were held on the distribution of FY18/FY19 Transit Operations allocation to the four subcategories and the language of the Transit Operations category in the 2016 measure, specifically the use of the word ‘seniors.’ A Member of the Committee requested that staff consider weighting of criteria during program criteria and structure development, as well as consider job quality as a criteria.

The CAC unanimously recommended the item for approval with the following amendments: Include weighting the elements and include job quality as a criteria.

The Committee for Transportation Mobility and Accessibility (CTMA) heard this item at their January 17, 2019, meeting. A Member of the Committee pointed out a specific area that they felt was underserved. Discussions were held regarding partnering with a Member Agency to submit an application when the time comes, program timeline, and how to keep the CTMA fully engaged in the process. Staff will coordinate with the CTMA staff liaison on how to engage the CTMA as the grant program develops. A Member of the Committee stated that they agreed with the TAC comment about keeping the elements/criteria flexible, as it is important.

The CTMA unanimously recommended this item for approval.

The Policy Advisory Committee (PAC) heard this item at their February 14, 2019, meeting. Discussions were had on the timeline of approval for the proposed grant program as well as including an additional element and weighting of an existing element when determining criteria. These two elements are as follows: 1) Applicability (add) - If a project/program is successful, can it be scaled up to work in other jurisdictions; 2) Cost Effectiveness/Sustainability (existing) - A project/program should not be a money-sink, thus this element should be weighted higher as a criterion.

The PAC unanimously recommended this item for approval with the addition of ‘Applicability’ as an element for consideration as criteria and weighting Cost Effectiveness/Sustainability higher during criteria development.
ATTACHMENTS:

- MT6128_AttachmentA (PDF)
Transit Operations Program Guidelines

**Definition from Resolution No. 2016.06.17**
The revenue from this program category will provide additional funds specifically for bus operations to serve vulnerable, underserved, and transit dependent populations throughout the county. The goals of the program category are to increase ridership, improve efficiency, enhance mobility services for seniors and disabled, and improve affordability for the underserved and vulnerable constituencies in the county. As VTA considers modifications to bus operations and routes to improve ridership and efficiencies, these funds may also be utilized to maintain and expand service to the most underserved and vulnerable populations. The funds may be used to increase core bus route service frequencies, extending hours of operations to early morning, evenings and weekends to improve mobility, safe access and affordability to residents that rely on bus service for critical transportation mobility needs. Attachment D describes the list of Candidate Projects and Programs.

**Total Funding**
- $500 million in 2017 dollars.

**Distribution**
- VTA anticipates that allocations will be programmed based upon the total allocation for the Transit Operations Program contained in 2016 Measure B divided by the number of years in the measure.
- Future allocations will vary depending upon the amount of sales tax revenue collected.
- The Transit Operations Program Area funding will be allocated for the following four programs identified in 2016 Measure B Attachment D:
  - Enhance Frequent Core Bus Network by increasing core bus route service frequencies, and expanding or adding additional evening, late night and weekend service.
  - Expand mobility services and affordable fare programs for seniors, disabled, students and low-income riders.
  - Support new/innovative transit service models to address first/last mile connections and transit services for the transit dependent, vulnerable populations and paratransit users that is safe and accountable.
  - Improve amenities at bus stops to increase safety, security and access with lighting and access improvements.
The proposed allocations for the four categories are as follows:

<table>
<thead>
<tr>
<th>Area</th>
<th>Funding Allocation (Proposed)</th>
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<tbody>
<tr>
<td>Frequent Core Bus Network</td>
<td>73%</td>
</tr>
<tr>
<td>Innovative Mobility Models &amp; Programs</td>
<td>8%</td>
</tr>
<tr>
<td>Fare Programs</td>
<td>15%</td>
</tr>
<tr>
<td>Bus Stop Amenities</td>
<td>4%</td>
</tr>
</tbody>
</table>

**Implementation**  
For FY18 & FY19 Budget Allocation:

- The Enhanced Frequent Core Bus Network will directly fund VTA’s core bus network of services increasing core bus route service frequencies, and expanding or adding evening, late night and weekend service.
- The Fare Programs will fund the Transit Assistance Program (TAP) and reduced fares for youth.
- The Innovative Transit Models Program will support goals to address first/last mile connections. Strategies may include competitive grant programs to help fund services operated by local jurisdictions, utilize excess paratransit capacity, and other programs that encourage investments in local service.
- The Bus Stop Amenities Program will directly fund improvements at VTA’s bus stops. The bus stop improvements will be prioritized based on VTA’s Transit Passenger Environment Plan and ongoing maintenance needs.

Six to 12 months into the implementation of the Next Network, staff will have ridership data available to evaluate potential increases to the ridership hours where we see higher demand for service. To meet our commitment as expressed in 2016 Measure B and in collaboration with the public, VTA will make increased investments in service hours in the system focusing on those areas where we see the greatest demand by transit dependent populations.

VTA will consider the potential for further reducing the fares for seniors and youth with a requested goal of free rides.

**Criteria**

- Only projects and programs currently listed on 2016 Measure B Attachment D are eligible.

**Requirements**

- For potential competitive grants for the Innovative Transit Models Program:
  - Reporting requirements will be detailed in agreements executed with VTA for project funding.
All applications must include a delivery schedule.
Funds will be available on a reimbursement basis.

