

**From:** VTA Board Secretary <Board.Secretary@vta.org>

**Sent:** Monday, September 8, 2025 12:37 PM

**To:** VTA Board of Directors <VTABoardofDirectors@vta.org>; VTA Advisory Committee Members <VTAAdivisoryCommitteeMembers@vta.org>

**Subject:** From VTA: Notice of Determination and Project Approval for the US 101/Zanker Road/Skyport Drive/Fourth Street Improvement Project

VTA Board of Directors and BPAC Members:

The US 101/Zanker Road/Skyport Drive/Fourth Street Improvement Project (Project) was approved by Caltrans on Wednesday, August 27, 2025. The Project includes constructing a new overcrossing above US 101 connecting Zanker Road on the north with Fourth Street and Skyport Drive on the south, replacing nonstandard ramps on northbound US 101 at Old Bayshore Highway and Brokaw Road with new ramps at Bering Drive, widening local roadways to accommodate the overcrossing and ramp modifications, and incorporating bicycle and pedestrian facilities into the project design.

A copy of the [Final Environmental Impact Report \(EIR\)/Environmental Assessment \(EA\)](#) for the Project is now available on the Project website. A Notice of Determination for the Project was filed with the [State Clearinghouse](#) (SCH 2021100033) on September 5, 2025.

The Project will move into the final design and engineering phase. Construction is anticipated to last approximately three years. For updates, please visit the Project website at: [www.vta.org/projects/US-101Zanker-Road-project](http://www.vta.org/projects/US-101Zanker-Road-project).

If you have any questions about this project please reply to this email.

Thank you,

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone **408-321-5680**



## Notice of Determination

**To:**

☒ Office of Planning and Research

Street Address:  
1400 Tenth St., Rm 113  
Sacramento, CA 95814

☒ County Clerk

County of: Santa Clara  
Address: 110 West Tasman Drive, First Floor

San José, CA 95134

**From:**

Public Agency: Santa Clara Valley  
Transportation Authority

Address: 3331 N. First Street, B-2  
San José, CA 95134

Contact: Alex Bode

Phone: 408-332-9344

Lead Agency (if different from above)  
Caltrans, District 4

Address: 111 Grand Avenue, Mail  
Station 8B

Oakland, CA 94612

Contact: Charles Winter

Phone: 510-847-3752

**SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.**

State Clearinghouse Number (if submitted to State Clearinghouse): 2021100033

Project Title: US 101/Zanker Road/Skyport Drive/Fourth Street Improvement Project

Project Applicant: Santa Clara Valley Transportation Authority

Project Location (include county): San José, Santa Clara County

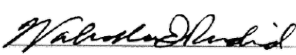
Project Description:

Caltrans, in cooperation with the Santa Clara Valley Transportation Authority (VTA) and the City of San José, proposes to construct improvements on US 101 between the SR 87 interchange on the west and the I-880 interchange on the east, which includes constructing a new overcrossing above US 101 connecting Zanker Road on the north with Fourth Street and Skyport Drive on the south, replacing nonstandard ramps on northbound US 101 at Old Bayshore Highway and Brokaw Road with new ramps at Bering Drive, and incorporating bicycle and pedestrian facilities into the project design.

This is to advise that the California Department of Transportation (☒Lead Agency or ☐Responsible Agency) has approved the above described project on August 27, 2025 and has made the following determinations regarding the above described project.

1. The project (☒ will ☐ will not) have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were ☐ were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (☒ was ☐ was not) adopted for this project.
5. A statement of Overriding Considerations (☐ was ☒ was not) adopted for this project.
6. Findings (☒ were ☐ were not) made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at [www.vta.org/projects/US-101Zanker-Road-project](http://www.vta.org/projects/US-101Zanker-Road-project).

Signature (Public Agency):  Title: Senior Environmental Scientist (Sup.)

Date: 08/29/2025

Date Received for filing at OPR: \_\_\_\_\_

**From:** VTA Board Secretary <Board.Secretary@vta.org>

**Sent:** Wednesday, September 10, 2025 7:58 AM

**To:** VTA Board of Directors <VTABoardofDirectors@vta.org>

**Cc:** Gonot, Carolyn <Carolyn.Gonot@vta.org>; Richardson, Greg  
<Greg.Richardson@vta.org>; Greene, Beverly <Beverly.Greene@vta.org>; Quigley, Aaron  
<Aaron.Quigley@vta.org>

**Subject:** From VTA: VTA Supports SB 63

**Board of Directors:**

Please see the attached letter of support for Senate Bill (SB) 63 from Chairperson Lopez.

If you have any questions respond to this email.

Thank you,

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone **408-321-5680**







September 9, 2025

The Honorable Scott Wiener  
California State Senate  
1021 O Street, Suite 8620  
Sacramento, CA 95814

The Honorable Jesse Arreguín  
California State Senate  
1021 O Street, Room 6710  
Sacramento, CA 95814

RE: Senate Bill 63 (Wiener and Arreguín) - SUPPORT

Dear Senators Wiener and Arreguín:

On behalf of the Santa Clara Valley Transportation Authority (VTA), I write in strong support of your legislation, SB 63, which creates the Transportation Revenue Measure District (District) including Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties and authorizes the District to propose a new transportation sales tax, and to be placed on the November 2026 ballot to fund transit operations for various Bay Area transit operators.

As stated in our July 9, 2025 letter, we very much appreciate your collaborative approach on the bill. Our county's participation in this measure depended on VTA's ability to restore service through our Visionary Network Plan, meet our commitments to regional transit services and projects, and ensure transparency and accountability in expenditures. As it stands, any funding for Caltrain from Santa Clara County would need to come from this new revenue measure contemplated in SB 63 to avoid potential harmful local service cuts. In order to protect and increase service levels while maintaining our regional funding obligations, VTA recommended an approach that maintains to the greatest extent possible each county Transportation Agency's traditional role in funding, programming, and oversight. With the most recent amendments, SB 63 does that.

VTA, to a greater extent than many other counties in our region, depends heavily on sales tax for operations and capital projects, as our voters have repeatedly taxed ourselves in order to fund these critical services. With the expiration of our VTA 2000 Measure A county sales tax on the horizon, it was vital that SB 63 and ultimately a regional measure be structured in a way that ensures VTA's ability to restore and expand transit service, as well as to fund transit-supportive capital projects.

So that the funds generated in each county return to that county, the VTA Board voted on August 7 to join SB 63 provided the bill was amended to provide the strongest possible protections for the tax revenues generated in Santa Clara County and ensure those funds return to VTA for the restoration of our transit service. On behalf of VTA, we thank the authors for working closely with us to amend the bill to provide those same protections to revenues generated in all

The Honorable Lori Wilson  
Re: SB 63 (Wiener)  
September 9, 2025  
Page 2 of 2

participating counties. VTA and its partner agencies in Santa Clara County thank you and the authors for your collective diligence and long-standing support for public transit in the Bay Area.

Thank you in advance for your consideration of this important measure. Should you have any questions about this bill please contact me at [sergiol@campbellca.gov](mailto:sergiol@campbellca.gov) or Beverly Greene, VTA Chief Government Affairs Officer, at [beverly.greene@vta.org](mailto:beverly.greene@vta.org).

Sincerely,



Sergio Lopez  
Chairperson, Board of Directors  
Santa Clara Valley Transportation Authority

cc: VTA Board of Directors  
VTA General Manager/CEO Carolyn Gonot  
Members, Assembly Transportation Committee  
Legislative Delegation of the County of Santa Clara

**From:** VTA Board Secretary <Board.Secretary@vta.org>  
**Sent:** Wednesday, September 10, 2025 4:33 PM  
**To:** VTA Board of Directors <VTABoardofDirectors@vta.org>  
**Cc:** Gonot, Carolyn <Carolyn.Gonot@vta.org>; Richardson, Greg  
<Greg.Richardson@vta.org>; Haywood, Scott <Scott.Haywood@VTA.Org>; Smith, Patrice  
<Patrice.Smith@vta.org>  
**Subject:** From VTA: BART Phase II Twin Bore Cost Report

Board of Directors:

Please see the attached memo from Patrice Smith, Chief Communications Officer,  
regarding BSVII Twin Bore Cost Report.

If you are contacted by the media, please refer them to [Media.Relations@VTA.org](mailto:Media.Relations@VTA.org) or 408-464-7810 (no texts).

Thank you,

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 North First Street, Building B  
San Jose, CA 95134-1927  
Phone **408-321-5680**



**From:** VTA Board Secretary <Board.Secretary@vta.org>  
**Sent:** Thursday, September 11, 2025 12:49 PM  
**To:** VTA Board of Directors <VTABoardofDirectors@vta.org>  
**Subject:** From VTA: Strategic Plan Open House

Board of Directors:

Please see the attached invitation to the VTA Strategic Plan Open House on September 25, 2025. Feel free to share with your constituents.

Thank you,

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 North First Street, Building B  
San Jose, CA 95134-1927  
Phone **408-321-5680**



## **Join Us for VTA's Strategic Plan Open House on September 25**

On **Wednesday, September 25 at 6:00 p.m.**, the public is invited to an open house at the **Roosevelt Community Center** to meet VTA staff, learn more about our projects and programs, and help shape the **2026 Strategic Plan**.

The Strategic Plan will guide VTA's priorities and direction for the next ten years. Your input will play a vital role in ensuring our work reflects the needs and values of the community we serve.

At the event, you'll have the opportunity to explore several of VTA's key initiatives, including:

- Service planning and future transit improvements
- Highway and roadway projects
- Transit-oriented development (TOD)
- Bicycle and pedestrian programs
- Working for VTA

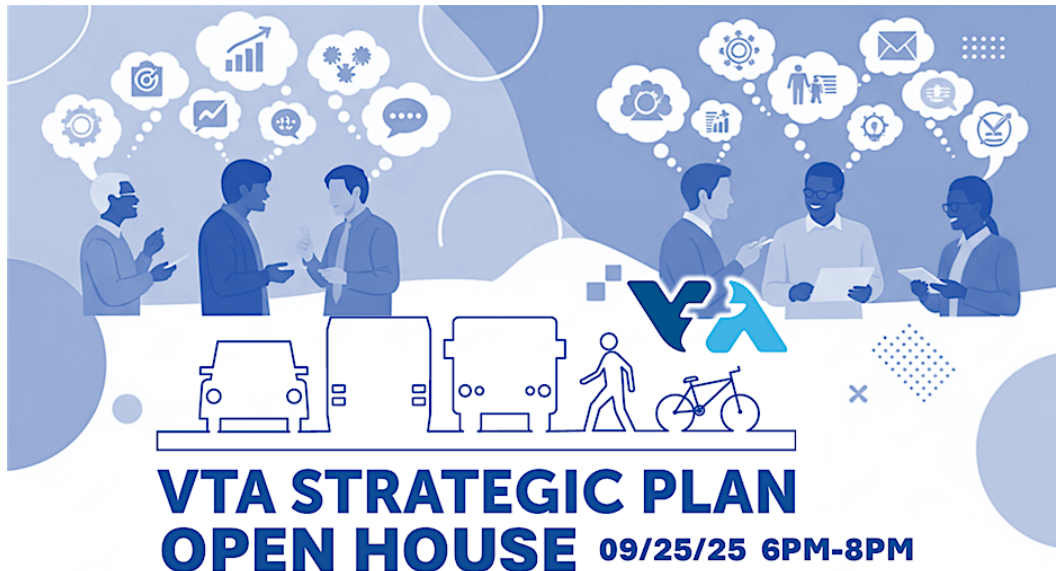
This open house is more than an update - it's a chance to share your ideas and influence how VTA moves forward.

 **Roosevelt Community Center, 901 E Santa Clara St, San Jose, CA 95116**

 **Thursday, September 25**

 **6:00 p.m. - 8 p.m.**

**RSVP at:** <https://VTAsStrategicPlanOpenHouse.eventbrite.com>



**VTA STRATEGIC PLAN**  
**OPEN HOUSE** 09/25/25 6PM-8PM

**From:** Baltao, Elaine <Elaine.Baltao@vta.org>  
**Sent:** Friday, September 12, 2025 3:15 PM  
**To:** Jimeno, Reyne <Reyne.Jimeno@vta.org>  
**Cc:** Khalsa, Punit <Punit.Khalsa@vta.org>; Abraham, Theadora <Theadora.Abraham@vta.org>  
**Subject:** Send to SSTPO off agenda

SSTPO Members,

Since the SSTPO meeting scheduled for September 18 was cancelled, we are forwarding some of the items that were supposed to be on the 9/18 agenda. The attached PDF has the following information:

- Eastridge to BART Regional Connector (EBRC) Update\*
- Safety/Security Update
- 2026 Special Events Security Update
- Transit Service Plan (This was presented to four advisory committees this week)

\*The EBRC PAB will receive a presentation from staff on this topic on Wednesday, 9/17.

Please let us know if you have questions about these items and we will be happy to arrange a meeting between you and the appropriate staff.

Santa Clara Valley Transportation Authority  
3331 North First Street, Building B-1  
San Jose, CA 95134-1927  
Phone 408.321.7578 (desk) 408.464.7740 (mobile)







**BOARD MEMORANDUM**

**TO:** Santa Clara Valley Transportation Authority  
Safety, Security, and Transit Planning and Operations Committee

**THROUGH:** General Manager/CEO, Carolyn M. Gonot

**FROM:** Chief Engineering & Prog Delivery Officer, Casey Emoto

**SUBJECT:** EBRC Project Update - August 2025

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**FOR INFORMATION ONLY****EXECUTIVE SUMMARY:**

The Eastridge to BART Regional Connector (EBRC) Project is extending 2.4 miles of light rail transit along Capitol Expressway from the existing Alum Rock station to the Eastridge Transit Center to further expand access to regional transit services such as BART and Caltrain. Construction began in April 2024 and is expected to be completed in late 2027.

**STRATEGIC PLAN/GOALS:**

The Project aligns with Business Line #1 - Faster, Frequent and Reliable Transit and Business Line #2 - Delivering Projects and Programs as the Project's essence is to deliver expanded access to regional transit services to a greater segment of our customers.

**BACKGROUND:**

The EBRC Project construction contract was awarded to MCM-RailWorks, a joint venture in March 2024. The Notice to Proceed to start construction was issued on April 15, 2024. Major construction activities are in progress.

**DISCUSSION:****Construction**

Light rail structure construction continues along Capitol Expressway with more than one mile of bridge structure complete. Significant progress has been made between Story Road and Tully Road where much of the structure is complete except at intersections; and work is on schedule. The roadway widening at the Story Road intersection is essentially complete, allowing an important traffic shift at the intersection. Structure construction work between Story Road and Capitol Avenue has commenced and will continue through early 2026. Concrete girders for a

bridge over Tully Road were successfully installed and the connecting ramp structure to Eastridge station is under construction. Bridge construction over Ocala Ave intersection will commence soon with the foundation work requiring two-month closure of left turn lanes in northbound direction of Capitol Expressway.

There are multiple construction crews working over the two- and half-mile project area. Overall, about 40% of the project is complete, with this completion primarily comprised of structure construction with over 1600 foundation piles driven to date. Foundation work for the Story Station is ongoing with the double arch steel bridge for pedestrian access scheduled to be installed next year.

Construction at the north end of the project near Wilbur Avenue has commenced with removal of existing tracks, and the foundation work for the bridge structures expected to start soon. Construction of concrete support for track work over completed bridge structures will commence this month.

### **Community Outreach**

MTA Community outreach staff and the contractor's Community Relations staff are in the field, daily, responding to resident and business concerns and coordinating activities that have potential impacts on private property and traffic. Outreach staff have scheduled home visits throughout evenings and weekends to accommodate residents' availability to manage pre-construction home inspections and follow up with damage claims. Weekly stakeholder emails provide summaries of activities completed for the week, and activities planned for the following week and in the near term. Construction activities with potential impacts on businesses are coordinated directly with the property owners and the business owners/managers. Several outreach events with businesses, schools and communities were held to showcase project construction activities.

The East Side Trees campaign launched in August 2025 in collaboration with Our City Forest to mitigate the removal of trees due to construction by planting more trees back in the project neighborhood, with the trees free/no cost for the community. The summer 2025 newsletter highlighted the trees replacement campaign.

Project newsletters are distributed by mail to over 14,300 residents on record and is provided in English, Spanish, Vietnamese, Chinese and Tagalog. Weekly notices about construction activities regularly are released and traffic advisories are issued as activities come up to advise traffic/lane shifts.

### **CLIMATE IMPACT:**

This item has no direct impact on climate.

Prepared By: Ven Prasad, Group Engineering Manager  
Memo No. 9706



# Eastridge to BART Regional Connector

SSTPO

Project Update

# Construction Update

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- Light rail structure construction continues along Capitol Expressway
- More than one mile of bridge structure complete and over 1600 foundation piles driven to date
- Roadway widening at the Story Road intersection is essentially complete
- Bridge over Tully Road is complete and connecting ramp structure to Eastridge station underway
- Bridge construction over Ocala Ave intersection will commence soon with the foundation work requiring two-month closure of left turn lanes.
- Over 40% of the project is complete and is on schedule for completion

# Work at Ocala Intersection

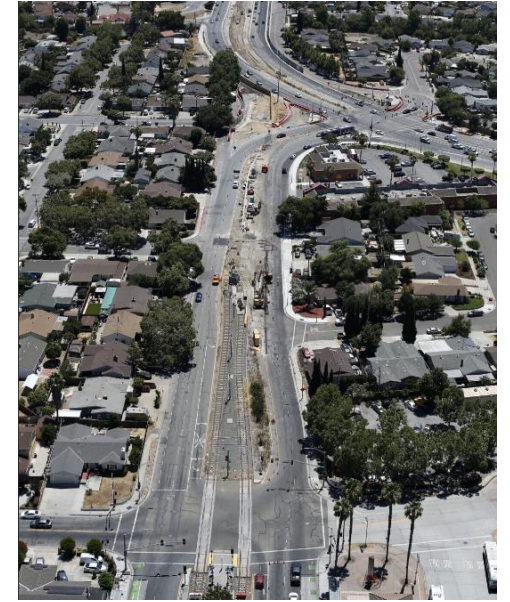
- Bridge construction over Ocala Avenue require left turn closure
- One left turn lane closed in SB direction through early 2026
- NB left turn lanes closed for two months detour at Story Road
- Illegal left turns and accidents were reported
- Mitigated the issues with
  - More signs at the intersection
  - Police stationed to enforce no left turn restrictions
  - Media and Social Media messaging





# Work along Capitol Avenue

- Roadway widening is complete
- Tail tracks have been removed south of Wilbur Avenue
- Bridge foundation work has commenced near Highwood Avenue
- Foundation type changed to minimize noise and vibration
- Residents notified of construction activities





# Bridge at Tully Road

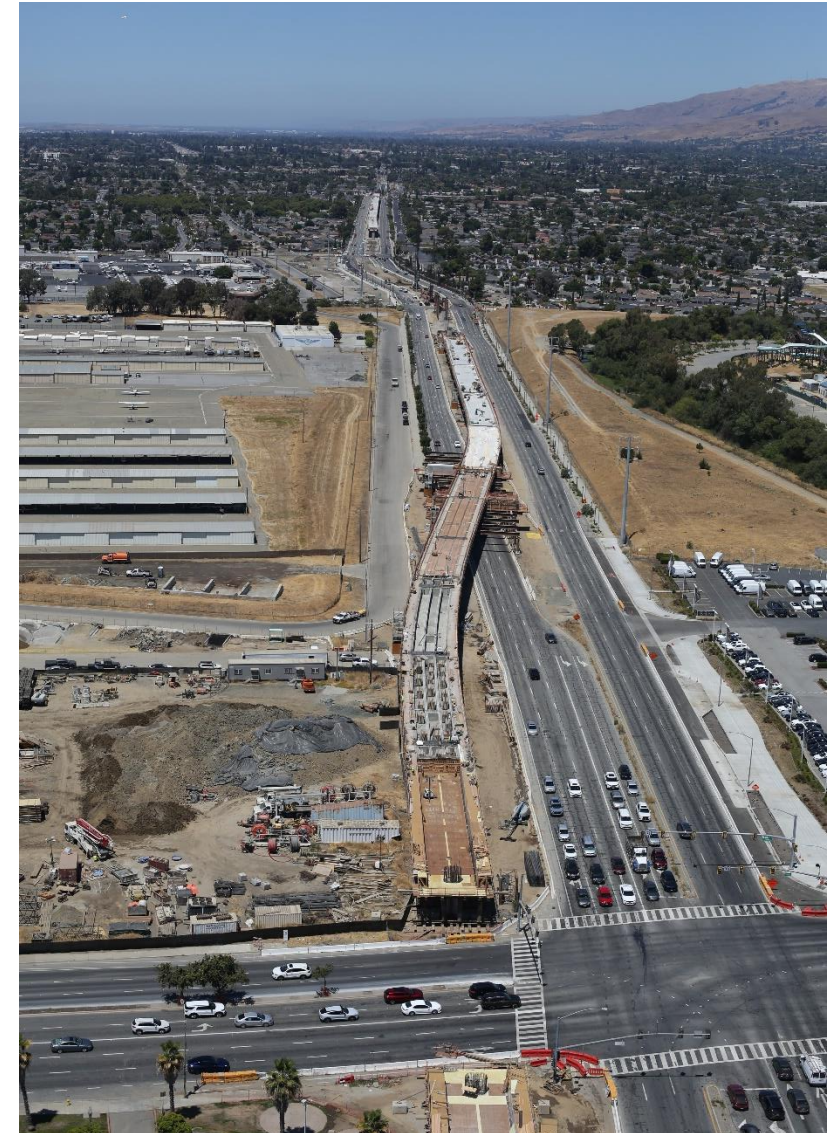




# Bridge between Cunningham and Tully Road



Aerial view of Capitol Expressway





# Bridge between Ocala Ave and Story Road



**Aerial view of Capitol Expressway between Ocala Ave and Story Road**



# Construction near Story Road



**Bridge foundation work north of Story Road**

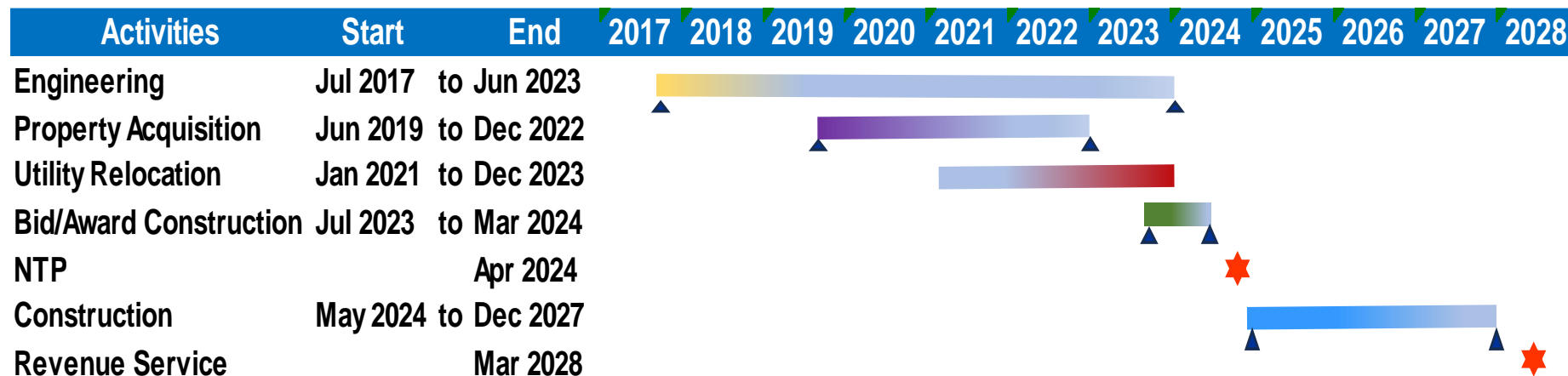
**Bridge foundation work south of Story Road**



# Budget and Schedule

Description	Budget	Incurred	% Spent
VTA Labor	\$ 24,350,000	\$ 14,102,397	58%
Design Consultant	\$ 37,000,000	\$ 33,663,499	91%
Non Technical Services	\$ 785,974	\$ 571,706	73%
Professional Consultants	\$ 38,250,000	\$ 13,094,016	34%
Real Estate	\$ 14,188,991	\$ 13,405,017	94%
Utility Relocation	\$ 18,300,000	\$ 16,815,941	92%
Construction	\$ 503,110,000	\$ 186,400,207	37%
Field Operations	\$ 7,000,000	\$ 1,424,874	20%
Contingency	\$ 9,924,796	\$ -	0%
<b>Total</b>	<b>\$ 652,909,761</b>	<b>\$ 279,477,657</b>	<b>43%</b>

- Project on Schedule for completion
- Project trending to complete on budget



# Eastridge to BART

Regional Connector Project

August 2025



## Project Overview

The Eastridge to BART Regional Connector (EBRC) Project extends light rail 2.4 miles from the existing Alum Rock Light Rail Station to the Eastridge Transit Center with an elevated guideway primarily in the center of Capitol Expressway with stations at Story Road and Eastridge.

## Project Status

- Over one mile of bridge complete
- Track materials procured
- Project on schedule for completion in 2027
- Community outreach activities ongoing

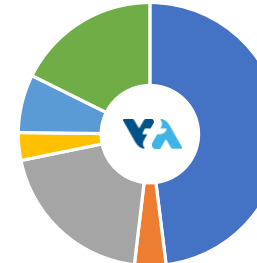
### Field progress

Work Item	% Complete
Intersection widening	29%
Substructure (Foundation)	78%
Superstructure (Bridge)	32%
Trackwork	0%
Overhead Catenary System	0%
Traction Power	0%
Light Rail Stations	0%
Testing and Commissioning	0%



### Funding

- Measure A
- SB1 LPP
- RM3
- LCTOP
- TIRCP
- VTA Transit



Funding	in millions	
Measure A	\$	313.6
SB1 LPP	\$	25.2
RM3	\$	130.0
LCTOP	\$	22.2
TIRCP	\$	46.6
VTA Transit	\$	115.4
<b>Total</b>	<b>\$</b>	<b>652.9</b>

### Schedule

Activities	Start	End	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Engineering	Jul 2017	to Jun 2023												
Property Acquisition	Jun 2019	to Dec 2022												
Utility Relocation	Jan 2021	to Dec 2023												
Bid/Award Construction	Jul 2023	to Mar 2024												
NTP		Apr 2024												
Construction	May 2024	to Dec 2027												
Revenue Service		Mar 2028												

### Budget

as of Jul 2025

Description	Budget	Incurred	% Spent
VTA Labor	\$ 24,350,000	\$ 14,102,397	58%
Design Consultant	\$ 37,000,000	\$ 33,663,499	91%
Non Technical Services	\$ 785,974	\$ 571,706	73%
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<b>Total</b>	<b>\$ 652,909,761</b>	<b>\$ 279,477,657</b>	<b>43%</b>



# Community Outreach

## Quarterly

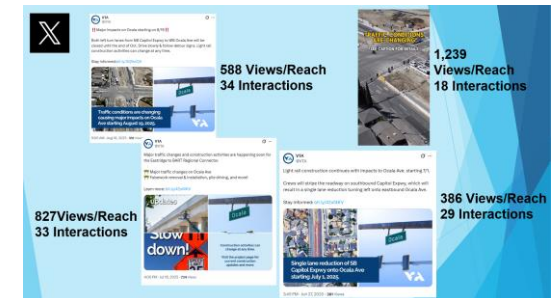
- Newsletters (February, May, August, November)
- Project Construction Update (February, May, August, November)
- Stakeholder Working Group Meetings (February, May, Fall date tbd)
- EBRC Policy Advisory Board Meetings (March, June, September, December)

## Monthly

- Project Update – 1<sup>st</sup> Monday of the Month\*

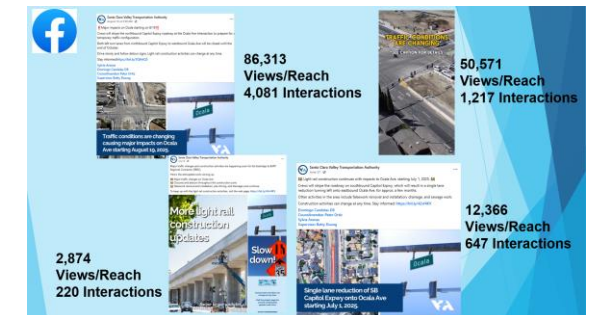
## Weekly

- Project updates posted on-line weekly\*
- Open Office Hours Tuesday 1-5pm
- Stakeholder email and posted on project webpage



## Social Media

- Facebook
- Twitter
- Instagram



Date: September 11, 2025  
Board Meeting: N/A

## **BOARD MEMORANDUM**

**TO:** Santa Clara Valley Transportation Authority  
Safety, Security, and Transit Planning and Operations Committee

**THROUGH:** General Manager/CEO, Carolyn M. Gonot

**FROM:** Chief of System Safety and Security, Aston Greene

**SUBJECT:** VTA's Safety and Security Programs Update - September 2025

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### **FOR INFORMATION ONLY**

#### **EXECUTIVE SUMMARY:**

Staff will provide the Safety and Security Program report, including monthly crime statistics and trends (see attached).

