



City of Palo Alto

City Council Staff Report

(ID # 7250)

Report Type: Study Session

Meeting Date: 1/23/2017

Summary Title: VTA Next Network Initiative Study Session

Title: Presentation by the Santa Clara Valley Transportation Authority Regarding the Next Network Initiative and Its Impacts on Bus Service in Palo Alto

From: City Manager

Lead Department: Planning and Community Environment

Recommendation:

Staff recommends that Council receive a presentation by the Santa Clara Valley Transportation Authority (VTA) regarding its Next Network Initiative and discuss potential impacts to bus service in the City of Palo Alto.

Background:

The VTA is currently analyzing the performance of its existing bus service and planning for significant changes to its bus network after the opening of the Bay Area Rapid Transit (BART) extension to Berryessa in San José. The Next Network Initiative is one component of the Transit Ridership Improvement Program, which will also include modifications to the VTA light rail service. The Transit Ridership Improvement Program is an agency-wide effort to make public transit faster, more frequent and more useful for Santa Clara County travelers. The Next Network initiative goals, as stated by VTA include:

- Better connect VTA transit with the new Milpitas and Berryessa BART stations
- Improve overall system ridership
- Improve VTA's farebox recovery rate

More information on the Next Network Initiative can be found here:

<http://www.vta.org/projects-and-programs/transit/next-network>

Discussion and Summary of Key Issues:

As part of the Next Network Initiative and at the request of City Staff, VTA hosted a community meeting in Palo Alto on Wednesday, May 18 at the Rinconada Library. Before the meeting, VTA's consultant reviewed existing routes and current land use patterns and developed three

network design concepts for public review and comment. Two of the concepts proposed would significantly reduce VTA bus service in Palo Alto, including one concept that would eliminate all routes except for the 22 and 522, which run along El Camino Real. This meeting provided an important opportunity for the community to review these concepts and provide necessary local feedback.

On June 6, 2016, City Manager James Keene sent a letter to the VTA General Manager Nuria Fernandez expressing the City's concerns regarding changes to routes 35, 88 and 89, which are relied on by students, commuters and seniors to travel to and from school, work and services. This letter also requested that the VTA work with the City to expand, not reduce, transit service in northern Santa Clara County. The letter is included as Attachment A.

On June 14, 2016, General Manager Fernandez responded in a letter to the City Manager. The letter is included as Attachment B.

On September 14, 2016, the Palo Alto Council of PTAs sent a letter to General Manager Fernandez. The letter is included as Attachment C.

On September 16, 2016, the Henry M. Gunn High School Parents, Teachers & Students Association (PTSA) sent a letter to General Manager Fernandez. The letter is included as Attachment D.

On October 20, 2016, the Stevenson House sent a letter to General Manager Fernandez. The letter is included as Attachment E.

On November 7, 2016, Palo Alto Housing sent a letter to General Manager Fernandez. The letter is included as Attachment F.

On December 30, 2016, VTA staff released the draft Next Network Transit Service Plan to the public. Within Palo Alto, the draft plan recommends eliminating routes 88 and 89, bolstering service along El Camino Real by increasing the frequency of service on routes 22 and 522, and maintaining service along the current route 35 with the introduction of a longer route 21 the would run between Palo Alto and Santa Clara. Route 88 would be replaced by a new route 288, which would only run during Gunn High School arrival and dismissal periods. The materials provided by VTA staff are included as Attachment G, and consist of the following:

- VTA Board memo to present and explain the plan, including a discussion of major themes in the plan
- Map of the proposed weekday transit network
- Map of the proposed light rail system
- Route-by-route matrix of changes proposed
- Diagram of the transit connections at the two new BART stations
- Diagram showing the plan's proposed classes of bus and rail service

It is Staff's understanding that a second round of outreach will be used to refine the draft plan prior to consideration by the VTA Board in April 2017. Changes to the transit network as part of Next Network Initiative would go into effect with the next two-year transit service plan in July 2017. It is unclear how the additional Measure B funding for transit operations will affect implementation of this initiative.

Below is a list of the VTA-hosted community meetings planned throughout the months of January and February 2017.

- January 11, 6 pm: Downtown San Jose (Chamber of Commerce)
- January 12, 6 pm: Milpitas Public Library
- January 18, 6 pm: Cupertino (Quinlin Center)
- January 19, 6 pm: Palo Alto City Hall
- January 23, 6 pm: Campbell (Campbell Library)
- February 6, 6 pm: Mountain View
- February 13, 6 pm: East San Jose (Mexican Heritage Plaza)
- February 15, 6 pm: Gilroy Library
- February 16, 6 pm: South San Jose (Southside Community Center)

Policy Implications:

The following Goals, Policies and Programs from the Comprehensive Plan are directly related to this discussion:

- Goal T-1: Less Reliance on Single-Occupant Vehicles
- Policy T-2: Consider economic, environmental, and social cost issues in local transportation decisions.
- Policy T-3: Support the development and expansion of comprehensive, effective programs to reduce auto use at both local and regional levels.
- Goal T-2: A Convenient, Efficient, Public Transit System that Provides a Viable Alternative to Driving
- Policy T-4: Provide local transit in Palo Alto.
- Policy T-5: Support continued development and improvement of the University Avenue and California Avenue Multi-modal Transit Stations, and the San Antonio Road Station as important transportation nodes for the City.
- Policy T-6: Improve public transit access to regional destinations, including those within Palo Alto.
- Policy T-7: Support plans for a quiet, fast rail system that encircles the Bay, and for intra-county and transbay transit systems that link Palo Alto to the rest of Santa Clara County and adjoining counties.
- Policy T-9: Work towards integrating public school commuting into the local transit system.
- Policy T-11: Support efforts to integrate train, bus, and shuttle schedules at multi-modal transit stations to make public transit use more time-efficient.
- Policy T-43: Provide and/or promote demand-responsive paratransit service.

Resource Impact:

If the VTA elects to move forward with a service plan that substantially reduces fixed route and paratransit service in Palo Alto, the City may need to add additional City-funded shuttle routes to replace the former VTA routes. This would result in increased expenditures by the City, which are not currently budgeted.

Environmental Review:

This is a study session and no action will be taken, therefore no environmental review is required.