- VTA Complete Streets reporting requirements will be required for all capital improvements projects.
- All collateral material will be required to display a 2016 Measure B logo.
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Congestion Management Program & Planning Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: Draft Countywide Pedestrian and Bicycle Education and Encouragement Program

FOR INFORMATION ONLY

BACKGROUND:
In November 2016, Santa Clara County voters passed 2016 Measure B, a half-cent sales tax that funds transportation projects in nine program areas. Included in the sales tax is an estimated $250 million for Bicycle and Pedestrian projects. Up to fifteen percent of this $250 million ($37.5 million) can be used for education and encouragement activities that promote safe walking and bicycling. Per the 2016 Measure B Guidelines adopted by the Board of Directors, the Santa Clara Valley Transportation Authority (VTA) will allocate the education and encouragement funds as follows:

- $250,000 annually to fund countywide education and encouragement programs
- Remaining funds allocated annually by city population formula with a $10,000 annual minimum allocation per city

DISCUSSION:
Currently, VTA and the County Department of Public Health collaborate to provide countywide education and encouragement programs. These programs include staffing Safe Routes to Schools Providers Network quarterly meetings, updating and publishing a countywide bicycle map, and funding Bike to Work activities in the county. VTA is seeking input from committees to determine how these efforts can be expanded through the additional funding provided by 2016 Measure B.

A draft five-year list of countywide education and encouragement activities are detailed in Attachment A and listed below. These activities are designed to complement cities’ existing programs. As such, countywide education and encouragement activities focus on coordination
between agencies, developing resources that can be used by multiple agencies, and encouraging new policies that support increased physical activity and safe walking and biking.

**Countywide Education/Encouragement Activities: Five-Year Program**

- Support Local Safe Routes to Schools Programs through Information Sharing and Collaboration
- Develop Shared Safe Routes to School Media and Communication Collateral
- Develop Countywide Safety Messaging for Drivers, Pedestrians, and Bicyclists
- Fund Adult Bicycle Education Courses
- Update and Maintain Countywide Bicycle Map
- Provide Education and Technical Assistance for Member Agency Staff on Effective Education and Encouragement Programs
- Award Micro-Grants to Support Community-Led Education and Encouragement Activities
- Fund Countywide Bike to Work Day Activities
- Pilot New Education and Encouragement Programs

**NEXT STEPS:**

After receiving comments from committees, VTA will consider modifications to the draft program. The program will be implemented pending the outcome of the 2016 Measure B litigation.

Prepared By: Lauren Ledebetter
Memo No. 6849
## Attachment A: Draft Countywide Education and Encouragement Programs Five-Year List of Activities

January 15, 2019

<table>
<thead>
<tr>
<th>Activity</th>
<th>Lead Agency</th>
<th>Description</th>
<th>Evaluation Metrics (Proposed)</th>
</tr>
</thead>
</table>
| Support local Safe Routes to School (SRTS) programs| County Public Health Department (PHD) | - Staff & manage quarterly SRTS Providers Group meetings  
- Technical assistance for data collection & reporting  
- Technical assistance and outreach to cities, County Office of Education, and school districts regarding benefits and tools for effective SRTS programs  
- Technical assistance to city/school staff on SRTS implementation  
- Training/shadowing opportunities for local SRTS coordinators, especially new hires  
- Countywide SRTS Conference | - Number of participating local agencies  
- Amount of ad hoc assistance provided  
- Number of SRTS coordinators trained  
- Number of people participating in countywide conference |
| Develop and distribute shared SRTS media and communication | PHD                             | - Educational materials and flyers to support promotional events such as Walk to School Day and traffic safety topics, as needed.  
- Monthly newsletter topics and activities | - Number of schools that use materials  
- Number of students/families that see materials  
- Number of students who participate in events advertised by media |
<table>
<thead>
<tr>
<th>Activity</th>
<th>Lead Agency</th>
<th>Description</th>
<th>Evaluation Metrics (Proposed)</th>
</tr>
</thead>
</table>
| Countywide safety messaging for motorists,   | VTA/PHD     | • Countywide analysis of contributing factors and risk factors of bike/ped crashes, building on PHD walking and biking data analyses  
• Identify target audience, preferred methods of communication  
• Develop and test messaging  
• Roll out media campaign  
• Build on lessons learned & experience from PHD's "We Choose" campaign | • Public perception of bicyclists, pedestrians and drivers  
• Reach of campaign                                                                                                                                  |
| bicyclists, and pedestrians                   |             |                                                                                                                                                                                                            |                                                                                              |
|                                              |             |                                                                                                                                                                                                            |                                                                                              |
| Adult bicycle education courses              | VTA         | • Deliver ongoing in-classroom & on-bike adult bike education classes  
• Schedule certification courses for bicycle instructors as needed  
• Maintain relationships with instructors and track their training efforts.  
• Find locations that can be used for adult bike education classes | • Number of people who take classes  
• Number of classes  
• Geographic distribution of classes  
• Quality of courses/participant satisfaction  
• Demographics of participants                                                                                                                       |
|                                              |             |                                                                                                                                                                                                            |                                                                                              |
| Updated Countywide Bicycle Map               | VTA         | • Update and print Countywide Bicycle Map every 3 to 4 years  
• 2016 map comprised of 50,000 printed English copies and 10,000 printed Spanish copies                                                                 | • Number of maps distributed  
• Number of hits to online map                                                                                                                      |
<table>
<thead>
<tr>
<th>Activity</th>
<th>Lead Agency</th>
<th>Description</th>
<th>Evaluation Metrics (Proposed)</th>
</tr>
</thead>
</table>
| Education for Member Agency staff on effective education & encouragement programs | VTA         | • Research and provide training for local city staff  
• Develop menu of potential activities, with costs, effectiveness, and potential measures of success  
• Organize webinar, brochure, and technical assistance/training | • Number of city staff trained  
• Participating jurisdictions  
• Quality of training/satisfaction of participants  
• Use of training on the job |
| Micro-grants to support community-led education & encouragement activities | VTA         | • Provide grants to individuals or organizations to run local activities that support biking and walking.  
• Sample activities include themed bike rides, educational walks, mini open street events, and school-based events  
• Grants will be between $250 to $2,000 | • Number and amount of grants  
• Demographics of recipients  
• Types of activities  
• Location of activity  
• Number participating in activity |
| Countywide Bike to Work Day                                               | VTA         | • Continued support for Bike to Work Day in Santa Clara County | • Number of bicyclists counted at Energizer Stations |
| Demonstration or pilot projects that can be scaled                       | PHD/VTA     | • To be determined                                                                                                                                  | • To be determined                                                                         |
BOARD MEMORANDUM

TO:        Santa Clara Valley Transportation Authority
            Congestion Management Program & Planning Committee

THROUGH:   General Manager, Nuria I. Fernandez

FROM:      Director - Planning & Programming, Chris Augenstein

SUBJECT:   Proposal for 2019 New Transit Service Plan

FOR INFORMATION ONLY

BACKGROUND:

This is a staff proposal for a 2019 New Transit Service Plan that incorporates the direction
provided by the VTA Board of Directors at its December 2018 meeting.