Prepared By: Lapreasha Gentry  
Memo No. 9652

# VTA's Monthly Crime Statistics & Trends

September 18, 2025

System Safety Transit Planning &  
Operations Committee (SSTPO)



# Mission Statement

Systemically take proactive measures and implement proven strategies to improve and enhance the safety and security of VTA's employees, patrons, transit operations, and services







# San Jose Police Department

Transit Control Safety Data  
September 2025

# July 2024 vs August 2025



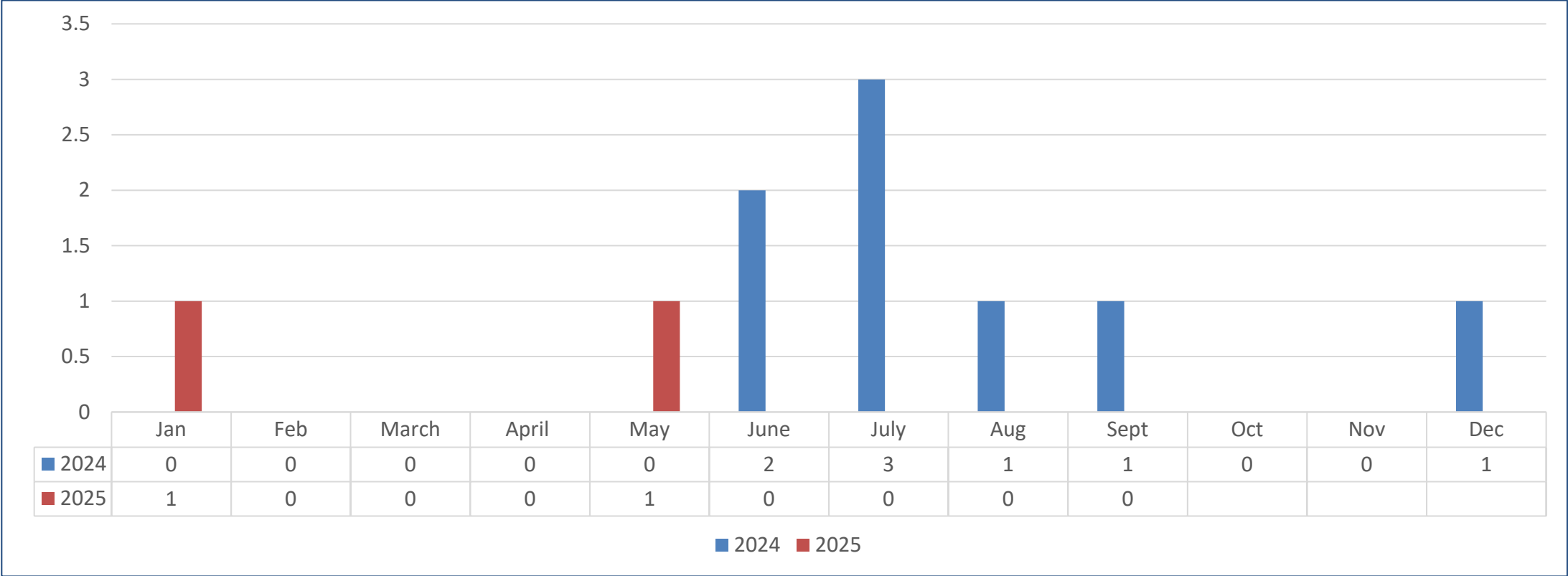
Events	July 2025	August 2025
Total Incident Reports	0	0
Arrests	0	0
Misdemeanors	0	0
Felonies	0	0
Operator Assaults	0	0
Serious/Violent Offenses	0	0
Narcan Cases	0	0
Proactivity Statistics		
On View Arrests	0	0
Warrant Arrests	0	0
Misdemeanor Citations	0	0
Infraction Citations	0	0
Alcohol/Drug Related	4	2
Mission Street Recovery Referrals	4	2
Mental Health Commitments	0	1
Street Checks	4	3



# Year to Date Statistics

Events	August 2024	August 2025
Total Incident Reports	6	2
Arrests	1	1
Misdemeanors	4	0
Felonies	1	2
Operator Assaults	0	0
Serious/Violent Offenses	2	0
Narcans Cases	1	0
Proactivity Statistics		
On View Arrests	7	2
Warrant Arrests	2	0
Misdemeanor Citations	2	2
Infraction Citations	2	2
Alcohol/Drug Related	30	28
Mission Street Recovery Referrals	25	26
Mental Health Commitments	5	3
Street Checks	35	32

# Total Incident Reports



Monthly Comparison

# Highlights



National Night Out is an annual community-building campaign that promotes police/community partnerships and neighborhood spirit to make neighborhoods safer.

The Transit Unit, along with BART PD, participated in National Night Out by barbecuing hot dogs and providing activity books, stickers, and pencils for kids at the Transit Center





## **Santa Clara County Sheriff's Transit Patrol Safety Data September 2025**

# Sheriff's Office Transit Patrol

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- Sheriff's Transit Patrol law enforcement contract responsibilities:
- The Sheriff's Transit Patrol Division provides sworn law enforcement services for the general public safety and security of VTA ridership as well as transit system security throughout all VTA properties to include the Milpitas BART station.



# August 2025

Events	Aug 2025	YTD	Aug 2024	Prev. YTD
Total Incident Reports	56	508	61	561
Misdemeanors	15	169	25	181
Felonies	37	249	23	275
Others	4	90	13	105
Operator Assaults	5	16	4	23
Non-Operator Assaults	0	8	2	12
Serious/Violent Offenses	7	18	4	31
Mental Health Commitments	2	34	2	32
Alcohol/Drug Related	7	82	11	82
Arrests	20	175	30	245
Misdemeanor Cite and Release	7	89	11	116
Light Rail Cases	28	211	26	260

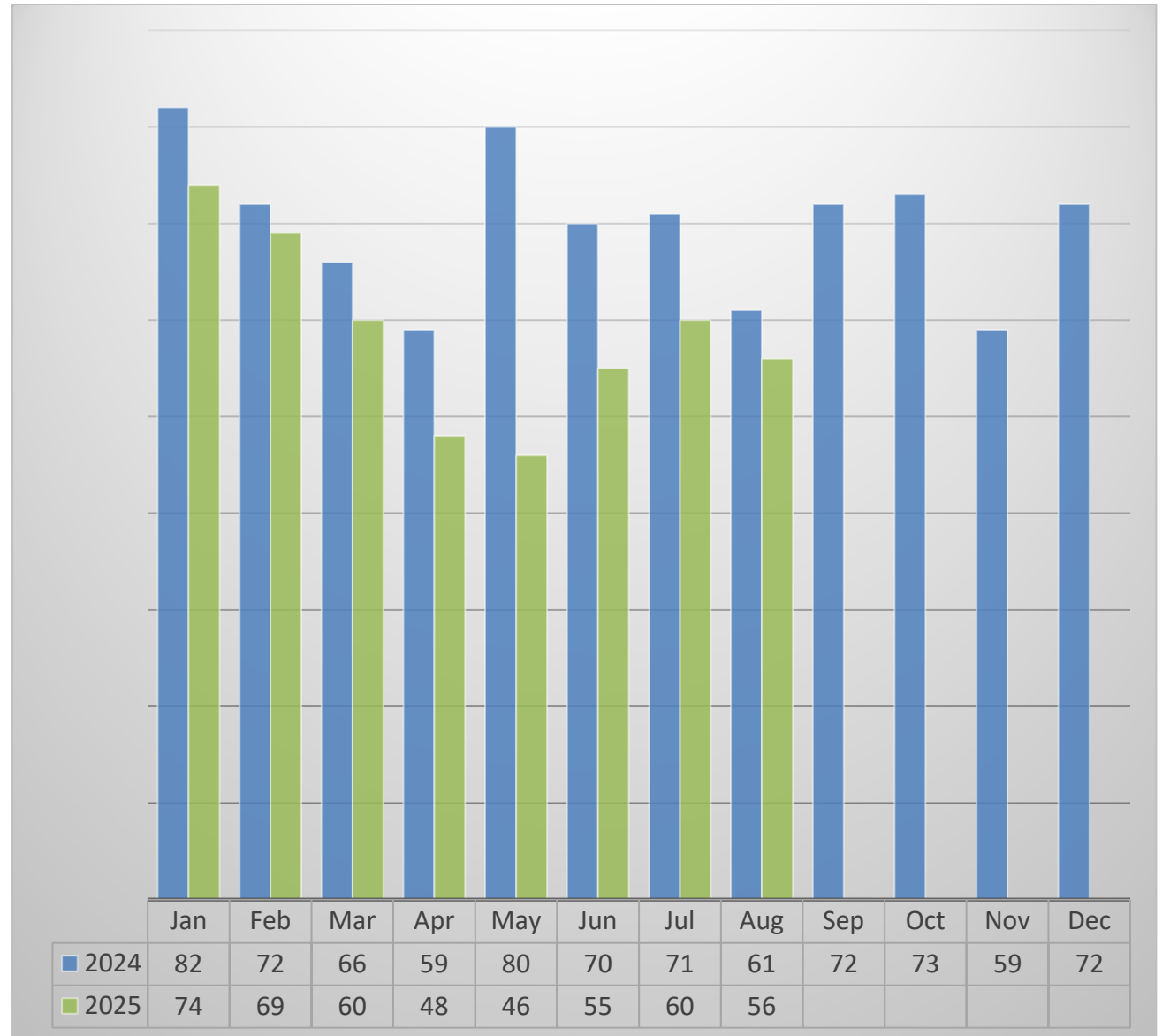
\* Data compiled on 08/26/25, does not reflect the full month.





# Total Documented Incidents

\* Data compiled on 08/26/25 does not reflect the full month.



# Operator Assault Cases

- 2025 (YTD) – 16
- 2024 – 31
- 2023 – 22
- 2022 – 38
- 2021 – 23
- 2020 – 28

**Assault committed  
on public transit  
could mean jail time  
and a \$2000 fine. \***



\* CA Penal Code Section 241 et seq.

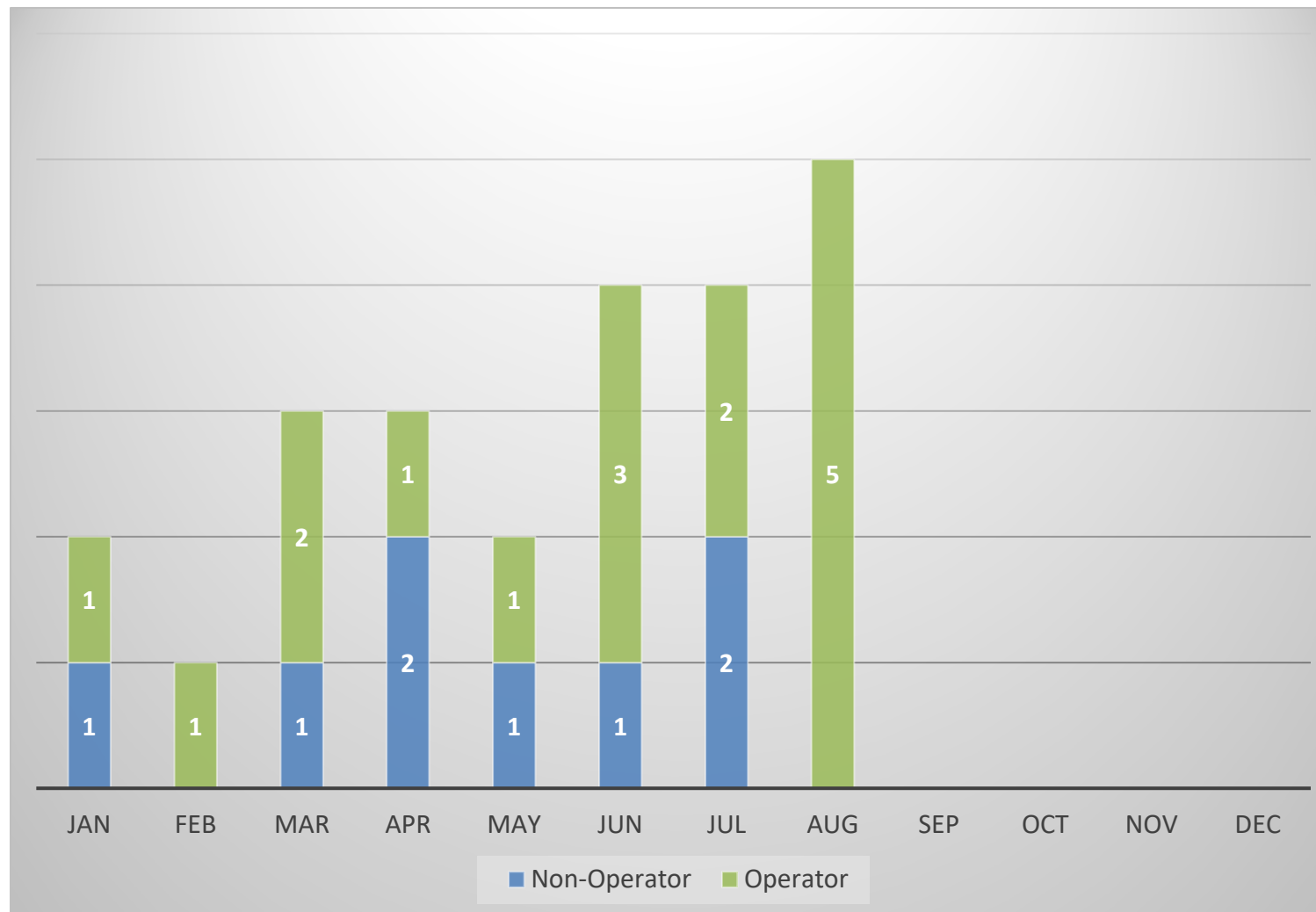


**Download VTAlerts to report  
operator safety concerns and  
other security issues.**



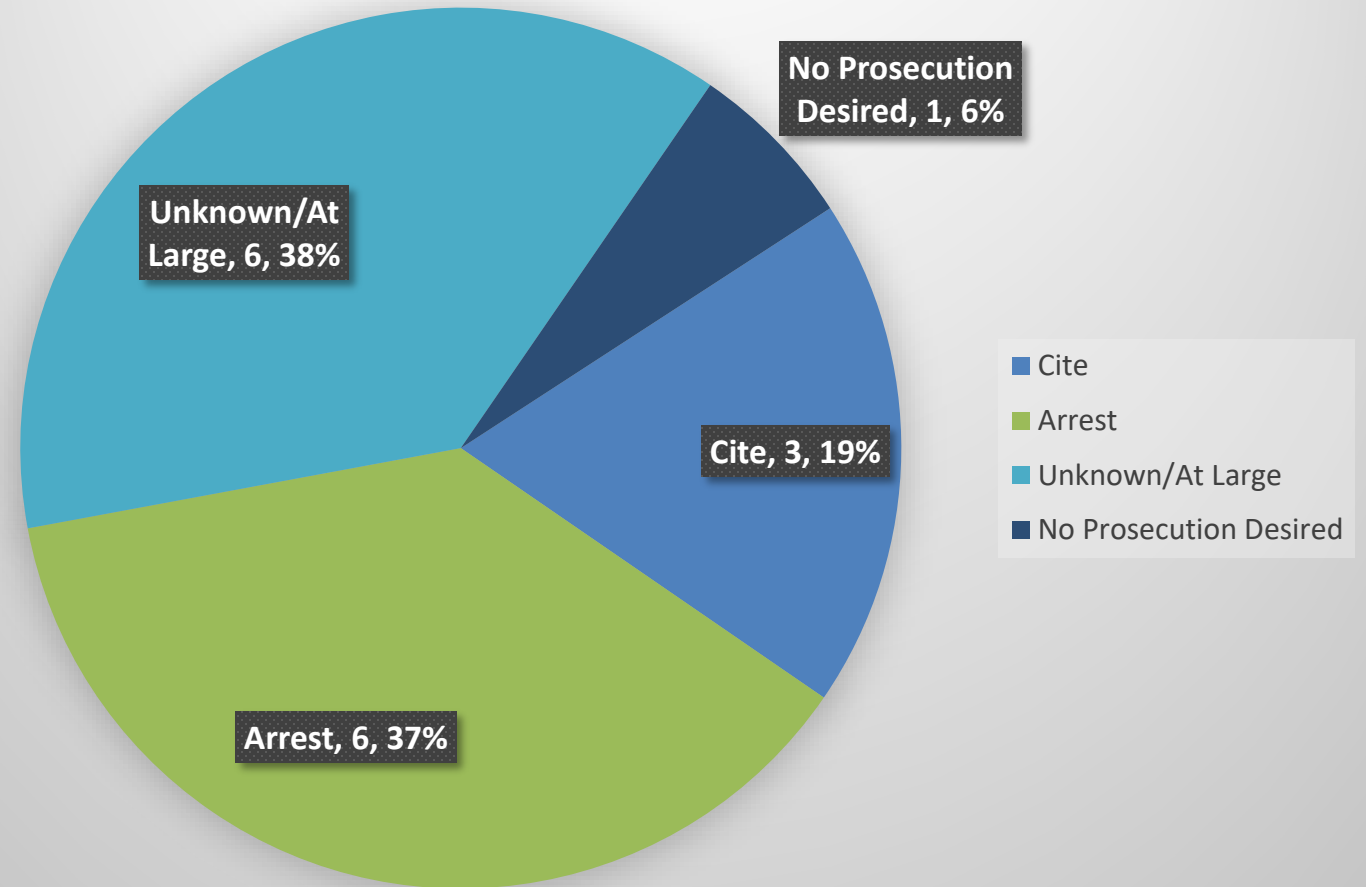


## Operator Assault Trends





# Operator Assault – Case Disposition



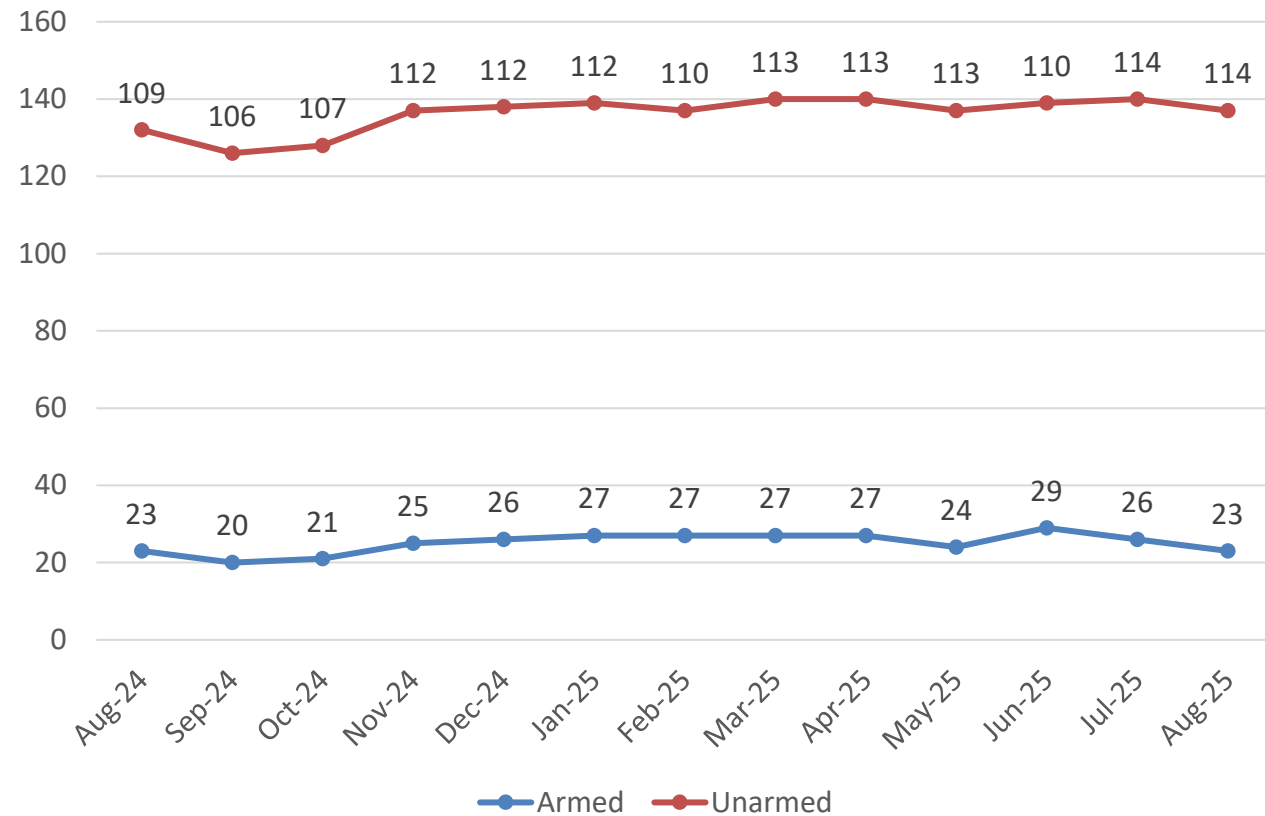
# ALLIEDUNIVERSAL<sup>SM</sup>

## SECURITY SERVICES

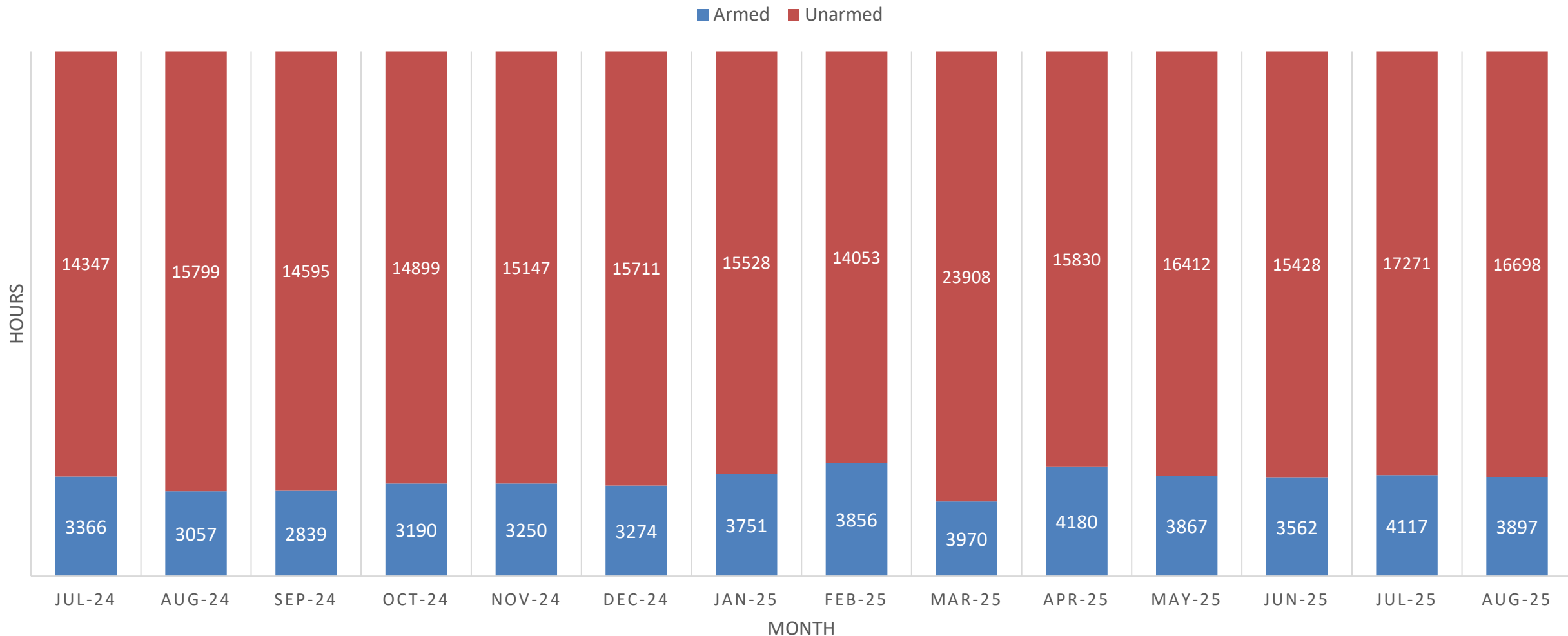


# Year To Date Staffing

- Current staff count is 137.
- Unarmed security currently has 2 new hires and armed security has 2 new hires pending additional background screenings/guard card certifications.



