TECHNICAL ADVISORY COMMITTEE

Wednesday, February 13, 2019
1:30 PM
VTA Conference Room B-106
3331 North First Street
San Jose, CA

AGENDA

COMMITTEE MISSION STATEMENT:
The VTA Technical Advisory Committee (TAC) provides in-depth analysis, technical expertise and timely recommendations to the VTA Board of Directors regarding projects, programs, funding and other policy matters while giving voice to and reconciling local and regional perspectives.

CALL TO ORDER

1. ROLL CALL

2. ORDERS OF THE DAY

3. 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.

4. Receive Committee Staff Report. (Verbal Report) (Rensi)
   - 2016 Measure B Update. (Verbal Report)

5. Receive Chairperson's Report. (Verbal Report) (Cameron)
   - Capital Improvement Program (CIP)
   - Systems Operations & Management (SOM)

CONSENT AGENDA


REGULAR AGENDA

8. ACTION ITEM - Recommend that the VTA Board of Directors approve a Transit Speed Policy for VTA.


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

OTHER

11. Receive an update on MTC Activities and Initiatives. (Verbal Report) (MTC)

12. Receive an update on Caltrans Activities and Initiatives. (Verbal Report) (Caltrans)

13. Receive an update on SCVWD Activities and Initiatives. (Verbal Report) (SCVWD)

14. Review the TAC Committee Work Plan. (Rensi)

15. ANNOUNCEMENTS

16. 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.

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.
2016 Measure B Update
2016 Measure B Program Categories

**VTA’s BART Silicon Valley, Phase II**
- $1.5 Billion
- Six miles, four stations
- New regional rail corridor
- Links to major transit

**DTW Downtown San Jose & Santa Clara**
- $314 Million
- Caltrain Corridor Capacity Improvements
  - Expand ridership capacity
  - Level boarding
  - Increase train service

**County Expressways**
- $750 Million
- 20 candidate projects
  - Intersections/interchanges, widening, grade separations
  - Reduce congestion, improve connections

**Local Streets and Roads**
- $1.2 Billion
- Road repairs/improvements
- Complete streets requirement
- All cities/towns receive funds

**Transit Operations**
- $500 Million
- Increase bus frequency
- First/last-mile connections
- Programs: seniors, disabled, low-income, students

**State Route 85 Corridor**
- $350 Million
- Corridor transit study
- Transit and congestion relief projects
- Noise abatement

**Bicycle/Pedestrian Program**
- $250 Million
- Close gaps
- Improve connections, mobility
- Safer, more convenient

**Caltrain Grade Separations**
- $700 Million
- Separate tracks from roadways
- Safer for pedestrians, bicyclists, autos
- Reduce traffic congestion

**Highway Interchanges**
- $750 Million
- 24 candidate projects
- Connectors, on/off ramps, widening
- Improve connectivity, safety, reduce congestion
2019 Anticipated Activities for 2016 Measure B

- Master Funding Agreements to Member agencies for Execution
- Review & distribute LSR Program Manual and required forms

- No 2016 Measure B funding needs anticipated

- Capital Projects grant program criteria; Anticipate call for projects summer 2019
- Planning Projects grant program development; Anticipate call for projects winter 2019/2020
- Education/Encouragement - master funding agreement under development

- Implementation Plan - Finalize scope/cost/schedule; Execute contract
- Continue coordination with three cities and Caltrain
- Scheduling staff level technical working group meetings

- Draft funding agreement for $4.3 mil overhaul project - internal review
- Reschedule of three train schedule - anticipate upon completion of PTC: July 2019

- VTA staff consulting with cities/county on Hwy projects
- Noise abatement program - Develop program through 2019
- Anticipate call for projects winter 2019/2020

- Overall program development
- Working with County on project prioritization
- Funding agreement/s development

- Transit Guideway Study contract Phase II kick-off meeting
- Noise mitigation pilot projects contract - To release RFP

- Innovative Transit Service Models grant program development through 2019
- Anticipate call for projects fall/winter 2019 or winter 2020

- Develop FY20/FY21 2016 Measure B Program projects and allocations for BOD approval
- Develop web presence
2016 Measure B - Anticipated Activities for 2019*
02.11.19

- Local Streets & Roads
  - Review draft program manual & required forms for member agency review – February CIPWG
  - Execute agreements
    - Sent to CIPWG & TAC Members – 02.11.19
    - Issue advance checks; begin processing invoices

- BART Phase 2 – No 2016 Measure B-related Committee or BOD action anticipated for 2019

- Bicycle/Pedestrian Program
  - Capital Projects Grant Program
    - Criteria Development
      - Jan/Feb CIP & Feb BPAC
      - March/April TAC/BPAC/PAC/CMPP & April/May BOD
      - Call for Projects – Contingent upon date of criteria adoption; Anticipate summer 2019
  - Planning Grant Program
    - Criteria Development
      - Spring/summer 2019 CIPWG & Advisories/CMPP
      - Summer/fall 2019 BOD
      - Call for Projects – Contingent upon date of criteria adoption; Anticipate winter 2019/2020
  - Education & Encouragement
    - Member Agency agreements under development
    - Countywide program under development – Spring/Summer 2019