Following an intense two-year planning effort in collaboration with Jarrett Walker + Associates,
the community, and transit stakeholders, the VTA Board of Directors adopted the Next Network
transit service plan in May 2017. The plan was to be implemented with the start of BART service
to Milpitas and Berryessa. As adopted, the Next Network plan comprised 1,601,000 annual bus
hours and 192,000 annual rail hours of service, with an 83% ridership and 17% coverage mix.
Since adoption, VTA's existing service network (in place and largely unchanged since 2008)
remains in effect until the introduction of BART service.

To help address VTA's structural deficit and improve its long-term financial stability, in
December 2018 the Board of Directors adopted the Ad Hoc Financial Stability Committee's
recommendations. Included in these recommendations was direction to develop a 2019 New
Transit Service Plan that would replace the original Next Network plan at approximately the
same service level as FY2018, but with a higher ridership focus, in order to achieve a $14.7M
annual operating cost savings.

Per VTA's Transit Service Guidelines and the Title VI Major Service Change policy, any major
service change must be developed as part of a comprehensive service plan development process,
which must include outreach/engagement with the community, an analysis of ADA paratransit
impacts, a CEQA environmental analysis, and a Title VI service equity analysis. Accordingly,
the necessary first step of this process is for staff to develop and present this network proposal
for Board and community consideration.
DISCUSSION:

At its December 2018 meeting, the VTA Board of Directors directed staff to develop a new transit service plan, based on the original Next Network, but with several changes. The proposed service plan presented here generally meets all three of the Board’s parameters for the new plan:

1. **Maintain transit service at levels approximately the same as what is offered today,**
   1.52M annual hours of bus service and 156K annual hours of rail service, to achieve a $14.7M reduction in annual operating costs. The proposed plan would achieve a net $14.7M reduction in annual operating costs, however the plan divides the cuts between bus and rail service to preserve BART connections, ridership, and efficiency.
2. **Adjust the network’s ridership/coverage balance to 90% ridership and 10% coverage. The proposed plan would achieve a 90/10 ridership/coverage balance.**
3. **Protect service in South County.** All local bus service as adopted in the original Next Network plan is maintained in South County with no reductions. Route 68, which is South County’s “backbone” transit route into San Jose, is improved significantly (resulting from the shift to a 90/10 network). Express bus service to South County would be reduced, however, as part of coverage reductions in the entire Express Bus program.

The original Next Network transit service plan was used as the baseline for this proposal, and as such, the proposed plan is presented by prescribing changes as compared to the original service plan. While service cuts are always difficult because the loss of transit service impacts real riders, staff aimed to focus cuts on the least productive services in the network (routes with the fewest boardings per hour of service) to minimize the impact to riders and improve the proposal’s systemwide ridership. Accordingly, the proposed plan minimizes cuts to VTA’s Next Network light rail system plan, as it represents the foundation of VTA’s ridership-oriented service. To follow the direction to move to a 90/10 network, the proposal focuses most of the service cuts to coverage services throughout the Local and Express route network. The most significant major changes are also illustrated on the map in Attachment A. Attachment B lists the municipalities impacted by each change.

**Service Reductions**

The proposed service plan includes 61 reductions in service as compared to the original Next Network plan. All the reductions are to coverage service (to limit ridership impacts). Each change in service is detailed below; the most significant major changes are highlighted in bold.

**Purple Line (Almaden)**
1. **Discontinue Purple Line rail service (Almaden spur)**
2. **Replace Purple Line rail service with a new bus route that will stop at all three stations (Ohlone/Chynoweth, Oakridge, Almaden) at 30-minute frequency, on the same days and generally the same hours as the Purple Line**

**Blue Line (Alum Rock – Santa Teresa)**
3. **Shorten to end at Baypointe Station instead of Alum Rock Station; stations east of Baypointe would be served by the Orange Line (Mountain View – Alum Rock)**

**All Light Rail Lines**
4. **Change weekend frequency to every 20 minutes on all lines (to provide better...**
connections with BART’s 20-minute weekend train frequency

Rapid 523 (Berryessa – Lockheed Martin)
5. End Saturday service at Sunnyvale Transit Center instead of Lockheed Martin after 8:00 PM
6. End Sunday service at Sunnyvale Transit Center instead of Lockheed Martin after 7:30 PM

Route 20 (Milpitas BART – Sunnyvale Transit Center)
7. End weekday service at 8:30 PM instead of 10:00 PM

Route 21 (Stanford Shopping Center – Santa Clara Transit Center)
8. End weekday service at 9:30 PM instead of 10:00 PM

Route 22 (Palo Alto – Eastridge)
9. Discontinue overnight service (1:00 AM to 4:00 AM)

Route 27 (Winchester Station – Kaiser San Jose)
10. Start weekday service at 6:00 AM instead of 5:30 AM
11. End weekday service at 9:00 PM instead of 10:00 PM
12. Reduce Saturday frequency to every 40 minutes from every 30 minutes
13. End Saturday service at 8:00 PM instead of 9:00 PM
14. End Sunday service at 7:30 PM instead of 8:00 PM

Route 31 (Evergreen Valley College – Eastridge)
15. Discontinue Sunday service
16. Start Saturday service at 8:30 AM instead of 7:30 AM

