DISCUSSION OF ROUTE 65 AND LIGHT RAIL BLUE LINE

Feedback on the draft plan overwhelmingly concerned the five proposed changes listed below. This attachment provides additional detail on the two changes, #2 and #5, that were ultimately not included in the final plan:

1. The proposed discontinuation of Route 22 trips between 1 and 4 am
2. The proposed discontinuation of Route 65 (Leigh Avenue)
3. The proposed discontinuation of Route 83 in Almaden Valley
4. The proposed reduction in service across VTA’s Express Bus network
5. The proposed shortening of the Blue Line from Alum Rock to Baypointe Station

ROUTE 65 (DOWNTOWN SAN JOSE – LEIGH AVENUE)

Route 65 provides service between Kooser & Blossom Hill and Downtown San Jose via Leigh Avenue on weekdays. The route has low ridership and does not meet VTA’s minimum productivity standard (boardings per hour). After proposing to discontinue the route in the Next Network draft plan and receiving community support to retain the route, the Next Network final plan included Route 65 service but at a reduced service level (by discontinuing service north of San Fernando and reducing frequency from every 45 minutes to every 60 minutes).

Due to the need to make additional coverage (low ridership routes) reductions in the 2019 New Transit Service Plan, the draft plan proposed to discontinue the route due to very low ridership and productivity. Although staff again received many comments from community members and San Jose State University students concerned about the loss of Route 65 service, the final plan does not include Route 65 service.

As shown below, Route 65 service does not currently have sufficient ridership to meet VTA’s minimum standard for productivity. Staff projected ridership on the Next Network proposed service on the route to determine whether the revised route would meet VTA’s standard. As shown, ridership would decline due to the reduction in service. Again, the projected service would not have sufficient ridership to meet VTA’s minimum productivity standard. Staff are aware of future developments slated for the corridor and will monitor their progress, with the hope that someday the corridor will develop to a sufficient density to support transit service.

<table>
<thead>
<tr>
<th>Route 65 Service</th>
<th>Current Service</th>
<th>Next Network Service</th>
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</thead>
<tbody>
<tr>
<td><strong>Kooser &amp; Blossom Hill – Downtown San Jose</strong>&lt;br&gt;(13th &amp; Hedding) via Leigh</td>
<td><strong>Kooser &amp; Blossom Hill – Downtown San Jose</strong>&lt;br&gt;(6th &amp; San Fernando) via Leigh</td>
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<tr>
<td>Daily Boardings:</td>
<td>Daily Boardings:</td>
<td>$1.25 million (FY19 marginal)</td>
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<tr>
<td>535</td>
<td>339</td>
<td>$830,000 (FY19 marginal)</td>
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<tr>
<td>Daily Service Hours:</td>
<td>Daily Service Hours:</td>
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<tr>
<td>41</td>
<td>28</td>
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<tr>
<td>Boardings per Hour:</td>
<td>Boardings per Hour:</td>
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<tr>
<td>13.1</td>
<td>(VTA minimum 15)</td>
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<tr>
<td>Annual Operating Cost:</td>
<td>Annual Operating Cost:</td>
<td>15</td>
</tr>
<tr>
<td>$1.25 million (FY19 marginal)</td>
<td>$830,000 (FY19 marginal)</td>
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</table>
LIGHT RAIL BLUE LINE

The Blue Line light rail service currently operates between Alum Rock and Santa Teresa stations daily. The Next Network plan included Blue Line service with no major changes from today, however the draft 2019 New Transit Service Plan includes a cost reduction strategy to shorten the route to end at Baypointe Station instead of Alum Rock Station. Staff received many community comments objecting to the plan to shorten the line, however the final plan maintains this cost reduction strategy due to insufficient resources to restore the original plan.

Annual Operating Savings by Shortening Blue Line to Baypointe:
$3.2 million (FY19 marginal)

The source of concern for many community members is the loss of one light rail line of service at the Milpitas Transit Center for BART connections. Previous plans have included both Blue and Orange lines of service as BART connections, each operating at every 15 minutes each direction, for a net light rail service frequency of every 7.5 minutes each direction. The final plan would only offer the Orange Line of service every 15 minutes each direction. However, due to a lack of track infrastructure (switches, pocket tracks for train storage, etc.), it is not possible to use any station between Milpitas and Alum Rock as an endpoint. Therefore, the only options are to use Alum Rock or Baypointe as the Blue Line’s northern endpoint.

Riders traveling between BART Milpitas and areas south of Tasman on light rail would have to transfer to/from the Blue Line at Baypointe. Staff will make every possible effort to schedule trains so that this transfer is timed and as seamless as possible. Fortunately, Baypointe Station was designed as a transfer station and has ample capacity.