- Caltrain Grade Separations
  - VTA implementation plan
    - Finalize scope/cost/schedule – Feb 2019
    - Award contract
  - VTA/Caltrain/Palo Alto/Mountain View Sunnyvale coordination meetings
    - Continue coordination with three cities and Caltrain
    - Schedule staff-level technical working group meetings

- Caltrain Corridor Capacity Improvements
  - Overall Program Development
  - South County Service Increase
    - VTA staff discussions with Caltrain - ongoing
    - Funding provided for additional rolling stock
• Highway Program
  o Project Delivery
    ▪ VTA staff consultation with member agencies – ongoing
    ▪ Project delivery contingent on member agency funding
  o Noise Abatement Program
    ▪ Develop program structure/screening criteria – March CIPWG, late Spring/Summer TAC/PAC, Fall/Winter BOD
    ▪ Release CFP – contingent on BOD criteria adoption; anticipate winter 2019/2020

• County Expressways
  o Overall Program Development
    ▪ Continue working with County on project prioritization
    ▪ Develop funding agreement/s

• SR85 Corridor
  o Transit Guideway Study Phase II Kick-off meeting – to schedule
  o Noise mitigation pilot projects contract – To release RFP

• Transit Operations
  o Innovative Transit Service Model
    ▪ Framework – Jan Advisories/Feb BOD
    ▪ Criteria & Program Structure development – February/Mar CIPWG, April/May TAC/PAC, June/August BOD
    ▪ Call for Projects – contingent on BOD criteria adoption; anticipated fall/winter 2019 or winter 2020

• 2016 Measure B Program
  o Develop FY20/FY21 Program projects and allocation – adoption June 2019
  o Develop web presence – Begin spring/summer 2019

*Subject to change
Technical Advisory Committee

Wednesday, January 16, 2019

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:34 p.m. by Chairperson Morley in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Representing</th>
<th>Status</th>
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<tbody>
<tr>
<td>Todd Capurso</td>
<td>Member</td>
<td>City of Campbell</td>
<td>Absent</td>
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<tr>
<td>Amy Olay</td>
<td>Alternate Member</td>
<td>City of Campbell</td>
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<tr>
<td>Timm Borden</td>
<td>Member</td>
<td>City of Cupertino</td>
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<tr>
<td>David Stillman</td>
<td>Alternate Member</td>
<td>City of Cupertino</td>
<td>Present</td>
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<tr>
<td>Girum Awoke</td>
<td>Member</td>
<td>City of Gilroy</td>
<td>Present</td>
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<tr>
<td>Gary Heap</td>
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<td>City of Gilroy</td>
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<tr>
<td>Susanna Chan</td>
<td>Member</td>
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<tr>
<td>Aruna Bodduna</td>
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<td>Steve Erickson</td>
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<td>City of Milpitas</td>
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<td>Steve Chan</td>
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<tr>
<td>Jessica Kahn</td>
<td>Member</td>
<td>City of Monte Sereno</td>
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<td>VACANT</td>
<td>Alternate Member</td>
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<tr>
<td>Scott Creer</td>
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<td>David Gittleson</td>
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<tr>
<td>Dawn Cameron</td>
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<td>City of Mountain View</td>
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<tr>
<td>Helen Kim</td>
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<td>Sylvia Star-Lack</td>
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<td>Jarrett Mullen</td>
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<td>Jessica Zenk</td>
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<td>Zahir Gulzadah</td>
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<td>VACANT</td>
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<td>Dennis Ng</td>
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<td>John Cherbone</td>
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<td>Macedonio Nunez</td>
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<td>Shahid Abbas</td>
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<tr>
<td>Lillian Tsang</td>
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<td>Harry Freitas</td>
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<td>Barry Ng</td>
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<td>Nichol Bowersox</td>
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<td>VACANT</td>
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<tr>
<td>Matt Morley</td>
<td>Chairperson</td>
<td>Town of Los Gatos</td>
<td>Present</td>
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<tr>
<td>Lisa Petersen</td>
<td>Alternate Member</td>
<td>Town of Los Gatos</td>
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A quorum was present.

2. **ORDERS OF THE DAY**

   There were no Orders of the Day.

3. **PUBLIC PRESENTATIONS**

   There were no Public Presentations.

   Ex-Officio Member Saleh arrived at the meeting and took his seat at 1:36 p.m.

4. **Committee Staff Report**

   Marcella Rensi, Deputy Director of Programming & Congestion Management and Committee Staff Liaison, provided a report, highlighting: 1) summary of actions the VTA Board of Directors (Board) took at their January 10, 2019 meeting; 2) VTA service and operations during the 2019 College Football Playoff National Championship on January 7, 2019; and 3) announced the Women’s March San Jose will be held on January 19, 2019, in Downtown San Jose.