Route 40 (Foothill College – Mountain View Transit Center)
17. Start Saturday service at 8:00 AM instead of 7:00 AM

Route 44/47 (Milpitas BART – McCarthy Ranch)
18. Start weekday service at 6:00 AM instead of 5:30 AM
19. End weekday service at 9:00 PM instead of 10:00 PM
20. Reduce Saturday frequency to every 40 minutes from 30
21. Reduce Sunday frequency to every 60 minutes from 30
22. Start Saturday service at 8:00 AM instead of 7:00 AM
23. End Saturday service at 8:00 PM instead of 9:00 PM
24. End Sunday service at 7:00 PM instead of 8:00 PM

Route 52 (Foothill College – Mountain View Transit Center)
25. End weekday service at 9:00 PM instead of 10:00 PM

Route 53 (Sunnyvale Transit Center – Santa Clara Transit Center)
26. Start weekday service at 6:30 AM instead of 5:30 AM

27. Discontinue Saturday service

28. Eliminate deviation to Stevens Creek (stay on Homestead)

Route 56 (Lockheed Martin – Tamien Station)
29. Eliminate deviation to downtown Sunnyvale (stay on Fair Oaks)
30. Start Saturday service at 7:00 AM instead of 6:30 AM
31. Start Sunday service at 8:00 AM instead of 7:30 AM

Route 57 (Old Ironsides Station – West Valley College)
32. End weekday service at 11:00 PM instead of 12:00 midnight

Route 59 (Valley Fair – Baypointe Station)
33. Start weekday service at 6:00 AM instead of 5:30 AM
34. Reduce Saturday frequency to every 60 minutes from 30
35. Start Saturday service at 8:00 AM instead of 7:00 AM
36. End Saturday service at 8:00 PM instead of 10:00 PM
37. Start Sunday service at 8:00 AM instead of 7:30 AM
Route 61 (Sierra & Piedmont – Good Samaritan Hospital)
38. End weekday service at 11:00 PM instead of 12:00 midnight
39. End Saturday service at 10:00 PM instead of 11:00 PM
Route 63 (San Jose State – Kooser & Blossom Hill)
40. End weekday service at 9:00 PM instead of 10:00 PM
Route 65 (San Jose State – Kooser & Blossom Hill)

41. Discontinue route
Route 71 (Milpitas BART – Capitol Station)
42. Start Saturday service at 7:00 AM instead of 6:30 AM
Route 72 (Downtown San Jose – Senter & Monterey via McLaughlin)
43. Reduce weekday frequency to every 30 minutes from every 20 between 8:00 PM and 9:00 PM
44. Reduce Saturday frequency to every 30 minutes from every 20 between 7:00 PM and 9:00 PM
45. Reduce Sunday frequency to every 60 minutes from every 30 between 8:00 PM and 9:00 PM
Route 73 (Downtown San Jose – Senter & Monterey via Senter)
46. Reduce weekday frequency to every 30 minutes from every 20 between 8:00 PM and 9:00 PM
47. Reduce Saturday frequency to every 30 minutes from every 20 between 7:00 PM and 9:00 PM
Route 77 (Milpitas BART – Eastridge)
48. End weekday service at 11:00 PM instead of 12:00 midnight
49. End Saturday service at 11:00 PM instead of 12:00 midnight
50. End Sunday service at 10:00 PM instead of 11:00 PM
Route 83 (Ohlone/Chynoweth Station – Almaden & McKean)

51. Discontinue route
Express 101 (Camden & Highway 85 – Stanford Research Park)

52. Discontinue route
Express 102 (South San Jose – Stanford Research Park)

53. Eliminate 2 of 7 daily trips in each direction
Express 103 (Eastridge – Stanford Research Park)

54. Eliminate 1 of 4 daily trips in each direction
Express 121 (South County – Lockheed Martin)

55. Eliminate 3 of 9 daily trips in each direction
Express 122 (South San Jose – Lockheed Martin)

56. Discontinue route
Express 168 (South County – San Jose Diridon Station)

57. Eliminate 2 of 7 daily trips in each direction
Express 182 (Palo Alto – IBM/Bailey Ave)

58. Discontinue route
Express 185 (South County – Mountain View)

59. Discontinue route
Route 251 (St. Francis High School – Mountain View Transit Center)

60. **Discontinue school-oriented route**

Route 255 (Fremont High School – Lawrence & Tasman)

61. **Discontinue school-oriented route** (regular Route 55 trips would remain)

Route 266 (Santa Teresa High School – Bernal & Via Serena)

62. **Discontinue school-oriented route**

**Service Improvements**

Since the proposed plan aims to achieve a 90/10 ridership/coverage balance as compared to the original Next Network plan’s 83/17 balance, the proposal also includes additional investments in the Frequent Network, VTA’s ridership-oriented network of frequent routes that are designed for serving and attracting high ridership. The proposed service plan includes 6 improvements to routes in the Frequent Network as compared to the original Next Network plan. Each improvement is detailed below.

**Rapid 500 (Berryessa BART – Diridon Station)**

1. Improve weekday frequency to every 7.5 minutes all day (average) from every 10-15 minutes

**Route 23 (De Anza College – Alum Rock Station)**

2. Improve weekday and weekend service frequency between 7:00 PM and 11:00 PM

**Route 26 (West Valley College – Eastridge)**

3. Improve weekday service frequency between Curtner Station and Westgate to every 15 minutes from 30, extending the all-day Frequent segment of the route west beyond Curtner Station

4. Improve weekend service frequency between Curtner Station and Westgate to every 20 minutes from every 30

**Route 68 (San Jose Diridon Station – Gilroy Transit Center)**

5. Improve weekday midday service frequency between Santa Teresa Station and Gilroy to every 15 minutes from 30, which would make the entire route from San Jose to Gilroy frequent all day

