TECHNICAL ADVISORY COMMITTEE

Wednesday, January 11, 2017
1:30 PM

**PLEASE NOTE MEETING DAY, TIME AND LOCATION**

VTA Auditorium
3331 North First Street
San Jose, CA

WORKSHOP 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. Receive Committee Staff report. (Verbal Report)
   - Receive a report from the General Manager/CEO. (Verbal Report) (Fernandez)


5. INFORMATION ITEM -Review and discuss 2016 Measure B Program Areas.

6. ANNOUNCEMENTS

7. 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 e-mail: board.secretary@vta.org or (408) 321-2330 (TTY only). VTA’s home page is on the web at: www.vta.org or visit us on Facebook at: 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/](http://www.vta.org/) and also at the meeting.
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: Next Network Draft Plan

FOR INFORMATION ONLY

BACKGROUND:

Under VTA’s Transit Ridership Improvement Program (TRIP) initiated in 2015, VTA began a two-year planning and outreach effort to develop a redesigned transit network. This project was known as Next Network, with implementation of a new transit service plan to occur concurrent with the opening of BART Phase 1 service at the Milpitas and Berryessa stations. The project aims to engage the community in developing a new bus and light rail transit network that reflects our transit needs and values, while increasing ridership, improving farebox recovery, and integrating BART service into the transit network. VTA engaged Jarrett Walker + Associates, an internationally-recognized leader in transit planning, to assist with the effort. The project's major milestones include:

- **Late 2015**: Independent assessment of VTA’s service and market
- **April 2016**: Transit Choices and Alternatives reports to VTA Board
- **Summer 2016**: Community outreach phase 1
- **November 2016**: VTA Board decision on ridership-coverage allocation (85/15)
- **January 2017**: Draft transit service plan released
- **January-February 2017**: Community outreach phase 2
- **April 2017**: Final transit service plan for VTA Board approval
- **Fall 2017**: Service begins (concurrent with the opening of BART Phase 1)

The Next Network project started with an independent assessment of VTA's transit service and market. This assessment, called the Transit Choices Report and accompanying Transit
Alternatives Report (both available at http://nextnetwork.vta.org/library), illustrated the significant tradeoff decisions for consideration in developing a redesigned transit network. The reports identified the allocation of services between ridership-oriented service and coverage-oriented service as the most critical policy choice facing VTA. To this end, the project team sought to engage the community in a broad discussion of VTA’s allocation of resources on the spectrum and whether the new transit service plan should represent a shift in resource allocation towards ridership and away from coverage.

Over the summer of 2016, the project team utilized a series of three transit network concept maps to engage the community and solicit their input on tradeoff questions. This first of two project outreach phases included VTA-hosted community meetings, discussions at non-VTA community meetings, intensive community leader workshops, an online meeting, an interactive dedicated project website, numerous blog posts with accompanying discussion area, social media engagement, and tabling events. The project team received over 5,000 points of valuable feedback, including votes on the ridership-coverage balance. The volume of feedback was used to develop a draft transit service plan.

Following the first phase of community outreach, the VTA Board of Directors held a November 2016 workshop to discuss the community’s input and give staff direction on the ridership-coverage balance for the draft transit service plan. At the conclusion of the meeting, the VTA Board voted to direct staff to develop a draft transit service plan that reflects an “85/15” split - that is, a network that allocates 85% of resources to ridership-oriented service and 15% of resources to coverage-oriented service. This direction to pursue a network designed to achieve higher ridership represents a shift from today’s network of 70% ridership-oriented service and 30% coverage-oriented service. This change would have the effect of increasing frequency in high ridership transit-supportive corridors and areas, decreasing service in areas with low transit demand, and a design philosophy that embraces a grid of frequent routes with more rapid routes and more midday and weekend service.

**DISCUSSION:**

VTA staff have developed a draft transit service plan that reflects the substantial community input received over the summer as well as the VTA Board’s guidance on the ridership-coverage balance given at the November 18 Board Workshop. At the January 2017 Board meeting, staff is requesting approval to take the draft transit service plan out to the community in a second phase of outreach. Concurrently, staff is requesting input on the draft plan from the January standing and advisory committees. The draft plan’s network map is presented as Attachment A; a route-by-route matrix of proposed service changes is presented as Attachment B.

The draft transit service plan includes the following major features:

**REALLOCATION OF RESOURCES FROM COVERAGE TO RIDERSHIP**

*What we heard:* The community understood the difficult ridership and coverage tradeoff and overall voted strongly in favor of VTA allocating more resources to ridership service and fewer
resources to coverage service.

VTA currently spends approximately 70% of its operating dollars on productive ridership-oriented service and the remaining 30% to unproductive coverage-oriented service, a “70/30” balance. The draft plan would achieve an 85/15 balance by reallocating resources from unproductive services and investing those resources in more productive services. **This reallocation of coverage-oriented service to ridership-oriented service is how the plan can offer significant benefits while not increasing the total cost of service.**

The areas that would lose service under the draft plan are generally areas that lack the transit-supportive characteristics such as dense, walkable, pedestrian-oriented spaces that are necessary for transit to be productive. VTA is exploring alternative mobility strategies for these difficult-to-serve areas in a concurrent Core Connectivity project to potentially serve these “gaps” in the transit network.

**INCREASED LIGHT RAIL SERVICE**

*What we heard: The community expressed a strong desire to invest in VTA’s light rail system.*

The VTA Light Rail to BART connection will be at the Montague Light Rail station, and VTA will modify the light rail service plan to better serve this connection as well as the ongoing needs of Santa Clara Valley residents and workers.

In May 2016, staff brought, for review, three different operating plans with three different optional enhancements to the VTA Board of Directors. Staff returned in October 2016 with a staff recommendation that includes the following changes (see Attachment C for a map of the recommended light rail operating plan):

- A new line from Alum Rock to Mountain View operating every 15-minutes. This new line would double the Light Rail service frequency at the Milpitas BART Station and provide a direct trip from BART to major employment centers in North San Jose, Santa Clara, Sunnyvale, and Mountain View. This line would also serve Levi’s Stadium, reducing the need for special event trains. Staff is also continuing to study the potential for an express service on part of this line.

- The existing Winchester to Mountain View line would be modified to a Winchester to Old Ironsides line. The frequency of this service would improve from the current 15-minute peak hour/30-minute midday frequencies to 15-minute frequencies all day.

- The Commuter Express, which currently operates three trips each peak period between Santa Teresa and Baypointe, would operate from Santa Teresa to St. James Station and be expanded to six trains each peak period, instead of the current three, using the same resources.

- No changes are proposed for the existing Santa Teresa to Alum Rock line and the existing Almaden Service.

- Signage and wayfinding improvements, including renaming the light rail lines to coincide
with their colors (Orange, Blue, Green, Purple, Yellow) and renaming of two stations. Montague light rail station will become Milpitas light rail station, and I-880/Milpitas light rail station will become Alder light rail station.