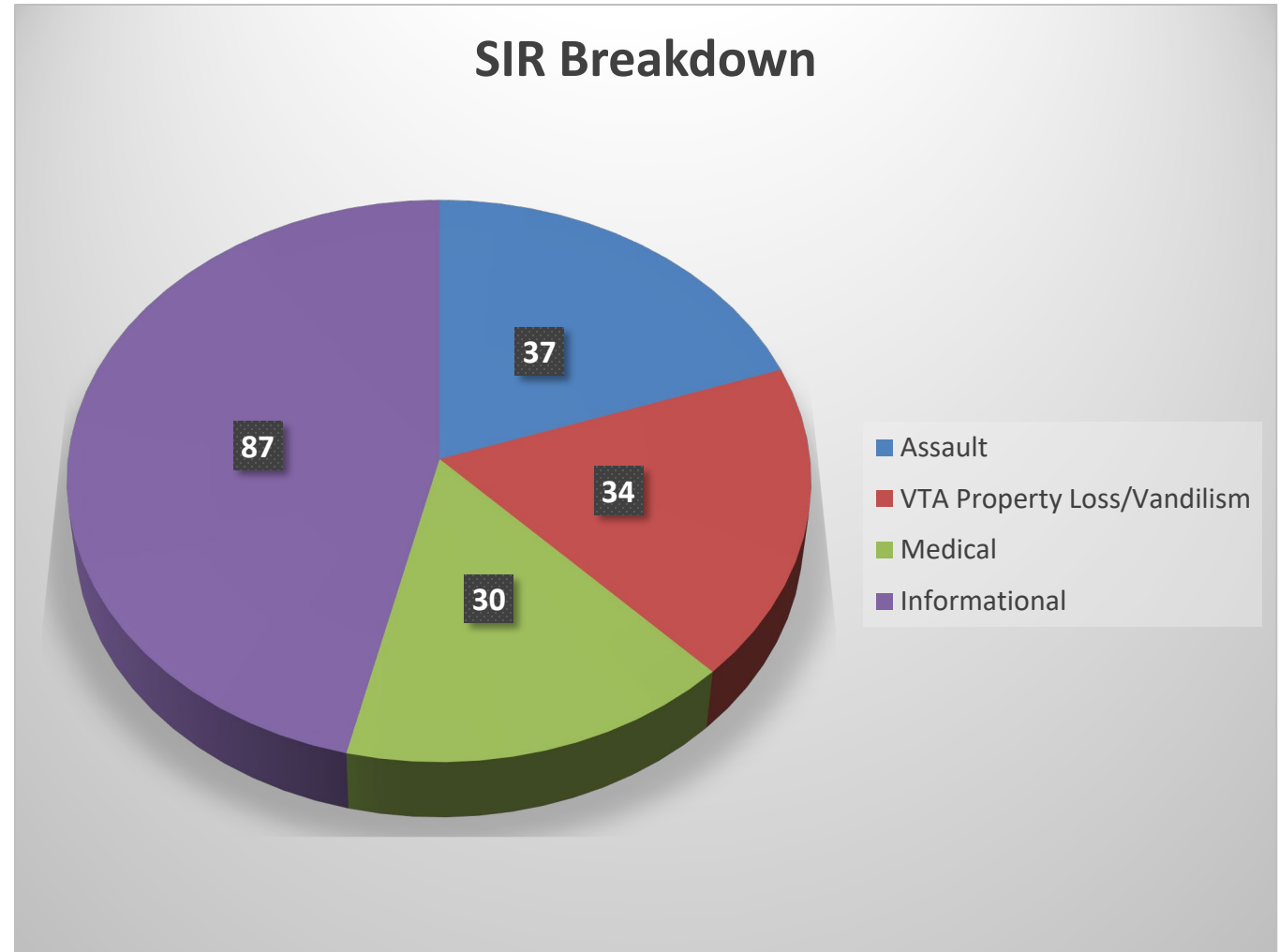
# Security Hours Utilized



As CY4 projected burn rate pushed above cap, increased service hours due to increase in additional security requests.

# Security Incident Report (SIR) Data

- A total of 188 SIRs were submitted by Security 2025, with 20 completed thus far in the month of August.





## Additional Event Support Security Services

- Employee parking lot safety coverage supported.
- Additional coverage at key facilities supported for officer presence.
- Additional River Oaks foot patrol during business hours.
- Levi's – Morgan Wallen concert (2) days
- EBRC Health week planning meeting supported
- (7) Committee/Board meetings supported

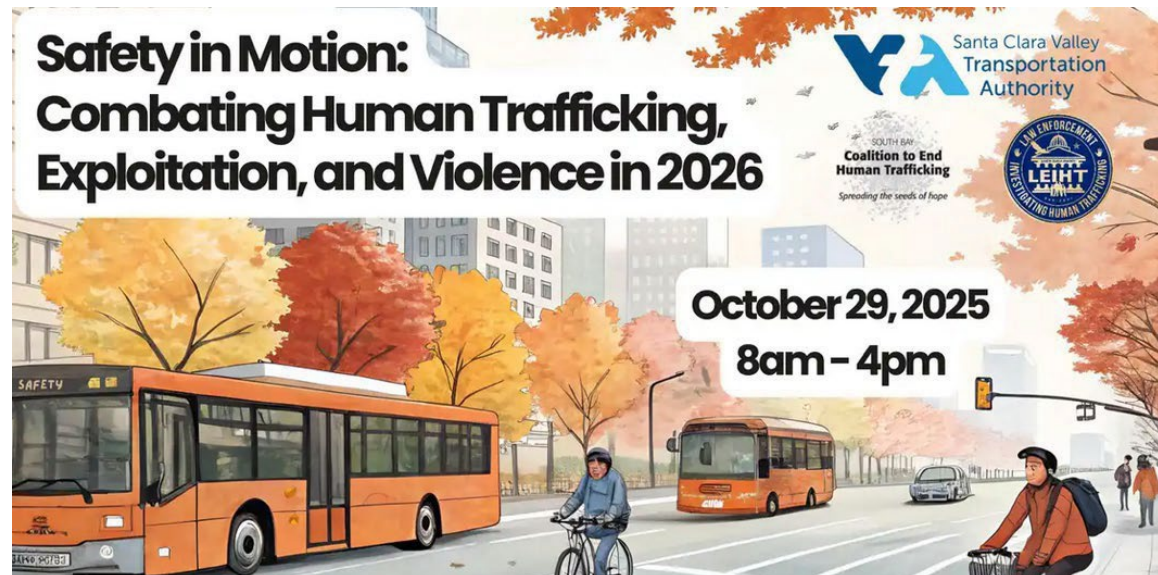
# Safety & Compliance Department

September 2025



# Human Trafficking

- VTA held Human Trafficking activities with contractor S.T.A.R.S - Standing Against Real Slavery. Elesondra DeRomano a lived experience “Warrior” interacted with our Bus and Light Rail Operators July 5 - 21, 2025.
- Upcoming Initiatives:
  - Conference - *Safety in Motion: Combating Human Trafficking, Exploitation, and Violence* on October 29, 2025
    - Double Tree by Hilton - 2050 Gateway Place, San Jose, CA 95110
    - Partners South Bay Coalition to End Human Trafficking (SBCEHT) and the Santa Clara County Human. Trafficking (SCCHT)Task Force







# VTA Emergency Management ESOC Support for Special Events September 2025



# ESOC Support for Major Events

- Serves as a central command hub for rapid coordination, situational awareness, and unified response.
- Enables real-time decision-making and communication among multiple agencies.
- Connected to other jurisdictional EOCs: City of Santa Clara, City of San Jose, County of Santa Clara, and Levi's Stadium Control Center.



# ESOC Central Location: Increased Law Enforcement Presence Downtown



- Facility enables visible and sustained law enforcement presence in downtown San Jose.
- Transit Patrol from Sheriff's Office enhances safety in core transit zones.
- Special Event 'pop-up' parties expected in entertainment areas near VTA system.
- Enhances coordination, communication and response with the City of San Jose for hot spots and entertainment areas intersecting, or crowds impacting VTA's system.



# ESOC Transit System Coverage & Centralized Patrol

- Strategic, central base of operations for transit security.
- Efficient deployment of resources across VTA's service area and key corridors.
- Ensures rapid response capabilities and improved visibility on the system.
- Strengthens regional emergency response capabilities.
- Improves coordination with the City of San Jose and partner agencies.
- Increases public safety and reinforces public trust.



# EOC Team Development

- Emergency Operations Center (EOC) team members received an introductory training to the WebEOC system with two sessions offered for staff convenience
- WebEOC is the software program that allows VTA to enter all required National Incident Command System (NIMS), Incident Command System (ICS) forms and reports for emergency activations into a secure online program
- System Safety & Security staff have been working to tailor the program to VTA's transit environment to streamline reporting, documentation and communication during an emergency activations
- EOC team members are volunteers for this important function at VTA

***Their time and commitment to everyone's safety  
is to be commended!***





# Coordination with First Responders: Training – Milpitas FD



- On August 4, 2025, VTA conducted familiarization training with 28 First Responders from Milpitas Fire Department
- This is part of the ongoing trainings that Safety Officers have provided to First Responders in Santa Clara County
- Previous trainings have included Fire Departments, Law Enforcement/SWAT and VIPR teams





# Training: MGT 440 Sport and Special Event Incident Management



## BAUASI Sponsored Training August 19-20, 2025, at Levi Stadium

- This scenario-based course provides the opportunity to learn and implement policy-level decision-making and incident management alongside industry experts during multiple simulated events.
- These All-Hazard, simulation-supported emergency response exercises are designed to hone individual and team skills through the perspective of the Incident Command Post, Emergency Operations Center (EOC), and Policy Group.
- The course uses a multi-disciplinary, team-building approach designed to give participants the skills to safely manage an expanding incident, whether natural, human-caused, or technological, within the context of sports and special events.

***Bonus Outcome is Local Partnership Building!***





# Training: Special Events Tabletop Exercise (TTX)



- Over a dozen Special Events trainings and exercises have been conducted in our region over the past year.
- Participants include local EOC partners, regional transit, operations, Fire Services, Law Enforcement and security
- Additional participants include: NFL, FIFA, HHS and TSA

## Date



Thursday,  
October 30, 2025

## Time



8:00 AM - 8:30 AM:  
Registration  
8:30 AM - 12:30 PM:  
Exercise Conduct

## Location



City of San José EOC  
1610 S. 10th Street  
San Jose, CA 95112

Date: September 11, 2025  
Board Meeting: October 2, 2025

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
Safety, Security, and Transit Planning and Operations Committee

**THROUGH:** General Manager/CEO, Carolyn M. Gonot

**FROM:** Chief Operating Officer, Chief of System Safety and Security, Nauni Singh,  
Aston Greene

**SUBJECT:** 2026 Special Events Update - September 2025

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### FOR INFORMATION ONLY

In 2026, the Santa Clara Valley Transportation Authority (VTA) will be the primary provider of first/last-mile connections to two major events at Levi's Stadium: Super Bowl LX, which will be held on February 8, 2026, and six (6) FIFA World Cup matches, which will be held from June 13 through July 1, 2026.

VTA staff will periodically provide a detailed presentation to the Safety, Security, and Transit Planning and Operations (SSTPO) Committee to highlight VTA's preparation efforts and key milestones for these mega events. The presentation for the September 18, 2025, SSTPO meeting will cover the following topics:

- Emergency Security Operations Center (ESOC) Coordination, Location, Coverage
- Emergency Operations Center (EOC) Team Development
- Training
  - First Responders
  - On-site at Levi's Stadium
  - All-Hazards
  - Special Events

Prepared By: Kathleen Conley  
Memo No. 9757





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**VTA Emergency Management  
Special Events  
Emergency Management\_Security  
September 18, 2025**

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# Training: MGT 440 Sport and Special Event Incident Management



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- The course uses a multi-disciplinary, team-building approach designed to give participants the skills to safely manage an expanding incident, whether natural, human-caused, or technological, within the context of sports and special events.

***Bonus Outcome is Local Partnership Building!***





# Training: MGT 314 Enhanced All-Hazards Incident Management/Unified Command



## TEEX/FEMA course August 18-22, 2025, College Station TX

- Executive-level representatives from Law, Fire, EMS from all 11 FIFA WC Host Cities were invited to attend a Command Level, DHS/FEMA sponsored resident course to train attendees on Incident Management Team roles and responsibilities.
- Specifically designed with a very narrow target audience being Command Level first responders at the state and local level who actively serve on an IMT and/or serve command staff functions at an ICP.
- The goal is enhance incident management and decision-making skills in order to respond to any expanding Type 3 incident safely and effectively. Throughout the week, participants responded to four expanding Type 3 incidents; while serving in different posts, and different positions. Participants worked together as an Incident Management Team (IMT) in a simulated unified Incident Command Post (ICP) setting.



# Training: Special Events Tabletop Exercise (TTX)



## LARGE SPECIAL EVENTS

*Tabletop Exercise  
Series: San Jose*

- Over a dozen Special Events trainings and exercises have been conducted in our region over the past year.
- Participants include local EOC partners, regional transit, operations, Fire Services, Law Enforcement and security
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### Date



Thursday,  
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Exercise Conduct

### Location



City of San José EOC  
1610 S. 10th Street  
San Jose, CA 95112



Date: September 12, 2025  
Board Meeting: October 2, 2025

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
Safety, Security and Transit Planning & Operations Committee

**THROUGH:** General Manager/CEO, Carolyn M. Gonot

**FROM:** Chief Planning Officer, Deborah Dagang

**SUBJECT:** 2026 Transit Service Plan

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Policy-Related Action: No

Government Code Section 84308 Applies: No

## ACTION ITEM

### RECOMMENDATION:

Recommend that the VTA Board of Directors adopt the 2026 Transit Service Plan.

### EXECUTIVE SUMMARY:

The 2026 Transit Service Plan is VTA's plan for bus and light rail service during the 2026 calendar year. Staff developed the 2026 Service Plan starting with a draft proposal shared with the community and city staff over a six-week engagement period, a Title VI service equity analysis, and revisions informed by community input to arrive at the final recommendation.

The 2026 Service Plan is a budget-neutral plan with only minor updates to the 2025 plan, reflecting financial constraints that prevent service expansion at this time:

- Improved routing and access to regional connections (Local Bus Route 59)
- Discontinuation of a service partnership route due to low ridership (Express Route 121)
- Maintain current 20-minute weekday frequency on Rapid 523 (rather than increase to 15 minutes as previously planned)
- No changes for light rail

With minimal changes proposed in 2026, the plan would make no impact on the geographic coverage or temporal availability of VTA Access paratransit service when compared to the 2025 plan. Additionally, the Title VI service equity analysis report concludes that the plan would cause no disparate impact on minority populations and no disproportionate burden on low-income populations.

## **STRATEGIC PLAN/GOALS:**

The 2026 Transit Service Plan aligns with VTA's business line of providing Fast, Frequent, Reliable transit service.

## **FISCAL IMPACT:**

There is no fiscal impact associated with the service changes in the 2026 Transit Service Plan. The service plan is consistent with the service assumptions adopted in the FY26 and FY27 Transit Operating budgets.

## **BACKGROUND:**

VTA's service delivery is structured by annual transit service plans that are in effect from each January to the following January. The process to develop each year's plan starts in the spring of the prior year, when staff identify service changes for consideration. Per VTA's Transit Service Guidelines and VTA's Title VI Major Service Change Policy, all major service changes are developed as part of a comprehensive service plan development process. This process typically includes community engagement, an analysis of paratransit impacts required by the Americans with Disabilities Act (ADA), an environmental analysis required by the California Environmental Quality Act (CEQA), and a Title VI service equity analysis required by the Federal Transit Administration (FTA).

These annual service plans play an important role in ensuring service remains productive and useful for riders, and sustainable for growth as VTA works towards implementing VTA's Board-adopted Visionary Network. Each annual service plan becomes a building block towards a more frequent network, expanding today's service by 80%. As opportunities arise to increase service levels, staff lean on the service enhancements in the Visionary Network to shape the proposals made for each annual plan.

## **DISCUSSION:**

The 2026 Transit Service Plan is a budget-neutral plan that maintains approximately the same service levels as the 2025 Transit Service Plan. In response to the budget shortfalls projected in fiscal years 2026 and 2027, the plan proposes minimal changes to the network aimed at preserving operational resources while minimizing impacts to riders.

### **2026 Transit Service Plan**

The following is a summary of the proposed service changes. A detailed list of these proposals and how they compare to the 2025 Transit Service Plan can be found in **Attachment A**.

### **Local Bus Route 59 (Stevens Creek & Saratoga - Baypointe via Alviso):**

#### **Weekday, Saturday, and Sunday changes**

1. Operate route from Baypointe Station to Valley Medical Center via Clove & Ginger (currently Baypointe Station to Stevens Creek & Saratoga). The change in this route's terminus would improve regional transit connections to the Santa Clara Transit Center for Valley Medical Center employees and patients. See **Attachment B** for a map of the Route 59 proposal.

### **Express Route 121 (Gilroy/Morgan Hill - Lockheed Martin):**

#### Weekday changes

2. Discontinue service partnership route with Lockheed Martin and Juniper Networks due to loss of sponsorship and low ridership.

### **Rapid Bus Route 523 (San Jose State - Lockheed Martin via De Anza):**

#### Weekday changes

3. Continue to operate 20-minute weekday frequency. (Currently operating at 20-minute frequency. Rapid Route 523 was originally planned for weekday 15-minute frequency in the 2025 Service Plan, but has not yet been implemented in 2025 due to financial constraints in VTA's Transit Operating budget.)

### **Inreach and Community Engagement**

From June through early July, staff engaged the community primarily to inform on the proposed changes and the potential impacts to riders of the draft plan. Staff interacted with over 880 attendees and received 65 comments on the plan and on VTA's service in general. A full list of engagement events can be found in **Attachment C**. Engagement methods involved:

- Two VTA-hosted virtual meetings, subsequently available as recorded webinars on YouTube viewed 115 times after the events
- Two VTA-hosted in-person meetings
- Four community-hosted tablings such as Farmers' Markets and summer celebrations
- 15 dedicated meetings and inreach opportunities with operators, customer service representatives, city staff, and VTA leadership
- A robust dedicated project page for details on the draft plan, configured to translate into multiple languages, visited over 1,300 times among roughly 780 unique viewers
- Notices at bus stops along select routes informing of the draft plan's project page
- *vta.org* blog posts to engage discussion on the draft plans
- Email blasts to transit subscribers
- An enhanced social media campaign featuring promotional strategies including online polling, live Q&A, and informative reels, generating 11,800 impressions and 13,500 reel views on Instagram, 34,000 impressions on Facebook, and 9,800 on X (Twitter)
- Direct line to VTA Customer Service to address questions and record feedback via email and over the phone

### **Revisions to the Draft Plan in Response to Community Feedback**

Following the public comment period, staff comprehensively reviewed all suggestions with the intent of incorporating feasible revisions within the constraints of VTA's operational budget. After revisiting the draft staff proposal for Route 59 at the request of riders, staff concluded that the original proposal to decrease weekend frequency to 60 minutes would not be necessary to accommodate the proposed new routing. As a result, staff recommend **maintaining today's weekend 50-minute frequency on Route 59 with its new route alignment serving the Valley Medical Center.**

## Service Levels

The 2026 Transit Service Plan will result in a nominal increase in bus service levels and no change in light rail service levels from the 2025 Transit Service Plan. The table below compares the total service hours of both plans, including non-discretionary scheduled hours for bus and rail.

The 2026 Transit Service Plan will provide approximately 1.55 million annual hours of bus service and 167,000 annual hours of rail service, for a systemwide total of 1.72 million annual hours of service.

### **Transit Service Levels (Annual Service Hours)**

	2025 Service Plan	2026 Service Plan		
	Adopted	Discretionary (service changes)	Non-Discretionary (estimated)	Total
Bus <sup>1</sup>	1,545,700	-12,600	+13,000	1,546,100
Rail <sup>2</sup>	166,200	0	+1,000	167,200
Bus + Rail	1,711,900	-12,600	+14,000	1,713,300

#### Notes:

1. Bus service includes base service and school-oriented service but does not include non-scheduled service, such as for special events or bus bridges.
2. Rail service includes base service only and does not include non-scheduled service, such as for special events.

## Analyses Conducted on the 2026 Service Plan

### **ADA Paratransit Analysis**

*VTA Access* paratransit service provides curb-to-curb and door-to-door service for eligible individuals for trips made within  $\frac{3}{4}$ -mile of VTA's fixed route transit network at the standard fare of \$4. VTA also offers additional service for trips within an extended service area zone extending an additional mile beyond the  $\frac{3}{4}$ -mile standard zone, at a premium fare of \$16. Paratransit service is offered on the same days and at the same times as the corresponding fixed route service. As such, both zones follow the transit network, and changes to the fixed route transit network can impact the geographical footprint of paratransit service. For example, the introduction of transit service to new areas would result in an expansion of the area eligible for paratransit service. Similarly, the elimination of transit service would result in a contraction of the area eligible for paratransit service.

VTA staff conduct geographic and time-of-day analyses on the staff recommendation to determine if it would incur (1) any impacts on the geographic boundaries wherein VTA would be mandated to provide paratransit service, and/or (2) any impacts on the hours of service wherein VTA would be mandated to provide paratransit service based on where fixed-route service operates. **The 2026 Transit Service Plan would maintain the geographic and temporal availability of VTA Access paratransit service provided today.** While Express Route 121 would be discontinued in the plan, requirements for complementary paratransit do not apply to commuter bus per Requirement for Comparable Complementary Paratransit Service, 49 C.F.R. §37.121 (1991). This change therefore has no geographic impact on paratransit. Additionally, the plan proposes no change to the hours of operation for fixed-route transit and therefore has no temporal impact on paratransit.



## **Title VI Service Equity Analysis**

Title VI of the 1964 Civil Rights Act states that agencies that receive federal funding may not discriminate on the basis of race, color, or national origin. Federal guidance encourages transit agencies to uphold Title VI in two ways: by involving Title VI communities in the planning process so that their input may inform decisions as early as possible, and a metric-based analysis that evaluates the impact to minority and low-income communities compared to the overall population of the service area.

VTA's Board-adopted Title VI Service Standards and Public Participation Plan outlines the process by which staff engage Title VI communities throughout the planning process to develop all major service changes, including a full Title VI Service Equity Analysis. The service equity analysis report for the 2026 Service Plan can be found in **Attachment D**. In January 2025, new Executive Orders removed certain authorities underlying previous FTA requirements as part of the Service Equity Analysis. In the absence of any updated FTA direction or orders otherwise, VTA has continued to comply with current FTA published guidance.

Staff engaged Title VI communities in the community engagement process, with an emphasis on current riders of VTA. Attendance at community-hosted events, and hosting community meetings in locations most frequented by Title VI communities and most accessible by public transit are central to this engagement process. Additionally, a multilingual project website and live interpretive services are made available upon advance request at VTA-hosted public meetings spread awareness and increased accessibility of the plan.

A Title VI Service Equity Analysis for the plan was conducted and determined that residents within VTA's service area overall would experience a nominal decrease in service from the proposed plan. However, **the service changes would cause no disparate impact on minority populations and no disproportionate burden on low-income populations**, indicating they would be less disadvantaged from the proposed service changes than the population within VTA's service area overall.

To provide additional accountability on route-by-route service planning decisions, staff also assessed ridership impacts borne by Title VI communities. A closer look at ridership impacts through this equity lens shows that minority and low-income riders would experience nearly the same impacts from the weekday, Saturday, and Sunday service changes proposed, compared to riders of the system overall.

## **California Environmental Quality Act (CEQA)**

Since the plan proposes no changes to service levels, an environmental analysis under CEQA for the 2026 Transit Service Plan is not required.

## **CLIMATE IMPACT:**

The service improvements in the 2026 Transit Service Plan could attract new riders to the system and potentially reduce greenhouse gas emissions when compared to the 2025 Transit Service Plan. The route discontinuation in the 2026 plan would require fewer vehicles and fewer miles of bus service to operate on those affected routes and would also reduce greenhouse gas emissions, albeit nominally when compared to the 2025 plan.

## **ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:**

The Technical Advisory Committee (TAC) received this item at its September 10, 2025 meeting and unanimously recommended that the VTA Board of Directors adopt the 2026 Transit Service Plan. The committee discussed: 1) the state of ridership growth following VTA's Next Network redesign and ridership recovery since the pandemic, 2) methods to incentivize transit use to/from special events, 3) the employer sponsorship costs for Express Route 121 and correlation of low ridership to loss of sponsorship.

The Citizens Advisory Committee (CAC) received this item at its September 10, 2025 meeting and unanimously recommended that the VTA Board of Directors adopt the 2026 Transit Service Plan. The committee discussed: 1) transit options for current Route 59 riders who would lose their bus stops as a result of the route alignment change, as well as alternate options for Express 121 riders 2) possibilities for Route 523 to directly pull into De Anza Transit Center in the future to ease access especially for those with limited mobility and paratransit users, and 3) how staff determined where the anticipated ridership decreases as a result of the plan would occur.

The Committee for Transportation Mobility & Accessibility (CTMA) did not consider this item at its September 11, 2025 meeting due to not having a quorum. Staff presented the item and the committee made the following comments: 1) ensure those with visual impairments are informed of bus stops that will no longer be in service as a result of the Route 59 changes and Express Route 121 discontinuation, 2) Route 22 is getting more crowded and would like staff to monitor when more capacity is needed, 3) appreciation for no impacts to paratransit service, 4) commends staff for concise and ADA-accessible presentation and packet materials.

The Policy Advisory Committee (PAC) received this item at its September 11, 2025 meeting and unanimously recommended that the VTA Board of Directors adopt the 2026 Transit Service Plan. The committee discussed: 1) reasons for loss of Route 121 sponsorship and ridership drops over the years, and alternate options for Route 121 riders including Caltrain, VTA bus, and vanpools, 2) ridership on Routes 23 and 523 and how staff consider whether the frequency is appropriate for the demand, especially considering online learning offerings from De Anza College, 3) whether special event service VTA will be providing for FIFA World Cup and Superbowl are separate from or part of the 2026 service plan.