**Rapid 522 (Palo Alto – Eastridge)**

6. Improve early morning and evening frequency to every 15 minutes from every 20, daily

**Service Levels**

The proposed service plan would divide the service cuts between bus and rail to achieve the Board’s goal of a net annual $14.7M savings versus the original plan. The Ad Hoc Financial Stability Committee recommendation was to focus more of the cuts on the light rail network; however, such extreme cuts to the light rail network would have been contrary to the direction to create a more ridership-oriented network (since VTA light rail carries far more riders per hour of service than VTA bus). Therefore, the revised plan as proposed focuses the cuts on coverage service throughout the bus network. As Table 1 shows, the proposal includes 1.49M annual hours of bus service and 172K annual hours of rail service.
Table 1: Summary of Proposed Plan Service Level

<table>
<thead>
<tr>
<th></th>
<th>Original Next Network Plan</th>
<th>Ad Hoc Committee Recommendation</th>
<th>Proposed Plan</th>
<th>% Reduction from Original Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Hours (Bus)</td>
<td>1,601,000</td>
<td>1,520,000</td>
<td>1,490,000</td>
<td>– 6.9%</td>
</tr>
<tr>
<td>Annual Hours (Rail)</td>
<td>192,000</td>
<td>156,000</td>
<td>172,000</td>
<td>– 10.4%</td>
</tr>
</tbody>
</table>

**Ridership Impact**

The reduction in service levels will have a negative impact on VTA transit ridership, as well as BART ridership in Santa Clara County. At the same time, the transition to a 90/10 ridership/coverage network through additional investments in the Frequent Network will have a positive impact on ridership. Table 2 provides a planning-level estimate of the proposal’s net change in ridership as compared to the original Next Network plan.

Table 2: Estimate of Ridership Impacts

<table>
<thead>
<tr>
<th>Annual Boardings</th>
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<tbody>
<tr>
<td>Current Ridership (Dec. ‘17 – Nov. ‘18)</td>
</tr>
<tr>
<td>Original Next Network VTA Ridership</td>
</tr>
<tr>
<td>Impact of Light Rail Reductions</td>
</tr>
<tr>
<td>Impact of Bus Reductions</td>
</tr>
<tr>
<td>Impact of Bus Improvements</td>
</tr>
<tr>
<td>Net Impact</td>
</tr>
<tr>
<td>(– 1.3% from original plan)</td>
</tr>
<tr>
<td>Proposed Plan VTA Ridership</td>
</tr>
</tbody>
</table>

In addition to the impact on VTA transit ridership, the proposed plan would also impact BART ridership at both stations in Santa Clara County due to fewer VTA transit connections, particularly at Milpitas Station. For example, the longstanding plan to provide Blue Line and Orange Line service at Milpitas Station (service every 7.5 minutes) would be cut in half to just the Orange Line (service every 15 minutes). Quantifying the proposal’s BART ridership impact would require significant further analysis not possible in the timeframe of this memorandum.

The revised service levels and VTA ridership impacts discussed above are anticipated to result in a $14.7M net annual savings versus the cost of the original Next Network plan (a 4% reduction).

**Outreach and Next Steps**

Following the January VTA’s Board of Directors meeting, staff will immediately begin an intensive two-month community outreach effort to gather feedback on the proposal, as dictated by VTA’s Transit Service Guidelines and Title VI Major Service Change policy. Community and stakeholder feedback will be used to revise the plan for the final version that will be presented to the Board of Directors for adoption in the spring.

To complete the process and have sufficient time to prepare for and deploy the revised network in time for day one of BART service, the process will need to move quickly and there is little room for delay in the schedule:
- **December 2018**: Board directs staff to develop new service plan
- **January 2019**: Staff presents new service plan proposal to Board
- **January 2019 to February 2019**: Staff conducts community outreach, ADA paratransit analysis, CEQA analysis, and draft Title VI service equity analysis
- **March 2019**: Staff revises plan based on community and stakeholder input
- **April 2019**: Staff presents final service plan to VTA Board Committees
- **May 2019**: Staff presents final service plan to VTA Board of Directors for adoption
- **May 2019 to September 2019**: Staff conducts implementation activities (prepares schedules, revises customer information, fabricates and installs new bus stop signage, and a host of other activities to implement the new network on day one of BART service)

Staff will provide updates to the Board of Directors throughout the spring as staff conduct outreach, analysis, and develops the final plan. The final plan to be presented for the Board’s adoption in May will include service details, analysis, and maps.

**Related Efforts**

**Fast Transit Program.** Alongside this effort to revise the transit service plan, staff is actively ramping up efforts to speed up VTA buses and trains, which are suffering from a long-term gradual decline in average speeds due to a variety of factors. Since the cost of VTA transit service is directly related to the speed of buses and trains, slower speeds are effectively a service cut because they result in higher costs to deliver the same service. Alarmingly, VTA’s speeds have declined 20% over the last 30 years, resulting in a 20% increase in operating costs to maintain the same miles of service, and that trend has accelerated significantly in recent years.

To illustrate the potential impact of faster transit, a speed increase on VTA’s Frequent Network of just 1 mile-per-hour would reduce annual operating costs by well over $15M, which would eliminate the need to make any of the cuts as proposed in this plan. Staff are actively studying all sources of delay to VTA buses and trains and will be working with the VTA Board and our municipal partners to implement policies and actions that put transit first. Accordingly, staff are exploring cost-effective strategies that other transit properties have implemented to great success in speeding up transit, including transit signal priority, removing and consolidating bus stops, all-door boarding, and fare policies that reduce the delays related to cash fare collection.

**Express Bus Study.** VTA staff in late 2018 began a comprehensive study of VTA’s nine-route Express bus program. Following a VTA Committee and Board report on the program’s poor performance in spring 2018, staff have begun an effort to conduct a thorough analysis of each route, collaborate with stakeholders on new ideas for commute services, and develop a new service plan that will better meet the needs of commuters as well as VTA’s performance standards. While this 2019 New Transit Service Plan proposal would reduce the Express bus program’s total service level by half, staff will continue the study on the remainder and make recommendations with the remaining resources (likely late 2019 or early 2020).