FREQUENT BART CONNECTIONS

What we heard: The community reiterated the importance of BART service in the county and expressed a desire for convenient transit connections to BART service.

The draft plan includes frequent connecting service at the Milpitas and Berryessa transit centers, ensuring that riders would have a range of transit options to connect with BART trains (see Attachment D for an illustration of transit connections at the two transit centers). The Milpitas and Berryessa transit centers would feature an array of connecting services:

- A new light rail line between Alum Rock and Mountain View, discussed above, that would provide a direct BART connection for Alum Rock, Santa Clara, Sunnyvale, and Mountain View destinations (every 15-minutes all day).

- A redesigned and improved DASH service, renamed Route 500, would provide a direct service with more frequency, longer spans of service, and a larger service area that would include the Berryessa BART station. As an expanded route with new regional connections, Route 500 would be a standard fare route. Route 500 trips would be timed to meet BART trains at the Berryessa BART station and provide fast and direct service into downtown San Jose and Diridon Station (trips timed to meet every BART train).

- Today’s Airport Flyer Route 10 would be upgraded to become a new frequent Route 60 that would provide a direct connection between the Milpitas transit center’s BART trains and Mineta San Jose International Airport, Santa Clara Caltrain Station, Valley Fair/Santana Row, and the Winchester corridor (every 15-minutes all day). As a new countywide frequent route, Route 60 would be a standard fare route, with the exception of boardings at the airport, which would be fare-free.

- Rapid 523, a new Rapid service between Berryessa BART, downtown San Jose (via King Road and Alum Rock Avenue), San Carlos Street, Stevens Creek Boulevard, Sunnyvale-Saratoga Road, downtown Sunnyvale, and Lockheed Martin via Mathilda Avenue (every 15-minutes all day).

- A new Route 20 that would serve north San Jose, Santa Clara, Sunnyvale, and Mountain View (every 15-minutes peak and 30-minutes midday).

- Additional bus routes from the Milpitas and/or Berryessa BART stations:
  - Route 47 would serve Milpitas (every 30-minutes all day).
  - Route 66 would serve Milpitas, Oakland Road, downtown San Jose, and Monterey Highway (every 15-minutes all day).
  - Route 77 would serve both Milpitas and Berryessa BART stations, plus Lundy Avenue, King Road, and the Eastridge Transit Center (every 15-minutes all day).
  - Route 70 would serve both Milpitas and Berryessa BART stations, plus southern Milpitas, Jackson Avenue, and the Eastridge Transit Center (operating every 15 or
SIMPLIFIED FAMILY OF SERVICES

What we heard: The community expressed frustration in understanding and using VTA’s complex transit network.

The draft plan features a simplified family of transit services that would make service easier to understand and use (see Attachment E). The new family of services would establish a strong hierarchy of transit service and a clear structure to complement VTA’s new brand:

- **Light rail**, featuring 7-day a week service every 15-minutes
- **Rapid bus**, featuring 7-day a week service every 15-minutes, with limited stops
- **Frequent bus**, featuring 7-day a week service every 15-minutes, with local stops
- **Local bus**, featuring weekday service every 30-minutes, with local stops
- **Express bus**, featuring peak-only commuter service on weekdays

The draft plan also proposes discontinuing Community Bus as a distinct service class and fare. The Community Bus fare was established in 2007 because the Community Bus routes were serviced by light duty gasoline-fueled cutaway vehicles (which were significantly cheaper to acquire) and because the bus operators assigned to Community routes were paid less than operators assigned to regular routes. Neither of these cost differentials apply today: VTA operates our regular transit buses on all Community routes and all operators are paid the same wage regardless of the route they operate. Therefore, the draft plan incorporates routes previously classified as Community routes into the Local Bus class.

REGIONAL CONNECTIONS

What we heard: The community expressed a desire for better connections with other regional transit services to expand mobility beyond Santa Clara County.

The draft plan would enhance regional mobility by improving connections with the Bay Area’s regional transit network. Better regional connections would be achieved by 1) improving the frequency of VTA routes that connect to the regional transit network, thereby reducing transfer wait times, and 2) introducing new VTA routes that connect to the regional transit network. Some of the improved regional connections include:
Numerous Frequent routes that would serve the Milpitas and Berryessa BART stations.

A new light rail Orange Line that would offer direct service between Alum Rock and Mountain View, serving Milpitas BART, Mountain View Caltrain, and ACE/Capitol Corridor at Great America Station.

A new cross-county Frequent route that would offer a direct connection between Milpitas BART, San Jose International Airport, Santa Clara Caltrain, light rail, and Valley Fair/Santana Row (Route 60).

Improved service frequencies at Diridon Station for routes connecting to Monterey-Salinas Transit Route 55 to Monterey and the Highway 17 Express to Santa Cruz.

New Rapid 523 service that would connect Sunnyvale Caltrain to Lockheed Martin transit center, De Anza College, and the Stevens Creek/San Carlos/Santa Clara/Alum Rock corridors.

A revised and more frequent downtown San Jose DASH shuttle that would offer frequent connections at Diridon Station and the Berryessa BART station (Route 500).

New routes at Milpitas BART that would offer connections with AC Transit’s Route 217 (previously connecting at the Great Mall Transit Center).

FOCUS SERVICE NEAR TRANSIT-SUPPORTIVE DEVELOPMENT

What we heard: Community members understood the land use and transportation connection and expressed a desire for transit to support dense, walkable, and sustainable development.

Transit, land use, and the street grid form an interrelated trio of features that work together to produce sustainable communities where residents can adopt transit-oriented lifestyles. The draft plan focuses transit resources in areas with a street grid and land use pattern that support transit and where it would achieve the greatest ridership per dollar spent. These transit-supportive areas, often in dense cores, along corridors, and around station areas, would benefit from additional transit service as part of a robust frequent transit network. By establishing a frequent transit network where cities could focus dense, transit-oriented development, cities could accommodate future growth while minimizing new auto trips. In turn, additional growth along the frequent network would generate additional ridership on the transit network, continuing the mutually beneficial cycle of transit-supportive land use and transit productivity.

MORE RESIDENTS AND JOBS ON THE FREQUENT TRANSIT NETWORK

What we heard: Today’s transit network tries to go too many places and transit is spread too thin, service doesn’t come very often, and therefore transit trips take too long. The community expressed a desire for transit to focus on transit-supportive areas.

As outlined in the project’s Transit Choices Report released in early 2016, a transit network
maximizes ridership by maximizing the total number of residents and jobs on a frequent network of transit services (i.e. getting more people to more places in less time). The draft plan aims to maximize the number of residents and jobs on a network of frequent transit routes in the most transit-supportive areas of the county by taking more residents to more places in the same amount of time, which is a central theme of high ridership transit networks.

PARATRANSIT SERVICE AVAILABILITY

What we heard: High-quality paratransit service options are critical to valley residents.