Attachments:

- Attachment A - Letter from City Manager Keene to VTA General Manager Fernandez
- Attachment B - Letter from VTA General Manager Fernandez to City Manager Keene
- Attachment C - Letter from PTA Council to VTA General Manager Fernandez
- Attachment D - Letter from Gunn PTA to VTA General Manager Fernandez
- Attachment E - Letter from Stevenson House to General Manager Fernandez
- Attachment F - Letter from Palo Alto Housing to General Manager Fernandez
- Attachment G - VTA Draft Next Network Transit Service Plan



OFFICE OF THE CITY MANAGER

CITY OF
**PALO
ALTO**

250 Hamilton Avenue, 7th Floor
Palo Alto, CA 94301
650.329.2392

June 6, 2016

Nuria Fernandez
General Manager
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, California 95134-1906

RE: VTA's Next Transit Network Project

Dear Ms. Fernandez:

NOR.A

The City of Palo Alto is writing to express concerns with two of the scenarios being considered as part of VTA's Next Transit Network Project.

Palo Alto has seen significant increases in traffic and parking demand over the past ten years. As a result, we are devoting significant energies to a suite of programs to reduce commuting by single occupant vehicles, and VTA's Network 80 and 90 concept proposals would take us all in the wrong direction. These two concepts, which drastically reduce bus routes serving Palo Alto, would make transit commuting less convenient, rather than more convenient, and are completely unacceptable.

Specifically of concern to Palo Alto are the changes conceptualized for routes 35, 88, and 89, which are relied on by students, commuters and seniors to travel to and from school, work and services. These routes also provide direct connections to Caltrain, helping to support ridership on this key transit link. With the potential elimination of these routes, a large number of seniors and disabled residents in Palo Alto would also lose Outreach Paratransit Service, which would impact their efforts to lead independent and self-sufficient lives.

Some Palo Alto routes do not currently generate high-levels of ridership when compared to other VTA routes, the Transit Choices Report prepared by Jarrett Walker + Associates for VTA in February 2016 identified Palo Alto as one of the top activity centers in Santa Clara County, and Palo Alto is a strong generator of the sales tax revenue that VTA relies on for funding. This is due to the high concentration of employment and residential density in Palo Alto.



CityOfPaloAlto.org

We hope that as the Next Network initiative moves forward, VTA staff will look for ways to better serve Palo Alto and achieve both the City's goal for more convenient transit service and VTA's goal of improved efficiency. As VTA considers these potential changes, it must also consider the potential for such changes to disproportionately affect specific cities or communities.

We would be happy to partner with VTA in development of a better strategy that expands – rather than eliminates – transit service in northern Santa Clara County. Thank you for your consideration of City of Palo Alto's views and concerns in this matter.

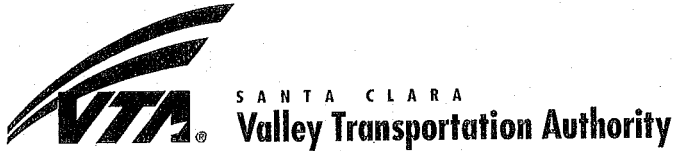
Please do not hesitate to contact me if you have any questions.

Sincerely,



James Keene
City Manager

cc. Mayor Burt
Palo Alto City Council
Ed Shikada, Assistant City Manager
Hillary Gitelman, Director of PCE
Joshuah Mello, Chief Transportation Official



June 14, 2016

James Keene
City Manager
Palo Alto City Hall
250 Hamilton Avenue
Palo Alto, CA 94301

Dear City Manager Keene,

I appreciate that you have written to me with your concerns and I echo the desire to partner on the design of our transit network. I would like to assure you that the three network concepts that VTA has produced are not proposals, but merely illustrate potential outcomes should VTA change the philosophy behind the design of our transit service. The concepts demonstrate the very real tradeoffs between the two competing goals of increasing ridership and providing geographical coverage and are designed to solicit input—just like your letter.

The public review of conceptual network maps represents a new approach to transit service planning for VTA. Previously, VTA would develop a transit service plan, then ask for public feedback, leaving a small window for changes prior to adoption by VTA's Board of Directors. The new approach is more transparent and asks the public to reimagine the transit system, informing us of their priorities prior to the development of any plans. Indeed, we've started this process a year earlier than the last cycle and will not produce a draft plan until around December of this year.

Regarding partnering on designing transit service in Palo Alto, I believe that we are already well on our way as Palo Alto has been the most involved city in this process by far. Ruchika Aggarwal has been keeping our service planning staff informed regarding the Palo Alto shuttle study and was instrumental in inviting VTA to a community meeting at the Rinconada Library that was held on May 18th. With 40 attendees, that meeting featured the best attendance we've had to date. Palo Alto citizens were also among the first to RSVP for the Transit Network Design Workshops that Jarrett Walker, our transit network design consultant will be leading later this month.

I encourage you, your staff, council and commissions to continue involvement in this project by attending one of our Jarrett Walker-led Network Design Workshops (RSVP link below)—the North County meeting will be held in Mountain View on June 17th. For those who are unable to attend the workshop but would still like to provide input, we are soliciting feedback through our Transit Choices Survey at VTA's Next Network Project webpage (link below). We are also happy to present this effort to your council or commissions. I look forward to continued collaboration.

A handwritten signature in cursive script, appearing to read "Nuria".

Nuria Fernandez
VTA General Manager/CEO

Network Design Workshop: <https://vta-next-network.squarespace.com/workshops>

VTA's Next Network Project Webpage: <http://nextnetwork.vta.org/>

Sept. 14, 2016

Nuria Fernandez
General Manager
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1906

RE: Comments on VTA's Next Network Concepts

Dear Ms. Fernandez,

Palo Alto Council of PTAs has recently learned that the Next Network regional transit plan concepts would eliminate the VTA88 which serves Gunn High School in Palo Alto. The Council of PTAs is writing in support of Gunn High School PTSA's request to VTA to *work cooperatively with Gunn High School PTSA representatives and the City of Palo Alto as VTA has done in the past to understand local needs and problems the Next Network concepts might present, including duplication of private operator bus service.* We appreciate and value the existing VTA 88 bus service. Please maintain VTA88bus routes as they run today. If possible, improve headways and add at least one end-of-day run.

Each year in Palo Alto, district-wide PTAs mobilize hundreds of volunteers to educate and encourage district families to choose alternative commutes. In fact, Palo Alto's Safe Routes to School program is one of the most successful in the nation, shifting a majority of Palo Alto Unified School District students to alternative school commute modes, including bus transit, encouraging a new generation of transit users.

About 100 Gunn High School students per day rely on the VTA88. The current VTA schedule does not serve students who attend after school curriculars as well as it might. Improved headways and one extra run in the evening might make the VTA88 more attractive to students—providing flexibility to ride the bus home after dark. We believe this change could present an opportunity to improve ridership—one of the Next Network stated goals.