**ALTERNATIVES:**

Alternatively, the Board could reject the proposal and elect to proceed with a different transit network plan altogether. One alternative could be implemented without any further outreach or
analysis and could be in place on day one of BART service:

1. The Board could elect to abandon the direction to revise the transit service plan, in which case staff would implement the original Next Network transit service plan as adopted in 2017.

However, implementing the service levels in the original Next Network transit service plan would not achieve the desired $14.7M and would seriously jeopardize VTA’s long-term financial stability.

Aside from the original Next Network plan or the revised plan as proposed in this memo, any other network plan would require development, subsequent analysis, and a full Title VI outreach and community engagement process. Unfortunately, there may not be sufficient time to complete the necessary tasks in time for day one of BART service, meaning the new network may not be ready and VTA would continue to operate today’s network after BART service begins. Although not recommended by staff because it is likely the network would not be ready for day one of BART service, the Board could elect to:

2. Direct staff to develop a new transit service plan based more strictly on the Ad Hoc Financial Stability Committee’s original recommendation to focus the cuts on the light rail network (i.e. a light rail network without the new Orange Line). Staff would present such a plan to the Board in February and proceed along a similar timeline. However, due to the delay, it may be a challenge for staff to implement the network in time for day one of BART service.

3. Direct staff to develop a new transit service plan based on a new set of criteria. Staff would present the new plan to the Board in February. The delay would push the schedule out and the network would not be ready for implementation until November 2018 at the earliest.

**FISCAL IMPACT:**

There is minimal direct fiscal impact from directing staff to conduct outreach on the proposed Next Network service plan revision. However, if the proposed plan revision is implemented, the updated service levels and VTA ridership impacts discussed above are anticipated to result in annual net savings of $14.7M versus the cost of the original Next Network plan.

**ADVISORY COMMITTEE DISCUSSION:**

The Technical Advisory Committee considered this item at their February 13 meeting. The committee had the following requests or comments: 1) asked staff to work with the city of Sunnyvale on bus stop locations, 2) asked for ridership and demographic data for the riders on Route 22 late night trips, 3) appreciated the inclusion of the Orange Line in the new service plan, 4) asked staff to continue looking at "skip stop" or "express" style rail service between Mountain View and Milpitas BART, 5) asked staff to consider maintaining service to St. Francis High School in Mountain View. The committee asked the following questions: 6) how does converting from light rail service to bus service save money, 7) what is the average speed of our transit
routes. Staff responded: 6) the operating cost per hour of bus service is half that of rail service, so converting reduces costs by 50%, all else equal, and 7) our core network average bus speed is just under 13 miles per hour, while some outlying area coverage routes get up to 16 miles per hour.

The Citizens Advisory Committee considered this item at their February 13 meeting. The committee had the following comments: 1) concern about areas such as Almaden Valley becoming "deadspot", lower activity areas due to lack of transit coverage, 2) encouraged staff to consider the aging population and trends of population shifts and travel patterns as more people move to Morgan Hill and Gilroy, 3) suggested more marketing of Express Bus services to help boost ridership, 4) concern over the decline of transit ridership and competition with Google buses for ridership, and 5) concern about status of light rail extension projects to Vasona and to Eastridge. The committee asked the following questions: 6) how considerations are made when proposing which routes to improve or cut, 7) will the Express Bus program still meet demand of riders who currently use the service, and 8) what dominant themes from the community engagement session fall under the "Other" category. Staff responded: 6) bus routes whose productivity fall below VTA's minimum standard of 15 boardings per hour are considered for evaluation, and other factors such as the land uses and street grid of the served area impact these decisions, 7) yes, staff will aim for this and evaluate which Express Bus trips to keep for each route to ensure they serve the most riders, 8) the sum of comments about routes facing proposed service cuts make up a majority of this "Other" category.

The Bicycle and Pedestrian Advisory Committee considered this item at their February 13 meeting. The committee asked the following questions: 1) how much would VTA save if average speeds returned to their 1981 levels, 2) how confident is staff in the 7-9% ridership increase projections, 3) how does VTA include communities of concern in their planning process, 4) clarification of why certain routes don't show up on the new service plan flyer. Staff responded: 1) $30 million per year if we return to 1981 speeds, or $15 million per year if we achieve a 1 mph increase in the Frequent Network routes, 2) staff is confident, given empirical results from other properties who have conducted similar redesign efforts, 3) communities of concern are an integrated part of our planning process as we develop all new service proposals such as this one, and 4) the flyer was designed to inform the public of changes from the Next Network plan, so it only lists routes that are proposed to change from the Next Network.

The Policy Advisory Committee considered this item at their February 14 meeting. The committee had the following comments: 1) concern about cuts in South County, 2) concern about the cuts to Route 22 overnight service, 3) encouraged staff to look at increasing transit speed to save money, 4) expressed that the 22 overnight service is not the best way to provide homeless shelter. The committee asked the following questions: 5) how much do the overnight 22 trips cost, 6) asked for clarification on Route 44/47 in Milpitas, 7) asked staff what is considered "near" transit service, 8) asked staff if frequencies are adjusted instead of deleting routes entirely, 9) asked if Uber/Lyft partnerships could be a solution for coverage areas, 10) asked if staff could look at the plan for Route 37 particularly the end time of service, 11) asked for clarification for Route 26 service to West Valley College. Staff responded: 5) approximately
$500,000, 6) staff will provide a detailed response in writing, 7) within one-third of a mile, 8) yes, staff adjusts service frequencies regularly to match demand, 9) yes, there is a subcategory of money in Measure B devoted to innovative first/last-mile services, 10) yes, staff will analyze, and 11) staff will provide a detailed response in writing.

Prepared By: Jay Tyree
Memo No. 6878
Major Changes in the 2019 New Transit Service Plan

This page shows the major **IMPROVEMENTS** and **REDUCTIONS** as compared to the original Next Network plan.