The draft plan features a redesigned fixed-route transit network which would impact VTA’s federal requirements regarding complementary paratransit service. Some network changes would increase VTA’s paratransit service obligations, such as new service in previously-unserved geographic areas or an expansion of the hours of service availability in evenings and on weekends. Conversely, some network changes would reduce VTA’s paratransit obligations, such as geographic areas that would lose fixed route service entirely. The net impact of the draft plan’s fixed route network on paratransit service has not been fully analyzed yet, and VTA staff will engage the VTA Committee for Transportation Mobility and Accessibility (CTMA) in developing a recommended paratransit policy strategy for adoption with the final transit service plan. In advance of Board adoption of a paratransit policy, the draft plan includes a recommendation to minimize service impacts for all existing paratransit customers in the county so that paratransit users are not negatively impacted by the new transit service plan.

IMPROVED SERVICE TO LOW INCOME AND MINORITY RESIDENTS

What we heard: VTA should pay particular attention to the transit needs of low income and minority residents.

The draft plan includes elements to increase transit service available to low income and minority residents. As outline in VTA’s Title VI program, staff paid particular attention to the location and travel needs of low income and minority residents during the planning process to develop the draft plan. In Santa Clara County, low income and minority residents tend to reside in areas that are already transit supportive (featuring dense, mixed land uses and a strong street grid). The draft plan’s emphasis on expanding service in transit-supportive areas works hand-in-hand with the goal of improving service for low income and minority residents. Staff also enlisted the expertise of an independent consultant to conduct a preliminary Title VI equity analysis. The preliminary Title VI analysis concluded that the draft plan does not impose a disparate impact on minority populations or a disproportionate burden on low income populations.

Staff will continue to include Title VI equity considerations as part of the planning process to revise the draft plan into the final transit service plan. A full Title VI service equity analysis will be conducted on the final transit service plan and the results will be presented with the final plan.

EXPANDED WEEKEND SERVICE

What we heard: The community expressed frustration with VTA’s limited transit options on weekends, particularly those residents who work in the service and retail sectors.
The draft plan aims to increase the amount of transit service provided on weekends, particularly on the core network of frequent routes. Compared to VTA’s current transit network, the draft plan provides 9% more service on Saturdays and 7% more service on Sundays.

For example, VTA’s transit network today provides no service to Alviso on Saturdays or Sundays. Under the draft plan, Alviso would have 15 hours of service on Saturdays and 11 hours of service on Sundays. By providing a more useful 7-day transit network, more residents could adopt a transit-oriented lifestyle.

**BETTER NORTH-SOUTH CONNECTIONS IN WEST VALLEY**

*What we heard: West Valley residents and workers expressed a desire for more frequent transit service, particularly north-south service.*

Effective transit networks utilize a grid of intersecting frequent routes to create the possibility of travel anywhere within the grid, as demonstrated by the success of East San Jose’s strong grid network of frequent routes. The draft plan introduces new north-south frequent service in West Valley’s strongest corridors. These new frequent corridors include:

- A **Frequent 57** route on the Saratoga/Kiely/Bowers/Great America corridor, every 15-minutes on weekdays and 20-minutes on weekends.
- Improved service on **Frequent route 60** along the Winchester corridor, every 15-minutes on weekdays and every 20-minutes on weekends.
- A new **Rapid 523** route along the Mathilda/Sunnyvale-Saratoga/Hollenbeck corridor between De Anza College and the Lockheed Martin transit center, every 15-minutes every day (including weekends).

**SCHOOL SERVICE**

*What we heard: Many communities rely on VTA service for youth school trips.*

Many schools are located near fixed-route service and VTA plays a role in getting these students to and from school. VTA’s school service takes the form of additional vehicles added to routes near schools, timed to the school bell times, to ensure students are well-served. The draft plan continues VTA’s program to provide supplementary school trips at the same level as today, about 46,000 annual service hours (3% of VTA’s total annual bus service hours).

The draft plan includes four cases where VTA would scale back an existing all-day fixed route to a schedule focused on school bell times. These four routes have low ridership today and would otherwise have been discontinued under the draft plan’s shift to a more ridership-oriented network. Instead, these four routes have been scaled back to operate at school bell times only:

- **Route 88** in Palo Alto would be converted to special service (Route 288), for Gunn High School, Kehillah Jewish High School, Palo Verde Elementary School, Hoover Elementary School, and Jane Lathrop Stanford Middle School.
‒ **Route 82** in Willow Glen would be converted to special service (Route 282), for Willow Glen High School and Willow Glen Elementary School.

‒ **Route 46** in Milpitas would be converted to special service (Route 246), for Milpitas High School.

‒ **Route 16** in Morgan Hill would be converted to special service (Route 216), for Sobrato High School, Live Oak High School, and Lewis Britton Middle School.

### VTA EXPRESS SERVICE

VTA’s twelve Express routes were not studied as part of this project. However, a dedicated Express service redesign project will be conducted following adoption of the final transit service plan in 2017. Therefore, the draft plan does not make recommendations for VTA’s Express routes, except for the routes that currently serve Fremont BART (Express routes 120, 140, 180, and 181). As the only VTA routes that provide service outside of Santa Clara County, the four Express routes that currently serve Fremont BART would all be replaced by the BART Phase 1 extension:

‒ **Express 120** to Lockheed Martin/Moffett Park (6 AM and 6 PM trips) would be replaced by the new Orange light rail line (every 15-minutes all day) and the BART extension to Milpitas.

‒ **Express 140** to Mission College and Montague Expressway (3 AM and 3 PM trips) would be replaced by a new Frequent route 20 (every 15-minutes peak and 30-minutes midday) and the BART extension to Milpitas.

‒ **Express 180** to Milpitas (and Eastridge on select peak trips) (every 30-minutes) would be replaced by the BART extension to Milpitas (and Frequent route 77 every 15-minutes).

‒ **Express 181** to downtown San Jose (every 15-minutes) would be replaced by Rapid route 500 (timed to meet every BART train at Berryessa Station), and the BART extension to Berryessa Station.

‒ **Express 101, 102, 103, 104, 121, 122, 168, 182**: no change; service remains as it is today.

### RELATIONSHIP TO FARE STUDY

The draft plan utilizes a grid network of frequent routes to expand the range of trips possible on the transit network, however VTA’s current fare structure discourages the transfers that would unlock the ridership benefits of the grid. Concurrent with the project, VTA staff will separately engage the Board in discussions and development of revised fare policies that would complement the new transit service network.
BUDGET

Following VTA Board guidance, the draft plan represents an unchanged total amount of bus service, utilizing the same annual service hours as the most recent Board-approved service plan (the FY16-17 Transit Service Plan). The draft bus service plan is anticipated to be cost neutral, i.e., no increase in annual operating expenses directly related to the number of service hours.