PTA volunteers worked in cooperation with VTA and City of Palo Alto staff to save the 88 line in 2009. We value this service, and we ask VTA to work with us again.

VTA enjoys strong sales tax revenues generated in Palo Alto. Palo Alto already has relieved VTA of coverage responsibility by providing the City of Palo Alto Shuttle to complement VTA routes without impacting VTA ridership. Loss of the VTA88 would pose a significant problem for south Palo Alto and the Gunn students who rely on this bus every day.

Thank you for considering our comments.

Sincerely,

*Audrey Nold, President 2016-17
Palo Alto Council of PTAs
<http://ptac.paloaltopta.org>*



Henry M Gunn High School

PTSA[®]

everychild.one voice.[®]

September 16, 2016

Nuria Fernandez
General Manager
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1906

RE: VTA's Next Network Concepts

Dear Ms. Fernandez,

Henry M. Gunn High School Parents Teachers & Students Association (PTSA) is writing to express our concern about the Next Network regional transit plan concepts that would eliminate the VTA88 which serves Gunn HS in Palo Alto. We appreciate and value our existing VTA 88 bus service. ***Please maintain VTA88bus routes as they run today. If possible, improve headways and add at least one end-of-day run.***

Gunn PTSA has promoted the VTA88 bus to our campus community for many years:

1. We maintain a VTA88bus information email list to keep students abreast of schedule adjustments and other information <https://lists.sonic.net/mailman/listinfo/88bus>
2. We use Gunn Connection enews that reaches the families of nearly 2,000 Gunn students to publicize the line
3. We provide a bus info page for the Gunn web site <http://gunn.pausd.org/transportation>
4. We reward students for riding the bus at least 2X/year along with our PTSA funded monthly alternative transportation encouragement events
5. We provide bus information at all of our alternative commute info events, including:
 - Middle school transition to high school "Getting to High School" events
 - Back-to-School Gunn Commutes Info booth
 - Earth Day events.

In addition, 25 eligible Gunn students are given free bus pass scholarships provided by the school (a need-based program). Gunn High School is committed to encouraging VTA use through its scholarships, as well as designating a portion of student parking fees to provide a 50% subsidy for all student bus passes that are sold on campus. On average, about 100 Gunn High School students per day use the bus, reducing 200+ auto trips per day that might otherwise impact Gunn's heavily congested school routes. VTA88 is an important part of Gunn's very

successful effort to shift school commutes from autos to alternatives that include bus transit. Today a majority of Gunn students choose alternative commutes.

We understand that VTA also has proposed retaining buses only at school commute times “even in alternative concepts where service is deleted at other times of day.” This would not work because high school students need to be able to come and go throughout the day for jobs and other activities. We are familiar with studies that show the links between long headways and ridership loss. The VTA88 hourly headways already are too long. We would request improving headways and adding at least one more trip at the end of the day to capture students going home from extracurricular activities and to provide commute flexibility for workers in the Stanford Research Park to improve ridership and, perhaps, farebox recovery. Any further reductions to service could significantly impact ridership.

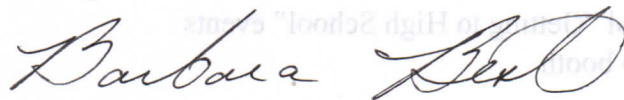
In addition, we understand that Gunn students are not the only users of VTA88. Many other local bus users, including seniors and disabled people, are dependent on the bus and associated paratransit service. There are 757 affordable and senior apartments and a Veterans Administration Hospital within the VTA88 service area. We appreciate the importance of maintaining this service, not only for ourselves, but for our neighbors as well.

PTSA volunteers worked many long hours with VTA and City of Palo Alto staff to save the 88 line in 2009. *We value this important service, and we ask VTA to work with us again to look at this cooperatively to understand local needs and problems the Next Network concepts might present, including duplication of private operator bus service.*

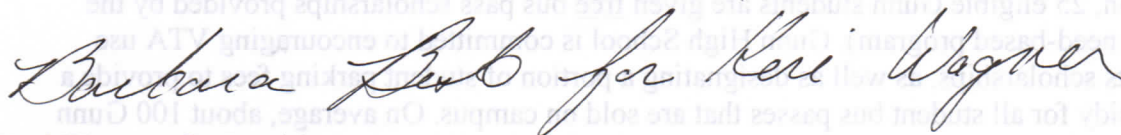
VTA enjoys strong sales tax revenues generated in Palo Alto. Palo Alto already has relieved VTA of coverage responsibility by providing the City of Palo Alto Shuttle to complement VTA routes without impacting VTA ridership. Loss of the VTA88 would pose a significant problem for south Palo Alto and the Gunn students who rely on this bus every day.

Thank you for considering our comments.

Sincerely,



Barbara Best, Co-President



Keri Wagner, Co-President
Henry M. Gunn High School PTSA



An Affordable Senior
Community

Nuria Fernandez, General Manager
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1906

RE: Next network Concepts Plans

Dear General Manager Fernandez,

The changes proposed in the Next Step Concept maps will adversely affect the residents at Stevenson House with the 90-10 plan being the most severe. Stevenson House is a low- and very-low income senior housing complex housing 119 households. More than half of our residents do not have cars and therefore depend on public transit to meet basic needs and services.

The 88 bus and the City of Palo Alto shuttle stop at a bus shelter at the front of the site. The 35 bus stops 2 blocks away on Middlefield Road. Para transit serves our resident with limited mobility issues.

The plan 70-30 will limit access to El Camino in South Palo Alto and its frequent bus schedule. The 80-20 concept plan eliminates the 88 stop entirely. The 90-10 plan leaves the residents with no VTA bus service and no paratransit service because both the 88 and 35 are gone.

Stevenson House residents need a transit system that can transport the residents to medical appointments, shopping and recreational activities seven days per week at low cost or subsidized rates. Actually, the residents need a more frequent service than we currently have available.

As you plan with the City of Palo Alto a new transit system, please provide at least the service frequency that we currently have or help fund the TMA services in Palo Alto or the Palo Alto shuttle or some other new creative method to meet resident needs. Stevenson House needs 7 day a week service and paratransit service. Such a service encourages seniors to maintain independent living and independent living is far less expensive than more complex care facilities.

Stevenson House urges you to not see the goals of *carrying people as cost efficiently as possible* and *providing transit service to as many places as possible* as goals in conflict. Both are needed but with today's technologies, newer options might accomplish both goals. Please seek options to meet the needs of all residents of Santa Clara County with an appropriate and efficient mode of transit.