---

**Express Bus changes not shown on map:**

- **DISCONTINUE**
  - Route 101: Camden & 85 – Palo Alto
  - Route 122: Express 101
  - Route 185: Express 182
  - Route 182: Express 185
  - Route 183: Express 183
  - Route 185: Express 185
  - Route 182: Express 182
  - Route 183: Express 183
  - Route 185: Express 185

- **REDUCED**
  - Route 101: Express 101
  - Route 122: Express 122
  - Route 185: Express 185
  - Route 182: Express 182

- **IMPROVEMENT**
  - Route 522: Rapid 522
  - Route 53: Rapid 500
  - Route 26: Route 26
  - Route 68: Route 68
  - Route 83: Route 83

---

**Major Changes in the Revised Next Network Service Plan**

Attachment A

This page shows the major **IMPROVEMENTS** and **REDUCTIONS** as compared to the original Next Network plan.
<table>
<thead>
<tr>
<th>Change Number and Description</th>
<th>Municipalities Impacted by Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BUS REDUCTIONS</strong></td>
<td></td>
</tr>
<tr>
<td>Purple Line (Almaden)</td>
<td></td>
</tr>
<tr>
<td>1. Discontinue Purple Line Almaden rail service</td>
<td>x</td>
</tr>
<tr>
<td>2. Replace Purple Line rail service with a new bus route that will stop at all three stations at 30-minute frequency, on the same days and generally the same hours as the Purple Line Blue Line (Alum Rock – Santa Teresa)</td>
<td>x</td>
</tr>
<tr>
<td>3. Shorten to end at Baypointe Station instead of Alum Rock Station; stations east of Baypointe would be served by the Orange Line (Mountain View – Alum Rock) only</td>
<td>x</td>
</tr>
<tr>
<td>4. Change weekend frequency to every 20 minutes on all lines (to provide better connections with BART’s 20-minute weekend train frequency)</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>RAIL REDUCTIONS</strong></td>
<td></td>
</tr>
<tr>
<td>Rapid 523 (Berryessa – Lockheed Martin)</td>
<td></td>
</tr>
<tr>
<td>5. End Saturday service at Sunnyvale Transit Center instead of Lockheed Martin after 8:00 PM</td>
<td>-89 x x x x x x x x x x x x x x</td>
</tr>
<tr>
<td>6. End Sunday service at Sunnyvale Transit Center instead of Lockheed Martin after 7:30 PM</td>
<td>-110 x x x x x x x x x x x x x x</td>
</tr>
<tr>
<td>Route 20 (Milpitas BART – Sunnyvale Transit Center)</td>
<td></td>
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<tr>
<td>Route 21 (Stanford Shopping Center – Santa Clara Transit Center)</td>
<td></td>
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<tr>
<td>Route 22 (Palo Alto – Eastridge)</td>
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<tr>
<td>Route 27 (Winchester Station – Kaiser San Jose)</td>
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<tr>
<td>Route 40 (Foothill College – Mountain View Transit Center)</td>
<td></td>
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<tr>
<td>Route 44/47 (Milpitas BART – McCarthy Ranch)</td>
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<tr>
<td>Route 48 (Foothill College – Mountain View Transit Center)</td>
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<td>Route 50 (Foothill College – Mountain View Transit Center)</td>
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<td>Route 51 (Foothill College – Mountain View Transit Center)</td>
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<tr>
<td>Route 52 (Foothill College – Mountain View Transit Center)</td>
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<tr>
<td>Route 53 (Sunnyvale Transit Center – Santa Clara Transit Center)</td>
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<tr>
<td>Route 56 (Lockheed Martin – Tamien Station)</td>
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<tr>
<td>Route 57 (Old Ironsides Station – West Valley College)</td>
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<tr>
<td>Route 59 (Valley Fair – Baypointe Station)</td>
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<td>Route 61 (Santa Clara – Good Samaritan Hospital)</td>
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<td>Route 63 (San Jose State – Kooser &amp; Blossom Hill)</td>
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</tr>
<tr>
<td>Route 65 (San Jose State – Kooser &amp; Blossom Hill)</td>
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<td>Route 66 (San Jose State – Kooser &amp; Blossom Hill)</td>
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<td>Route 71 (Milpitas BART – Capital Station)</td>
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<td>Route 72 (Downtown San Jose – Senter &amp; Monterey via Mctaughan)</td>
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<td>Route 77 (Milpitas BART – Eastridge)</td>
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<td>Route 81 (Oakland Station – Concord Station)</td>
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<tr>
<td>Route 83 (Ohlone/Cynworth Station – Almaden &amp; McKean)</td>
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<tr>
<td><strong>Annual Hours</strong></td>
<td></td>
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<tr>
<td>Cam Cup Gill LA LAH LG MI MI MS MV PA SI SC Sar Sun</td>
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<tr>
<td><strong>End Saturday service at Sunnyvale Transit Center instead of Lockheed Martin after 8:00 PM</strong></td>
<td>-89 x x x x x x x x x x x x x x</td>
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<tr>
<td><strong>End Sunday service at Sunnyvale Transit Center instead of Lockheed Martin after 7:30 PM</strong></td>
<td>-110 x x x x x x x x x x x x x x</td>
</tr>
<tr>
<td><strong>Rapid 523 (Berryessa – Lockheed Martin)</strong></td>
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<td>-3,383 x x x x x x x x x x x x x x</td>
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(continued on next page)
### BUS REDUCTIONS (CONTINUED)