   - **2016 Measure B Update**

     Ms. Rensi provided a brief update on the status of the legal challenge concerning 2016 Measure B, and referenced the list of December 2018 program activities at the Committee Members’ places and on the Public Table.

5. **Chairperson’s Report**

   Chairperson Morley expressed his appreciation to the Committee for allowing him to serve as its chair, and to staff for their support.

6. **Reports from TAC Working Groups**

   - **Capital Improvement Program (CIP) Working Group**

     Celeste Fiore, Transportation Planner, provided the following CIP Working Group highlights from their December 4, 2018, meeting: 1) 2016 Measure B status update; and 2) Vehicle Miles Traveled (VMT) evaluation tool presentation.

     Ms. Fiore provided a brief summary of the 2018 CIP Working Group discussion topics and noted the next meeting is scheduled for January 22, 2019.
• Systems Operations & Management (SOM) Working Group

Eugene Maeda, Senior Transportation Planner, provided a brief report of the December 5, 2018, annual SOM Working Group luncheon meeting, highlighting: 1) survey effort on Crossroads collision database; and 2) election of 2019 working group leadership.

Mr. Maeda provided a brief summary of 2018 SOM Working Group discussion highlights and an overview of 2019 focus areas. He noted the next meeting is scheduled for January 23, 2019.

• Land Use/Transportation Integration (LUTI) Working Group

Melissa Cerezo, Senior Transportation Planner, provided a brief highlight of 2018 LUTI Working Group discussion topics, noting the implementation of a presentation series by Member Agencies.

Ms. Cerezo noted the LUTI Working Group meets quarterly and the next meeting is scheduled for February 25, 2019.

On order of Chairperson Morley, and there being no objection, the Committee received the reports from the TAC Working Groups.

CONSENT AGENDA

7. Regular Meeting Minutes of November 7, 2018

M/S/C (D. Ng./Abbas) to approve the Regular Meeting Minutes of November 7, 2018.

8. Programmed Project Monitoring - Quarterly Report

M/S/C (D. Ng./Abbas) to receive the Programmed Projects Quarterly Monitoring Report for July - September 2018.

RESULT: APPROVED [UNANIMOUS] – Consent Agenda Items #7 and #8

MOVER: Dennis Ng, Alternate Member
SECONDER: Shahid Abbas, Member
AYES: Abbas, Awoke, Cameron, Cherbone, Gittleson (Alt.), Gulzadah (Alt.), Morley, B. Ng (Alt.), D. Ng (Alt.), Star-Lack, Stillman (Alt.)
NOES: None
ABSENT: Bowersox, Bodduna (Alt.), Capurso, Susanna Chan, Steve Chan (Alt.), Erickson, Kahn, Olay (Alt.)

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
REGULAR AGENDA


Member Awoke provided a brief overview of the Nomination Subcommittee’s recommendations.

**M/S/C (Abbas/Star-Lack)** to close the nominations and elect Dawn Cameron, City of Mountain View, as the 2019 TAC Chairperson.

Member Morley relinquished his seat to newly elected Chairperson Cameron, who presided over the remainder of the meeting.

Chairperson Cameron acknowledged Member Morley and expressed appreciation of his dedication to the committee and leadership in serving as chair for over two years.

**M/S/C (D. Ng/Cherbone)** to close the nominations and elect Girum Awoke, City of Gilroy, as the 2019 TAC Vice Chairperson.

<table>
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<th>RESULT:</th>
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<tr>
<td>MOVER:</td>
<td>Shahid Abbas, Member</td>
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<td>SECONDER:</td>
<td>Sylvia Star-Lack, Member</td>
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<td>NOES:</td>
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<td>NOES:</td>
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Jane Shinn, Senior Management Analyst, provided an overview of the staff report, highlighting draft framework elements.

Members of the Committee and staff briefly discussed the following: 1) grant application process and potential project eligibility; and 2) definition of grant framework elements, particularly the term “innovative.”
Members of the Committee requested staff bring future 2016 Measure B subcategory program development items to the CIP Working Group. Staff provided a brief overview of next steps, including criteria and grant program structure development with input from appropriate working groups and committees.

M/S/C (Morley/D. Ng) to recommend that the VTA Board of Directors approve draft framework of the proposed 2016 Measure B Innovative Transit Service Models Competitive Grant Program.

RESULT: APPROVED [UNANIMOUS] – Regular Agenda Items #10
MOVER: Matt Morley, Member
SECONDER: Dennis Ng, Alternate Member
AYES: Abbas, Awoke, Cameron, Cherbone, Gittleson (Alt.), Gulzadah (Alt.), Morley, B. Ng (Alt.), D. Ng (Alt.), Star-Lack, Stillman (Alt.)
NOES: None
ABSENT: Bowersox, Bodduna (Alt.), Capurso, Susanna Chan, Kahn, Olay (Alt.)