Sincerely,

Sally Mahoney

President PASHPI Board of Directors (DBA Stevenson House)

October 20,2016

455 E. Charleston Road, Palo Alto, CA 94306-4231

Phone (650) 494-1944 ♦ Fax (650) 493-7437

www.stevensonhouse.org





725 Alma Street
Palo Alto, CA 94301

Tel. 650 321 9709
Fax. 650 321 4341

pah.community

November 7, 2016

Nuria Fernandez

General Manager

Santa Clara Valley Transportation Authority

3331 North First Street

San Jose, CA 95134-1906

Re: VTA's Next Network Project

Dear Ms Fernandez,

Palo Alto Housing is writing to express concerns regarding any elimination or substantive change in service to public transit opportunities for residents in Palo Alto.

For the past 46+ years, Palo Alto Housing has provided high-quality affordable housing and programs for low income individuals and families. We own and operate 24+ properties within Palo Alto and serve over 2000 residents. Our community of residents includes seniors, veterans, also adults and children with disabilities.

On a daily basis, so many of our residents rely on the VTA bus lines 35, 88 and 89. These key routes provide connections to the Cal Train station, the VA and Stanford Hospitals and medical clinics as well as neighborhood amenities. We provide Eco-passes to our residents at the Tree House Apartments located at 488 West Charleston Road, located just one block from the El Camino corridor.

Palo Alto Housing residents fall above and below the 50% area median income. The economic pressures of this area present a great challenge to household budgets. The transportation cost requirements are prohibitive for many individuals and families. Current VTA routes provide a daily service allowing residents to commute to and from their jobs and needed services within Palo Alto.

Please do contact us if we can provide any needed data or further information as you plan for the future. We would be happy to be part of the planning process and provide input.

Best regards

Cándice Gonzalez
President and CEO
Palo Alto Housing

BUILDING STORIES THAT MATTER



Date: December 22, 2016
 Current Meeting: January 5, 2017
 Board Meeting: January 5, 2017

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: General Manager, Nuria I. Fernandez

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

SUBJECT: Next Network Draft Plan

Policy-Related Action: No

Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Approve the Draft Transit Service Plan for release to the public for review and comment.

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. Staff is requesting Board approval to take the draft transit service plan out to the community in a second phase of outreach. **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:
 - o **Route 47** would serve Milpitas (every 30-minutes all day).
 - o **Route 66** would serve Milpitas, Oakland Road, downtown San Jose, and Monterey Highway (every 15-minutes all day).
 - o **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 30 minutes all day, depending on route segment).
- **Route 71** would serve Piedmont Road, White Road, and the Eastridge Transit Center (every 30-minutes all day).
- **Route 61** would serve Berryessa Road and West San Jose via Taylor Street, Naglee Avenue, and Bascom Avenue (every 15-minutes all day).
- **AC Transit's Route 217** would serve Milpitas and Fremont BART via Mission Boulevard (every 30-minutes all day).

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 work 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.

ALTERNATIVES:

Alternatively, the Board could direct staff to defer release of the draft transit service plan or make modifications to the proposals contained within the draft service plan.

FISCAL IMPACT:

There is no direct fiscal impact related to approval of the draft transit service plan. However, subsequent adoption of the final transit service plan, currently scheduled for April 2017, could result in increased annual operating expenses of up to \$11 Million (\$8 Million net of projected fare revenues) depending on the level of light rail service ultimately approved. In addition, changes made to the draft bus service plan that result in a higher amount of overall service hours could result in increased annual operating expenses.

Prepared by: Jason Tyree
Memo No. 5840

ATTACHMENTS:

- Attachment A: System Map(PDF)
- Attachment B: Route by Route List of Major Changes (PDF)
- Attachment C: Light Rail System Map (PDF)
- Attachment D: BART Connections (PDF)
- Attachment E: Family of Services (PDF)

DRAFT PLAN

(85% RIDERSHIP GOAL, 15% COVERAGE GOAL)