Prepared by: Janice Soriano-Ramos  
Memo No. 9452

### **ATTACHMENTS:**

- Attachment A - Service Changes By Route (PDF)
- Attachment B - Proposed Route 59 Changes (PDF)
- Attachment C - Inreach and Community Engagement Events (PDF)
- Attachment D - Title VI Service Equity Analysis (PDF)
- 9452\_PPT-Cmtes\_2026ServicePlan (PDF)

## 2026 TRANSIT SERVICE PLAN STAFF RECOMMENDATIONS BY ROUTE

### **BUS SERVICE**

#### **Local Route 20 Milpitas BART – Sunnyvale Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 8:30 p.m., every 30 min.	No change

#### **Local Route 21 Stanford Shopping Center – Santa Clara Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 9:30 p.m., every 30 min.	No change
Saturday	8:00 a.m. – 9:00 p.m., every 45 min.	No change
Sunday	8:30 a.m. – 7:30 p.m., every 60 min.	No change

#### **Frequent Route 22 Palo Alto Transit Center – Eastridge**

2025 Plan		Recommended 2026 Plan
Weekday	4:30 a.m. - 2:00 a.m., every 15 min.	No change
Saturday	4:30 a.m. - 2:00 a.m., every 15 min.	No change
Sunday	4:30 a.m. - 2:00 a.m., every 15 min.	No change

#### **Frequent Route 23 De Anza College – Alum Rock Station via Stevens Creek**

2025 Plan		Recommended 2026 Plan
Weekday	5:00 a.m. – 1:00 a.m., every 15 min.	No change
Saturday	6:00 a.m. – 1:00 a.m., every 15 min.	No change
Sunday	6:00 a.m. – 1:00 a.m., every 15 min.	No change

#### **Frequent Route 25 De Anza College – Alum Rock Station via Valley Med**

2025 Plan		Recommended 2026 Plan
Weekday	5:00 a.m. – 12:00 a.m., every 12 min. on frequent segment (btwn. Valley Med and Alum Rock); 6:00 a.m. – 10:30 p.m., every 24 min. on less frequent segment (btwn. De Anza and Valley Med)	No change
Saturday	5:30 a.m. – 12:00 a.m., every 15 min. on frequent segment (btwn. Valley Med and Alum Rock); 7:00 a.m. – 9:00 p.m., every 30 min. on less frequent segment (btwn. De Anza and Valley Med)	No change
Sunday	5:30 a.m. – 11:30 p.m., every 15 min. on frequent segment (btwn. Valley Med and Alum Rock); 7:00 a.m. – 8:00 p.m., every 30 min. on less frequent segment (btwn. De Anza and Valley Med)	No change

**Frequent Route 26 West Valley College – Eastridge**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min. on frequent segment (btwn. Westgate and Eastridge); 7:00 a.m. – 10:00 p.m., every 30 min. on less frequent segment (btwn. West Valley College and Westgate)	No change
Saturday	6:30 a.m. – 12:00 a.m.; every 20 min. btwn. Westgate and Eastridge; (no service btwn. West Valley College and Westgate on weekends)	No change
Sunday	6:30 a.m. – 11:00 p.m.; every 20 min. btwn. Westgate and Eastridge; (no service btwn. West Valley College and Westgate on weekends)	No change

**Local Route 27 Winchester Station – Santa Teresa Station**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	7:00 a.m. – 9:30 p.m., every 40 min. No service to downtown Los Gatos (via Saratoga-Los Gatos only)	No change
Sunday	8:00 a.m. – 8:30 p.m., every 60 min. No service to downtown Los Gatos (via Saratoga-Los Gatos only)	No change

**Local Route 31 Evergreen Valley College – Eastridge**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	8:30 a.m. – 5:30 p.m., every 45 min.	No change

**Local Route 37 West Valley College – Capitol Station**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 6:30 p.m., every 60 min.	No change

**Local Route 39 Eastridge – The Villages**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 8:30 p.m., every 60 min.	No change
Saturday	9:00 a.m. – 6:00 p.m., every 60 min.	No change
Sunday	9:00 a.m. – 6:00 p.m., every 60 min.	No change

**Local Route 40 Foothill College – Mountain View Transit Center via N. Bayshore**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	8:30 a.m. – 7:00 p.m., every 35 min.	No change
Sunday	9:00 a.m. – 7:00 p.m., every 45 min.	No change

**Local Route 42 Evergreen Valley College – Santa Teresa Station**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 6:30 p.m., every 60 min.	No change



**Local Route 47 Milpitas BART – Alder Station via McCarthy Ranch**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 9:00 p.m., every 30 min.	No change
Saturday	8:00 a.m. – 8:30 p.m., every 40 min.	No change
Sunday	8:00 a.m. – 7:00 p.m., every 40 min.	No change

**Local Route 51 Moffett Field/Ames Center – West Valley College**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 7:30 p.m., every 30 min. north of De Anza; 6:00 a.m. – 7:30 p.m., every 60 min. south of De Anza.	No change

**Local Route 52 Foothill College – Mountain View Transit Center via El Monte**

2025 Plan		Recommended 2026 Plan
Weekday	7:00 a.m. – 7:00 p.m., every 30 min.	No change

**Local Route 53 Sunnyvale Transit Center – Santa Clara Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 7:30 p.m., every 30 min.	No change

**Local Route 55 Old Ironsides Station – De Anza College**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	7:30 a.m. – 8:30 p.m., every 30 min.	No change
Sunday	8:00 a.m. – 8:30 p.m., every 30 min.	No change

**Local Route 56 Lockheed Martin – Monterey & Old Tully**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	7:00 a.m. – 10:30 p.m., every 30 min.	No change
Sunday	8:00 a.m. – 9:00 p.m., every 30 min.	No change

**Frequent Route 57 Old Ironsides Station– West Valley College**

2025 Plan		Recommended 2026 Plan
Weekday	5:00 a.m. – 10:30 p.m., every 15 min.	No change
Saturday	6:30 a.m. – 10:30 p.m., every 30 min.	No change
Sunday	6:30 a.m. – 9:30 p.m., every 30 min.	No change

**Local Route 59 Stevens Creek & Saratoga Valley Medical Center – Baypointe Station via Alviso**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 10:00 p.m., every 30 min. Operate route from Baypointe Station to Stevens Creek & Saratoga	6:00 a.m. – 10:00 p.m., every 30 min. Operate route from Baypointe Station to Valley Medical Center via Clove & Ginger
Saturday	8:00 a.m. – 7:30 p.m., every 50 min. Operate route from Baypointe Station to Stevens Creek & Saratoga	8:00 a.m. – 7:30 p.m., every 50 min. Operate route from Baypointe Station to Valley Medical Center via Clove & Ginger
Sunday	8:30 a.m. – 7:00 p.m., every 50 min. Operate route from Baypointe Station to Stevens Creek & Saratoga	8:30 a.m. – 7:30 p.m., every 50 min. Operate route from Baypointe Station to Valley Medical Center via Clove & Ginger

**Frequent Route 60 Milpitas BART – Winchester Station via SJC Airport**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min.	No change
Saturday	5:30 a.m. – 12:00 a.m., every 20 min.	No change
Sunday	5:30 a.m. – 12:00 a.m., every 20 min.	No change

**Frequent Route 61 Sierra & Piedmont – Good Samaritan Hospital**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m.; every 15 min. on frequent segment btwn. Sierra & Piedmont and Bascom & Union; less frequent segment: 5:30 a.m. – 12:00 a.m., every 30 min. btwn. Bascom & Union and Good Sam	No change
Saturday	6:30 a.m. – 12:00 a.m.; every 30 min. on frequent segment btwn. Sierra & Piedmont and Bascom & Union; less frequent segment: 6:30 a.m. – 12:00 a.m., every 60 min. btwn. Bascom & Union and Good Sam	No change
Sunday	6:30 a.m. – 11:00 p.m.; every 30 min. on frequent segment btwn. Sierra & Piedmont and Bascom & Union; less frequent segment: 8:00 a.m. – 8:30 p.m., every 60 min. btwn. Bascom & Union and Good Sam	No change

**Frequent Route 64A McKee & White – Ohlone–Chynoweth Station**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 30 min.	No change
Saturday	6:30 a.m. – 12:00 a.m., every 30 min.	No change
Sunday	7:00 a.m. – 11:00 p.m., every 30 min.	No change

**Frequent Route 64B McKee & White – Almaden Expressway & Camden**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	8:00 a.m. – 7:00 p.m., every 60 min.	No change
Sunday	9:00 a.m. – 5:30 p.m., every 60 min.	No change

**Frequent Route 66 North Milpitas – Kaiser San Jose**

2025 Plan		Recommended 2026 Plan
Weekday	5:00 a.m. – 12:00 a.m., every 15 min.	No change
Saturday	5:30 a.m. – 12:00 a.m., every 20 min.	No change
Sunday	5:30 a.m. – 11:30 p.m., every 20 min.	No change

**Frequent Route 68 San Jose Diridon Station – Gilroy Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	4:30 a.m. – 12:30 a.m., every 15 min.	No change
Saturday	5:30 a.m. – 12:30 a.m., every 20 min.	No change
Sunday	5:30 a.m. – 12:30 a.m., every 20 min.	No change

**Frequent Route 70 Milpitas BART – Capitol Station via Jackson**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min. on frequent segment (Capitol Station to Berryessa BART); 6:00 a.m. – 10:30 p.m., every 30 min. on less frequent segment (btwn. Milpitas BART and Berryessa BART)	No change
Saturday	6:30 a.m. – 12:00 a.m., every 20 min. on frequent segment (Capitol Station to Berryessa BART); 6:30 a.m. – 9:30 p.m., every 40 min. on less frequent segment (btwn. Milpitas BART and Berryessa BART)	No change
Sunday	6:30 a.m. – 11:00 p.m., every 20 min. on frequent segment (btwn. Eastridge and Berryessa BART); 7:00 a.m. – 9:00 p.m., every 40 min. on less frequent segment (btwn. Milpitas BART and Berryessa BART)	No change

**Frequent Route 71 Milpitas BART – Eastridge via White**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min	No change
Saturday	6:30 a.m. – 12:00 a.m., every 20 min.	No change
Sunday	7:00 a.m. – 11:00 p.m., every 30 min.	No change

**Frequent Route 72 Downtown San Jose – Senter & Monterey via McLaughlin**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min.	No change
Saturday	6:00 a.m. – 12:00 a.m., every 20 min.	No change
Sunday	6:30 a.m. – 11:30 p.m., every 30 min.	No change

**Frequent Route 73 Downtown San Jose – Senter & Monterey via Senter**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 11:30 p.m., every 15 min.	No change
Saturday	6:30 a.m. – 11:30 p.m., every 20 min.	No change
Sunday	6:30 a.m. – 11:00 p.m., every 30 min.	No change

**Frequent Route 77 Milpitas BART – Eastridge via King**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min.	No change
Saturday	6:30 a.m. – 12:00 a.m., every 20 min.	No change
Sunday	6:30 a.m. – 11:00 p.m., every 30 min.	No change

**Local Route 83 Almaden & McKean – Ohlone–Chynoweth Station**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 9:00 p.m., every 60 min.	No change

**Local Route 84 Gilroy Transit Center – Saint Louise Hospital via Gilroy Outlets**

2025 Plan		Recommended 2026 Plan
Weekday	8:00 a.m. – 6:30 p.m., every 60 min.	No change
Saturday	9:30 a.m. – 5:30 p.m., every 60 min.	No change
Sunday	9:30 a.m. – 5:30 p.m., every 60 min.	No change

**Local Route 85 Gilroy Transit Center – Saint Louise Hospital via West Gilroy**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 7:30 p.m., every 60 min.	No change
Saturday	9:00 a.m. – 5:30 p.m., every 60 min.	No change
Sunday	9:00 a.m. – 5:30 p.m., every 60 min.	No change

**Local Route 86 Gavilan College – Gilroy Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	7:00 a.m. – 9:30 p.m., every 30 min.	No change

**Local Route 87 Morgan Hill Civic Center – Burnett Ave**

2025 Plan		Recommended 2026 Plan
Weekday	Peak hour only service; 6:30 a.m. – 8:30 a.m., 2:00 p.m. – 6:00 p.m., every 60 min.	No change

**Local Route 89 California Avenue Caltrain – Palo Alto VA Hospital**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 6:30 p.m.; every 40 min. <i>Current service as of August 11, 2025 continues to operate 6:30 a.m. – 6:30 p.m. every 20-40 min. but will discontinue extra peak-hour bus (i.e. 20-min peak frequency) per the adopted 2025 plan, effective October 27, 2025.</i>	No change

**Express Route 101 Camden & Highway 85 – Stanford Research Park**

2025 Plan		Recommended 2026 Plan
Weekday	2 morning trips, 2 afternoon trips per day	No change

**Express Route 102 South San Jose – Stanford Research Park**

2025 Plan		Recommended 2026 Plan
Weekday	5 morning trips, 5 afternoon trips per day	No change

**Express Route 103 Eastridge – Stanford Research Park**

2025 Plan		Recommended 2026 Plan
Weekday	3 morning trips, 3 afternoon trips per day	No change

**Express Route 104 Milpitas BART – Stanford Research Park**

2025 Plan		Recommended 2026 Plan
Weekday	2 morning trips, 2 afternoon trips per day	No change

**Express Route 121 Gilroy/Morgan Hill – Lockheed Martin**

2025 Plan		Recommended 2026 Plan
Weekday	3 morning trips, 3 afternoon trips per day	Discontinue service partnership route with Lockheed Martin & Juniper Networks due to loss of sponsorship and low ridership

**School Route 246 Milpitas High School – Yellowstone & Butano**

2025 Plan		Recommended 2026 Plan
Weekday	2 morning trips, 4 afternoon trips per day coordinated with school bell times	No change

**School Route 247 Milpitas High School – Landess & Park Victoria**

2025 Plan		Recommended 2026 Plan
Weekday	1 morning trip, 1 afternoon trip per day coordinated with school bell times	No change



**School Route 255 Fremont High School – Lawrence & Tasman via Fair Oaks**

2025 Plan		Recommended 2026 Plan
Weekday	1 morning trip, 4 afternoon trips per day coordinated with school bell times	No change

**School Route 256 Willow Glen High School – First & Keyes**

2025 Plan		Recommended 2026 Plan
Weekday	1 morning trip, 2 afternoon trips per day coordinated with school bell times	No change

**School Route 287 Live Oak High School – Monterey & San Martin**

2025 Plan		Recommended 2026 Plan
Weekday	One trip departing after school (3:44 p.m. currently from Live Oak HS) when school is in session	No change

**School Route 288 Gunn High School – Loma Verde & Waverley**

2025 Plan		Recommended 2026 Plan
Weekday	1 morning trip, 1 afternoon trip per day coordinated with school bell times	No change

**School Route 288L Gunn High School – Louis & Fielding**

2025 Plan		Recommended 2026 Plan
Weekday	1 morning trip, 1 afternoon trip per day coordinated with school bell times	No change

**Rapid Route 500 San Jose Diridon – Berryessa BART**

2025 Plan		Recommended 2026 Plan
Weekday	5:00 a.m. – 2:00 a.m., every 10 min.	No change
Saturday	5:30 a.m. – 2:00 a.m., every 20 min.	No change
Sunday	7:30 a.m. – 2:00 a.m., every 20 min.	No change

**Rapid Route 522 Palo Alto – Eastridge Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 11:00 p.m., every 15 min.	No change
Saturday	6:00 a.m. – 11:00 p.m., every 15 min.	No change
Sunday	6:00 a.m. – 10:30 p.m., every 15 min.	No change

**Rapid Route 523 Lockheed Martin – Downtown San Jose**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 11:00 p.m., every 15 min. <i>Current service as of August 11, 2025 continues to operate 5:30 a.m. – 11:00 p.m. every 20 min.</i>	5:30 a.m. – 11:00 p.m., every 20 min.
Saturday	6:30 a.m. – 11:00 p.m., every 30 min.	No change
Sunday	7:00 a.m. – 10:30 p.m., every 30 min.	No change

**Rapid Route 568 San Jose Diridon – Gilroy Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 7:30 p.m., every 30 min.	No change

**LIGHT RAIL SERVICE****Blue Line Baypointe – Santa Teresa**

<b>2025 Plan</b>		<b>Recommended 2026 Plan</b>
Weekday	5:00 a.m. – 12:00 a.m., every 15 min. Late-night bus coverage after midnight provided by Route 201 (one southbound trip from Santa Clara Downtown San Jose Station to Santa Teresa) and Route 203 (two northbound trips from Civic Center to Baypointe and Alum Rock Stations) to allow closures for late-night track maintenance.	No change
Saturday	5:30 a.m. – 12:00 a.m., every 20 min. Late-night bus coverage after midnight provided by Route 201 (one southbound trip from Santa Clara Downtown San Jose Station to Santa Teresa) and Route 203 (two northbound trips from Civic Center to Baypointe and Alum Rock Stations) to allow closures for late-night track maintenance.	No change
Sunday	5:30 a.m. – 12:00 a.m., every 20 min. Late-night bus coverage after midnight provided by Route 201 (one southbound trip from Santa Clara Downtown San Jose Station to Santa Teresa) and Route 203 (two northbound trips from Civic Center to Baypointe and Alum Rock Stations) to allow closures for late-night track maintenance.	No change

**Green Line Winchester – Old Ironsides**

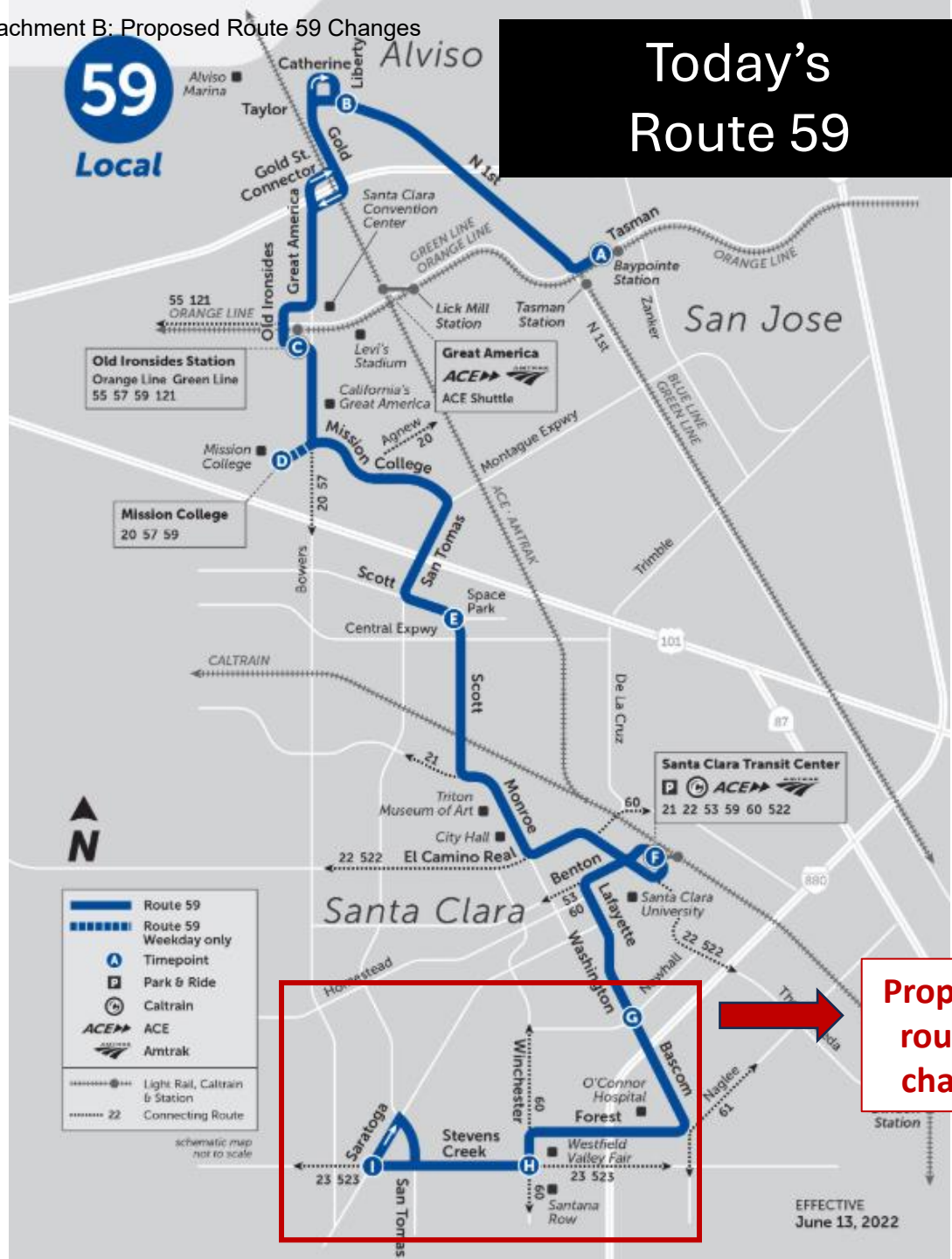
<b>2025 Plan</b>		<b>Recommended 2026 Plan</b>
Weekday	5:00 a.m. – 12:00 a.m., every 15 min. Late-night bus coverage after midnight provided by Route 202 (one southbound trip from Santa Clara Downtown San Jose Station to Winchester) to allow closures for late-night track maintenance.	No change
Saturday	6:00 a.m. – 12:00 a.m., every 20 min. Late-night bus coverage after midnight provided by Route 202 (one southbound trip from Santa Clara Downtown San Jose Station to Winchester) to allow closures for late-night track maintenance.	No change
Sunday	6:00 a.m. – 12:00 a.m., every 20 min. Late-night bus coverage after midnight provided by Route 202 (one southbound trip from Santa Clara Downtown San Jose Station to Winchester) to allow closures for late-night track maintenance.	No change

**Orange Line Alum Rock – Mountain View**

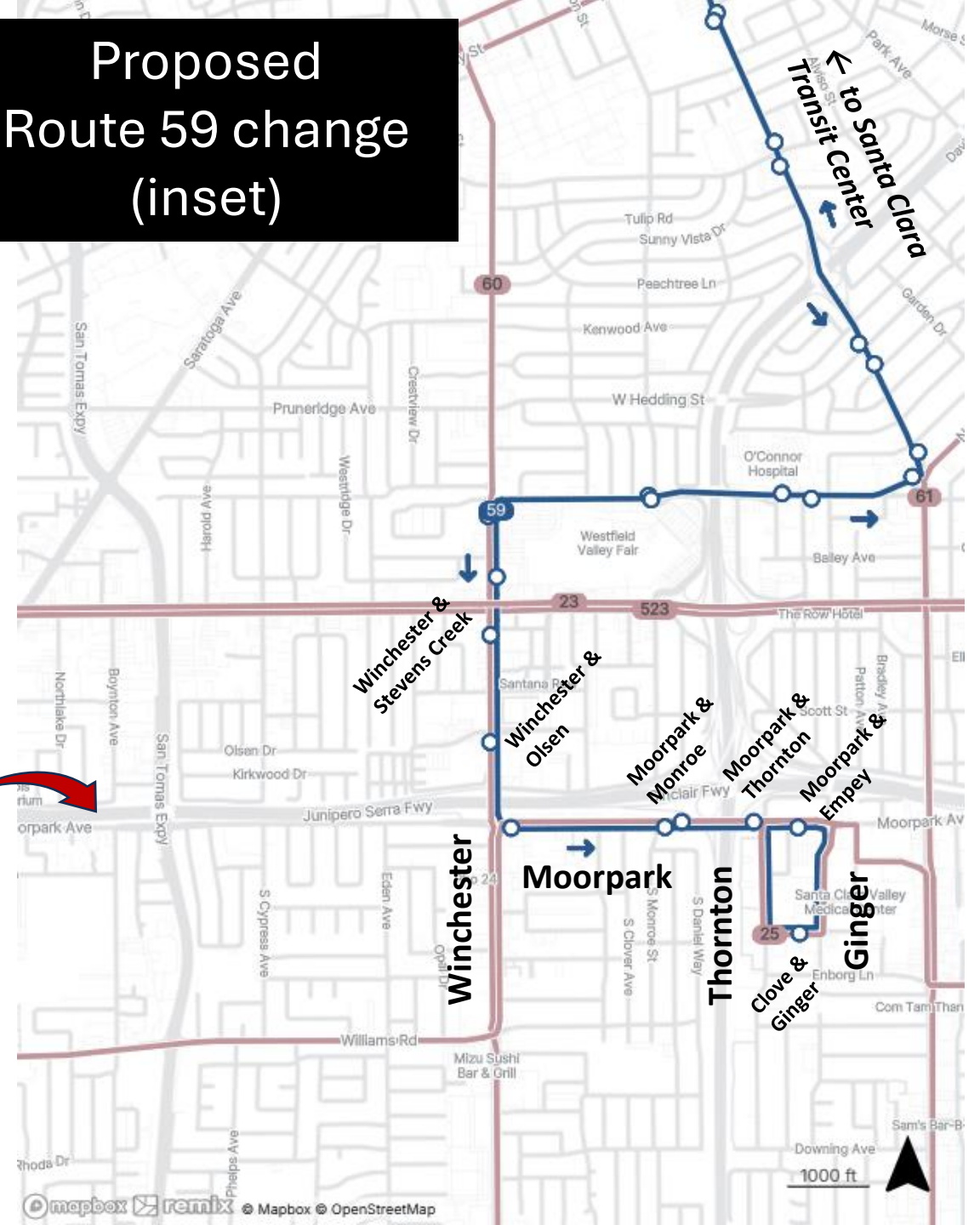
<b>2025 Plan</b>		<b>Recommended 2026 Plan</b>
Weekday	<p>5:00 a.m. – 12:00 a.m., every 15 min.</p> <p>Late-night bus coverage after 10:00 p.m. provided by Route 200 (three westbound trips from Baypointe to Mountain View Station) to allow closures for late-night track maintenance.</p> <p>Late-night bus coverage after 11:00 p.m. provided by Route 203 (one eastbound trip from Civic Center through Baypointe to Alum Rock) to allow closures for late-night track maintenance.</p>	No change
Saturday	<p>6:00 a.m. – 12:00 a.m., every 20 min.</p> <p>Late-night bus coverage after 10:00 p.m. provided by Route 200 (three westbound trips from Baypointe to Mountain View Station) to allow closures for late-night track maintenance.</p> <p>Late-night bus coverage after 11:00 p.m. provided by Route 203 (one eastbound trip from Civic Center through Baypointe to Alum Rock) to allow closures for late-night track maintenance.</p>	No change
Sunday	<p>6:00 a.m. – 12:00 a.m., every 20 min.</p> <p>Late-night bus coverage after 10:00 p.m. provided by Route 200 (three westbound trips from Baypointe to Mountain View Station) to allow closures for late-night track maintenance.</p> <p>Late-night bus coverage after 11:00 p.m. provided by Route 203 (one eastbound trip from Civic Center through Baypointe to Alum Rock) to allow closures for late-night track maintenance.</p>	No change

# Today's Route 59

# Proposed Route 59 change (inset)



Proposed  
routing  
change





## INREACH & COMMUNITY ENGAGEMENT EVENTS 2026 TRANSIT SERVICE PLAN

### VTA-HOSTED COMMUNITY MEETINGS

	Date	Time	Meeting
1	11-Jun-25	6:00 PM	2026 Service Plan Virtual Community Meeting #1 (Zoom, YouTube Live)
2	17-Jun-25	6:00 PM	Community Meeting #1 at Quinlan Community Center
3	26-Jun-25	12:00 PM	2026 Service Plan Virtual Office Hours (Zoom, YouTube Live)
4	30-Jun-25	10:30 AM	VTA Downtown San Jose Customer Service Center Pop-Up

### CITY & COMMUNITY ORGANIZATION MEETINGS

	Date	Time	Meeting
1	21-Apr-25	3:00 PM	VTA/City of Mountain View Coordination Meeting
2	30-Apr-25	3:00 PM	VTA/City of Campbell Coordination Meeting
3	6-May-25	2:00 PM	VTA/City of Morgan Hill Coordination Meeting
4	9-May-25	2:00 PM	VTA/City of San Jose Coordination Meeting
5	13-May-25	3:00 PM	VTA/City of Milpitas Coordination Meeting
6	19-May-25	1:00 PM	Community Design and Transportation Network (CDTN) Meeting
7	20-May-25	1:00 PM	VTA/City of Sunnyvale Coordination Meeting (email update)
8	5-Jun-25	2:30 PM	VTA/City of Santa Clara Coordination Meeting

### TABLING EVENTS

	Date	Time	Event
1	8-Jun-25	10:00 AM	Viva Calle
2	14-Jun-25	12:00 PM	Downtown San Jose Juneteenth Festival
3	28-Jun-25	9:00 AM	Sunnyvale Farmers' Market
4	4-Jul-25	3:00 PM	July 4th Event at Lake Cunningham Park

### INREACH (VTA STAFF BRIEFINGS)

	Date	Time	Meeting
1	28-Apr-25	1:00 PM	Marketing/Service Operations & Planning Meeting
2	5-May-25	10:00 AM	Planning & Programming Division Meeting
3	12-May-25	4:30 AM	Operator Tailgates at Cerone Division
4	13-May-25	4:30 AM	Operator Tailgates at North Division
5	14-May-25	4:30 AM	Operator Tailgates at Chaboya Division
6	27-May-25	10:45 AM	Customer Service (Information Service Representative) Meeting #1
7	27-May-25	1:00 PM	Customer Service (Information Service Representative) Meeting #2

### VTA BOARD & COMMITTEE MEETINGS

	Date	Time	Meeting
1	10-Sep-25	1:30 PM	VTA Technical Advisory Committee (TAC)
2	10-Sep-25	4:00 PM	VTA Citizens Advisory Committee/Citizens Watchdog Committee (CAC/CWC)
3	11-Sep-25	10:00 AM	VTA Committee for Transportation Mobility and Accessibility (CTMA)
4	11-Sep-25	4:00 PM	VTA Policy Advisory Committee (PAC)
5	18-Sep-25	3:00 PM	VTA Safety, Security, and Transit Planning & Operations Committee (SSTPO)
6	2-Oct-25	5:30 PM	VTA Board of Directors Meeting

# 2026 Transit Service Plan

VTA Service Planning  
September 2025  
Committee Meetings



# Why We Are Here Today

Action for Committees:

**Recommend that the Board adopt the 2026 Transit Service Plan**



VTA's Annual Transit Service Plan Process

# Plan Overview & Objectives

The 2026 Transit Service Plan is a **budget-neutral plan** proposing only minor updates to the 2025 Plan.