The light rail portion of the draft plan represents an increase in the total amount of service provided. The proposed light rail service plan is projected to increase operating costs by approximately $11 Million annually. Net costs after projected fares, would be approximately $8 Million annually.

Prepared By: Jason Tyree
Memo No. 5869
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<tr>
<th>Route-By-Route List of Major Changes in Draft Plan</th>
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<td><strong>VTA Bus Lines</strong></td>
<td><strong>Proposed Change</strong></td>
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<td>10</td>
<td>Metro/Airport LRT Station - Santa Clara Transit Center</td>
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<td>Eastside Transit Center - San Jose Civic Center</td>
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<td>Ohlone/Chynoweth LRT Station - Almaden/McKean</td>
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<td>Morgan Hill Civic Center - Burnett Avenue</td>
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<td>Gilroy Transit Center - Gavilan College</td>
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<td>20</td>
<td>Downtown Mountain View - Milpitas BART Station</td>
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<td>West Valley College - Capitol Light Rail Station</td>
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<td>Eastridge Transit Center - The Village</td>
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<td>Foothill College - Downtown Mountain View</td>
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<td>Kaiser San Jose - Evergreen Valley College</td>
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<td>Penetencia Creek Transit Center - Alum Rock Transit Center</td>
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<td>Great Mall Transit Center - Milpitas High School</td>
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<td>Milpitas BART Station - McCarthy Ranch</td>
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<td>Downtown Los Gatos - Winchester LRT Station</td>
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<td>Downtown Los Gatos - Winchester LRT Station</td>
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<td>51</td>
<td>Moffett Field - De Anza College</td>
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<td>Foothill College - Downtown Mountain View</td>
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<td>Downtown Sunnyvale - Santa Clara Caltrain Station</td>
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<td>Lockheed Martin Transit Center - De Anza College</td>
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<td>De Anza College - Old Ironsides LRT Station</td>
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<td>56</td>
<td>Lockheed Martin Transit Center - Winchester LRT Station</td>
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<td>57</td>
<td>West Valley College - Old Ironsides LRT Station</td>
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### Attachment B