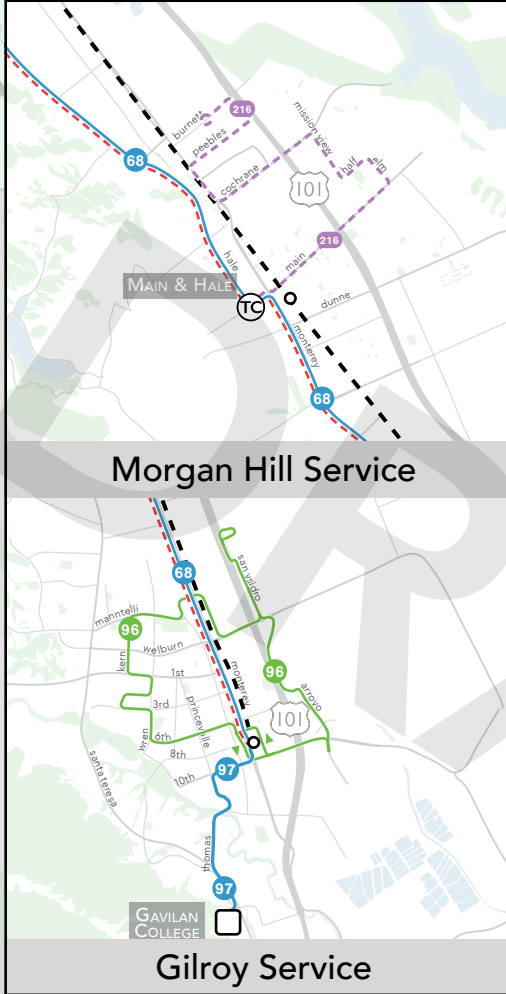
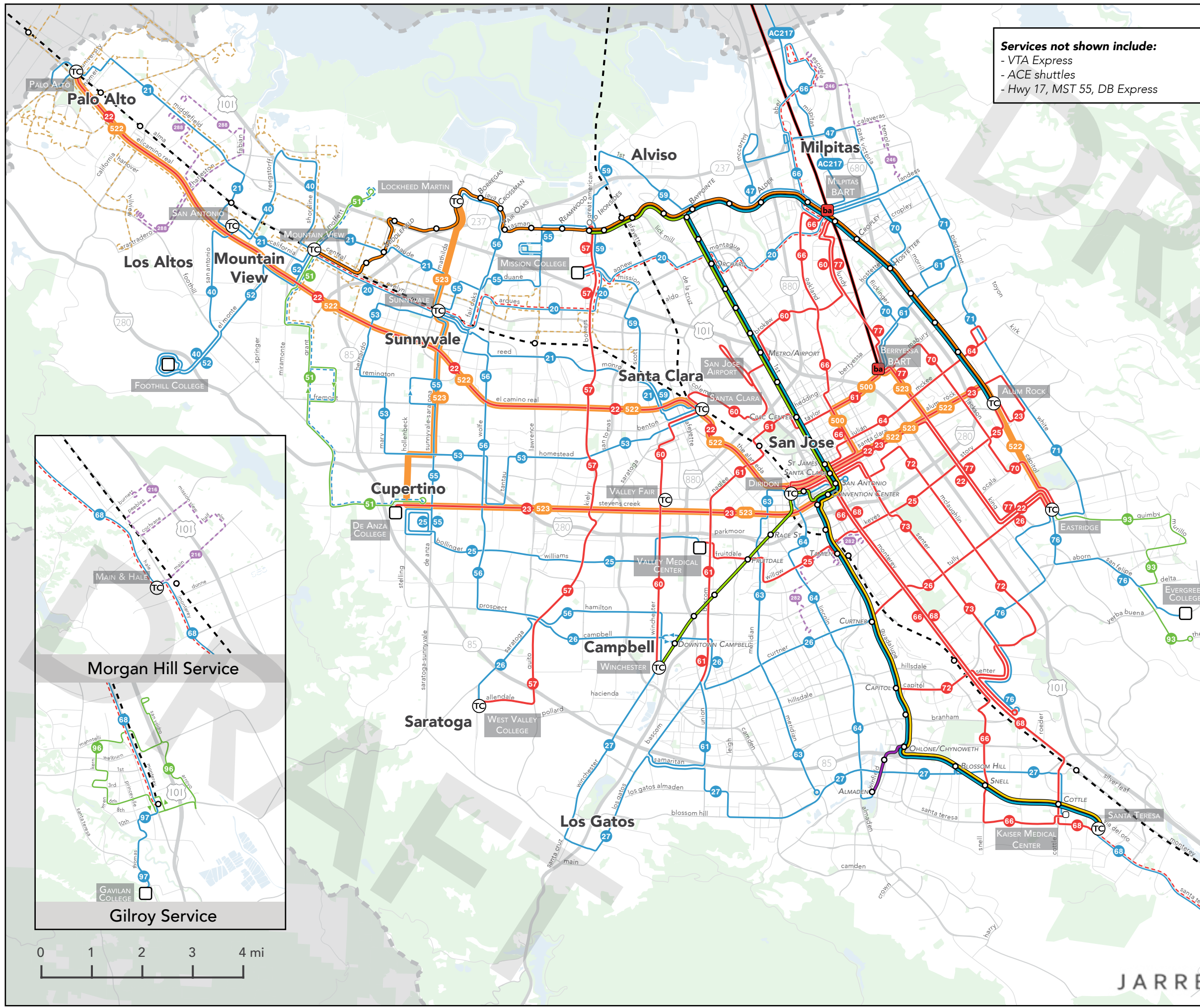
Services not shown include:
- VTA Express
- ACE shuttles
- Hwy 17, MST 55, DB Express

VTA Route Frequencies

- Rapid: every 15 minutes or better and limited stops
- Every 15 minutes or better
- Every 30 minutes plus 15 minute peak
- Every 30 minutes
- Every 30 minutes peak only
- Every 60 minutes plus 30 minute peak
- Every 60 minutes
- Every 60 minutes peak only
- School trippers
- Municipal shuttles
- VTA light rail
- VTA Transit Center

Other Transit Services

- Future BART
- Caltrain / ACE commuter rail
- natural area
- outside Santa Clara County