**Maintain service levels,  
in response to budget shortfalls**

Preserve  
operational resources



Minimize  
impacts to riders



# Proposed Service Changes for 2026

## **Local Bus 59 : Stevens Creek & Saratoga – Baypointe via Alviso**

Serve Valley Medical Center instead of Stevens Creek & Saratoga

→ improves regional connections to Santa Clara Transit Center

## **Express Bus 121 : Gilroy/Morgan Hill – Lockheed Martin**

Discontinue service partnership route

→ loss of employer sponsorship, low ridership

## **Rapid Bus 523 : San Jose State – Lockheed Martin via De Anza**

Continue operating at 20-minute weekday frequency

→ 15-minute frequency not feasible in 2025 due to financial constraints

**Light Rail:** no changes

# Inreach and Community Engagement

23 events over 6 weeks...



RSVP: [bit.ly/4bXO7Dr](https://bit.ly/4bXO7Dr)



VTA @VTA · Jun 10

It's that time of year again when we discuss next year's service! 🚌

Join an upcoming event to engage with staff on service planning and the proposed changes for 2026.

...

## COMMUNITY MEETINGS

June 11, 2025 | 6-7:30 p.m.  
Virtual Meeting

June 17, 2025 | 6-7:30 p.m.  
Quinlan Community Center

June 26, 2025 | 12-1 p.m.  
Virtual Office Hours

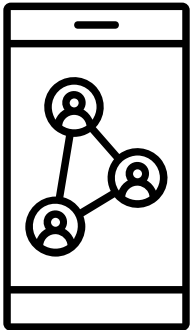
**VTA's Draft 2026  
Transit Service  
Plan is Out!**



65

comments

69k



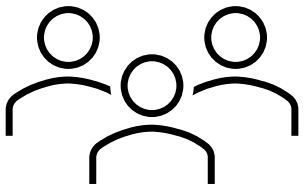
social media  
impressions

780



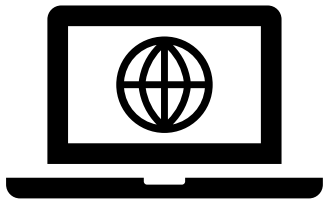
webpage viewers

880+



attendees

1,300+



webpage views

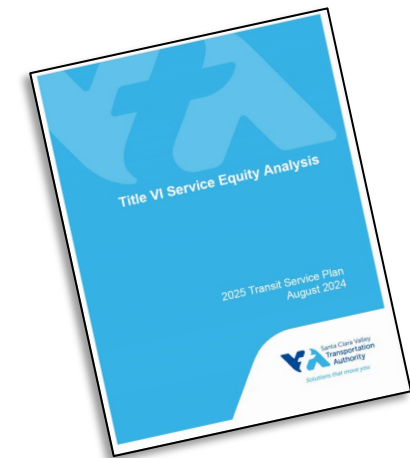
# Impacts of the 2026 Service Plan on...

## Paratransit Service

- ✓ No change from the 2025 Service Plan's paratransit service boundaries
- ✓ No change in temporal availability of service

## Historically Underserved (Title VI) Communities

- ✓ No disparate impacts on communities of color
- ✓ No disproportionate burdens on low-income communities



*Title VI Service  
Equity Analysis*

# Next: Board Adoption & Service Implementation

## Action for Committees:

**Recommend that the Board adopt the 2026 Transit Service Plan**

**September 18**      Action: SSTP&O recommendation

**October 2**      Action: BOD adoption

**October 27**      Last minor service changes of 2025

2026 service implemented over four signups:

**January 12, 2026 ▪ April 13, 2026 ▪**

**August 10, 2026 ▪ October 26, 2026**

**From:** DG  
**To:** VTA Board Secretary  
**Subject:** [EXTERNAL] Reform Needed for Bay Area Express Lanes – Occupancy Abuse and Lost Revenue  
**Date:** Tuesday, September 9, 2025 3:51:09 PM

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Esteemed Board of Directors:

I am writing as a regular user of the U.S. 101 and I-880 Express Lanes. The current FasTrak Flex system, which relies on drivers self-reporting their occupancy (1, 2, or 3+), is being widely abused. Nearly every driver I observe sets their tag to “3+” regardless of their actual carpool status. As a result:

1. **Revenue Loss** – Yesterday the toll from SFO to San Jose was nearly \$20. Solo drivers who flip their tag to “3+” are depriving your agencies of millions in intended toll revenue.
2. **Lane Degradation** – The express lane is increasingly clogged with non-paying, non-carpool vehicles, defeating its purpose.
3. **Lack of Enforcement** – I have never seen CHP pull over a violator in these lanes. This creates the perception that rules don’t matter.

The solution is straightforward:

- Eliminate occupancy-based exemptions and charge a flat toll to all users.
- Or, if carpool incentives must remain, implement **reliable verification technology** (camera-based AI passenger detection, as other states are piloting).
- Increase visible CHP enforcement until a better system is in place.

The Bay Area’s express lanes were built to improve mobility and generate funds for transportation. In their current form, they are broken. Honest drivers pay while cheaters get rewarded. I urge you to address this problem before public trust erodes further.

Sincerely,

David M. Gunter

San Jose, CA



**From:** Mimi Kyi  
**To:** Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright; Bruce Houdesheldt; Ken.Broadway; SuzanneJones; rdickinson; tschaefer; rbrewer; Patrick Kennedy; Melissa Lee; Sudharshu Jain; sellcouncil; sbird\_fordixondcitycouncil; sbird\_dixonp; sbird; Alma Hernandez; cmoy; JChapman; lucas.frerichs; lucasf; mayra.vega  
**Cc:** Robert Franklin; Byron Toma; David Melko; mcllick; aadams; JDrake; Gonzalez-Estay, Manolo R; Greene, Beverly; Daryl Halls; kgregana; Robert Guerrero; Autumn Bernstein; bvaughanbechtold; Jennifer Halpern; Sandra Schrimsher; Mag Tatum; Jeana Zelan; Robert Powers; Monique Salas; Michael Jones; Alfonzo Rigel; Joseph Beach; Michaela Morales; BRoberts; SSabol; tsmith; gkirbyson; DValdezJones; avan; afeeney; jlowe; mogaveror; mlee; mle; mcasorla; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Paris, Amy; jmasiclat; lruiz; vjaimes; cgagnon; Tara.Thronson; emily.ault; michaelspelis; fudvarhely; mlee; mle; mcasorla; Tabetha L. Smith; Faoud Karim; Angie West; Arjimy Quinsay; CCJPA Staff

**Subject:** [EXTERNAL] Agenda & Notice | CCJPA Board of Directors Meeting - Wednesday, September 17, 2025 at 9:30AM \*\*\*Please note that this Board Meeting Starts at 9:30AM\*\*\*

**Date:** Wednesday, September 10, 2025 3:18:28 PM  
**Attachments:** [image003.png](#)  
[Sept 17, 2025 CCJPA Board Meeting Agenda + Notice Final1.pdf](#)  
**Importance:** High

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**CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!**

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CCJPA Board of Directors,

Please find attached the agenda/notice for the **CCJPA Board of Directors Meeting on Wednesday, September 17, 2025, at 9:30am**. You may also download the agenda at <https://www.capitolcorridor.org/ccjpa-board/>.

**\*\*Important Note:** In accordance with the traditional teleconference Brown Act requirements, **Board members who will participate in the Board meeting at a teleconference location, please print and post all pages of the Board Meeting Agenda & Notice at your remote/teleconference location AT LEAST 72 hours (by 10:00am on Friday, September 12, 2025) in advance of the scheduled meeting.**

Board Members who have confirmed their attendance and location:

<b>Director</b>	
<b>Location</b>	
<b>*In Person - STA Board Room (Main Location)</b>	
<b>**Teleconference</b>	
<b>San Francisco Bay Area Rapid Transit District (BART)</b>	
Mark Foley	<b>**BART Headquarters / CCJPA Offices</b>
Janice Li	<b>**BART Headquarters / CCJPA Offices</b>
Robert Raburn	*In Person
Matthew Rinn	*In Person
Edward Wright	<b>**BART Headquarters / CCJPA Offices</b>
<b>Placer County Transportation Planning Agency (PCTPA)</b>	
Bruce Houdesheldt, <i>Chair</i>	*In Person
Ken Broadway	*In Person
<b>Sacramento Regional Transit District (SACRT)</b>	
Roger Dickinson	*In Person
Rod Brewer (alternate)	*In Person
<b>Santa Clara Valley Transportation Authority (VTA)</b>	
Sudhanshu Jain	*In Person
Linda Sell	<b>**VTA Offices</b>
<b>Solano Transportation Authority (STA)</b>	
Steve Bird	*In Person
Alma Hernandez	*In Person
<b>Yolo County Transportation District (Yolobus)</b>	
Josh Chapman	*In Person
Lucas Frerichs	*In Person
<b>Total Voting Directors Confirmed for Sept 17, 2025</b>	
<b>15</b>	

Thank you!

Mimi Kyi | Executive Assistant

Capitol Corridor Joint Powers Authority | 2150 Webster St, 3<sup>rd</sup> Floor, Oakland, CA 94612





**CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
MEETING OF THE BOARD OF DIRECTORS  
Wednesday, September 17, 2025 | 9:30 a.m.**

This meeting will be held in person in the Solano Transportation Authority Board Room with an option for participation via teleconference.

**Participants may join the CCJPA Board Meeting as follows:**

- **In person** in the Solano Transportation Authority Board Room located at 423 Main Street, 1<sup>st</sup> Floor, Suisun City, CA 94585 *or* any of the teleconference locations listed below; *or*
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- **Via Zoom** by logging into Zoom.com and entering access code **876 8101 4677**; *or*
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**A simultaneous teleconference will take place at the following locations:**

BART Headquarters / CCJPA Offices 2150 Webster Street, Oakland, CA 94612 1 <sup>st</sup> Floor – Bid Room 161	Valley Transportation Authority (VTA) Offices 3331 North First Street, San Jose, CA 95134 Room B106
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  - Please submit your comments as far in advance as possible. Emailed comments received by 3:00 pm on Tuesday, September 16<sup>th</sup> will be provided to the Board in advance of the meeting and will be included as part of the permanent Meeting record. Comments received after that time will be provided to the Board following the Meeting; *or*
2. **Verbal** comments, limited to two minutes per person, per item:
  - Complete a “Request to Address the Board” form (available at the entrance to the Board Room) and hand it to the Secretary before the Item is considered by the Board.
  - Call 1-833-548-0282 (Toll Free), enter access code **876 8101 4677**, dial \*9 to raise your hand when you wish to speak, and dial \*6 to unmute when you are requested to speak; *or*
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## **AGENDA**

- I. Call to Order
- II. Roll Call and Pledge of Allegiance (*Est. Time: 5 minutes*)
- III. Closed Session
  - 1. Existing Litigation. Conference with Legal Counsel (Govt. Code Section 54956.9(a)), No of cases: 1 (Friends of Sobrante Park vs. Capitol Corridor Joint Powers Authority, et al. [Alameda County Superior Court Case #24CV104055])
- IV. Open Session
  - 1. Announcement from Closed Session, if any
- V. Report of the Chair (*Est. Time: 5 minutes*)
- VI. Consent Calendar (*Est. Time: 5 minutes*) *Action*
  - 1. Approve Minutes of the June 18, 2025 Meeting
  - 2. Approve 2026 Board of Directors Meeting Schedule
  - 3. Approve Agreements with Union Pacific Railroad (UPRR) for Federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) Funded Right-of-Way (ROW) Safety Improvement Project (SIP)
  - 4. Authorize Agreement with Mobility Data IO for California Integrated Travel Project (Cal-ITP)
  - 5. Approve Three-Year Agreements with All Day Cable Inc. and S&K Endeavors for Legacy California Passenger Information Display System (PIDS) FY 2026 Operations & Maintenance
- VII. Action and Discussion Items
  - 1. CCJPA Fiscal Year 2025-26 Operating Plan Update and Authorization (*Est. Time: 15 minutes*)
    - a. Adopt CCJPA FY 2025-26 Budget *Action*
    - b. Approve Agreement for Exterior Vinyl Wraps for Equipment Lease Readiness *Action*
  - 2. Authorize Caltrans District 3 Yolo 80 Managed Lanes Project Funding Agreement to Support Fare Reduction for Vehicle Miles Traveled (VMT) Mitigation (*Est. Time: 15 minutes*) *Action*
  - 3. Approve Funding Plans and Construction Agreements for Agnew Siding (*Est. Time: 10 minutes*)
    - a. Authorize Funding Plans for Agnew Siding *Action*
    - b. Approve Construction Agreements for Agnew Siding *Action*
  - 4. CCJPA Capital Project Update (*Est. Time: 5 minutes*)
    - a. CCJPA Capital Project Portfolio *Info*
  - 5. Legislation and Funding Update – State and Federal (*Est. Time: 10 minutes*) *Info*
  - 6. Managing Director’s Report (including Program and Project Updates) (*Est. Time: 15 minutes*) *Info*
- VIII. Board Director Reports (*Est. Time: 5 minutes*)
- IX. Public Comments (*Est. Time: 10 minutes*)
- X. Adjournment. Next Meeting Date: 10:00 a.m., November 19, 2025 – SF Bay Area Rapid Transit Board Room in Oakland

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**From:** MimiKy  
**To:** Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright; Bruce Houdesheldt; Ken.Broadway; Suzannejones; rdickinson; tschaefer; rbrewer; Patrick Kennedy; Melissa Lee; Sodhanshu Jain; sellcoundl; sbird\_fordixoncitycouncil; sbird\_dixonp; sbird; Alma Hernandez; cmoy; .lOlapman; lucas.frerichs; lucasf; mayra.vega  
**Cc:** Robert Franklin; Byron Toma; David Melko; mdck; aadams; JDrake; Gonzalez-Estay, Manolo R; Greene, Beverly; Daryl Halls; kgregana; Robert Guerrero; Autumn Bernstein; bvaughanbechtold; Jennifer Halpern; Sandra Schlimsher; Mag Tatum; Jeana Zelan; Robert Powers; Monique Salas; Michael Jones; Alfonzo Rigel; Joseph Beach; Michaela Morales; BRoberts; SSabol; tsmith; gkirbyson; DValdezJones; avan; afeeney; jlwe; mogaveror; mlee; mle; mcasor1a; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Palis, Amy; jmasiclat; Iruiz; vjaimes; cgagnon; Tara.Thronson; emily.ault; michaelspelis; fudvarhely; mlee; mle; mcasorla; Tabetha L Smith; Faoud Kalim; Angie West; Arjimy Quinsay; CCJPA Staff

**Subject:** [EXTERNAL] REVISED Agenda & Notice | CCJPA Board of Directors Meeting - Wednesday, September 17, 2025 at 9:30AM \*\*\*Please note that this Board Meeting Starts at 9:30AM\*\*\*  
**Date:** Thursday, September 11, 2025 11:35:19 AM  
**Attachments:** [image001.png](#)  
[Sept 17, 2025 CCJPA Board Meeting Agenda + Notice\\_Final2.pdf](#)  
**Importance:** High

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**CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!**

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CCJPA Board of Directors,

Please find attached the **revised** agenda/notice for the **CCJPA Board Meeting on Wednesday, September 17, 2025, at 9:30am.**

**Important Note:** In accordance with the traditional teleconference Brown Act requirements, **Board members who will participate in the Board meeting at a teleconference location**, please reprint and post the **revised** Board Meeting Agenda & Notice at your remote/teleconference location **AT LEAST 72 hours (by 10:00am on Friday, September 12, 2025) in advance of the scheduled meeting.**

You may also download the agenda at <https://www.capitolcorridor.org/ccjpa-board/>.

Thank you.

**Mimi Kyi** | Executive Assistant

Capitol Corridor Joint Powers Authority | 2150 Webster St, 3<sup>rd</sup> Floor, Oakland, CA 94612

Mobile: (510) 506-9540 | Email: [mimik@capitolcorridor.org](mailto:mimik@capitolcorridor.org)

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**From:** Mimi Kyi

**Sent:** Wednesday, September 10, 2025 3:17 PM

**To:** Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright; Bruce Houdesheldt; Ken.Broadway; Suzannejones; rdickinson; tschaefer; rbrewer; Patrick Kennedy; Melissa Lee; Sodhanshu Jain; sellcoundl; sbird\_fordixoncitycouncil; sbird\_dixonp; sbird; Alma Hernandez; cmoy; .lOlapman; lucas.frerichs; lucasf; mayra.vega; Robert Franklin; Byron Toma; David Melko; mdck; aadams; JDrake; Gonzalez-Estay, Manolo R; Greene, Beverly; Daryl Halls; kgregana; Robert Guerrero; Autumn Bernstein; bvaughanbechtold; Jennifer Halpern; Sandra Schlimsher; Mag Tatum; Jeana Zelan; Robert Powers; Monique Salas; Michael Jones; Alfonzo Rigel; Joseph Beach; Michaela Morales; BRoberts; SSabol; tsmith; gkirbyson; DValdezJones; avan; afeeney; jlwe; mogaveror; mlee; mle; mcasor1a; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Palis, Amy; jmasiclat; Iruiz; vjaimes; cgagnon; Tara.Thronson; emily.ault; michaelspelis; fudvarhely; mlee; mle; mcasorla; Tabetha L Smith; Faoud Kalim; Angie West; Arjimy Quinsay; CCJPA Staff



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**Importance:** High

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Board Members who have confirmed their attendance and location:

Director	Location
	<b>*In Person - STA Board Room (Main Location)</b> <i>**Teleconference</i>
<b>San Francisco Bay Area Rapid Transit District (BART)</b>	
Mark Foley	<i>**BART Headquarters / CCJPA Offices</i>
Janice Li	<i>**BART Headquarters / CCJPA Offices</i>
Robert Raburn	*In Person
Matthew Rinn	*In Person
Edward Wright	<i>**BART Headquarters / CCJPA Offices</i>
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Lucas Frerichs	*In Person
<b>Total Voting Directors Confirmed for Sept 17, 2025</b>	
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Thank you!

**Mimi Kyi** | Executive Assistant

Capitol Corridor Joint Powers Authority | 2150 Webster St, 3<sup>rd</sup> Floor, Oakland, CA 94612

\*\*\*REVISED\*\*\*



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Office of Yolo County Supervisor Lucas Frerichs 600 A Street, Suite B Davis, CA 95616	---

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**From:** VTA Board Secretary  
**To:** VTA Board of Directors  
**Subject:** SSTPO off-agenda  
**Date:** Friday, September 12, 2025 3:27:07 PM  
**Attachments:** [image001.png](#)  
[Off-Agenda Info Items for SSTPO.pdf](#)

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**SSTPO Members,**

Since the SSTPO meeting scheduled for September 18 was cancelled, we are forwarding some of the items that were supposed to be on the 9/18 agenda. The attached PDF has the following information:

- Eastridge to BART Regional Connector (EBRC) Update\*
- Safety/Security Update
- 2026 Special Events Security Update
- Transit Service Plan (This was presented to four advisory committees this week)

\*The EBRC PAB will receive a presentation from staff on this topic on Wednesday, 9/17.

Please let us know if you have questions about these items and we will be happy to arrange a meeting between you and the appropriate staff.

Thank you,

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 North First Street  
San Jose, CA 95134  
[REDACTED]





**BOARD MEMORANDUM**

**TO:** Santa Clara Valley Transportation Authority  
Safety, Security, and Transit Planning and Operations Committee

**THROUGH:** General Manager/CEO, Carolyn M. Gonot

**FROM:** Chief Engineering & Prog Delivery Officer, Casey Emoto

**SUBJECT:** EBRC Project Update - August 2025

---

**FOR INFORMATION ONLY****EXECUTIVE SUMMARY:**

The Eastridge to BART Regional Connector (EBRC) Project is extending 2.4 miles of light rail transit along Capitol Expressway from the existing Alum Rock station to the Eastridge Transit Center to further expand access to regional transit services such as BART and Caltrain. Construction began in April 2024 and is expected to be completed in late 2027.

**STRATEGIC PLAN/GOALS:**

The Project aligns with Business Line #1 - Faster, Frequent and Reliable Transit and Business Line #2 - Delivering Projects and Programs as the Project's essence is to deliver expanded access to regional transit services to a greater segment of our customers.

**BACKGROUND:**

The EBRC Project construction contract was awarded to MCM-RailWorks, a joint venture in March 2024. The Notice to Proceed to start construction was issued on April 15, 2024. Major construction activities are in progress.

**DISCUSSION:****Construction**

Light rail structure construction continues along Capitol Expressway with more than one mile of bridge structure complete. Significant progress has been made between Story Road and Tully Road where much of the structure is complete except at intersections; and work is on schedule. The roadway widening at the Story Road intersection is essentially complete, allowing an important traffic shift at the intersection. Structure construction work between Story Road and Capitol Avenue has commenced and will continue through early 2026. Concrete girders for a

bridge over Tully Road were successfully installed and the connecting ramp structure to Eastridge station is under construction. Bridge construction over Ocala Ave intersection will commence soon with the foundation work requiring two-month closure of left turn lanes in northbound direction of Capitol Expressway.

There are multiple construction crews working over the two- and half-mile project area. Overall, about 40% of the project is complete, with this completion primarily comprised of structure construction with over 1600 foundation piles driven to date. Foundation work for the Story Station is ongoing with the double arch steel bridge for pedestrian access scheduled to be installed next year.

Construction at the north end of the project near Wilbur Avenue has commenced with removal of existing tracks, and the foundation work for the bridge structures expected to start soon. Construction of concrete support for track work over completed bridge structures will commence this month.

### **Community Outreach**

MTA Community outreach staff and the contractor's Community Relations staff are in the field, daily, responding to resident and business concerns and coordinating activities that have potential impacts on private property and traffic. Outreach staff have scheduled home visits throughout evenings and weekends to accommodate residents' availability to manage pre-construction home inspections and follow up with damage claims. Weekly stakeholder emails provide summaries of activities completed for the week, and activities planned for the following week and in the near term. Construction activities with potential impacts on businesses are coordinated directly with the property owners and the business owners/managers. Several outreach events with businesses, schools and communities were held to showcase project construction activities.

The East Side Trees campaign launched in August 2025 in collaboration with Our City Forest to mitigate the removal of trees due to construction by planting more trees back in the project neighborhood, with the trees free/no cost for the community. The summer 2025 newsletter highlighted the trees replacement campaign.

Project newsletters are distributed by mail to over 14,300 residents on record and is provided in English, Spanish, Vietnamese, Chinese and Tagalog. Weekly notices about construction activities regularly are released and traffic advisories are issued as activities come up to advise traffic/lane shifts.

### **CLIMATE IMPACT:**

This item has no direct impact on climate.

Prepared By: Ven Prasad, Group Engineering Manager  
Memo No. 9706



# Eastridge to BART Regional Connector

SSTPO

Project Update

# Construction Update

- Light rail structure construction continues along Capitol Expressway
- More than one mile of bridge structure complete and over 1600 foundation piles driven to date
- Roadway widening at the Story Road intersection is essentially complete
- Bridge over Tully Road is complete and connecting ramp structure to Eastridge station underway
- Bridge construction over Ocala Ave intersection will commence soon with the foundation work requiring two-month closure of left turn lanes.
- Over 40% of the project is complete and is on schedule for completion

# Work at Ocala Intersection

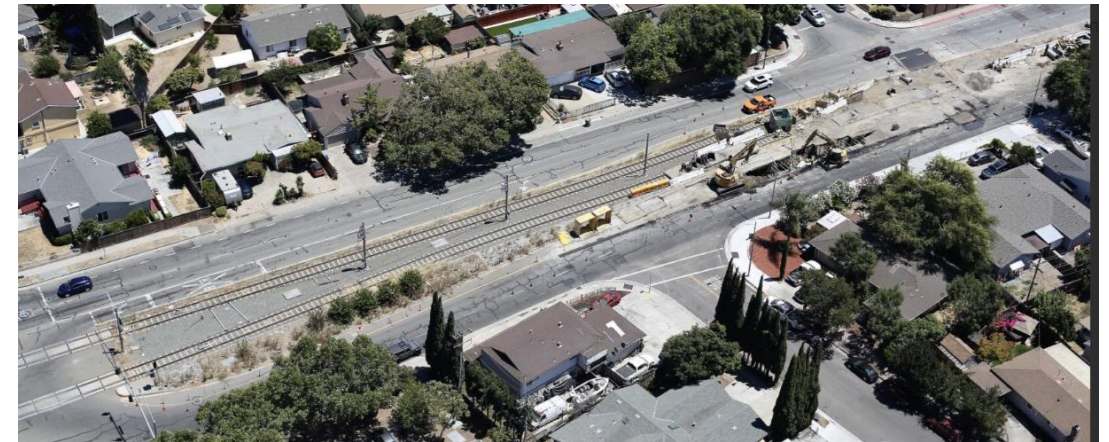
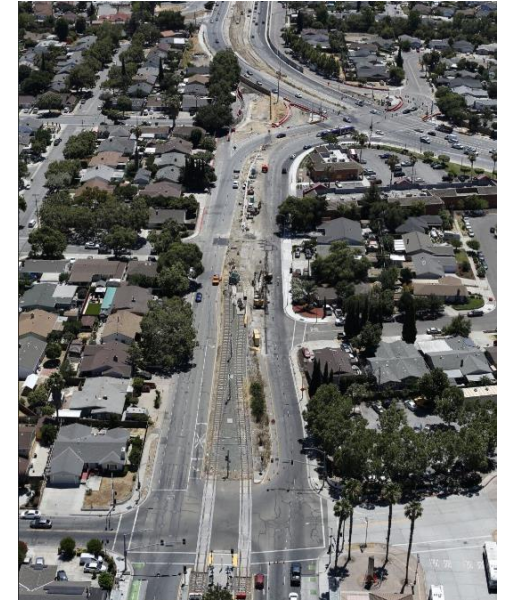
- Bridge construction over Ocala Avenue require left turn closure
- One left turn lane closed in SB direction through early 2026
- NB left turn lanes closed for two months detour at Story Road
- Illegal left turns and accidents were reported
- Mitigated the issues with
  - More signs at the intersection
  - Police stationed to enforce no left turn restrictions
  - Media and Social Media messaging





# Work along Capitol Avenue

- Roadway widening is complete
- Tail tracks have been removed south of Wilbur Avenue
- Bridge foundation work has commenced near Highwood Avenue
- Foundation type changed to minimize noise and vibration
- Residents notified of construction activities