OTHER

11. Update on Metropolitan Transportation Commission (MTC) Activities and Initiatives

Ex-Officio Member Lorenza, provided a brief report, highlighting: 1) launch of Horizon Initiative Draft Regional Growth framework, to be presented on January 30, 2019, in the City of Hayward, noting a separate discussion forum in the South Bay is forthcoming; and 2) forthcoming activities pertaining to Plan Bay Area 2050.

On order of Chairperson Cameron, and there being no objection, the Committee received an update on MTC Activities and Initiatives.

12. Update on Caltrans Activities and Initiatives

Ex-Officio Member Saleh provided the following report: 1) Caltrans presentation by District 4 Director Tony Tavares at the January 10, 2019 Board meeting; 2) update on US-101 Express Lanes between Santa Clara and San Mateo Counties; and 3) update on express lanes within San Mateo County.

A brief discussion ensued concerning express lane configurations and toll tag requirements.

On order of Chairperson Cameron, and there being no objection, the Committee received an update on Caltrans Activities and Initiatives.

13. Update on Santa Clara Valley Water District (SCVWD) Activities and Initiatives

There was no update on SCVWD activities and initiatives.
14. **Committee Work Plan**

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

15. **ANNOUNCEMENTS**

There were no Announcements.

16. **ADJOURNMENT**

*On order of Chairperson Cameron*, and there being no objection, the meeting was adjourned at 2:21 p.m.

Respectfully submitted,

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

TO: Santa Clara Valley Transportation Authority
   Technical Advisory 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.

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>
</tr>
</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>
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<tr>
<td></td>
<td>Nuria I. Fernández</td>
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<td></td>
<td>General Manager/CEO</td>
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</tbody>
</table>

Date Approved: __________
Transit Speed Policy

Advisory Committees

February 2019
Policy Consistency

- Transit Speed
- Complete Streets
- Commuter Shuttle
- Land Use & Development Review
- Station Access
Fast Transit Program

Transit Speed Policy
- VTA
- Cities

Speed and Reliability Analysis
- Identify all causes of slow speeds
- Determine potential solutions

Recommendations
- Projects
- Procedures/Measurement
VTA Transit Speeds are Declining

14.1 MPH
1988

12.8 MPH
2005

12.6 MPH
2001

11.6 MPH
2016
Causes of Delay in the Frequent Network

- Dwell Time at Stops: 25%
- Time Moving: 43%
- Delay Time at Signals: 32%
Route by Route Analysis of Delay
Fast Transit Program Toolbox

- Bus Stop Balancing
- Transit Lanes
- Traffic Control
- Operations
- Infrastructure
- Policy

- Spots
- Hubs
- Corridors
Policy Guiding Principles

- Increase Ridership
- Reduce Costs
- Build Effective Partnerships
Next Steps

Policy Approval
VTA Committees | February 2019
TAC, BPAC, CTMA (March), CAC, PAC, CMPP, SSTPO, A&F

VTA Board | March 2019

Fast Transit Program update | March/April 2019
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory 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

Route 56 (Lockheed Martin – Tamien Station)
28. Eliminate deviation to Stevens Creek (stay on Homestead)

Route 59 (Valley Fair – Baypointe 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 – Kooer & Blossom Hill)
40. End weekday service at 9:00 PM instead of 10:00 PM
Route 65 (San Jose State – Kooer & 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>Original Next Network Plan</th>
<th>Ad Hoc Committee Recommendation</th>
<th>Proposed Plan</th>
<th>% Reduction from Original Plan</th>
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<tr>
<td>Annual Hours (Bus)</td>
<td>1,601,000</td>
<td>1,520,000</td>
<td>1,490,000</td>
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<tr>
<td>Annual Hours (Rail)</td>
<td>192,000</td>
<td>156,000</td>
<td>172,000</td>
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**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>
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<th>Annual Boardings</th>
<th>Current Ridership (Dec. ‘17 – Nov. ‘18)</th>
<th>36,141,014</th>
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<tbody>
<tr>
<td></td>
<td>Original Next Network VTA Ridership</td>
<td>40,372,000</td>
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</table>

| Impact of Light Rail Reductions | – 566,000 |
| Impact of Bus Reductions       | – 607,000 |
| Impact of Bus Improvements     | + 662,000 |

Net Impact | – 511,000 (– 1.3% from original plan)

Proposed Plan VTA Ridership | 39,407,000

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.

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:

- **REDUCTION** Express 101: Camden & 85 – Palo Alto
  Discontinue route

- **REDUCTION** Express 102: South San Jose – Palo Alto
  Discontinue 2 unproductive trips each direction (currently 7 trips each direction)

- **REDUCTION** Express 103: Eastside – Palo Alto
  Discontinue 1 unproductive trip each direction (currently 4 trips each direction)

- **REDUCTION** Express 121: South County – Moffett Park
  Discontinue route

- **REDUCTION** Express 122: South San Jose – Moffett Park
  Discontinue route

- **REDUCTION** Express 168: South County – San Jose
  Discontinue 2 unproductive trips each direction (currently 7 trips each direction)