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<thead>
<tr>
<th>VTA Bus Lines (Continued)</th>
<th>Proposed Change</th>
<th>Routing Change</th>
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<td>Weekday</td>
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<td>Span Peak Midday</td>
<td>Span Frequency</td>
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<td>58 West Valley College - Alviso</td>
<td>Discontinue; current riders may use Routes 57, 59, 20 and 26.</td>
<td>New 6am - 10pm 30 min 30 min 7am - 10pm 30 min 8am - 6pm 60 min</td>
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<tr>
<td>59 Baypointe Light Rail Station - Santa Clara Caltrain Station</td>
<td>Create new Route 59, which would connect Santa Clara Caltrain Station, Mission College, Alviso and Baypointe Light Rail Station. New Route 59 would cover segments of discontinued Route 58 and revised Route 60.</td>
<td>● 5am - 11pm 15 min 15min 5am - 11pm 20 min 5am - 11pm 20 min</td>
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<td>60 Downtown Campbell - SIC Airport - Milpitas BART Station</td>
<td>Combine with Route 10 to create new Route 60, which would connect Mineta San Jose Airport to Milpitas BART Station, Santa Clara Caltrain Station, Valley Fair, Santana Row and Downtown Campbell. Increase weekend frequency.</td>
<td>● 6am - 11pm 15-30 min 15-30 min 7am - 11pm 20-40 min 8am - 10pm 20-40 min</td>
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<td>61 Good Samaritan Hospital - Berryessa BART - Siera/Piedmont</td>
<td>Change routing from Mabury Road to Berryessa Road between Berryessa BART Station and Piedmont Road. Increase frequency on weekdays, Saturdays and Sundays.</td>
<td>● 6am - 10am 30 min 30 min 8am - 7pm 60 min 9am - 6pm 60 min</td>
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<td>62 Good Samaritan Hospital - Siera/Piedmont</td>
<td>Discontinue; current riders may use Route 61.</td>
<td>● 6am - 10am 30 min 30 min 8am - 7pm 60 min 9am - 6pm 60 min</td>
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<td>63 Almaden Expressway/Camden - San Jose State University</td>
<td>Change southern end from Almaden Expressway/Camden Avenue to Meridian Avenue/Blossom Hill Road.</td>
<td>● 8am - 6pm 30 min 30 min 8am - 6pm 30 min</td>
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<td>64 Almaden LRT Station - McKee/White</td>
<td>Change downtown routing.</td>
<td>● 6am - 11pm 15-30 min 15-30 min 7am - 11pm 30 min 7am - 11pm 30 min</td>
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<td>65 Kooser/Blossom Hill - 13th/Hedding</td>
<td>Discontinue due to low ridership; current riders may use Route 61, 63 or 66.</td>
<td>● 5am - 12pm 15 min 15-30 min 6am - 11pm 20 min 6am - 11pm 20 min</td>
<td></td>
</tr>
<tr>
<td>66 Milpitas/Dixon - Kaiser San Jose</td>
<td>Change routing to serve Milpitas BART Station; increase weekday frequency.</td>
<td>● 6am - 11pm 15-30 min 15-30 min 6am - 11pm 20 min 6am - 11pm 20 min</td>
<td></td>
</tr>
<tr>
<td>67 San Jose Diridon Station - Gilroy Transit Center</td>
<td>Decrease midday frequency on Santa Teresa Light Rail Station to Gilroy Caltrain Station segment.</td>
<td>● 5am - 11pm 15-30 min 15-30 min 6am - 11pm 20 min 6am - 11pm 20 min</td>
<td></td>
</tr>
<tr>
<td>70 Capitol LRT Station - Berryessa BART - Milpitas BART</td>
<td>Change northern end from Great Mall Transit Center to Milpitas BART Station, change routing to connect to Berryessa BART Station. Discontinue service between Eastridge Transit Center and Capitol Light Rail Station, some riders in that segment may use Routes 76, 72 or 26.</td>
<td>● 6am - 11pm 15-30 min 15-30 min 7am - 11pm 20-40 min 7am - 10pm 20-40 min</td>
<td></td>
</tr>
<tr>
<td>71 Milpitas BART Station - Eastridge Transit Center</td>
<td>Change northern end from Great Mall Transit Center to Milpitas BART Station; decrease weekday peak period service and increase Sunday service.</td>
<td>● 6am - 11pm 30 min 30 min 7am - 10pm 30 min 8am - 9pm 30 min</td>
<td></td>
</tr>
<tr>
<td>72 Downtown San Jose - Senter/Monterey</td>
<td>Extend to Capitol Light Rail Station; increase frequency on Saturday and Sunday.</td>
<td>● 6am - 11pm 15 min 15 min 7am - 11pm 20 min 8am - 11pm 20 min</td>
<td></td>
</tr>
<tr>
<td>73 Downtown San Jose - Berryessa BART - Snell/Capitol</td>
<td>Change southern end from Capitol Expressway/Snell to Monterey Road/Brannham Road; increase weekend frequency.</td>
<td>● 6am - 11pm 15 min 15 min 7am - 11pm 20 min 8am - 11pm 20 min</td>
<td></td>
</tr>
<tr>
<td>74 Monterey/Brannham - Evergreen College</td>
<td>Create new Route 76 to replace Routes 42 and 31.</td>
<td>● 6am - 10 pm 30 min 30 min 8am - 7 pm 60 min 9am - 6 pm 60 min</td>
<td></td>
</tr>
<tr>
<td>77 Milpitas BART Station - Eastridge Transit Center</td>
<td>Change northern end from Great Mall Transit Center to Milpitas BART Station; change southern end of route to access Eastridge Transit Center via Tully Road rather than Rigolletto Drive. Change routing to connect to Berryessa BART Station. Increase weekend, Saturday and Sunday frequencies.</td>
<td>● 6am - 11pm 15 min 15 min 7am - 11pm 20 min 7am - 10pm 20 min</td>
<td></td>
</tr>
<tr>
<td>78 Moffett Field - Downtown San Jose</td>
<td>Discontinue; replace Moffett Field to De Anza College segment with new Route 51. Replace De Anza College to Santa Clara Caltrain Station segment with revised Route 53.</td>
<td>● 7-8am, 2-4pm 30 min — — — — —</td>
<td></td>
</tr>
<tr>
<td>82 Westgate - Downtown San Jose</td>
<td>Scale back to school trips (to be called Route 282) serving Willow Glen High School. Alternatives include Routes 66, 68, 36.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>88 Palo Alto VA Hospital - Middlefield/Colorado</td>
<td>Scale back to school trips (to be called Route 288) serving Gunn High School, Kehillah Jewish High School, Palo Verde Elementary School, Hoover Elementary School, Jane Lathrop Stanford Middle School.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>96 Gilroy Caltrain Station - St. Louise Hospital - Gilroy Plaza</td>
<td>New number for Route 39; decrease weekday peak period frequency.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>97 Gilroy Caltrain Station - Gavilan College</td>
<td>Renumbered from Route 18</td>
<td>● 7am - 10pm 30 min 30 min — — — — —</td>
<td></td>
</tr>
<tr>
<td>101 Camden/Highway 85 - Palo Alto</td>
<td>No changes proposed.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>102 South San Jose - Palo Alto</td>
<td>No changes proposed.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>103 Eastridge Transit Center - Palo Alto</td>
<td>No changes proposed.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>104 Penitencia Creek Transit Center - Palo Alto</td>
<td>Change eastern end to serve Milpitas BART Station rather than Great Mall Transit Center.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>107 Fremont BART - Lockheed Martin Transit Center/Shoreline</td>
<td>Discontinue due to extension of BART to Santa Clara County.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>111 Gilroy Transit Center - San Jose Diridon Station</td>
<td>No changes proposed.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>120 Fremont BART - Lockheed Martin Transit Center</td>
<td>Discontinue due to extension of BART to Santa Clara County.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>121 South San Jose - Lockheed Martin Transit Center</td>
<td>No changes proposed.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>123 Fremont BART Station - Mission College/Montague</td>
<td>Discontinue due to extension of BART to Santa Clara County.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>126 Gilroy Transit Center - San Jose Diridon Station</td>
<td>No changes proposed.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>127 Fremont BART Station - Mission College/Montague</td>
<td>No changes proposed.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>140 Fremont BART Station - Mission College/Montague</td>
<td>No changes proposed.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>168 Fremont BART Station - San Jose Diridon Station</td>
<td>No changes proposed.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>180 Fremont BART - Great Mall - Eastridge</td>
<td>Discontinue due to extension of BART to Santa Clara County.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>181 Fremont BART - San Jose Diridon Station</td>
<td>Discontinue due to extension of BART to Santa Clara County.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>182 Palo Alto - Baily Road/IBM</td>
<td>No changes proposed.</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>185 Gilroy Caltrain Station - Shoreline - San Antonio</td>
<td>Create new express route between Gilroy Transit Center and North Bayshore in Mountain View (to be implemented in January 2017).</td>
<td>— — — — — — —</td>
<td></td>
</tr>
<tr>
<td>VTA Bus Lines (Continued)</td>
<td>Proposed Change</td>
<td>Routing Change</td>
<td>Frequency Change</td>
</tr>
<tr>
<td>--------------------------</td>
<td>-----------------</td>
<td>----------------</td>
<td>------------------</td>
</tr>
<tr>
<td>216 Sobrato High School - Main/Hale</td>
<td>School-oriented service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>246 Milpitas High School - Yellowstone/Lander</td>
<td>School-oriented service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>282 Willow Glen High School - Tamien Station - Monterey/Alma</td>
<td>School-oriented service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>288 Gunn High School - North Palo Alto</td>
<td>School-oriented service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>304 South San Jose - Sunnyvale Transit Center</td>
<td>Discontinue due to low ridership; some current riders may use Routes 66, 68 or 20.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>321 Great Mall - Lockheed Martin Transit Center - Moffett Park</td>
<td>Discontinue due to low ridership; current riders may use new Route 20.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>323 De Anza College - Downtown San Jose</td>
<td>Upgrade to Rapid 523 and extend western end to Lockheed Martin Transit Center and eastern end to Berryessa BART Station; increase frequency on Rapid 523.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>328 Almaden/Via Valiente - Lockheed Martin Transit Center</td>
<td>Discontinue due to low ridership.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>330 Almaden/Via Valiente - Lockheed Martin Transit Center</td>
<td>Discontinue due to low ridership.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>500 Diridon Station - Berryessa BART Station</td>
<td>Replaces DASH shuttle; connects Diridon Station to San Jose State University and Berryessa BART Station; increase frequency on Rapid 500.</td>
<td>New</td>
<td>4am - 12am</td>
</tr>
<tr>
<td>522 Palo Alto Transit Center - Eastridge Transit Center</td>
<td>Increase weekday frequency (to be implemented in April 2017).</td>
<td></td>
<td>4am - 11pm</td>
</tr>
<tr>
<td>523 Lockheed Martin Transit Center - Berryessa BART Station</td>
<td>Create new Route 523 which would connect Lockheed Martin Transit Center, Downtown Sunnyvale, De Anza College, Vallco, Valley Fair, Santana Row, Downtown San Jose, Mexican Heritage Plaza and Berryessa BART Station; increase frequency.</td>
<td>New</td>
<td>5am - 10pm</td>
</tr>
<tr>
<td>DASH Diridon Station - Downtown San Jose - San Jose State University</td>
<td>Discontinue; replace with Rapid 500.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VTA Light Rail Lines</th>
<th>Proposed Change</th>
<th>Routing Change</th>
<th>Frequency Change</th>
<th>Weekday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green Old Ironsides LRT Station - Winchester LRT Station</td>
<td>Change name to Green Line. Change northern end to Old Ironsides Light Rail Station; increase frequency to 15 minutes all day.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue Alum Rock Transit Center - Santa Teresa LRT Station</td>
<td>Change name to Blue Line.</td>
<td>No changes</td>
<td>5am - 1am</td>
<td>15 min</td>
<td>15 min</td>
<td>5am - 1am</td>
</tr>
<tr>
<td>Purple Almaden LRT Station - Ohlone/Chynoweth LRT Station</td>
<td>Change name to Purple Line.</td>
<td>No changes</td>
<td>6am - 10pm</td>
<td>15 min</td>
<td>15 min</td>
<td>6am - 10pm</td>
</tr>
<tr>
<td>Orange Mountain View Transit Center - Alum Rock Transit Center</td>
<td>Create new Orange Line to connect Downtown Mountain View with Alum Rock Transit Center; operate at 15-minute frequency all day. Potential express service under review.</td>
<td>New</td>
<td>15 min</td>
<td>15 min</td>
<td>15 min</td>
<td>15 min</td>
</tr>
<tr>
<td>Yellow Downtown San Jose - Santa Teresa LRT Station</td>
<td>Change name to Yellow Line. Change northern end from Baypointe Light Rail Station to St. James Light Rail Station; increase peak period frequency.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1.3.b
<table>
<thead>
<tr>
<th>City/Town</th>
<th>Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Campbell</td>
<td>26, 27, 37, 48, 49, 56, 60, 61, 62, 82, 101, 328, 330, Green</td>
</tr>
<tr>
<td>Cupertino</td>
<td>23, 25, 26, 51, 53, 54, 55, 56, 81, 101, 182, 323, S23</td>
</tr>
<tr>
<td>Gilroy</td>
<td>14, 17, 18, 19, 68, 96, 97, 121, 168, 185</td>
</tr>
<tr>
<td>Los Altos</td>
<td>22, 40, 51, 52, 81, S22</td>
</tr>
<tr>
<td>Los Altos Hills</td>
<td></td>
</tr>
<tr>
<td>Los Gatos</td>
<td>27, 48, 49</td>
</tr>
<tr>
<td>Milpitas</td>
<td>20, 46, 47, 60, 66, 70, 71, 77, 104, 140, 180, 181, 246, 321, 330, Blue</td>
</tr>
<tr>
<td>Monte Sereno</td>
<td></td>
</tr>
<tr>
<td>Morgan Hill</td>
<td>16, 68, 121, 168, 185, 216</td>
</tr>
<tr>
<td>Mountain View</td>
<td>20, 21, 22, 32, 34, 35, 40, 51, 52, 81, 120, 185, S22, Green, Orange</td>
</tr>
<tr>
<td>Palo Alto</td>
<td>21, 22, 35, 88, 89, 102, 103, 104, 182, 288, S22</td>
</tr>
<tr>
<td>San Jose</td>
<td>10, 12, 13, 20, 22, 23, 25, 26, 27, 31, 32, 37, 39, 42, 45, 49, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 68, 70, 71, 72, 73, 76, 81, 82, 93, 101, 102, 103, 104, 122, 140, 168, 180, 181, 182, 185, 282, 304, 321, 323, 328, 330, 500, 522, 523, Blue, DASH, Green, Orange, Purple, Yellow</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>10, 20, 21, 22, 23, 32, 53, 55, 57, 58, 59, 60, 81, 121, 140, 304, 321, 328, 330, S22, Green, Orange</td>
</tr>
<tr>
<td>Saratoga</td>
<td>37, 53, 57, 58</td>
</tr>
<tr>
<td>Sunnyvale</td>
<td>20, 21, 22, 26, 32, 53, 54, 55, 56, 120, 121, 122, 304, 321, 328, 522, 523, Green, Orange</td>
</tr>
</tbody>
</table>
Next Network Draft Plan BART Station Service
(Attachment D)
FREQUENT NETWORK