# Bridge at Tully Road

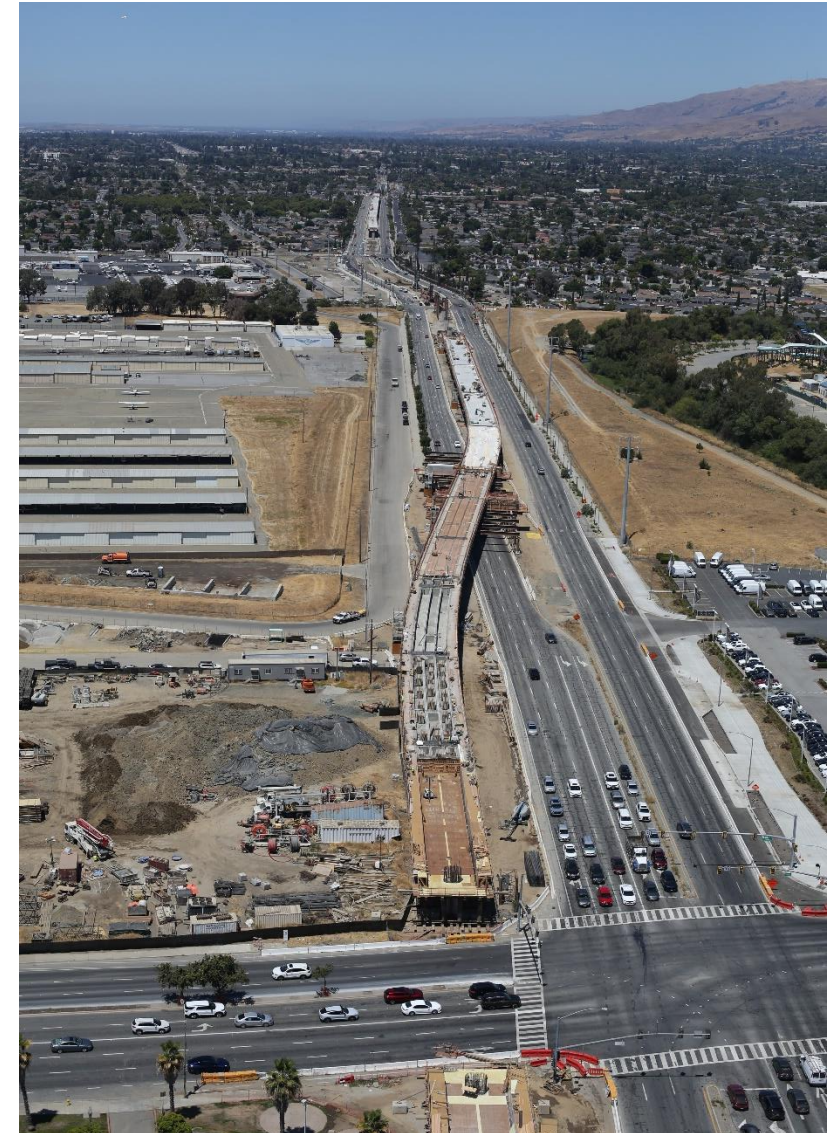




# Bridge between Cunningham and Tully Road



Aerial view of Capitol Expressway





# Bridge between Ocala Ave and Story Road



**Aerial view of Capitol Expressway between Ocala Ave and Story Road**



# Construction near Story Road



**Bridge foundation work north of Story Road**

**Bridge foundation work south of Story Road**

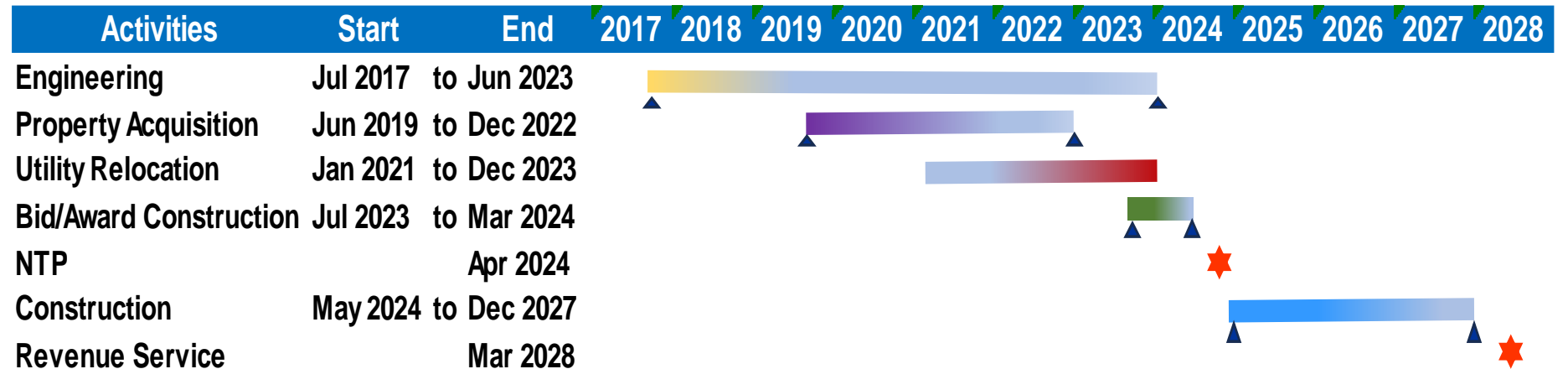




# Budget and Schedule

Description	Budget	Incurred	% Spent
VTA Labor	\$ 24,350,000	\$ 14,102,397	58%
Design Consultant	\$ 37,000,000	\$ 33,663,499	91%
Non Technical Services	\$ 785,974	\$ 571,706	73%
Professional Consultants	\$ 38,250,000	\$ 13,094,016	34%
Real Estate	\$ 14,188,991	\$ 13,405,017	94%
Utility Relocation	\$ 18,300,000	\$ 16,815,941	92%
Construction	\$ 503,110,000	\$ 186,400,207	37%
Field Operations	\$ 7,000,000	\$ 1,424,874	20%
Contingency	\$ 9,924,796	\$ -	0%
<b>Total</b>	<b>\$ 652,909,761</b>	<b>\$ 279,477,657</b>	<b>43%</b>

- Project on Schedule for completion
- Project trending to complete on budget



# Eastridge to BART

Regional Connector Project

August 2025



## Project Overview

The Eastridge to BART Regional Connector (EBRC) Project extends light rail 2.4 miles from the existing Alum Rock Light Rail Station to the Eastridge Transit Center with an elevated guideway primarily in the center of Capitol Expressway with stations at Story Road and Eastridge.

## Project Status

- Over one mile of bridge complete
- Track materials procured
- Project on schedule for completion in 2027
- Community outreach activities ongoing

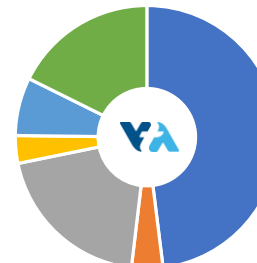
### Field progress

Work Item	% Complete
Intersection widening	29%
Substructure (Foundation)	78%
Superstructure (Bridge)	32%
Trackwork	0%
Overhead Catenary System	0%
Traction Power	0%
Light Rail Stations	0%
Testing and Commissioning	0%



### Funding

- Measure A
- SB1 LPP
- RM3
- LCTOP
- TIRCP
- VTA Transit



Funding	in millions	
Measure A	\$	313.6
SB1 LPP	\$	25.2
RM3	\$	130.0
LCTOP	\$	22.2
TIRCP	\$	46.6
VTA Transit	\$	115.4
<b>Total</b>	<b>\$</b>	<b>652.9</b>

### Schedule

Activities	Start	End	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Engineering	Jul 2017	to Jun 2023												
Property Acquisition	Jun 2019	to Dec 2022												
Utility Relocation	Jan 2021	to Dec 2023												
Bid/Award Construction	Jul 2023	to Mar 2024												
NTP		Apr 2024												
Construction	May 2024	to Dec 2027												
Revenue Service		Mar 2028												

### Budget

as of Jul 2025

Description	Budget	Incurred	% Spent
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Professional Consultants	\$ 38,250,000	\$ 13,094,016	34%
Real Estate	\$ 14,188,991	\$ 13,405,017	94%
Utility Relocation	\$ 18,300,000	\$ 16,815,941	92%
Construction	\$ 503,110,000	\$ 186,400,207	37%
Field Operations	\$ 7,000,000	\$ 1,424,874	20%
Contingency	\$ 9,924,796	\$ -	0%
<b>Total</b>	<b>\$ 652,909,761</b>	<b>\$ 279,477,657</b>	<b>43%</b>

# Community Outreach

## Quarterly

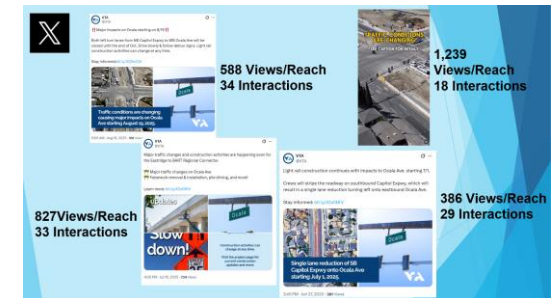
- Newsletters (February, May, August, November)
- Project Construction Update (February, May, August, November)
- Stakeholder Working Group Meetings (February, May, Fall date tbd)
- EBRC Policy Advisory Board Meetings (March, June, September, December)

## Monthly

- Project Update – 1<sup>st</sup> Monday of the Month\*

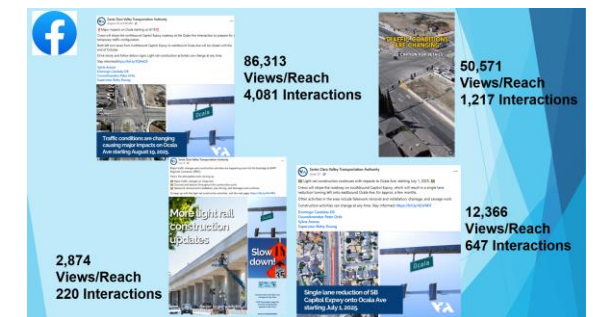
## Weekly

- Project updates posted on-line weekly\*
- Open Office Hours Tuesday 1-5pm
- Stakeholder email and posted on project webpage



## Social Media

- Facebook
- Twitter
- Instagram



Date: September 11, 2025  
Board Meeting: N/A

## **BOARD MEMORANDUM**

**TO:** Santa Clara Valley Transportation Authority  
Safety, Security, and Transit Planning and Operations Committee

**THROUGH:** General Manager/CEO, Carolyn M. Gonot

**FROM:** Chief of System Safety and Security, Aston Greene

**SUBJECT:** VTA's Safety and Security Programs Update - September 2025

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### **FOR INFORMATION ONLY**

#### **EXECUTIVE SUMMARY:**

Staff will provide the Safety and Security Program report, including monthly crime statistics and trends (see attached).

Prepared By: Lapreasha Gentry  
Memo No. 9652



# VTA's Monthly Crime Statistics & Trends

September 18, 2025

System Safety Transit Planning &  
Operations Committee (SSTPO)



# Mission Statement

Systemically take proactive measures and implement proven strategies to improve and enhance the safety and security of VTA's employees, patrons, transit operations, and services







# San Jose Police Department

Transit Control Safety Data  
September 2025

# July 2024 vs August 2025



Events	July 2025	August 2025
Total Incident Reports	0	0
Arrests	0	0
Misdemeanors	0	0
Felonies	0	0
Operator Assaults	0	0
Serious/Violent Offenses	0	0
Narcan Cases	0	0
Proactivity Statistics		
On View Arrests	0	0
Warrant Arrests	0	0
Misdemeanor Citations	0	0
Infraction Citations	0	0
Alcohol/Drug Related	4	2
Mission Street Recovery Referrals	4	2
Mental Health Commitments	0	1
Street Checks	4	3

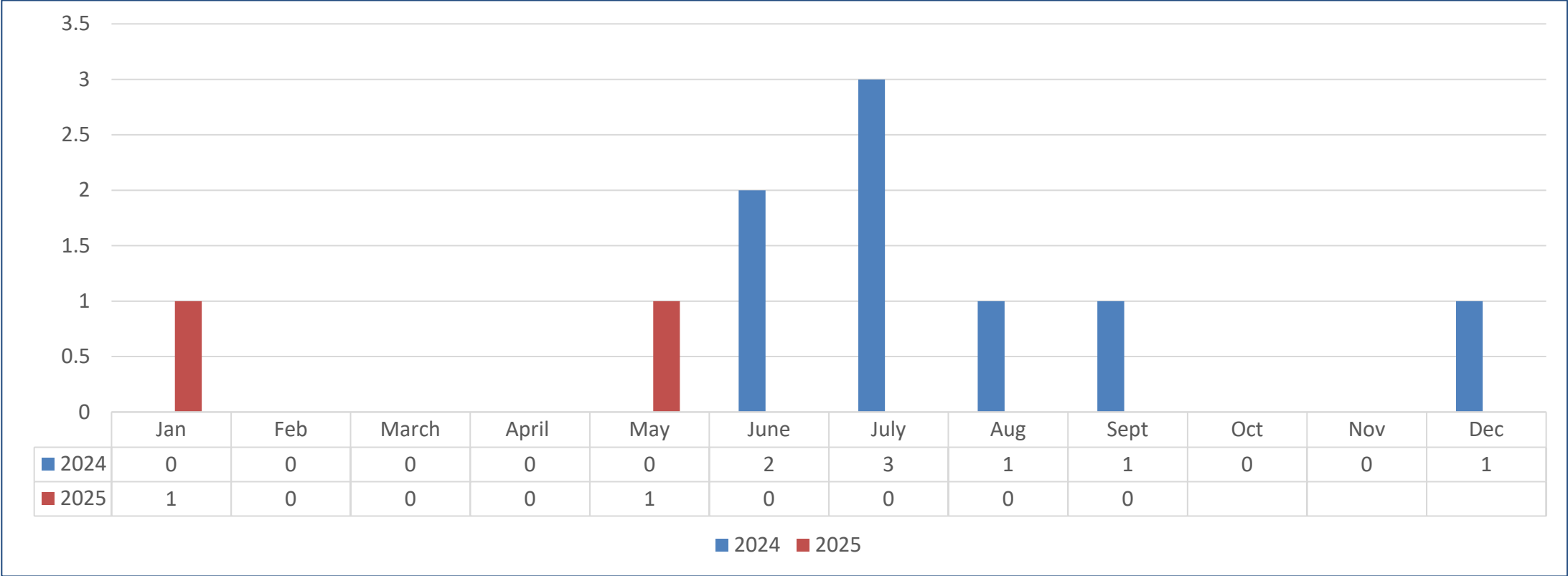




# Year to Date Statistics

Events	August 2024	August 2025
Total Incident Reports	6	2
Arrests	1	1
Misdemeanors	4	0
Felonies	1	2
Operator Assaults	0	0
Serious/Violent Offenses	2	0
Narcans Cases	1	0
Proactivity Statistics		
On View Arrests	7	2
Warrant Arrests	2	0
Misdemeanor Citations	2	2
Infraction Citations	2	2
Alcohol/Drug Related	30	28
Mission Street Recovery Referrals	25	26
Mental Health Commitments	5	3
Street Checks	35	32

# Total Incident Reports



Monthly Comparison

# Highlights



National Night Out is an annual community-building campaign that promotes police/community partnerships and neighborhood spirit to make neighborhoods safer.

The Transit Unit, along with BART PD, participated in National Night Out by barbecuing hot dogs and providing activity books, stickers, and pencils for kids at the Transit Center



## **Santa Clara County Sheriff's Transit Patrol Safety Data September 2025**



# Sheriff's Office Transit Patrol

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- Sheriff's Transit Patrol law enforcement contract responsibilities:
- The Sheriff's Transit Patrol Division provides sworn law enforcement services for the general public safety and security of VTA ridership as well as transit system security throughout all VTA properties to include the Milpitas BART station.



# August 2025

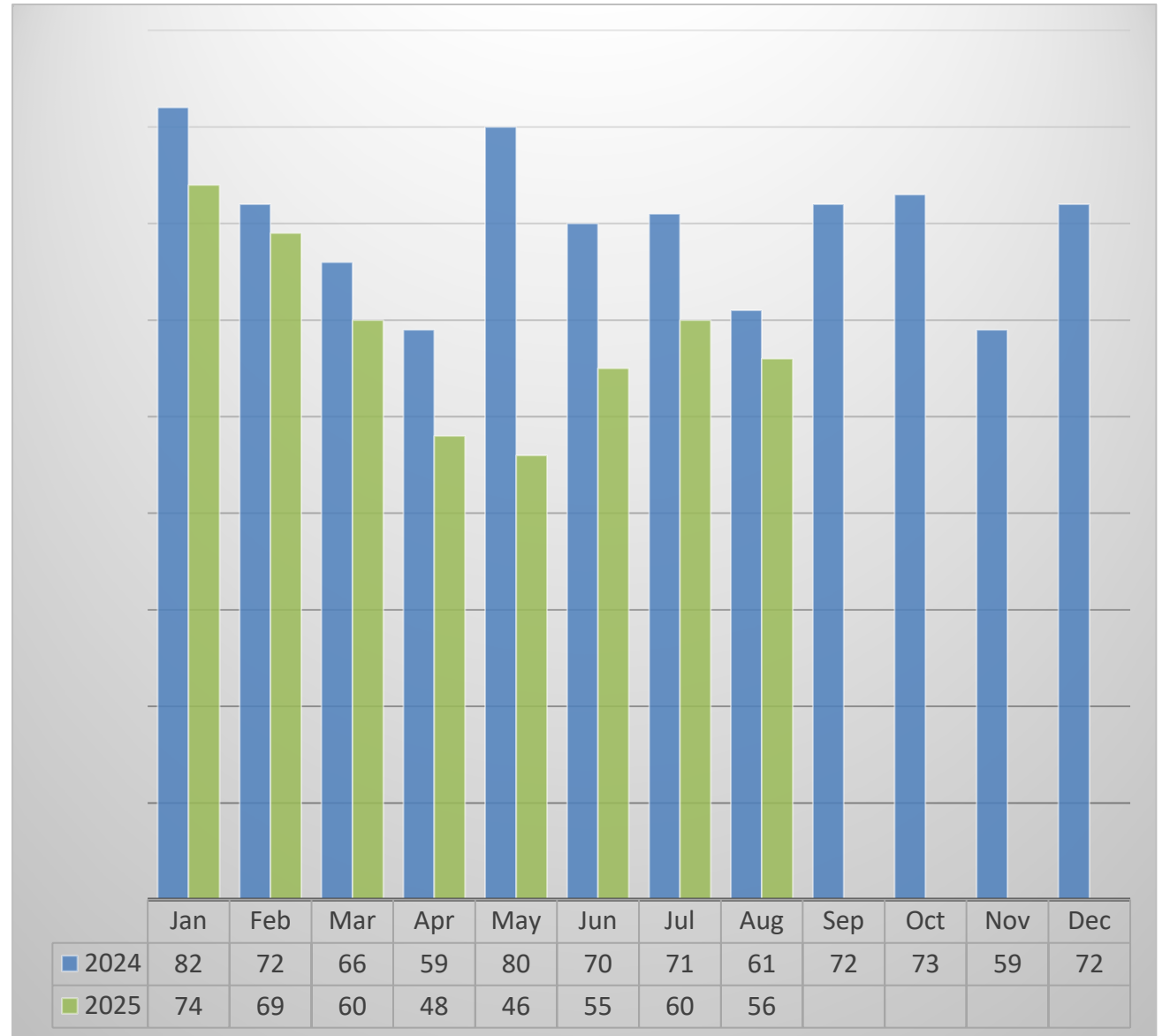
Events	Aug 2025	YTD	Aug 2024	Prev. YTD
Total Incident Reports	56	508	61	561
Misdemeanors	15	169	25	181
Felonies	37	249	23	275
Others	4	90	13	105
Operator Assaults	5	16	4	23
Non-Operator Assaults	0	8	2	12
Serious/Violent Offenses	7	18	4	31
Mental Health Commitments	2	34	2	32
Alcohol/Drug Related	7	82	11	82
Arrests	20	175	30	245
Misdemeanor Cite and Release	7	89	11	116
Light Rail Cases	28	211	26	260

\* Data compiled on 08/26/25, does not reflect the full month.



# Total Documented Incidents

\* Data compiled on 08/26/25 does not reflect the full month.



# Operator Assault Cases

- 2025 (YTD) – 16
- 2024 – 31
- 2023 – 22
- 2022 – 38
- 2021 – 23
- 2020 – 28

**Assault committed  
on public transit  
could mean jail time  
and a \$2000 fine. \***



\* CA Penal Code Section 241 et seq.



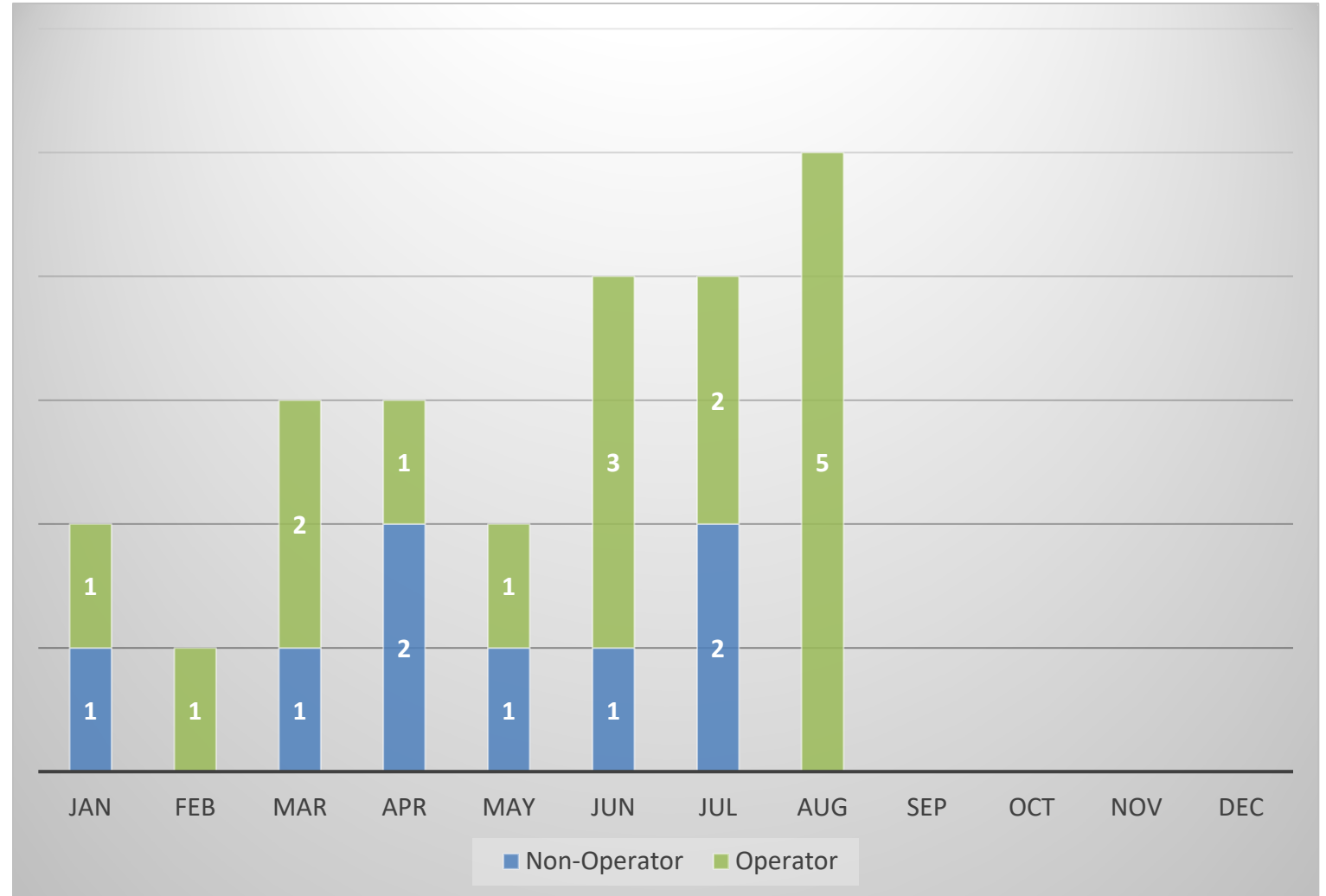
**Download VTAlerts to report  
operator safety concerns and  
other security issues.**