- **REDUCTION** Express 182: Palo Alto – IBM/BAiley Ave
  Discontinue route

- **REDUCTION** Express 185: South County – Mountain View
  Discontinue route

**Improvements**

- **IMPROVEMENT** Rapid 522: Improve frequency to every 15 minutes during early morning and evening

- **IMPROVEMENT** Route 23: Improve evening frequency

- **IMPROVEMENT** Route 500: Improve weekday frequency to every 15 minutes (average), all day

- **IMPROVEMENT** Route 68: Improve weekday midday frequency in South County from 30-min to 15-min

- **IMPROVEMENT** Route 83: Discontinue route

- **IMPROVEMENT** Blue Line light rail: End at Baypointe Station instead of Alum Rock Station

- **IMPROVEMENT** Purple Line light rail: Discontinue Almaden light rail, replace with bus every 30 minutes

**Reductions**

- **REDUCTION** Route 22: Discontinue overnight service

- **REDUCTION** Route 56: Discontinue route

- **REDUCTION** Route 53: Eliminate deviation to downtown Sunnyvale

- **REDUCTION** Route 26: Improve weekday frequency between Westgate and Curtner Station from 30-min to 15-min

- **REDUCTION** Route 65: Discontinue route

- **REDUCTION** Route 68: Improve weekday midday frequency in South County from 30-min to 15-min

- **REDUCTION** Route 83: Discontinue route

- **REDUCTION** Route 31: Discontinue Sunday service

- **REDUCTION** Route 522: Improve evening frequency

- **REDUCTION** Route 26: Improve weekday frequency between Westgate and Curtner Station from 30-min to 15-min

- **REDUCTION** Route 65: Discontinue route

- **REDUCTION** Route 68: Improve weekday midday frequency in South County from 30-min to 15-min

- **REDUCTION** Route 83: Discontinue route

- **REDUCTION** Route 500: Improve weekday frequency to every 15 minutes (average), all day

- **REDUCTION** Route 68: Improve weekday midday frequency in South County from 30-min to 15-min