Route-By-Route List of Major Changes in Draft Plan

VTA Bus Lines		Proposed Change	Routing Change	Frequency Change	Weekday			Saturday		Sunday	
					Span	Peak	Midday	Span	Frequency	Span	Frequency
10	Metro/Airport LRT Station - Santa Clara Transit Center	Combine with 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.									
12	Eastridge Transit Center - San Jose Civic Center	Discontinue; current riders may use revised Route 61 or Route 77.									
13	Ohlone/Chynoweth LRT Station - Almaden/McKean	Discontinue due to low ridership.									
14	Gilroy Transit Center - St. Louise Hospital	Discontinue and replace with new Route 96, which serves Route 14 destinations and other areas of Gilroy.									
16	Morgan Hill Civic Center - Burnett Avenue	Scale back to school-oriented service (to be called Route 216) for Sobrato High School, Live Oak High School and Lewis Britton Middle School		●	7-8am, 2-4pm	30 min	—	—	—	—	—
17	Gilroy Transit Center - St. Louise Hospital	Discontinue and replace with new Route 96, which serves Route 17 destinations and other areas of Gilroy.									
18	Gilroy Transit Center - Gavilan College	Renumber to Route 97; decrease frequency on weekdays, add service on weekends.									
19	Gilroy Transit Center - Wren and Marshall	Discontinue; replace with new Route 96, which serves Route 19 destinations and other areas of Gilroy.									
20	Downtown Mountain View - Milpitas BART Station	Create new Route 20 that would connect Milpitas BART Station, Mission College, Santa Clara Square, Downtown Sunnyvale and Downtown Mountain View. New Route 20 would provide service to areas currently served during commute periods by parts of Routes 58, 321 and 304.		New	6am - 10pm	15 min	30 min	—	—	—	—
21	Palo Alto Transit Center - Santa Clara Caltrain Station	Create new Route 21 that would connect Downtown Palo Alto with San Antonio Transit Center, Downtown Mountain View, Downtown Sunnyvale and Santa Clara Caltrain Station. New Route 21 would replace current Routes 32 and 35.		New	6am - 10pm	30 min	30 min	8am - 8pm	45 min	9am-8pm	60 min
22	Palo Alto Transit Center - Eastridge Transit Center	Decrease weekday frequency; increase frequency on Route 522 (to be implemented in April 2017).		●	24 hours	15 min	15 min	24 hours	15 min	24 hours	15 min
23	De Anza College - Alum Rock Transit Center	Change routing on east end to serve White Road in East San Jose. Decrease frequency from 12 to 15 minutes on Route 23 and ;increase frequency on Route 523.	●	●	5am - 12am	15 min	15 min	6am - 12am	15 min	6am - 12pm	15 min
25	De Anza College - Alum Rock Transit Center	Change routing on east end to no longer serve White Road in East San Jose. Decrease weekday frequency and increase Sunday frequency.	●	●	6am - 12pm	12 min	12 min	6am - 12pm	15 min	6am - 12pm	15 min
26	Lockheed Martin Transit Center - Eastridge Transit Center	Split into two separate routes. Revised Route 26 would connect West Valley College and Eastridge Transit Center; frequency would increase on weekdays and weekends. New Route 56 would connect Lockheed Martin and Winchester Transit Centers.	●	●	6am - 12pm	15 min	15 min	7am - 12pm	20 min	8am - 11pm	20 min
27	Good Samaritan Hospital - Kaiser San Jose	Extend to Winchester Transit Center via Los Gatos Boulevard, Highway 9 and Winchester Boulevard; increase frequency on weekdays and Saturdays.	●	●	6am - 10pm	30 min	30 min	7am - 10pm	30 min	8am - 8pm	60 min
31	Evergreen Valley College - Eastridge Transit Center	Discontinue; replace with part of new Route 76 (formerly Route 42).									
32	San Antonio Shopping Center - Santa Clara Transit Center	Discontinue; replace with new Route 21.									
34	San Antonio Shopping Center - Downtown Mountain View	Discontinue due to low ridership.									
35	Stanford Shopping Center - Downtown Mountain View	Discontinue; replace with new Route 21.									
37	West Valley College - Capitol Light Rail Station	Discontinue due to low ridership; current riders may use new Route 26.									
39	Eastridge Transit Center - The Villages	Renumber to Route 93; decrease peak period frequency.									
40	Foothill College - Downtown Mountain View	Extend Route 40 along Shoreline Boulevard to connect with Mountain View Transit Center; increase Sunday frequency.	●	●	7am - 10pm	30 min	30 min	7am - 7am	45 min	9am - 6pm	45 min
42	Kaiser San Jose - Evergreen Valley College	Renumber to Route 76; change routing between Capitol Expressway and Evergreen College to serve Eastridge Transit Center and current Route 31. Increase weekday frequency. Discontinue segments with low ridership.									
45	Penetencia Creek Transit Center - Alum Rock Transit Center	Discontinue due to low ridership.									
46	Great Mall Transit Center - Milpitas High School	Scale back to school-oriented service (to be called Route 246) between Milpitas High School and Landess/ Yellowstone. Current riders may use Route 47.									
47	Milpitas BART Station - McCarthy Ranch	Reroute Main Street segment to McCarthy Boulevard; route becomes a two-way loop. Increase Sunday frequency.	●	●	6am - 10pm	30 min	30 min	7am - 9pm	30 min	8am - 8pm	30 min
48	Downtown Los Gatos - Winchester LRT Station	Discontinue and replace with revised Route 27; increase frequency on Route 27.									
49	Downtown Los Gatos - Winchester LRT Station	Discontinue and replace with revised Route 27; increase frequency on Route 27.									
51	Moffett Field - De Anza College	New number for Moffett Field to De Anza College portion of current Route 81; decrease frequency in this section and discontinue Saturday service.	●	●	7am - 6pm	30 min	60 min	—	—	—	—
52	Foothill College - Downtown Mountain View	No Changes		No changes	7am - 10pm	30 min	30 min	—	—	—	—
53	Downtown Sunnyvale - Santa Clara Caltrain Station	Change routing to serve Vallco Mall and Santa Clara Caltrain Station instead of West Valley College; this change replaces part of current Route 81. Increase frequency on weekdays.	●		6am - 8pm	30 min	30 min	9am - 6pm	60 min	—	—
54	Lockheed Martin Transit Center - De Anza College	Discontinue Route 54; add more frequent new Rapid 523 service on Mathilda Avenue/De Anza Boulevard corridor.									
55	De Anza College - Old Ironsides LRT Station	Change routing between Downtown Sunnyvale and Remington Avenue from Fair Oaks Avenue to Sunnyvale Avenue; decrease weekday peak period frequency and increase Sunday frequency.	●	●	6am - 10pm	30 min	30 min	8am - 9pm	30 min	8am - 8pm	30 min
56	Lockheed Martin Transit Center - Winchester LRT Station	Create new Route 56, which would connect Lockheed Martin Transit Center to Downtown Sunnyvale, Vallco Mall, Downtown Campbell and Winchester Transit Center.		New	6am - 10pm	30 min	30 min	7am - 10pm	30 min	8am - 9pm	30 min
57	West Valley College - Old Ironsides LRT Station	Increase weekday and Saturday frequency.		●	6am - 11pm	15 min	15 min	7am - 11pm	20 min	8am - 10pm	20 min