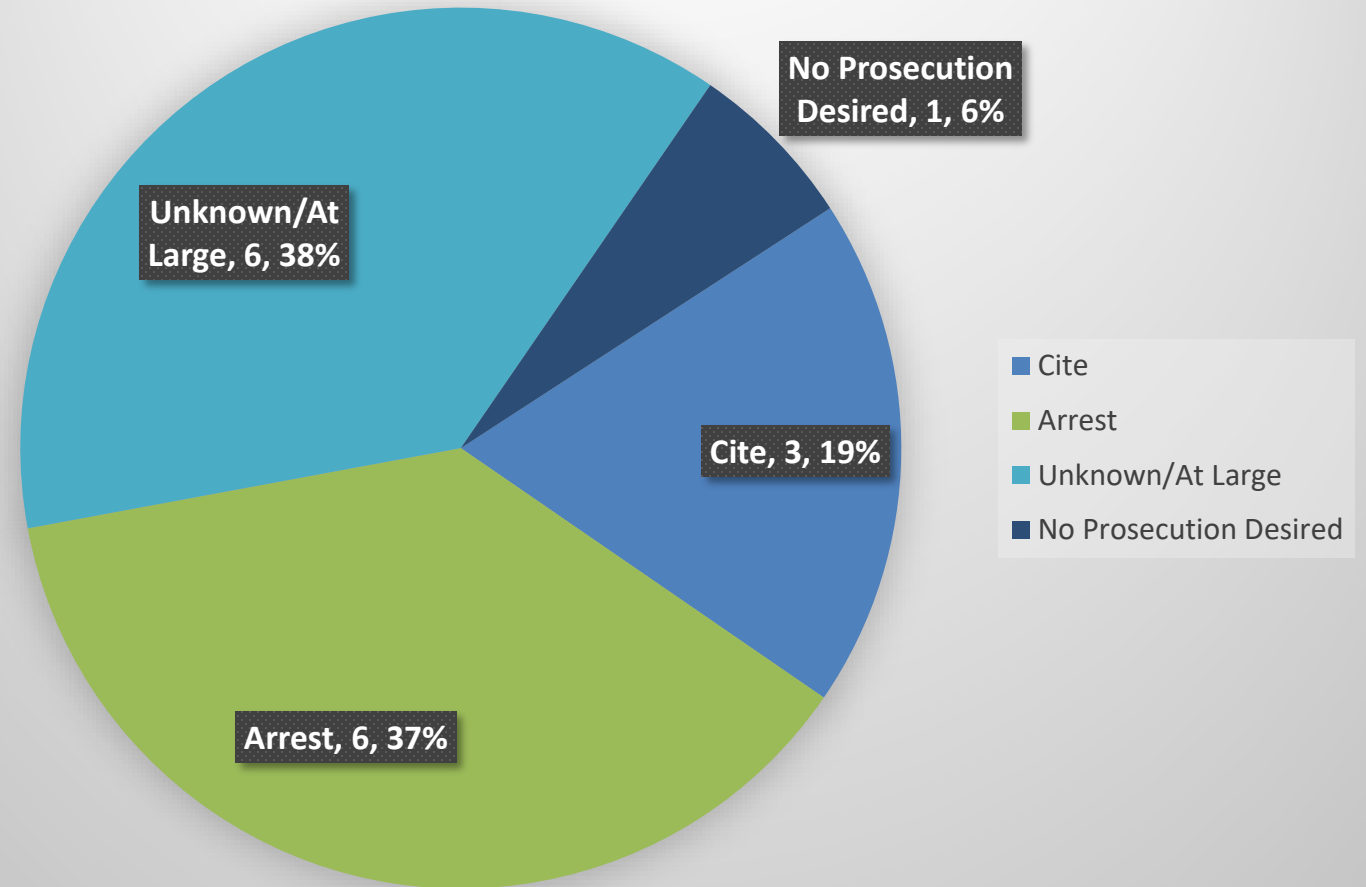


## Operator Assault Trends





# Operator Assault – Case Disposition



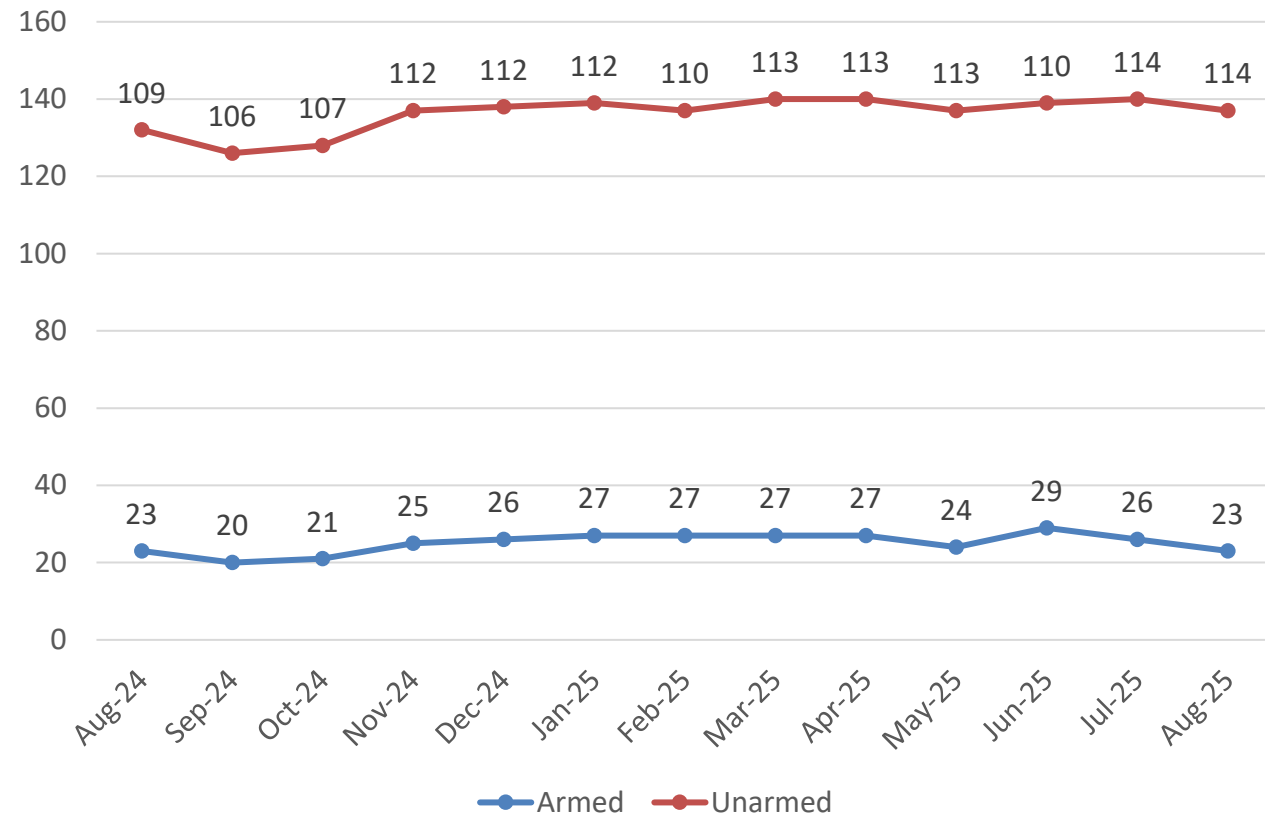
# ALLIED UNIVERSAL<sup>SM</sup>

## SECURITY SERVICES



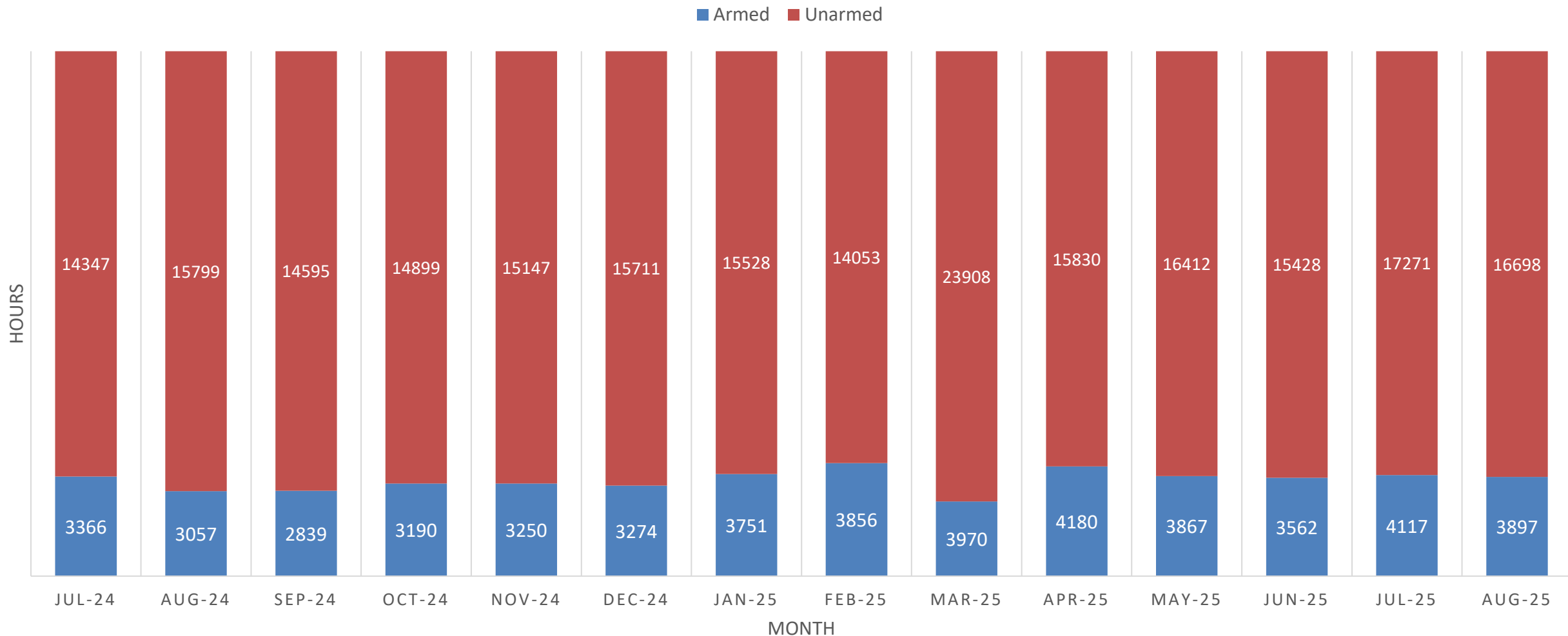
# Year To Date Staffing

- Current staff count is 137.
- Unarmed security currently has 2 new hires and armed security has 2 new hires pending additional background screenings/guard card certifications.





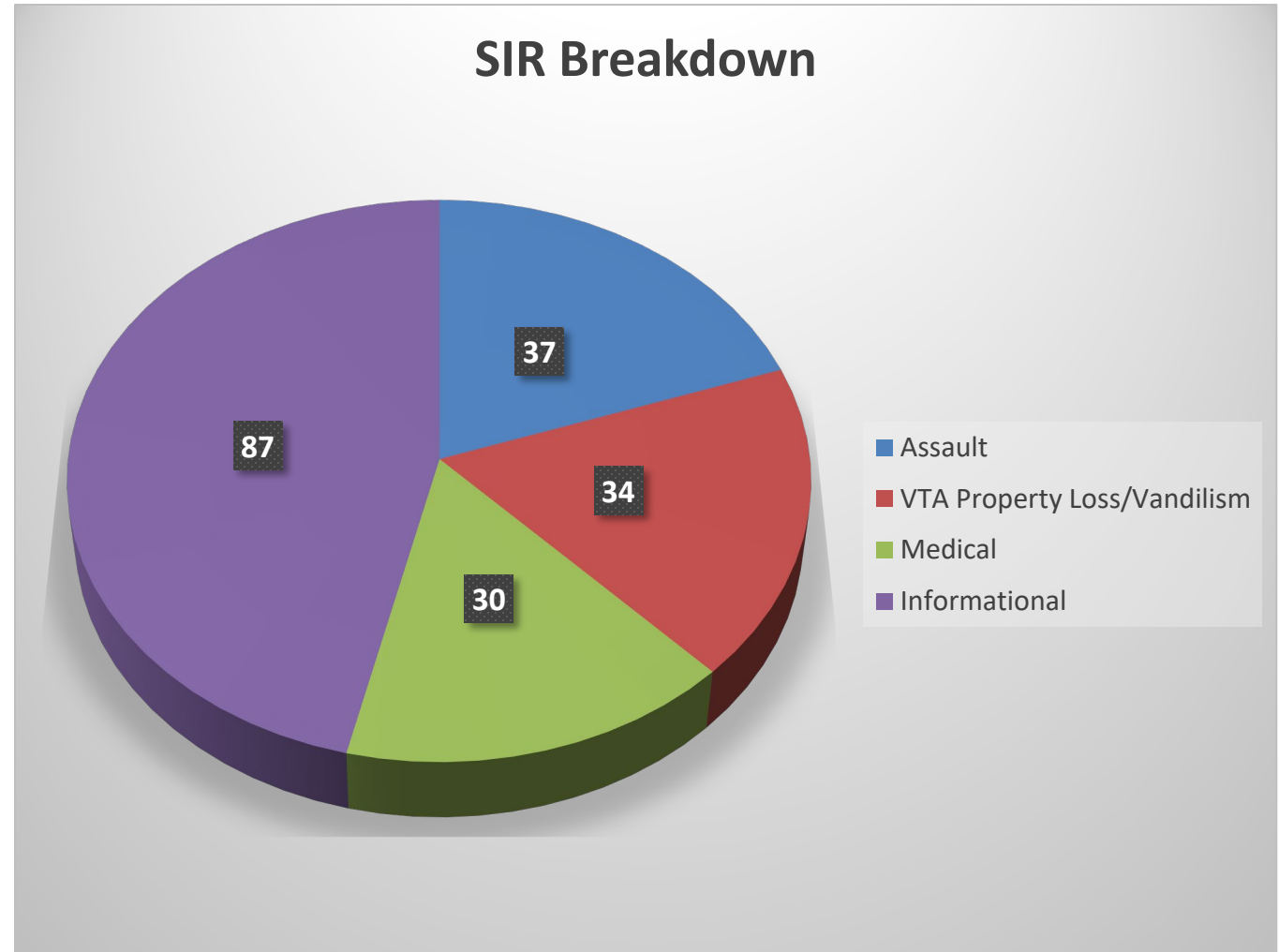
# Security Hours Utilized



As CY4 projected burn rate pushed above cap, increased service hours due to increase in additional security requests.

# Security Incident Report (SIR) Data

- A total of 188 SIRs were submitted by Security 2025, with 20 completed thus far in the month of August.



## Additional Event Support Security Services

- Employee parking lot safety coverage supported.
- Additional coverage at key facilities supported for officer presence.
- Additional River Oaks foot patrol during business hours.
- Levi's – Morgan Wallen concert (2) days
- EBRC Health week planning meeting supported
- (7) Committee/Board meetings supported

# Safety & Compliance Department

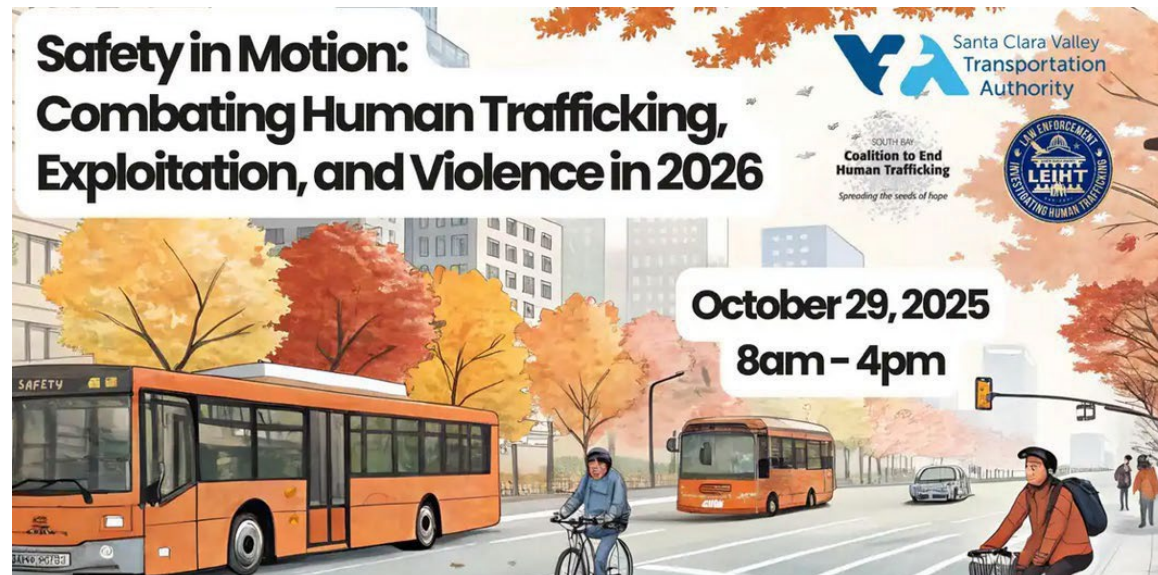
September 2025





# Human Trafficking

- VTA held Human Trafficking activities with contractor S.T.A.R.S - Standing Against Real Slavery. Elesondra DeRomano a lived experience “Warrior” interacted with our Bus and Light Rail Operators July 5 - 21, 2025.
- Upcoming Initiatives:
  - Conference - *Safety in Motion: Combating Human Trafficking, Exploitation, and Violence* on October 29, 2025
    - Double Tree by Hilton - 2050 Gateway Place, San Jose, CA 95110
    - Partners South Bay Coalition to End Human Trafficking (SBCEHT) and the Santa Clara County Human. Trafficking (SCCHT)Task Force





# VTA Emergency Management ESOC Support for Special Events September 2025



# ESOC Support for Major Events

- Serves as a central command hub for rapid coordination, situational awareness, and unified response.
- Enables real-time decision-making and communication among multiple agencies.
- Connected to other jurisdictional EOCs: City of Santa Clara, City of San Jose, County of Santa Clara, and Levi's Stadium Control Center.



# ESOC Central Location: Increased Law Enforcement Presence Downtown



- Facility enables visible and sustained law enforcement presence in downtown San Jose.
- Transit Patrol from Sheriff's Office enhances safety in core transit zones.
- Special Event 'pop-up' parties expected in entertainment areas near VTA system.
- Enhances coordination, communication and response with the City of San Jose for hot spots and entertainment areas intersecting, or crowds impacting VTA's system.



# ESOC Transit System Coverage & Centralized Patrol

- Strategic, central base of operations for transit security.
- Efficient deployment of resources across VTA's service area and key corridors.
- Ensures rapid response capabilities and improved visibility on the system.
- Strengthens regional emergency response capabilities.
- Improves coordination with the City of San Jose and partner agencies.
- Increases public safety and reinforces public trust.





# EOC Team Development

- Emergency Operations Center (EOC) team members received an introductory training to the WebEOC system with two sessions offered for staff convenience
- WebEOC is the software program that allows VTA to enter all required National Incident Command System (NIMS), Incident Command System (ICS) forms and reports for emergency activations into a secure online program
- System Safety & Security staff have been working to tailor the program to VTA's transit environment to streamline reporting, documentation and communication during an emergency activations
- EOC team members are volunteers for this important function at VTA

***Their time and commitment to everyone's safety  
is to be commended!***



# Coordination with First Responders: Training – Milpitas FD



- On August 4, 2025, VTA conducted familiarization training with 28 First Responders from Milpitas Fire Department
- This is part of the ongoing trainings that Safety Officers have provided to First Responders in Santa Clara County
- Previous trainings have included Fire Departments, Law Enforcement/SWAT and VIPR teams





# Training: MGT 440 Sport and Special Event Incident Management



## BAUASI Sponsored Training August 19-20, 2025, at Levi Stadium

- This scenario-based course provides the opportunity to learn and implement policy-level decision-making and incident management alongside industry experts during multiple simulated events.
- These All-Hazard, simulation-supported emergency response exercises are designed to hone individual and team skills through the perspective of the Incident Command Post, Emergency Operations Center (EOC), and Policy Group.
- The course uses a multi-disciplinary, team-building approach designed to give participants the skills to safely manage an expanding incident, whether natural, human-caused, or technological, within the context of sports and special events.

***Bonus Outcome is Local Partnership Building!***





# Training: Special Events Tabletop Exercise (TTX)



- Over a dozen Special Events trainings and exercises have been conducted in our region over the past year.
- Participants include local EOC partners, regional transit, operations, Fire Services, Law Enforcement and security
- Additional participants include: NFL, FIFA, HHS and TSA

## Date



Thursday,  
October 30, 2025

## Time



8:00 AM - 8:30 AM:  
Registration  
8:30 AM - 12:30 PM:  
Exercise Conduct

## Location



City of San José EOC  
1610 S. 10th Street  
San Jose, CA 95112

Date: September 11, 2025  
Board Meeting: October 2, 2025

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
Safety, Security, and Transit Planning and Operations Committee

**THROUGH:** General Manager/CEO, Carolyn M. Gonot

**FROM:** Chief Operating Officer, Chief of System Safety and Security, Nauni Singh,  
Aston Greene

**SUBJECT:** 2026 Special Events Update - September 2025

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### FOR INFORMATION ONLY

In 2026, the Santa Clara Valley Transportation Authority (VTA) will be the primary provider of first/last-mile connections to two major events at Levi's Stadium: Super Bowl LX, which will be held on February 8, 2026, and six (6) FIFA World Cup matches, which will be held from June 13 through July 1, 2026.

VTA staff will periodically provide a detailed presentation to the Safety, Security, and Transit Planning and Operations (SSTPO) Committee to highlight VTA's preparation efforts and key milestones for these mega events. The presentation for the September 18, 2025, SSTPO meeting will cover the following topics:

- Emergency Security Operations Center (ESOC) Coordination, Location, Coverage
- Emergency Operations Center (EOC) Team Development
- Training
  - First Responders
  - On-site at Levi's Stadium
  - All-Hazards
  - Special Events

Prepared By: Kathleen Conley  
Memo No. 9757





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**VTA Emergency Management**  
**Special Events**  
**Emergency Management\_Security**  
**September 18, 2025**

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- The course uses a multi-disciplinary, team-building approach designed to give participants the skills to safely manage an expanding incident, whether natural, human-caused, or technological, within the context of sports and special events.

***Bonus Outcome is Local Partnership Building!***





# Training: MGT 314 Enhanced All-Hazards Incident Management/Unified Command



## TEEX/FEMA course August 18-22, 2025, College Station TX

- Executive-level representatives from Law, Fire, EMS from all 11 FIFA WC Host Cities were invited to attend a Command Level, DHS/FEMA sponsored resident course to train attendees on Incident Management Team roles and responsibilities.
- Specifically designed with a very narrow target audience being Command Level first responders at the state and local level who actively serve on an IMT and/or serve command staff functions at an ICP.
- The goal is enhance incident management and decision-making skills in order to respond to any expanding Type 3 incident safely and effectively. Throughout the week, participants responded to four expanding Type 3 incidents; while serving in different posts, and different positions. Participants worked together as an Incident Management Team (IMT) in a simulated unified Incident Command Post (ICP) setting.





# Training: Special Events Tabletop Exercise (TTX)



## LARGE SPECIAL EVENTS

*Tabletop Exercise  
Series: San Jose*

- Over a dozen Special Events trainings and exercises have been conducted in our region over the past year.
- Participants include local EOC partners, regional transit, operations, Fire Services, Law Enforcement and security
- Additional participants include: NFL, FIFA, HHS and TSA

### Date



Thursday,  
October 30, 2025

### Time



8:00 AM - 8:30 AM:  
Registration  
8:30 AM - 12:30 PM:  
Exercise Conduct

### Location



City of San José EOC  
1610 S. 10th Street  
San Jose, CA 95112

Date: September 12, 2025  
Board Meeting: October 2, 2025

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
Safety, Security and Transit Planning & Operations Committee

**THROUGH:** General Manager/CEO, Carolyn M. Gonot

**FROM:** Chief Planning Officer, Deborah Dagang

**SUBJECT:** 2026 Transit Service Plan

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Policy-Related Action: No

Government Code Section 84308 Applies: No

## ACTION ITEM

### **RECOMMENDATION:**

Recommend that the VTA Board of Directors adopt the 2026 Transit Service Plan.

### **EXECUTIVE SUMMARY:**

The 2026 Transit Service Plan is VTA's plan for bus and light rail service during the 2026 calendar year. Staff developed the 2026 Service Plan starting with a draft proposal shared with the community and city staff over a six-week engagement period, a Title VI service equity analysis, and revisions informed by community input to arrive at the final recommendation.

The 2026 Service Plan is a budget-neutral plan with only minor updates to the 2025 plan, reflecting financial constraints that prevent service expansion at this time:

- Improved routing and access to regional connections (Local Bus Route 59)
- Discontinuation of a service partnership route due to low ridership (Express Route 121)
- Maintain current 20-minute weekday frequency on Rapid 523 (rather than increase to 15 minutes as previously planned)
- No changes for light rail

With minimal changes proposed in 2026, the plan would make no impact on the geographic coverage or temporal availability of VTA Access paratransit service when compared to the 2025 plan. Additionally, the Title VI service equity analysis report concludes that the plan would cause no disparate impact on minority populations and no disproportionate burden on low-income populations.

## **STRATEGIC PLAN/GOALS:**

The 2026 Transit Service Plan aligns with VTA's business line of providing Fast, Frequent, Reliable transit service.

## **FISCAL IMPACT:**

There is no fiscal impact associated with the service changes in the 2026 Transit Service Plan. The service plan is consistent with the service assumptions adopted in the FY26 and FY27 Transit Operating budgets.

## **BACKGROUND:**

VTA's service delivery is structured by annual transit service plans that are in effect from each January to the following January. The process to develop each year's plan starts in the spring of the prior year, when staff identify service changes for consideration. Per VTA's Transit Service Guidelines and VTA's Title VI Major Service Change Policy, all major service changes are developed as part of a comprehensive service plan development process. This process typically includes community engagement, an analysis of paratransit impacts required by the Americans with Disabilities Act (ADA), an environmental analysis required by the California Environmental Quality Act (CEQA), and a Title VI service equity analysis required by the Federal Transit Administration (FTA).

These annual service plans play an important role in ensuring service remains productive and useful for riders, and sustainable for growth as VTA works towards implementing VTA's Board-adopted Visionary Network. Each annual service plan becomes a building block towards a more frequent network, expanding today's service by 80%. As opportunities arise to increase service levels, staff lean on the service enhancements in the Visionary Network to shape the proposals made for each annual plan.

## **DISCUSSION:**

The 2026 Transit Service Plan is a budget-neutral plan that maintains approximately the same service levels as the 2025 Transit Service Plan. In response to the budget shortfalls projected in fiscal years 2026 and 2027, the plan proposes minimal changes to the network aimed at preserving operational resources while minimizing impacts to riders.

### **2026 Transit Service Plan**

The following is a summary of the proposed service changes. A detailed list of these proposals and how they compare to the 2025 Transit Service Plan can be found in **Attachment A**.

### **Local Bus Route 59 (Stevens Creek & Saratoga - Baypointe via Alviso):**

#### **Weekday, Saturday, and Sunday changes**

1. Operate route from Baypointe Station to Valley Medical Center via Clove & Ginger (currently Baypointe Station to Stevens Creek & Saratoga). The change in this route's terminus would improve regional transit connections to the Santa Clara Transit Center for Valley Medical Center employees and patients. See **Attachment B** for a map of the Route 59 proposal.

### **Express Route 121 (Gilroy/Morgan Hill - Lockheed Martin):**

#### Weekday changes

2. Discontinue service partnership route with Lockheed Martin and Juniper Networks due to loss of sponsorship and low ridership.

### **Rapid Bus Route 523 (San Jose State - Lockheed Martin via De Anza):**

#### Weekday changes

3. Continue to operate 20-minute weekday frequency. (Currently operating at 20-minute frequency. Rapid Route 523 was originally planned for weekday 15-minute frequency in the 2025 Service Plan, but has not yet been implemented in 2025 due to financial constraints in VTA's Transit Operating budget.)

### **Inreach and Community Engagement**

From June through early July, staff engaged the community primarily to inform on the proposed changes and the potential impacts to riders of the draft plan. Staff interacted with over 880 attendees and received 65 comments on the plan and on VTA's service in general. A full list of engagement events can be found in **Attachment C**. Engagement methods involved:

- Two VTA-hosted virtual meetings, subsequently available as recorded webinars on YouTube viewed 115 times after the events
- Two VTA-hosted in-person meetings
- Four community-hosted tablings such as Farmers' Markets and summer celebrations
- 15 dedicated meetings and inreach opportunities with operators, customer service representatives, city staff, and VTA leadership
- A robust dedicated project page for details on the draft plan, configured to translate into multiple languages, visited over 1,300 times among roughly 780 unique viewers
- Notices at bus stops along select routes informing of the draft plan's project page
- *vta.org* blog posts to engage discussion on the draft plans
- Email blasts to transit subscribers
- An enhanced social media campaign featuring promotional strategies including online polling, live Q&A, and informative reels, generating 11,800 impressions and 13,500 reel views on Instagram, 34,000 impressions on Facebook, and 9,800 on X (Twitter)
- Direct line to VTA Customer Service to address questions and record feedback via email and over the phone

### **Revisions to the Draft Plan in Response to Community Feedback**

Following the public comment period, staff comprehensively reviewed all suggestions with the intent of incorporating feasible revisions within the constraints of VTA's operational budget. After revisiting the draft staff proposal for Route 59 at the request of riders, staff concluded that the original proposal to decrease weekend frequency to 60 minutes would not be necessary to accommodate the proposed new routing. As a result, staff recommend **maintaining today's weekend 50-minute frequency on Route 59 with its new route alignment serving the Valley Medical Center.**



### Service Levels

The 2026 Transit Service Plan will result in a nominal increase in bus service levels and no change in light rail service levels from the 2025 Transit Service Plan. The table below compares the total service hours of both plans, including non-discretionary scheduled hours for bus and rail.

The 2026 Transit Service Plan will provide approximately 1.55 million annual hours of bus service and 167,000 annual hours of rail service, for a systemwide total of 1.72 million annual hours of service.

### **Transit Service Levels (Annual Service Hours)**

	2025 Service Plan	2026 Service Plan		
	Adopted	Discretionary (service changes)	Non-Discretionary (estimated)	Total
Bus <sup>1</sup>	1,545,700	-12,600	+13,000	1,546,100
Rail <sup>2</sup>	166,200	0	+1,000	167,200
Bus + Rail	1,711,900	-12,600	+14,000	1,713,300

#### Notes:

1. Bus service includes base service and school-oriented service but does not include non-scheduled service, such as for special events or bus bridges.
2. Rail service includes base service only and does not include non-scheduled service, such as for special events.

### Analyses Conducted on the 2026 Service Plan

#### **ADA Paratransit Analysis**

*VTA Access* paratransit service provides curb-to-curb and door-to-door service for eligible individuals for trips made within  $\frac{3}{4}$ -mile of VTA's fixed route transit network at the standard fare of \$4. VTA also offers additional service for trips within an extended service area zone extending an additional mile beyond the  $\frac{3}{4}$ -mile standard zone, at a premium fare of \$16. Paratransit service is offered on the same days and at the same times as the corresponding fixed route service. As such, both zones follow the transit network, and changes to the fixed route transit network can impact the geographical footprint of paratransit service. For example, the introduction of transit service to new areas would result in an expansion of the area eligible for paratransit service. Similarly, the elimination of transit service would result in a contraction of the area eligible for paratransit service.