- **REDUCTION** Route 83: Discontinue route
<table>
<thead>
<tr>
<th>Municipality</th>
<th>Change Number and Description</th>
<th>Hours</th>
<th>Annual</th>
<th>Municipalities Impacted by Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purple Line</td>
<td>1. Discontinue Purple Line Almaden</td>
<td>-1170</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td>Loma Rica</td>
<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</td>
<td>7,800</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td>Blue Line</td>
<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>-13,560</td>
<td>-</td>
<td>X X X X</td>
</tr>
<tr>
<td></td>
<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></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rapid 523 (Berrysena – Lockhead Martin)</td>
<td>5. End Saturday service at Sunnyvale Transit Center instead of Lockhead Martin after 8:00 PM</td>
<td>-89</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>6. End Sunday service at Sunnyvale Transit Center instead of Lockhead Martin after 7:30 PM</td>
<td>-110</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Route 20 (Milpitas BART – Sunnyvale Transit Center)</td>
<td>7. End weekday service at 8:30 PM instead of 10:00 PM</td>
<td>-489</td>
<td>-</td>
<td>X X X X</td>
</tr>
<tr>
<td></td>
<td>8. End weekday service at 9:30 PM instead of 10:00 PM</td>
<td>-990</td>
<td>-</td>
<td>X X X X</td>
</tr>
<tr>
<td>Route 22 (Palo Alto – Eastridge)</td>
<td>9. Discontinue overnight service (1:00 AM to 4:00 AM)</td>
<td>-3,789</td>
<td>-</td>
<td>X X X X X</td>
</tr>
<tr>
<td>Route 27 (Winchester Station – Kaiser San Jose)</td>
<td>10. Start weekday service at 6:00 AM instead of 5:30 AM</td>
<td>-144</td>
<td>-</td>
<td>X X X X</td>
</tr>
<tr>
<td></td>
<td>11. End weekday service at 9:00 PM instead of 10:00 PM</td>
<td>-587</td>
<td>-</td>
<td>X X X</td>
</tr>
<tr>
<td></td>
<td>12. Reduce Saturday frequency to every 40 minutes from every 30 minutes</td>
<td>-416</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td></td>
<td>13. End Saturday service at 8:00 PM instead of 9:00 PM</td>
<td>-307</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td></td>
<td>14. End Sunday service at 7:30 PM instead of 8:00 PM</td>
<td>-168</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td>Route 31 (Evergreen Valley College – Eastridge)</td>
<td>15. Discontinue Sunday service</td>
<td>-478</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>16. Start Saturday service at 8:30 AM instead of 7:30 AM</td>
<td>-49</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td>Route 40 (Foothill College – Mountain View Transit Center)</td>
<td>17. Start Saturday service at 8:00 AM instead of 7:00 AM</td>
<td>-63</td>
<td>-</td>
<td>X X X</td>
</tr>
<tr>
<td></td>
<td>18. Start weekday service at 6:00 AM instead of 5:30 AM</td>
<td>-561</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>19. End weekday service at 9:00 PM instead of 10:00 PM</td>
<td>-510</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>20. Reduce Saturday frequency to every 40 minutes from 30</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>21. Reduce Sunday frequency to every 60 minutes from 30</td>
<td>-598</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>22. Start Saturday service at 8:00 AM instead of 7:00 AM</td>
<td>-110</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>23. End Saturday service at 8:00 PM instead of 9:00 PM</td>
<td>-111</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>24. End Sunday service at 7:00 PM instead of 8:00 PM</td>
<td>-116</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td>Route 52 (Foothill College – Mountain View Transit Center)</td>
<td>25. End weekday service at 9:00 PM instead of 10:00 PM</td>
<td>-239</td>
<td>-</td>
<td>X X X</td>
</tr>
<tr>
<td>Route 53 (Sunnyvale Transit Center – Santa Clara Transit Center)</td>
<td>26. Start weekday service at 6:30 AM instead of 5:30 AM</td>
<td>-179</td>
<td>-</td>
<td>X X X</td>
</tr>
<tr>
<td></td>
<td>27. Discontinue Saturday service</td>
<td>-498</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Route 56</td>
<td>28. Eliminate deviation to Stevens Creek (stay on Homestead)</td>
<td>-1,403</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td>Route 57 (Old Ironsides Station – West Valley College)</td>
<td>29. Eliminate deviation to downtown Sunnyvale (stay on Fair Oaks)</td>
<td>-2,405</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>30. Start Saturday service at 7:00 AM instead of 6:30 AM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>31. Start Sunday service at 8:00 AM instead of 7:30 AM</td>
<td>-205</td>
<td>-</td>
<td>X X X</td>
</tr>
<tr>
<td>Route 61 (Valleyma – Piedmont) – Good Samaritan Hospital</td>
<td>32. End weekday service at 7:00 PM instead of 12:00 midnight</td>
<td>-485</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td></td>
<td>33. Start weekday service at 6:00 AM instead of 5:30 AM</td>
<td>-540</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td></td>
<td>34. Reduce Saturday frequency to every 60 minutes from 30</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>35. Start Saturday service at 8:00 AM instead of 7:00 AM</td>
<td>-140</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td></td>
<td>36. End Saturday service at 8:00 PM instead of 10:00 PM</td>
<td>-139</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td></td>
<td>37. Start Sunday service at 8:00 AM instead of 7:30 AM</td>
<td>-139</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td>Route 63 (San Jose State – Kooser &amp; Blossom Hill)</td>
<td>38. End weekday service at 11:00 PM instead of 12:00 midnight</td>
<td>-485</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td></td>
<td>39. End Saturday service at 10:00 PM instead of 11:00 PM</td>
<td>-99</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td>Route 65 (San Jose State – Kooser &amp; Blossom Hill)</td>
<td>40. End weekday service at 9:00 PM instead of 10:00 PM</td>
<td>-518</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td>Route 71 (Milpitas BART – Capitol Station)</td>
<td>41. Discontinue route</td>
<td>-7,017</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td>Route 72 (Downtown San Jose – Senter &amp; Monterey via Meltaugh)</td>
<td>42. Start Saturday service at 7:00 AM instead of 6:30 AM</td>
<td>-120</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td></td>
<td>43. Reduce weekday frequency to every 30 minutes from every 20 between 8:00 PM and 9:00 PM</td>
<td>-510</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>44. Reduce Saturday frequency to every 30 minutes from every 20 between 7:00 PM and 9:00 PM</td>
<td>-208</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>45. Reduce Sunday frequency to every 60 minutes from every 30 between 8:00 PM and 9:00 PM</td>
<td>-122</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Route 73 (Downtown San Jose – Senter &amp; Monterey via Senter)</td>
<td>46. Reduce weekday frequency to every 30 minutes from every 20 between 8:00 PM and 9:00 PM</td>
<td>-510</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>47. Reduce Saturday frequency to every 30 minutes from every 20 between 7:00 PM and 9:00 PM</td>
<td>-208</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Route 77 (Milpitas BART – Eastridge)</td>
<td>48. End weekday service at 11:00 PM instead of 12:00 midnight</td>
<td>-510</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td></td>
<td>49. End Saturday service at 11:00 PM instead of 12:00 midnight</td>
<td>-104</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td></td>
<td>50. End Sunday service at 10:00 PM instead of 11:00 PM</td>
<td>-116</td>
<td>-</td>
<td>X X</td>
</tr>
<tr>
<td>Route 83 (Cupertino/Cincoheuweth Station – Almaden &amp; McKean)</td>
<td>51. Discontinue route</td>
<td>-3,383</td>
<td>-</td>
<td>X</td>
</tr>
<tr>
<td>Change Number and Description</td>
<td>Bus Impacts</td>
<td>Hours</td>
<td>Municipalities Impacted by Change</td>
<td></td>
</tr>
<tr>
<td>------------------------------</td>
<td>-------------</td>
<td>-------</td>
<td>----------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Bus Impacts</strong></td>
<td></td>
<td></td>
<td>Cam</td>
<td>Cup</td>
</tr>
<tr>
<td><strong>Express 101 (Camden &amp; Highway 85 – Stanford Research Park)</strong></td>
<td>52. Discontinue route</td>
<td>2,295</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td><strong>Express 102 (South San Jose – Stanford Research Park)</strong></td>
<td>53. Eliminate 2 of 7 daily trips in each direction</td>
<td>2,242</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td><strong>Express 103 (Eastridge – Stanford Research Park)</strong></td>
<td>54. Eliminate 1 of 4 daily trips in each direction</td>
<td>1,075</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td><strong>Express 121 (South County – Lockheed Martin)</strong></td>
<td>55. Eliminate 3 of 9 daily trips in each direction</td>
<td>4,178</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Express 122 (South San Jose – Lockheed Martin)</strong></td>
<td>56. Discontinue route</td>
<td>2,020</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td><strong>Express 168 (South County – San Jose Diridon Station)</strong></td>
<td>57. Eliminate 2 of 7 daily trips in each direction</td>
<td>4,046</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td><strong>Express 182 (Palo Alto – IBM/Bailey Ave)</strong></td>
<td>58. Discontinue route</td>
<td>497</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td><strong>Express 185 (South County – Mountain View)</strong></td>
<td>59. Discontinue route</td>
<td>2,223</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Route 251 (St. Francis High School – Mountain View Transit Center)</strong></td>
<td>60. Discontinue route</td>
<td>144</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Route 255 (Fremont High School – Lawrence &amp; Tasman)</strong></td>
<td>61. Discontinue route (regular Route 55 trips would remain)</td>
<td>457</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Route 266 (Santa Teresa High School – Bernal &amp; Via Serena)</strong></td>
<td>62. Discontinue route</td>
<td>211</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Various</strong></td>
<td>Miscellaneous minor reductions in trips (not listed individually)</td>
<td>-3,369</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Rapid 500 (Berryessa BART – Diridon Station)</strong></td>
<td>1. Improve weekday frequency to every 7.5 minutes all day (average) from every 10-15 minutes</td>
<td>7,887</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Route 23 (De Anza College – Alum Rock Station)</strong></td>
<td>2. Improve weekday and weekend service frequency between 7:00 PM and 11:00 PM</td>
<td>2,312</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Route 26 (West Valley College – Eastridge)</strong></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>13,552</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Route 68 (San Jose Diridon Station – Gilroy Transit Center)</strong></td>
<td>4. Improve weekday service frequency between Curtner Station and Westgate to every 20 from 30</td>
<td>n/a</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td><strong>Rapid 522 (Palo Alto – Eastridge)</strong></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>X</td>
<td></td>
</tr>
<tr>
<td><strong>Rapid 522 (Palo Alto – Eastridge)</strong></td>
<td>6. Improve early morning and evening frequency to every 15 minutes from every 20, daily</td>
<td>4,169</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
2019 New Transit Service Plan