VTA Bus Lines (Continued)		Proposed Change	Routing Change	Frequency Change	Weekday			Saturday		Sunday	
					Span	Peak	Midday	Span	Frequency	Span	Frequency
58	West Valley College - Alviso	Discontinue; current riders may use Routes 57, 59, 20 and 26.									
59	Baypointe Light Rail Station - Santa Clara Caltrain Station	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.	New		6am - 10pm	30 min	30 min	7am - 10pm	30 min	8am - 6pm	60 min
60	Downtown Campbell - SJC Airport - Milpitas BART Station	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.	•		5am - 11pm	15 min	15min	5am - 11pm	20 min	5am - 11pm	20 min
61	Good Samaritan Hospital - Berryessa BART - Sierra/Piedmont	Change routing from Mabury Road to Berryessa Road between Berryessa BART Station and Piedmont Road. Increase frequency on weekdays, Saturdays and Sundays.	•		6am - 11pm	15-30 min	15-30 min	7am - 11pm	20-40 min	8am - 10pm	20-40 min
62	Good Samaritan Hospital - Sierra/Piedmont	Discontinue; current riders may use Route 61.									
63	Almaden Expressway/Camden - San Jose State University	Change southern end from Almaden Expressway/Camden Avenue to Meridian Avenue/Blossom Hill Road.	•		6am - 10pm	30 min	30 min	8am - 7pm	60 min	9am - 6pm	60 min
64	Almaden LRT Station - McKee/White	Change downtown routing.	•		6am - 11pm	15-30 min	15-30 min	7am - 11pm	30 min	7am - 11pm	30 min
65	Kooser/Blossom Hill - 13th/Hedding	Discontinue due to low ridership; current riders may use Route 61, 63 or 66.									
66	Milpitas/Dixon - Kaiser San Jose	Change routing to serve Milpitas BART Station; increase weekday frequency.	•	•	5am - 11pm	15 min	15-30 min	6am - 11pm	20 min	6am - 11pm	20 min
68	San Jose Diridon Station - Gilroy Transit Center	Decrease midday frequency on Santa Teresa Light Rail Station to Gilroy Caltrain Station segment.		•	5am - 11pm	15 min	15-30 min	5am-11pm	20 min	5am - 11pm	20 min
70	Capitol LRT Station - Berryessa BART - Milpitas BART	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.	•		6am - 11pm	15-30 min	15-30 min	7am - 11pm	20-40 min	7am - 10pm	20-40 min
71	Milpitas BART Station - Eastridge Transit Center	Change northern end from Great Mall Transit Center to Milpitas BART Station; decrease weekday peak period service and increase Sunday service.	•	•	6am - 10pm	30 min	30 min	7am - 10pm	30 min	8am - 9pm	30 min
72	Downtown San Jose - Senter/Monterey	Extend to Capitol Light Rail Station; increase frequency on Saturday and Sunday.	•	•	6am - 11pm	15 min	15 min	7am - 11pm	20 min	8am - 11pm	20 min
73	Downtown San Jose - Berryessa BART - Snell/Capitol	Change southern end from Capitol Expressway/Snell to Monterey Road/Branham Road; increase weekend frequency.	•	•	6am - 11pm	15 min	15 min	7am - 11pm	20 min	8am - 11pm	20 min
76	Monterey/Branham - Evergreen College	Create new Route 76 to replace Routes 42 and 31.	•	•	6am - 10 pm	30 min	30 min	8am - 7pm	60 min	9am - 6pm	60 min
77	Milpitas BART Station - Eastridge Transit Center	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 Rigoletto Drive. Change routing to connect to Berryessa BART Station. Increase weekday, Saturday and Sunday frequencies.	•	•	6am - 11pm	15 min	15 min	7am - 11pm	20 min	7am - 10pm	20 min
81	Moffett Field - Downtown San Jose	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.									
82	Westgate - Downtown San Jose	Scale back to school trips (to be called Route 282) serving Willow Glen High School. Alternatives include Routes 66, 68, 56.									
88	Palo Alto VA Hospital - Middlefield/Colorado	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.		•	7-8am, 2-4pm	30 min	—	—	—	—	—
89	California Avenue Caltrain Station - Palo Alto VA Hospital	Discontinue due to low ridership.									
93	Eastridge Transit Center - The Villages	New number for Route 39; decrease weekday peak period frequency.	New		7am - 6pm	60 min	60 min	9am - 6pm	60 min	9am - 6pm	60 min
96	Gilroy Caltrain Station - St. Louise Hospital - Gilroy Plaza	New two-way loop route in Gilroy; replaces Routes 14, 17 and 19.	New		7am - 6pm	60 min	60 min	9am - 6pm	60 min	9am - 6pm	60 min
97	Gilroy Caltrain Station - Gavilan College	Renumbered from Route 18		•	7am - 10pm	30 min	30 min	—	—	—	—
101	Camden/Highway 85 - Palo Alto	No changes proposed.	No changes		2 trips each peak period			—	—	—	—
102	South San Jose - Palo Alto	No changes proposed.	No changes		7 trips each peak period			—	—	—	—
103	Eastridge Transit Center - Palo Alto	No changes proposed.	No changes		4 trips each peak period			—	—	—	—
104	Penetencia Creek Transit Center - Palo Alto	Change eastern end to serve Milpitas BART Station rather than Great Mall Transit Center.	No changes		2 trips each peak period			—	—	—	—
120	Fremont BART - Lockheed Martin Transit Center/Shoreline	Discontinue due to extension of BART to Santa Clara County.									
121	Gilroy Transit Center - San Jose Diridon Station	No changes proposed.	No changes		9 trips each peak period			—	—	—	—
122	South San Jose - Lockheed Martin Transit Center	No changes proposed.	No changes		1 trip each peak period			—	—	—	—
140	Fremont BART Station - Mission College/Montague	Discontinue due to extension of BART to Santa Clara County.									
168	Gilroy Transit Center - San Jose Diridon Station	No changes proposed.	No changes		6 trips each peak period			—	—	—	—
180	Fremont BART Station - Great Mall - Eastridge	Discontinue due to extension of BART to Santa Clara County.									
181	Fremont BART - San Jose Diridon Station	Discontinue due to extension of BART to Santa Clara County.									
182	Palo Alto - Baily Road/IBM	No changes proposed.	No changes		1 trip each peak period			—	—	—	—
185	Gilroy Caltrain Station - Shoreline - San Antonio	Create new express route between Gilroy Transit Center and North Bayshore in Mountain View (to be implemented in January 2017).	No changes		3 trips each peak period			—	—	—	—