Light Rail
- Frequent Trains All Day
  - Every 15 minutes
  - 7 days a week
  - Wide stop spacing

Rapid
- Fast, Frequent, Reliable
  - Every 15 minutes
  - 7 days a week
  - Wide stop spacing

Frequent
- Show Up and Go Service
  - Every 15 minutes
  - 7 days a week
  - Local stop spacing

Local
- Neighborhood Connections
  - Every 30-60 minutes
  - 5-7 days a week
  - Local stop spacing

Express
- Peak Period Commuter Service
  - Weekday mornings & evenings
  - Freeway & expressway based routes

VTA’s Service Hierarchy
(Attachment E)
Draft Transit Service Plan
VTA’s Next Network

January Board Advisory Committee Presentation

Santa Clara Valley Transportation Authority
Solutions that move you
Increase Transit Ridership

Three Project Goals

Santa Clara County Population

VTA Hours of Service

VTA Ridership
Three Project Goals

2. Improve Farebox Recovery (Efficiency)

Graph showing farebox recovery efficiency from 2002 to 2014 for various cities and agencies, including San Diego, Seattle, Portland, San Francisco, Denver, Los Angeles, Salt Lake City, Sacramento, AC Transit, and VTA. The graph indicates trends and improvements in farebox recovery over time.
3 Connect to BART at Milpitas and Berryessa
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 2016</td>
<td>Project Begins</td>
</tr>
<tr>
<td>March 2016</td>
<td>Choices Report released</td>
</tr>
<tr>
<td>April 2016</td>
<td>Three network concepts released for public review</td>
</tr>
<tr>
<td>May - Sept 2016</td>
<td>Community Engagement on 3 concepts</td>
</tr>
<tr>
<td>Nov 18, 2016</td>
<td>VTA Board: Design 85/15 Network</td>
</tr>
<tr>
<td>Jan 5, 2017</td>
<td>Release of Draft Next Network Plan</td>
</tr>
<tr>
<td>Jan 6 – Feb 20 2017</td>
<td>Community Engagement</td>
</tr>
<tr>
<td>Feb 20-28, 2017</td>
<td>Staff revises Plan in response to public comment</td>
</tr>
<tr>
<td>March 2017</td>
<td>VTA Committee review of Final Plan</td>
</tr>
<tr>
<td>April 6 2017</td>
<td>VTA Board approval of Final Plan</td>
</tr>
</tbody>
</table>
Last Summer’s Community Outreach

Public Meetings
• 12 Community Meetings
• 15 Neighborhood Meetings
• 104,000 Unique Website Visits
• 1,139 Social Media Interactions
• 860 Email List Subscribers
• 2,236 Online Survey Responses
• 12 Blog Posts
• 150 Rider Comments