Plan Overview + Outreach Update

VTA Board Advisory Committees
February 2019
Background

2016  Next Network development + community engagement

2017  VTA Board adopts final Next Network plan

...waiting for BART service to start new network...

2018  VTA Ad Hoc Financial Stability Committee recommends service change

Dec 2018  VTA Board directs staff to develop new service plan

Jan 2019  VTA Board directs staff to conduct outreach on new plan

January  Community engagement

February  Community engagement
VTA Board Direction for the 2019 New Transit Service Plan

1. Maintain today’s service level (no service increase)

2. More ridership service & less coverage service

3. Minimize cuts in South County
current service
$360M / year
total cost
$360M / year
70/30
ridership/coverage

Next Network
$375M / year
total cost
$375M / year
83/17
ridership/coverage

Draft 2019
New Transit
Service Plan
$360M / year
total cost
$360M / year
90/10
ridership/coverage
Two Types of Transit Routes

- **Ridership** routes: service to areas with higher ridership
- **Coverage** routes: service to areas with lower ridership

70% RIDERSHIP

30% COVERAGE
Fundamentals of the Next Network service plan

- Intensive **community outreach** (10,000+ points of input)
- Transit network built on a core **Frequent Network** of bus + rail routes
- More residents and jobs near the **Frequent Network**
- **Less service in low ridership areas** and **more service in high ridership areas**
- New transit **connections to BART**
- Improved **weekend service**

All of these Next Network fundamentals still apply to this revised plan
Proposed Light Rail Service

- **B** Shortened (Baypointe – Santa Teresa)
- **G** No change (Old Ironsides – Winchester)
- **O** No change (Mountain View – Alum Rock)
- **P** Replaced with bus route
Bus Service Improvements (compared to Next Network)

Frequent Service to New Areas
- 26
- 68

More Frequent Service Between BART and Downtown San Jose
- 500

More Morning and Evening Trips on Popular Routes
- 522
- 23
### Bus Service Cuts (compared to Next Network)