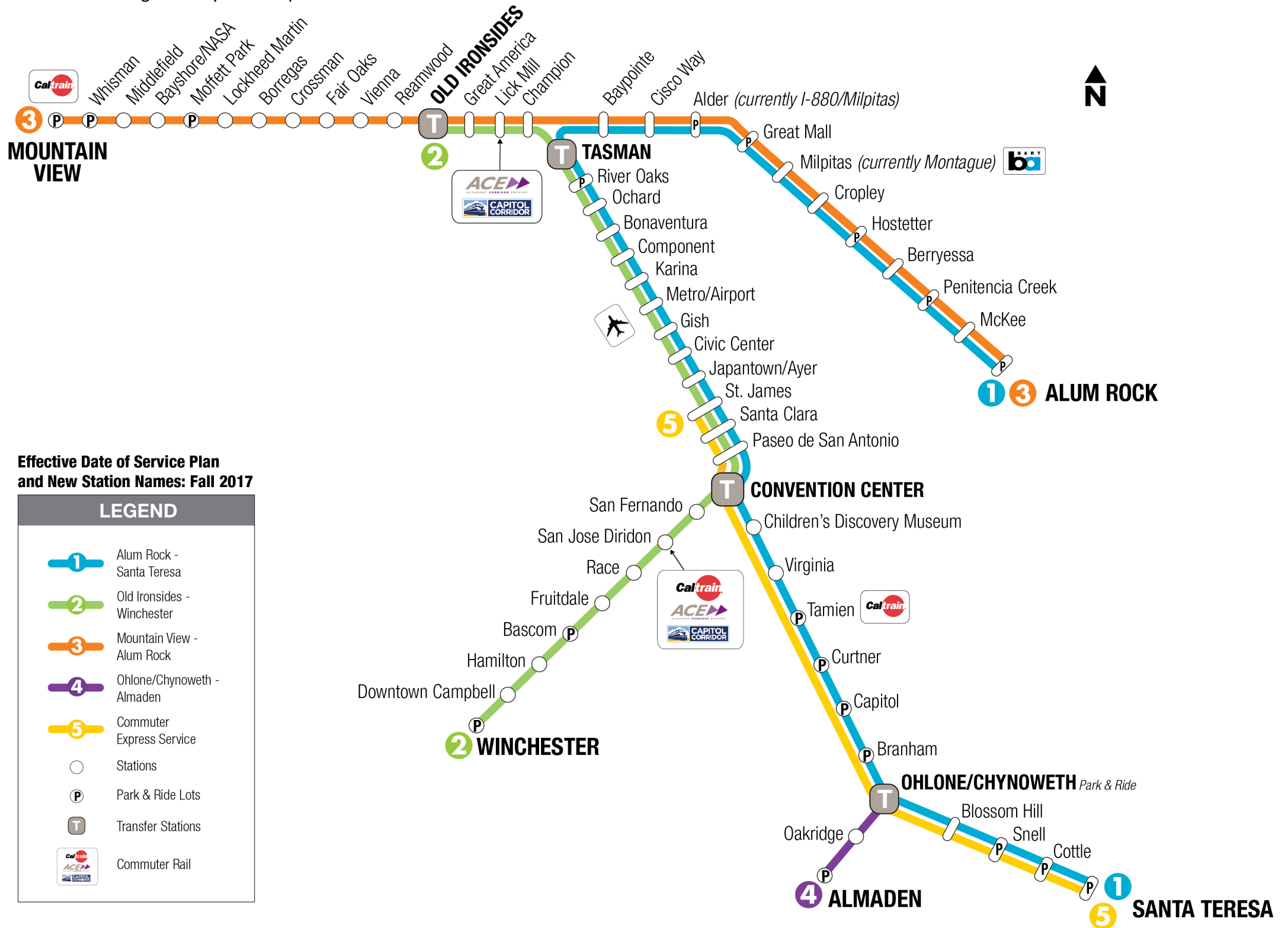
VTA Bus Lines (Continued)		Proposed Change	Routing Change	Frequency Change	Weekday			Saturday		Sunday	
					Span	Peak	Midday	Span	Frequency	Span	Frequency
216	Sobrato High School - Main/Hale	School-oriented service		●	7-8am, 2-4pm	30 min	—	—	—	—	—
246	Milpitas High School - Yellowstone/Landess	School-oriented service		●	7-8am, 2-4pm	30 min	—	—	—	—	—
282	Willow Glen High School - Tamien Station - Monterey/Alma	School-oriented service		●	7-8am, 2-4pm	30 min	—	—	—	—	—
288	Gunn High School - North Palo Alto	School-oriented service		●	7-8am, 2-4pm	30 min	—	—	—	—	—
304	South San Jose - Sunnyvale Transit Center	Discontinue due to low ridership; some current riders may use Routes 66, 68 or 20.									
321	Great Mall - Lockheed Martin Transit Center - Moffett Park	Discontinue due to low ridership; current riders may use new Route 20.									
323	De Anza College - Downtown San Jose	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.									
328	Almaden/Via Valiente - Lockheed Martin Transit Center	Discontinue due to low ridership.									
330	Almaden/Via Valiente - Lockheed Martin Transit Center	Discontinue due to low ridership.									
500	Diridon Station - Berryessa BART Station	Replaces DASH shuttle; connects Diridon Station to San Jose State University and Berryessa BART Station; increase frequency on Rapid 500.		New	4am - 12am	8 min	15 min	6am - 12am	15 min	8am - 12am	20 min
522	Palo Alto Transit Center - Eastridge Transit Center	Increase weekday frequency (to be implemented in April 2017).		●	5am - 11pm	12 min	12 min	6am - 11pm	15 min	6am - 9pm	15 min
523	Lockheed Martin Transit Center - Berryessa BART Station	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.		New	5am - 10pm	15 min	15 min	6am - 10pm	15 min	7am - 9pm	15 min
DASH	Diridon Station - Downtown San Jose - San Jose State University	Discontinue; replace with Rapid 500.									

VTA Light Rail Lines		Proposed Change	Routing Change	Frequency Change	Weekday			Saturday		Sunday	
					Span	Peak	Midday	Span	Frequency	Span	Frequency
Green	Old Ironsides LRT Station - Winchester LRT Station	Change name to Green Line. Change northern end to Old Ironsides Light Rail Station; increase frequency to 15 minutes all day.	●	●	5am - 12am	15 min	15 min	6am - 12pm	15 min	6am - 12pm	15 min
Blue	Alum Rock Transit Center - Santa Teresa LRT Station	Change name to Blue Line.	No changes		5am - 1am	15 min	15 min	5am - 1am	15 min	5am - 1am	15 min
Purple	Almaden LRT Station - Ohlone/Chynoweth LRT Station	Change name to Purple Line.	No changes		6am - 10pm	15 min	15 min	8am - 10pm	15 min	8am - 10pm	15 min
Orange	Mountain View Transit Center - Alum Rock Transit Center	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.	New			15 min	15 min		15 min		15 min
Yellow	Downtown San Jose - Santa Teresa LRT Station	Change name to Yellow Line. Change northern end from Baypointe Light Rail Station to St. James Light Rail Station; increase peak period frequency.	●	●	6 trips each peak period			—	—	—	—

Routes Listed by City/Town

	VTA Bus and Light Rail Routes
Campbell	26, 27, 37, 48, 49, 56, 60, 61, 62, 82, 101, 328, 330, Green
Cupertino	23, 25, 26, 51, 53, 54, 55, 56, 81, 101, 182, 323, 523
Gilroy	14, 17, 18, 19, 68, 96, 97, 121, 168, 185
Los Altos	22, 40, 51, 52, 81, 522
Los Altos Hills	
Los Gatos	27, 48, 49
Milpitas	20, 46, 47, 60, 66, 70, 71, 77, 104, 140, 180, 181, 246, 321, 330, Blue
Monte Sereno	
Morgan Hill	16, 68, 121, 168, 185, 216
Mountain View	20, 21, 22, 32, 34, 35, 40, 51, 52, 81, 120, 185, 522, Green, Orange
Palo Alto	21, 22, 35, 88, 89, 102, 103, 104, 182, 288, 522
San Jose	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, 77, 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
Santa Clara	10, 20, 21, 22, 23, 32, 53, 55, 57, 58, 59, 60, 81, 121, 140, 304, 321, 328, 330, 522, Green, Orange
Saratoga	37, 53, 57, 58
Sunnyvale	20, 21, 22, 26, 32, 53, 54, 55, 56, 120, 121, 122, 304, 321, 328, 522, 523, Green, Orange

Attachment C: Light Rail System Map



Next Network Draft Plan BART Station Service

(Attachment D)