4 Community Leader Workshops
• Elected officials, community organizations, neighborhood leaders
VTA Board Decision

VTA Today

- 30% Coverage
- 70% Ridership

Draft Service Plan

- 15% Coverage
- 85% Ridership
More Residents and Jobs on Frequent Network

Within half a mile of 15-minute or better service

<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>Proposed</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>770,857</td>
<td>930,730</td>
<td>+21%</td>
</tr>
<tr>
<td>Jobs</td>
<td>397,918</td>
<td>547,625</td>
<td>+38%</td>
</tr>
</tbody>
</table>
Access for Current Riders

Access to Transit

<table>
<thead>
<tr>
<th>Current</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>131,153</td>
<td>130,362</td>
</tr>
</tbody>
</table>

Access to Frequent Transit

<table>
<thead>
<tr>
<th>Current</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>99,882</td>
<td>112,045</td>
</tr>
</tbody>
</table>

Within half a mile
More Weekend Service

Saturday

- Current: 3,045 Service Hours
- Proposed: 3,320 Service Hours (up +9%)

Sunday

- Current: 2,790 Service Hours
- Proposed: 2,980 Service Hours (up +7%)
Existing Grid of Frequent Routes

15-minute or better service, all day
Proposed Expanded Grid of Frequent Routes

15-minute or better service, all day
Existing Rapid Service

Wide Stop Spacing
Transit Signal Priority
Proposed Transit Network
VTA Express Bus network remains unchanged
(except routes to Fremont BART, replaced by BART extension)
VTA is considering:

- Reduced or free VTA-to-VTA transfers to support VTA’s new transit service plan
  - Transfers valid for 90 or 120 minutes
  - Available for all Clipper users
- Further discounted fares for Youths
- Continuation or expansion of the TAP Program for eligible low-income persons
- Discontinuation of Community Bus fare type
- Adjusting all fares by approximately 12.5% to 25%
  - Adult base fare: $2.00 -> $2.25 or $2.50

Any fare changes would at least maintain current revenue
Proposed Light Rail Network
BART Connections - Milpitas

Buses & Light Rail Trains Per Hour

42
Transit Access from Lockheed Martin

<table>
<thead>
<tr>
<th>Measure</th>
<th>% change from existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>+39%</td>
</tr>
<tr>
<td>Jobs</td>
<td>+42%</td>
</tr>
</tbody>
</table>

People
- Current
- Proposed

Jobs
- Current
- Proposed

Access lost
Access gained
No change in access

45 minutes
VTA's Next Network
DRAFT PLAN

About the Plan

VTA is planning to change its transit service in the fall of 2017 to coincide with the start of BART service to Santa Clara County. Beginning January 5, 2017, VTA’s Draft Next Network Plan will be available for review and you are invited to share your recommendations to make the draft plan better—VTA will be accepting comments from January 5 through February 20. Please use the links below to see the proposed changes to each route and learn more about the plan’s goals.

The Draft Plan incorporates public input gathered over the past year. VTA began the planning process in the spring of 2016 with an extensive outreach campaign that delivered over 5,000 comments that largely supported redesigning routes to increase ridership and improve cost-effectiveness.

ROUTE 60
Combine with Route 10 to create new Route 60, which would connect Milpitas BART Station, Valley Fair, Santana Row and Downtown Campbell. Increase weekend frequency.

<table>
<thead>
<tr>
<th>Weekday Frequency</th>
<th>Saturday Frequency</th>
<th>Sunday Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current: 30 min every 15 min</td>
<td>Proposed: 15 min every 15 min</td>
<td>Current: 30 min every 20 min</td>
</tr>
<tr>
<td>Proposed: 15 min every 15 min</td>
<td>Current: 20 min every 20 min</td>
<td>Proposed: 20 min every 20 min</td>
</tr>
</tbody>
</table>

Hours of Operation

- **WEKDAY**: 5:00AM to 11:00PM
- **SATURDAY**: 5:00AM to 11:00PM
- **SUNDAY**: 5:00AM to 11:00PM
Gather Community Input

Draft Network

Discuss with Community & Revise

Adopt Final Network

Next Network Service Begins

Project Schedule

SUMMER 2016

JAN 2017

EARLY 2017

APRIL 2017

FALL 2017

SUMMER 2016

JAN 2017

EARLY 2017

APRIL 2017

FALL 2017
Community Engagement

- 9 Public Meetings
  - Downtown San Jose (Jan 11)
  - Milpitas (Jan 12)
  - Cupertino (Jan 18)
  - Palo Alto (Jan 19)
  - Campbell (Jan 23)
  - Mountain View (Feb 6)
  - East San Jose (Feb 13)
  - Gilroy (Feb 15)
  - South San Jose (Feb 16)

- Guest Presentations (SPUR, TransForm, CalWorks...)
- 5 Webinars
- City Council Presentations
- City Staff Presentations
- Title VI-Focused Outreach
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
    Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Interim Director - Planning & Program Development, Carolyn M. Gonot

SUBJECT: 2016 Measure B Program Areas

FOR INFORMATION ONLY

BACKGROUND:

On November 8, 2016, the voters of Santa Clara County overwhelmingly approved a 30-year, ½ cent sales tax measure supporting transportation projects and services. Resolution No. 2016.06.17, adopted by the VTA Board of Directors in August 2016, listed and described the following nine program categories to comprise the 2016 Measure B Program: Local Streets and Roads; BART Phase II; Bicycle and Pedestrian; Caltrain Grade Separation; Caltrain Capacity Improvements; Highway Interchanges; County Expressways; SR 85 Corridor; and Transit Operations.

With the passage of the 2016 Measure B sales tax, overall Program and specific program area guidelines, criteria, requirements, and policies will be developed. Staff will work with appropriate VTA Committees to develop and review these needs, with the goal of Board of Director approval in June 2017. As presented to the Board of Directors in December 2016, the initial step for Program and program area development is discussion with the Technical Advisory Committee in January 2017.

DISCUSSION:

Each of the nine program areas of 2016 Measure B are distinct, with no ‘one-size-fits-all’ approach for program development. However, there are program-wide topics that will affect each program category.

- Transparency
  Cities and County will be required to be transparent with how 2016 Measure B funds have been and will be used.
• **Reporting**
  All project sponsor/recipients of 2016 Measure B funds will be subject to reporting requirements as described in funding agreements that will be executed with VTA.

• **Local Match/Contribution**
  A minimum city/county contribution match will be required for various program areas to leverage outside funding sources.

• **Distribution**
  All 2016 Measure B funds will be available on a reimbursement basis.

• **Complete Streets**
  Complete Streets Policy will be brought to Committees and the Board of Directors on a separate course.

• **Bonding/Financing**
  Bonding/financing will be covered at the April Board of Directors Workshop once the program areas have been defined.