<table>
<thead>
<tr>
<th>Change Route Alignment</th>
<th>Discontinue Entire Route</th>
<th>Fewer Early Morning &amp; Late Evening Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>53 56</td>
<td>65 83</td>
<td>20 21 22 27</td>
</tr>
<tr>
<td></td>
<td></td>
<td>31 40 44 47</td>
</tr>
<tr>
<td></td>
<td></td>
<td>52 53 56 57</td>
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<td></td>
<td>59 61 63 71</td>
</tr>
<tr>
<td></td>
<td></td>
<td>77 72 73</td>
</tr>
</tbody>
</table>

### Change Route Alignment
- 53
- 56

### Discontinue Entire Route
- 65
- 83

### Fewer Early Morning & Late Evening Trips
- 20
- 21
- 22
- 27
- 31
- 40
- 44
- 47
- 52
- 53
- 56
- 57
- 59
- 61
- 63
- 71
- 77
- 72
- 73

### Discontinue some Express Bus Trips
- 101
- 102
- 103
- 121
- 122
- 168
- 182
- 185
Ridership Impact

7-9% higher ridership than current service

1% lower ridership than Next Network
More County Residents & Jobs Near Frequent Transit → Ridership Increase

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

- Current: 41%
- Next Network: 57%
- Proposal: 59%
Other Impacts to be Analyzed

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

*both Title VI and paratransit analyses to be conducted in March*
Community Engagement

- 6 VTA-hosted community meetings
- Presentations at other meetings
- YouTube Live online meeting
- Flyers on buses + trains
- Email blasts, blog posts

newtransitplan.vta.org
collecting feedback through February 28
Next

January  Community engagement
February  Community engagement
March    Revise plan
April    Final plan to VTA committees
May      Final plan to VTA Board of Directors
June
July    Implementation activities (scheduling, manufacturing signage,
August  preparing and printing passenger materials, operator training, etc.)
September
Oct – Dec New service starts when BART service begins
Engagement Activities So Far

- 5 of 6 VTA-hosted community meetings
- 10 of 17 community-hosted meetings
- 665 email suggestions/questions
- 86 in-person comments/suggestions
- 121 written comments submitted
- Online virtual meeting (recording available)
- vta.org discussion area comments/suggestions

Community Engagement Update

as of February 12
Dominant Themes

1. High volume of feedback on proposal’s service cuts
2. Riders like frequency improvements on core Frequent Network
3. Overwhelming majority of feedback concerns a handful of routes:

<table>
<thead>
<tr>
<th>Route Type</th>
<th>Feedback Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Express Bus</td>
<td>210</td>
</tr>
<tr>
<td>Almaden Valley</td>
<td>85</td>
</tr>
<tr>
<td>Route 22 Overnight</td>
<td>77</td>
</tr>
<tr>
<td>Light Rail</td>
<td>62</td>
</tr>
<tr>
<td>Route 65</td>
<td>34</td>
</tr>
<tr>
<td>Other</td>
<td>197</td>
</tr>
</tbody>
</table>
Many rider comments about slowdown of buses + trains over time → VTA’s Fast Transit program

Community Engagement Update
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Technical Advisory 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 Ledbetter
Memo No. 6849
<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 |
### 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>
| **Countywide safety messaging for motorists, bicyclists, and pedestrians** | 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 |
| **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>
<tbody>
<tr>
<td>Education for Member Agency staff on effective education &amp; encouragement programs</td>
<td>VTA</td>
<td>• Research and provide training for local city staff</td>
<td>• Number of city staff trained</td>
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<tr>
<td></td>
<td></td>
<td>• Develop menu of potential activities, with costs, effectiveness, and potential measures of success</td>
<td>• Participating jurisdictions</td>
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<tr>
<td></td>
<td></td>
<td>• Organize webinar, brochure, and technical assistance/training</td>
<td>• Quality of training/satisfaction of participants</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Use of training on the job</td>
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<tr>
<td>Micro-grants to support community-led education &amp; encouragement activities</td>
<td>VTA</td>
<td>• Provide grants to individuals or organizations to run local activities that support biking and walking.</td>
<td>• Number and amount of grants</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Sample activities include themed bike rides, educational walks, mini open street events, and school-based events</td>
<td>• Demographics of recipients</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Grants will be between $250 to $2,000</td>
<td>• Types of activities</td>
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<td></td>
<td></td>
<td></td>
<td>• Location of activity</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Number participating in activity</td>
</tr>
<tr>
<td>Countywide Bike to Work Day</td>
<td>VTA</td>
<td>• Continued support for Bike to Work Day in Santa Clara County</td>
<td>• Number of bicyclists counted at Energizer Stations</td>
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<tr>
<td>Demonstration or pilot projects that can be scaled</td>
<td>PHD/VTA</td>
<td>• To be determined</td>
<td>• To be determined</td>
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<td>Transit Speed Policy</td>
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<td>Countywide Ped-Bike Education and Encouragement Program</td>
<td>Discussion</td>
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<td>Proposal for 2019 New Transit Service Plan</td>
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<td>VTP Hwy Program Semi-Annual Report Ending December 31, 2018</td>
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