#### Change Number and Description

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<thead>
<tr>
<th>Change</th>
<th>Description</th>
<th>Annual Hours</th>
<th>Municipalities Impacted by Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Cam</td>
<td>Cup</td>
</tr>
<tr>
<td>52.</td>
<td>Discontinue route</td>
<td>-2,295</td>
<td>X</td>
</tr>
<tr>
<td>53.</td>
<td>Eliminate 2 of 7 daily trips in each direction</td>
<td>-2,242</td>
<td>X</td>
</tr>
<tr>
<td>54.</td>
<td>Eliminate 1 of 4 daily trips in each direction</td>
<td>-1,075</td>
<td>X</td>
</tr>
<tr>
<td>55.</td>
<td>Eliminate 3 of 9 daily trips in each direction</td>
<td>-4,178</td>
<td>X</td>
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<tr>
<td>56.</td>
<td>Discontinue route</td>
<td>-1,020</td>
<td>X</td>
</tr>
<tr>
<td>57.</td>
<td>Eliminate 2 of 7 daily trips in each direction</td>
<td>-2,406</td>
<td>X</td>
</tr>
<tr>
<td>58.</td>
<td>Discontinue route</td>
<td>-897</td>
<td>X</td>
</tr>
<tr>
<td>59.</td>
<td>Discontinue route</td>
<td>-5,223</td>
<td>X</td>
</tr>
<tr>
<td>60.</td>
<td>Discontinue route</td>
<td>-144</td>
<td></td>
</tr>
<tr>
<td>61.</td>
<td>Discontinue route (regular Route 55 trips would remain)</td>
<td>-457</td>
<td></td>
</tr>
<tr>
<td>62.</td>
<td>Discontinue route</td>
<td>-211</td>
<td></td>
</tr>
<tr>
<td>Various</td>
<td>Miscellaneous minor reductions in trips (not listed individually)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rapid 500 (Berryessa BART – Diridon Station)</td>
<td>1. Improve weekday frequency to every 7.5 minutes all day (average) from every 10-15 minutes</td>
<td>7,887</td>
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<tr>
<td>Route 23 (De Anza College – Alum Rock Station)</td>
<td>2. Improve weekday and weekend service frequency between 7:00 PM and 11:00 PM</td>
<td>2,312</td>
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<tr>
<td>Route 26 (West Valley College – Eastridge)</td>
<td>3. Improve weekday frequency between Curtner Station and Westgate to every 15 minutes from 30, extending the all-day Frequent segment of the route west beyond Curtner Station</td>
<td>18,552</td>
<td></td>
</tr>
<tr>
<td>Route 68 (San Jose Diridon Station – Gilroy Transit Center)</td>
<td>4. Improve weekend service frequency between Curtner Station and Westgate to every 20 from 30</td>
<td>n/a</td>
<td></td>
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<tr>
<td>Rapid 922 (Palo Alto – Eastridge)</td>
<td>5. Improve weekday midday service frequency between Santa Teresa Station and Gilroy to every 15 minutes from 30, which would make the entire route to Gilroy frequent all day</td>
<td>5,614</td>
<td></td>
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<tr>
<td></td>
<td>6. Improve early morning and evening frequency to every 15 minutes from every 20, daily</td>
<td>4,169</td>
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<td>Doc ID</td>
<td>Routing Status</td>
<td>Origin</td>
<td>Short Title</td>
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<tr>
<td>6128</td>
<td>PAC (Meeting Pending)</td>
<td>Division - Planning</td>
<td>Draft Innovative Transit Service Models Competitive Grant Program</td>
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<tr>
<td>5841</td>
<td>Tamiko Percell (Rev)</td>
<td>Dept - Transport</td>
<td>Transit Speed Policy</td>
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<tr>
<td>5833</td>
<td>CMPP (Meeting Pending)</td>
<td>Dept - Board</td>
<td>2019 CMPP Committee Meeting Schedule</td>
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<tr>
<td>5849</td>
<td>TAC (Meeting Pending)</td>
<td>Dept - Transport</td>
<td>Countywide Ped-Bike Education and Encouragement Program</td>
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<tr>
<td>6878</td>
<td>TAC (Meeting Pending)</td>
<td>Division - Planning</td>
<td>Proposal for 2019 New Transit Service Plan</td>
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<tr>
<td>6524</td>
<td>Draft</td>
<td>Dept - Real Estate</td>
<td>Revisions and Update of Joint Development Policy</td>
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<tr>
<td>6895</td>
<td>Draft</td>
<td>Dept - Project D</td>
<td>Crossroads Countywide Collision Database Project Maintenance Support</td>
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<tr>
<td>6894</td>
<td>Draft</td>
<td>Dept - Programs</td>
<td>2020 and 2021 Measure B Program Funding Proposal</td>
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<td>6785</td>
<td>Draft</td>
<td>Division - Engineering</td>
<td>VTP Hwy Program Semi-Annual Report Ending December 31, 2018</td>
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<tr>
<td>6788</td>
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<td>Measure A Semi-Annual Report ending December 31, 2018</td>
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<td>6643</td>
<td>Draft</td>
<td>Dept - Real Estate</td>
<td>VTA's Joint Development Program: Looking Forward/Policy Revisions</td>
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<td>6848</td>
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<td>Dept - Transport</td>
<td>Bicycle Expenditure Program Semi-Annual Update</td>
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<td>Fast Transit Program - Speed and Reliability Analysis Methodology</td>
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<td>Programmed Project Monitoring - Quarterly Report</td>
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<td>5786</td>
<td>Draft</td>
<td>Dept - Project D</td>
<td>Cooperative Funding Agreement with City of Santa Clara</td>
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<td>2019 New Service Plan</td>
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<td>5873</td>
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<td>Dept - Programs</td>
<td>Fiscal Year 2019-2020 Transportation Development Act (TDA)/State Transit Assistance (STA) Claim</td>
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<td>Local Program Reserve Reallocation</td>
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<td>FY 2020 &amp; FY 2021 CMP Work Program</td>
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<td>2019/20 TFCA Program Manager Fund</td>
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<td>FY 2019/20 TDA3 Project Priorities</td>
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<td>Dept - Programs</td>
<td>FY 2020 &amp; FY 2021 CMP Work Program</td>
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