Staff has drafted an implementation structure for each of the nine program areas listed below:

<table>
<thead>
<tr>
<th>Program Category</th>
<th>Amount (in 2017 Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART Phase II</td>
<td>$1.5 Billion</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
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<tr>
<td>Local Streets and Roads</td>
<td>$1.2 Billion</td>
</tr>
<tr>
<td>SR 85 Corridor</td>
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<tr>
<td>Transit Operations</td>
<td>$500 Million</td>
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</tbody>
</table>

These program area drafts will be reviewed and discussed at the Technical Advisory Committee (TAC) Workshop in January 2017. After receiving input from the TAC, the program areas will then be brought to the appropriate committees in winter and spring 2017 and to the April 2017 Board Workshop. The final program areas are scheduled for adoption at the June 1, 2017 Board of Directors meeting.

Prepared By: Jane Shinn
Memo No. 5927
2016 Measure B Program Areas
Technical Advisory Committee Workshop
January 11, 2017
2016 Measure B Programwide Topics

- Program Oversight Office
- Transparency
- Complete Streets
- Bonding/Financing
- Reporting
- Distribution of Funds

Programs
Program Areas
## 2016 Measure B Program Areas

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Local Streets & Roads - Program Description

- $1.2 Billion
- PCI ≤ 69: Repair & maintain street system
- PCI ≥ 70: Congestion relief projects
- Allocation based on population of cities and the County of Santa Clara’s road and expressway lane mileage
- Maintenance of Effort requirement
- Complete Streets best practices
Local Streets & Roads – Proposed Guidelines

- Determine program budget in 2-year increments
- VTA calculates formula share
- Agencies submit annual program of projects
- Expenditures reimbursed
- Maintenance of Effort – Baseline of FY16 levels
Bicycle/Pedestrian – Program Description

• $250 Million

• Countywide significant projects

• Priority to projects that:
  ◦ Connect schools, transit, & employment centers
  ◦ Fill gaps in existing bike/ped network
  ◦ Safely cross barriers to mobility
  ◦ Make walking or biking a safer & more convenient means of transportation

• Bike/Ped educational programs eligible

• Candidate projects listed in Resolution Attachment A
Bicycle/Pedestrian – Proposed Guidelines

- Competitive Grant Program
  - Three categories
    - Capital Projects
    - Planning Projects
    - Education Program
  - 2-year cycle

- Criteria developed through TAC CIP WG

- Scoring committee comprised of BPAC and Member Agency staff

- Complete Streets Policy

- 10% minimum non-VTA and non-2016 Measure B contribution

- Maintenance of Effort required for Education Program
Highway Interchanges – Program Description

- $750 Million
- Congestion relief
- Improved highway operations and freeway access
- Noise abatement
- Roadway connection overcrossings
- Advanced technology through ITS
- Candidate projects listed in Resolution Attachment B
Highway Interchanges – Proposed Guidelines

- 2-year prioritized Candidate List
  - VTA BOD adopted Criteria
  - Project readiness
  - Level of local contribution

- Complete Streets Policy

- 20% minimum of non-VTA and non-2016 Measure B contribution

- Separate Noise Abatement Program
  - VTA BOD adopted soundwall criteria
• $500 Million

• Program Goals:
  ◦ Increase ridership
  ◦ Improve efficiency
  ◦ Enhance mobility services for seniors and disabled
  ◦ Improve affordability for underserved and vulnerable populations in SCCo

• Four categories per the Resolution

• Candidate projects & programs listed in Resolution Attachment D
Transit Operations – Proposed Guidelines

- 2-year allocation

- Four categories per the Resolution
  - Expand mobility options & fares for most vulnerable population
  - Enhance Frequent Core Network
  - Improve bus stop amenities
  - First/last mile connections
Caltrain Grade Separation – Program Description

• $700 Million

• Projects in cities of:
  ◦ Sunnyvale
  ◦ Mountain View
  ◦ Palo Alto

• Increase safety for
  ◦ Drivers
  ◦ Bicyclists
  ◦ Pedestrians

• Reduce congestion at crossings intersections
Caltrain Grade Separation – Proposed Guidelines

- 2-year allocation
  - Implementation plan
  - Planning & Environmental activities

- Cities apply for State §190 Grade Separation Program

- Complete Streets Policy

- 10% minimum of non-VTA non-2016 Measure B contribution

- Discussions with cities identified in Resolution to define implementation plan
Caltrain Corridor Capacity Improvements – Program Description

- $314 Million
- Corridor capacity improvements and increased service in Santa Clara County including:
  - Increased service to Morgan Hill and Gilroy
  - Station improvements
  - Level boarding
  - Extended platforms
  - Service enhancements
Caltrain Corridor Capacity Improvements – Proposed Guidelines

- Funds for increased operations to Morgan Hill & Gilroy distributed annually
- Improvement projects after completion of Peninsula Corridor Electrification Project
SR 85 Corridor – Program Description

- $350 Million
- Funds new transit and congestion relief projects on SR 85
  - Includes new transit lane from SR 87 in San Jose to US 101 in Mountain View
- Funds noise abatement
- Transportation alternatives study
SR 85 Corridor – Proposed Guidelines

- 2-year allocation
- Projects identified by the SR 85 Corridor Study
- Projects identified in the SR 85 Noise Abatement Study
- Complete Streets Policy
- 10% minimum non-VTA and non-2016 Measure B contribution for capital projects
County Expressways – Program Description

• $750 Million

• Tier 1 improvements projects in the County’s Expressway Plan

• Relieves congestion, improves safety and increases effectiveness of expressway system

• Candidate projects identified on Resolution Attachment C.
County Expressways – Proposed Guidelines

- 2-year allocation
- Discussion with County to define 5-year implementation plan and 10-year capital improvements plan
- Complete Streets Policy
- 10% minimum non-VTA and non-2016 Measure B contribution
- Projects prioritized by SCCo Expressway PAB adopted criteria
BART Phase II – Program Description

• $1.5 Billion

• Capped at 25% of Program Tax Revenues

• Planning, engineering, construction, and delivery costs

• Extend BART from Berryessa in San Jose to Santa Clara

• Station locations:
  ◦ Alum Rock/28th Street
  ◦ Downtown San Jose
  ◦ San Jose Diridon
  ◦ Santa Clara
BART Phase II – Proposed Guidelines

• Allocation based on funding plan to be developed as part of Federal Full Funding Grant Agreement
# Measure B Implementation Committee Work Plan

<table>
<thead>
<tr>
<th>Task</th>
<th>December 2016</th>
<th>January 2017</th>
<th>February-April 2017</th>
<th>April-May 2017</th>
<th>June 2017</th>
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<tbody>
<tr>
<td>Schedule &amp; Work Plan Overview</td>
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<td>TAC Workshop on Program Structures</td>
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<td>Program Guidelines Development</td>
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<td>Review Program Guidelines</td>
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<td>Review Final Draft Program</td>
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<tr>
<td>Approve Final Draft Program</td>
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<tr>
<td>Submit Draft Measure B FY18/FY19 Allocation</td>
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<tr>
<td>Approve Measure B FY18/FY19 Allocation with VTA Budget</td>
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