VTA staff conduct geographic and time-of-day analyses on the staff recommendation to determine if it would incur (1) any impacts on the geographic boundaries wherein VTA would be mandated to provide paratransit service, and/or (2) any impacts on the hours of service wherein VTA would be mandated to provide paratransit service based on where fixed-route service operates. **The 2026 Transit Service Plan would maintain the geographic and temporal availability of VTA Access paratransit service provided today.** While Express Route 121 would be discontinued in the plan, requirements for complementary paratransit do not apply to commuter bus per Requirement for Comparable Complementary Paratransit Service, 49 C.F.R. §37.121 (1991). This change therefore has no geographic impact on paratransit. Additionally, the plan proposes no change to the hours of operation for fixed-route transit and therefore has no temporal impact on paratransit.

## **Title VI Service Equity Analysis**

Title VI of the 1964 Civil Rights Act states that agencies that receive federal funding may not discriminate on the basis of race, color, or national origin. Federal guidance encourages transit agencies to uphold Title VI in two ways: by involving Title VI communities in the planning process so that their input may inform decisions as early as possible, and a metric-based analysis that evaluates the impact to minority and low-income communities compared to the overall population of the service area.

VTA's Board-adopted Title VI Service Standards and Public Participation Plan outlines the process by which staff engage Title VI communities throughout the planning process to develop all major service changes, including a full Title VI Service Equity Analysis. The service equity analysis report for the 2026 Service Plan can be found in **Attachment D**. In January 2025, new Executive Orders removed certain authorities underlying previous FTA requirements as part of the Service Equity Analysis. In the absence of any updated FTA direction or orders otherwise, VTA has continued to comply with current FTA published guidance.

Staff engaged Title VI communities in the community engagement process, with an emphasis on current riders of VTA. Attendance at community-hosted events, and hosting community meetings in locations most frequented by Title VI communities and most accessible by public transit are central to this engagement process. Additionally, a multilingual project website and live interpretive services are made available upon advance request at VTA-hosted public meetings spread awareness and increased accessibility of the plan.

A Title VI Service Equity Analysis for the plan was conducted and determined that residents within VTA's service area overall would experience a nominal decrease in service from the proposed plan. However, **the service changes would cause no disparate impact on minority populations and no disproportionate burden on low-income populations**, indicating they would be less disadvantaged from the proposed service changes than the population within VTA's service area overall.

To provide additional accountability on route-by-route service planning decisions, staff also assessed ridership impacts borne by Title VI communities. A closer look at ridership impacts through this equity lens shows that minority and low-income riders would experience nearly the same impacts from the weekday, Saturday, and Sunday service changes proposed, compared to riders of the system overall.

## **California Environmental Quality Act (CEQA)**

Since the plan proposes no changes to service levels, an environmental analysis under CEQA for the 2026 Transit Service Plan is not required.

## **CLIMATE IMPACT:**

The service improvements in the 2026 Transit Service Plan could attract new riders to the system and potentially reduce greenhouse gas emissions when compared to the 2025 Transit Service Plan. The route discontinuation in the 2026 plan would require fewer vehicles and fewer miles of bus service to operate on those affected routes and would also reduce greenhouse gas emissions, albeit nominally when compared to the 2025 plan.

## **ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:**

The Technical Advisory Committee (TAC) received this item at its September 10, 2025 meeting and unanimously recommended that the VTA Board of Directors adopt the 2026 Transit Service Plan. The committee discussed: 1) the state of ridership growth following VTA's Next Network redesign and ridership recovery since the pandemic, 2) methods to incentivize transit use to/from special events, 3) the employer sponsorship costs for Express Route 121 and correlation of low ridership to loss of sponsorship.

The Citizens Advisory Committee (CAC) received this item at its September 10, 2025 meeting and unanimously recommended that the VTA Board of Directors adopt the 2026 Transit Service Plan. The committee discussed: 1) transit options for current Route 59 riders who would lose their bus stops as a result of the route alignment change, as well as alternate options for Express 121 riders 2) possibilities for Route 523 to directly pull into De Anza Transit Center in the future to ease access especially for those with limited mobility and paratransit users, and 3) how staff determined where the anticipated ridership decreases as a result of the plan would occur.

The Committee for Transportation Mobility & Accessibility (CTMA) did not consider this item at its September 11, 2025 meeting due to not having a quorum. Staff presented the item and the committee made the following comments: 1) ensure those with visual impairments are informed of bus stops that will no longer be in service as a result of the Route 59 changes and Express Route 121 discontinuation, 2) Route 22 is getting more crowded and would like staff to monitor when more capacity is needed, 3) appreciation for no impacts to paratransit service, 4) commends staff for concise and ADA-accessible presentation and packet materials.

The Policy Advisory Committee (PAC) received this item at its September 11, 2025 meeting and unanimously recommended that the VTA Board of Directors adopt the 2026 Transit Service Plan. The committee discussed: 1) reasons for loss of Route 121 sponsorship and ridership drops over the years, and alternate options for Route 121 riders including Caltrain, VTA bus, and vanpools, 2) ridership on Routes 23 and 523 and how staff consider whether the frequency is appropriate for the demand, especially considering online learning offerings from De Anza College, 3) whether special event service VTA will be providing for FIFA World Cup and Superbowl are separate from or part of the 2026 service plan.

Prepared by: Janice Soriano-Ramos  
Memo No. 9452

### **ATTACHMENTS:**

- Attachment A - Service Changes By Route (PDF)
- Attachment B - Proposed Route 59 Changes (PDF)
- Attachment C - Inreach and Community Engagement Events (PDF)
- Attachment D - Title VI Service Equity Analysis (PDF)
- 9452\_PPT-Cmtes\_2026ServicePlan (PDF)

## 2026 TRANSIT SERVICE PLAN STAFF RECOMMENDATIONS BY ROUTE

### **BUS SERVICE**

#### **Local Route 20 Milpitas BART – Sunnyvale Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 8:30 p.m., every 30 min.	No change

#### **Local Route 21 Stanford Shopping Center – Santa Clara Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 9:30 p.m., every 30 min.	No change
Saturday	8:00 a.m. – 9:00 p.m., every 45 min.	No change
Sunday	8:30 a.m. – 7:30 p.m., every 60 min.	No change

#### **Frequent Route 22 Palo Alto Transit Center – Eastridge**

2025 Plan		Recommended 2026 Plan
Weekday	4:30 a.m. - 2:00 a.m., every 15 min.	No change
Saturday	4:30 a.m. - 2:00 a.m., every 15 min.	No change
Sunday	4:30 a.m. - 2:00 a.m., every 15 min.	No change

#### **Frequent Route 23 De Anza College – Alum Rock Station via Stevens Creek**

2025 Plan		Recommended 2026 Plan
Weekday	5:00 a.m. – 1:00 a.m., every 15 min.	No change
Saturday	6:00 a.m. – 1:00 a.m., every 15 min.	No change
Sunday	6:00 a.m. – 1:00 a.m., every 15 min.	No change

#### **Frequent Route 25 De Anza College – Alum Rock Station via Valley Med**

2025 Plan		Recommended 2026 Plan
Weekday	5:00 a.m. – 12:00 a.m., every 12 min. on frequent segment (btwn. Valley Med and Alum Rock); 6:00 a.m. – 10:30 p.m., every 24 min. on less frequent segment (btwn. De Anza and Valley Med)	No change
Saturday	5:30 a.m. – 12:00 a.m., every 15 min. on frequent segment (btwn. Valley Med and Alum Rock); 7:00 a.m. – 9:00 p.m., every 30 min. on less frequent segment (btwn. De Anza and Valley Med)	No change
Sunday	5:30 a.m. – 11:30 p.m., every 15 min. on frequent segment (btwn. Valley Med and Alum Rock); 7:00 a.m. – 8:00 p.m., every 30 min. on less frequent segment (btwn. De Anza and Valley Med)	No change



**Frequent Route 26 West Valley College – Eastridge**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min. on frequent segment (btwn. Westgate and Eastridge); 7:00 a.m. – 10:00 p.m., every 30 min. on less frequent segment (btwn. West Valley College and Westgate)	No change
Saturday	6:30 a.m. – 12:00 a.m.; every 20 min. btwn. Westgate and Eastridge; (no service btwn. West Valley College and Westgate on weekends)	No change
Sunday	6:30 a.m. – 11:00 p.m.; every 20 min. btwn. Westgate and Eastridge; (no service btwn. West Valley College and Westgate on weekends)	No change

**Local Route 27 Winchester Station – Santa Teresa Station**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	7:00 a.m. – 9:30 p.m., every 40 min. No service to downtown Los Gatos (via Saratoga-Los Gatos only)	No change
Sunday	8:00 a.m. – 8:30 p.m., every 60 min. No service to downtown Los Gatos (via Saratoga-Los Gatos only)	No change

**Local Route 31 Evergreen Valley College – Eastridge**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	8:30 a.m. – 5:30 p.m., every 45 min.	No change

**Local Route 37 West Valley College – Capitol Station**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 6:30 p.m., every 60 min.	No change

**Local Route 39 Eastridge – The Villages**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 8:30 p.m., every 60 min.	No change
Saturday	9:00 a.m. – 6:00 p.m., every 60 min.	No change
Sunday	9:00 a.m. – 6:00 p.m., every 60 min.	No change

**Local Route 40 Foothill College – Mountain View Transit Center via N. Bayshore**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	8:30 a.m. – 7:00 p.m., every 35 min.	No change
Sunday	9:00 a.m. – 7:00 p.m., every 45 min.	No change

**Local Route 42 Evergreen Valley College – Santa Teresa Station**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 6:30 p.m., every 60 min.	No change

**Local Route 47 Milpitas BART – Alder Station via McCarthy Ranch**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 9:00 p.m., every 30 min.	No change
Saturday	8:00 a.m. – 8:30 p.m., every 40 min.	No change
Sunday	8:00 a.m. – 7:00 p.m., every 40 min.	No change

**Local Route 51 Moffett Field/Ames Center – West Valley College**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 7:30 p.m., every 30 min. north of De Anza; 6:00 a.m. – 7:30 p.m., every 60 min. south of De Anza.	No change

**Local Route 52 Foothill College – Mountain View Transit Center via El Monte**

2025 Plan		Recommended 2026 Plan
Weekday	7:00 a.m. – 7:00 p.m., every 30 min.	No change

**Local Route 53 Sunnyvale Transit Center – Santa Clara Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 7:30 p.m., every 30 min.	No change

**Local Route 55 Old Ironsides Station – De Anza College**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	7:30 a.m. – 8:30 p.m., every 30 min.	No change
Sunday	8:00 a.m. – 8:30 p.m., every 30 min.	No change

**Local Route 56 Lockheed Martin – Monterey & Old Tully**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	7:00 a.m. – 10:30 p.m., every 30 min.	No change
Sunday	8:00 a.m. – 9:00 p.m., every 30 min.	No change

**Frequent Route 57 Old Ironsides Station– West Valley College**

2025 Plan		Recommended 2026 Plan
Weekday	5:00 a.m. – 10:30 p.m., every 15 min.	No change
Saturday	6:30 a.m. – 10:30 p.m., every 30 min.	No change
Sunday	6:30 a.m. – 9:30 p.m., every 30 min.	No change

**Local Route 59 Stevens Creek & Saratoga Valley Medical Center – Baypointe Station via Alviso**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 10:00 p.m., every 30 min. Operate route from Baypointe Station to Stevens Creek & Saratoga	6:00 a.m. – 10:00 p.m., every 30 min. Operate route from Baypointe Station to Valley Medical Center via Clove & Ginger
Saturday	8:00 a.m. – 7:30 p.m., every 50 min. Operate route from Baypointe Station to Stevens Creek & Saratoga	8:00 a.m. – 7:30 p.m., every 50 min. Operate route from Baypointe Station to Valley Medical Center via Clove & Ginger
Sunday	8:30 a.m. – 7:00 p.m., every 50 min. Operate route from Baypointe Station to Stevens Creek & Saratoga	8:30 a.m. – 7:30 p.m., every 50 min. Operate route from Baypointe Station to Valley Medical Center via Clove & Ginger

**Frequent Route 60 Milpitas BART – Winchester Station via SJC Airport**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min.	No change
Saturday	5:30 a.m. – 12:00 a.m., every 20 min.	No change
Sunday	5:30 a.m. – 12:00 a.m., every 20 min.	No change

**Frequent Route 61 Sierra & Piedmont – Good Samaritan Hospital**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m.; every 15 min. on frequent segment btwn. Sierra & Piedmont and Bascom & Union; less frequent segment: 5:30 a.m. – 12:00 a.m., every 30 min. btwn. Bascom & Union and Good Sam	No change
Saturday	6:30 a.m. – 12:00 a.m.; every 30 min. on frequent segment btwn. Sierra & Piedmont and Bascom & Union; less frequent segment: 6:30 a.m. – 12:00 a.m., every 60 min. btwn. Bascom & Union and Good Sam	No change
Sunday	6:30 a.m. – 11:00 p.m.; every 30 min. on frequent segment btwn. Sierra & Piedmont and Bascom & Union; less frequent segment: 8:00 a.m. – 8:30 p.m., every 60 min. btwn. Bascom & Union and Good Sam	No change

**Frequent Route 64A McKee & White – Ohlone–Chynoweth Station**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 30 min.	No change
Saturday	6:30 a.m. – 12:00 a.m., every 30 min.	No change
Sunday	7:00 a.m. – 11:00 p.m., every 30 min.	No change

**Frequent Route 64B McKee & White – Almaden Expressway & Camden**

2025 Plan		Recommended 2026 Plan
Weekday	6:00 a.m. – 10:00 p.m., every 30 min.	No change
Saturday	8:00 a.m. – 7:00 p.m., every 60 min.	No change
Sunday	9:00 a.m. – 5:30 p.m., every 60 min.	No change

**Frequent Route 66 North Milpitas – Kaiser San Jose**

2025 Plan		Recommended 2026 Plan
Weekday	5:00 a.m. – 12:00 a.m., every 15 min.	No change
Saturday	5:30 a.m. – 12:00 a.m., every 20 min.	No change
Sunday	5:30 a.m. – 11:30 p.m., every 20 min.	No change

**Frequent Route 68 San Jose Diridon Station – Gilroy Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	4:30 a.m. – 12:30 a.m., every 15 min.	No change
Saturday	5:30 a.m. – 12:30 a.m., every 20 min.	No change
Sunday	5:30 a.m. – 12:30 a.m., every 20 min.	No change

**Frequent Route 70 Milpitas BART – Capitol Station via Jackson**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min. on frequent segment (Capitol Station to Berryessa BART); 6:00 a.m. – 10:30 p.m., every 30 min. on less frequent segment (btwn. Milpitas BART and Berryessa BART)	No change
Saturday	6:30 a.m. – 12:00 a.m., every 20 min. on frequent segment (Capitol Station to Berryessa BART); 6:30 a.m. – 9:30 p.m., every 40 min. on less frequent segment (btwn. Milpitas BART and Berryessa BART)	No change
Sunday	6:30 a.m. – 11:00 p.m., every 20 min. on frequent segment (btwn. Eastridge and Berryessa BART); 7:00 a.m. – 9:00 p.m., every 40 min. on less frequent segment (btwn. Milpitas BART and Berryessa BART)	No change

**Frequent Route 71 Milpitas BART – Eastridge via White**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min	No change
Saturday	6:30 a.m. – 12:00 a.m., every 20 min.	No change
Sunday	7:00 a.m. – 11:00 p.m., every 30 min.	No change

**Frequent Route 72 Downtown San Jose – Senter & Monterey via McLaughlin**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min.	No change
Saturday	6:00 a.m. – 12:00 a.m., every 20 min.	No change
Sunday	6:30 a.m. – 11:30 p.m., every 30 min.	No change

**Frequent Route 73 Downtown San Jose – Senter & Monterey via Senter**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 11:30 p.m., every 15 min.	No change
Saturday	6:30 a.m. – 11:30 p.m., every 20 min.	No change
Sunday	6:30 a.m. – 11:00 p.m., every 30 min.	No change

**Frequent Route 77 Milpitas BART – Eastridge via King**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 12:00 a.m., every 15 min.	No change
Saturday	6:30 a.m. – 12:00 a.m., every 20 min.	No change
Sunday	6:30 a.m. – 11:00 p.m., every 30 min.	No change

**Local Route 83 Almaden & McKean – Ohlone–Chynoweth Station**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 9:00 p.m., every 60 min.	No change

**Local Route 84 Gilroy Transit Center – Saint Louise Hospital via Gilroy Outlets**

2025 Plan		Recommended 2026 Plan
Weekday	8:00 a.m. – 6:30 p.m., every 60 min.	No change
Saturday	9:30 a.m. – 5:30 p.m., every 60 min.	No change
Sunday	9:30 a.m. – 5:30 p.m., every 60 min.	No change



**Local Route 85 Gilroy Transit Center – Saint Louise Hospital via West Gilroy**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 7:30 p.m., every 60 min.	No change
Saturday	9:00 a.m. – 5:30 p.m., every 60 min.	No change
Sunday	9:00 a.m. – 5:30 p.m., every 60 min.	No change

**Local Route 86 Gavilan College – Gilroy Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	7:00 a.m. – 9:30 p.m., every 30 min.	No change

**Local Route 87 Morgan Hill Civic Center – Burnett Ave**

2025 Plan		Recommended 2026 Plan
Weekday	Peak hour only service; 6:30 a.m. – 8:30 a.m., 2:00 p.m. – 6:00 p.m., every 60 min.	No change

**Local Route 89 California Avenue Caltrain – Palo Alto VA Hospital**

2025 Plan		Recommended 2026 Plan
Weekday	6:30 a.m. – 6:30 p.m.; every 40 min. <i>Current service as of August 11, 2025 continues to operate 6:30 a.m. – 6:30 p.m. every 20-40 min. but will discontinue extra peak-hour bus (i.e. 20-min peak frequency) per the adopted 2025 plan, effective October 27, 2025.</i>	No change

**Express Route 101 Camden & Highway 85 – Stanford Research Park**

2025 Plan		Recommended 2026 Plan
Weekday	2 morning trips, 2 afternoon trips per day	No change

**Express Route 102 South San Jose – Stanford Research Park**

2025 Plan		Recommended 2026 Plan
Weekday	5 morning trips, 5 afternoon trips per day	No change

**Express Route 103 Eastridge – Stanford Research Park**

2025 Plan		Recommended 2026 Plan
Weekday	3 morning trips, 3 afternoon trips per day	No change

**Express Route 104 Milpitas BART – Stanford Research Park**

2025 Plan		Recommended 2026 Plan
Weekday	2 morning trips, 2 afternoon trips per day	No change

**Express Route 121 Gilroy/Morgan Hill – Lockheed Martin**

2025 Plan		Recommended 2026 Plan
Weekday	3 morning trips, 3 afternoon trips per day	Discontinue service partnership route with Lockheed Martin & Juniper Networks due to loss of sponsorship and low ridership

**School Route 246 Milpitas High School – Yellowstone & Butano**

2025 Plan		Recommended 2026 Plan
Weekday	2 morning trips, 4 afternoon trips per day coordinated with school bell times	No change

**School Route 247 Milpitas High School – Landess & Park Victoria**

2025 Plan		Recommended 2026 Plan
Weekday	1 morning trip, 1 afternoon trip per day coordinated with school bell times	No change

**School Route 255 Fremont High School – Lawrence & Tasman via Fair Oaks**

2025 Plan		Recommended 2026 Plan
Weekday	1 morning trip, 4 afternoon trips per day coordinated with school bell times	No change

**School Route 256 Willow Glen High School – First & Keyes**

2025 Plan		Recommended 2026 Plan
Weekday	1 morning trip, 2 afternoon trips per day coordinated with school bell times	No change

**School Route 287 Live Oak High School – Monterey & San Martin**

2025 Plan		Recommended 2026 Plan
Weekday	One trip departing after school (3:44 p.m. currently from Live Oak HS) when school is in session	No change

**School Route 288 Gunn High School – Loma Verde & Waverley**

2025 Plan		Recommended 2026 Plan
Weekday	1 morning trip, 1 afternoon trip per day coordinated with school bell times	No change

**School Route 288L Gunn High School – Louis & Fielding**

2025 Plan		Recommended 2026 Plan
Weekday	1 morning trip, 1 afternoon trip per day coordinated with school bell times	No change

**Rapid Route 500 San Jose Diridon – Berryessa BART**

2025 Plan		Recommended 2026 Plan
Weekday	5:00 a.m. – 2:00 a.m., every 10 min.	No change
Saturday	5:30 a.m. – 2:00 a.m., every 20 min.	No change
Sunday	7:30 a.m. – 2:00 a.m., every 20 min.	No change

**Rapid Route 522 Palo Alto – Eastridge Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 11:00 p.m., every 15 min.	No change
Saturday	6:00 a.m. – 11:00 p.m., every 15 min.	No change
Sunday	6:00 a.m. – 10:30 p.m., every 15 min.	No change

**Rapid Route 523 Lockheed Martin – Downtown San Jose**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 11:00 p.m., every 15 min. <i>Current service as of August 11, 2025 continues to operate 5:30 a.m. – 11:00 p.m. every 20 min.</i>	5:30 a.m. – 11:00 p.m., every 20 min.
Saturday	6:30 a.m. – 11:00 p.m., every 30 min.	No change
Sunday	7:00 a.m. – 10:30 p.m., every 30 min.	No change

**Rapid Route 568 San Jose Diridon – Gilroy Transit Center**

2025 Plan		Recommended 2026 Plan
Weekday	5:30 a.m. – 7:30 p.m., every 30 min.	No change

**LIGHT RAIL SERVICE****Blue Line Baypointe – Santa Teresa**

<b>2025 Plan</b>		<b>Recommended 2026 Plan</b>
Weekday	5:00 a.m. – 12:00 a.m., every 15 min. Late-night bus coverage after midnight provided by Route 201 (one southbound trip from Santa Clara Downtown San Jose Station to Santa Teresa) and Route 203 (two northbound trips from Civic Center to Baypointe and Alum Rock Stations) to allow closures for late-night track maintenance.	No change
Saturday	5:30 a.m. – 12:00 a.m., every 20 min. Late-night bus coverage after midnight provided by Route 201 (one southbound trip from Santa Clara Downtown San Jose Station to Santa Teresa) and Route 203 (two northbound trips from Civic Center to Baypointe and Alum Rock Stations) to allow closures for late-night track maintenance.	No change
Sunday	5:30 a.m. – 12:00 a.m., every 20 min. Late-night bus coverage after midnight provided by Route 201 (one southbound trip from Santa Clara Downtown San Jose Station to Santa Teresa) and Route 203 (two northbound trips from Civic Center to Baypointe and Alum Rock Stations) to allow closures for late-night track maintenance.	No change

**Green Line Winchester – Old Ironsides**

<b>2025 Plan</b>		<b>Recommended 2026 Plan</b>
Weekday	5:00 a.m. – 12:00 a.m., every 15 min. Late-night bus coverage after midnight provided by Route 202 (one southbound trip from Santa Clara Downtown San Jose Station to Winchester) to allow closures for late-night track maintenance.	No change
Saturday	6:00 a.m. – 12:00 a.m., every 20 min. Late-night bus coverage after midnight provided by Route 202 (one southbound trip from Santa Clara Downtown San Jose Station to Winchester) to allow closures for late-night track maintenance.	No change
Sunday	6:00 a.m. – 12:00 a.m., every 20 min. Late-night bus coverage after midnight provided by Route 202 (one southbound trip from Santa Clara Downtown San Jose Station to Winchester) to allow closures for late-night track maintenance.	No change

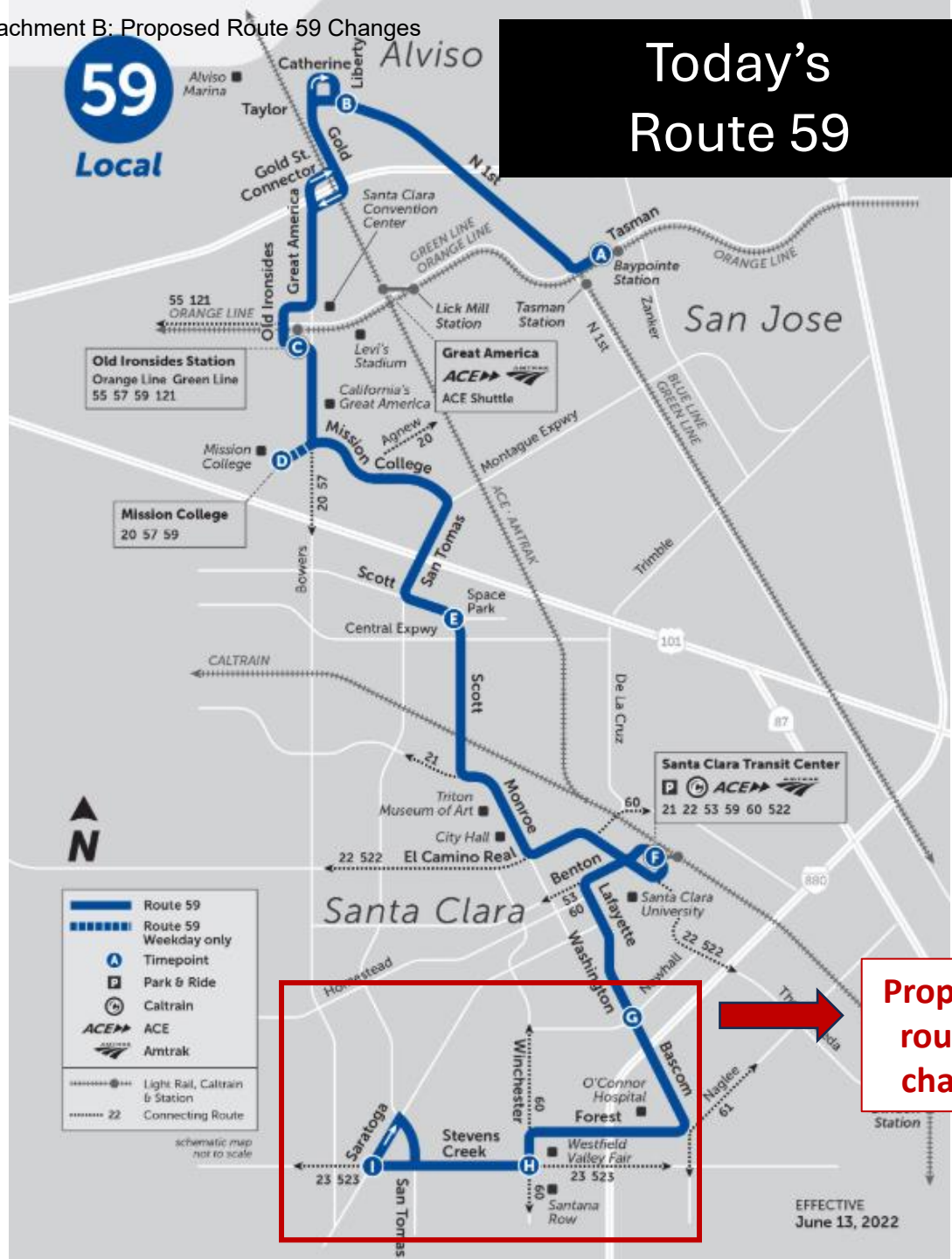
**Orange Line Alum Rock – Mountain View**

<b>2025 Plan</b>		<b>Recommended 2026 Plan</b>
Weekday	<p>5:00 a.m. – 12:00 a.m., every 15 min.</p> <p>Late-night bus coverage after 10:00 p.m. provided by Route 200 (three westbound trips from Baypointe to Mountain View Station) to allow closures for late-night track maintenance.</p> <p>Late-night bus coverage after 11:00 p.m. provided by Route 203 (one eastbound trip from Civic Center through Baypointe to Alum Rock) to allow closures for late-night track maintenance.</p>	No change
Saturday	<p>6:00 a.m. – 12:00 a.m., every 20 min.</p> <p>Late-night bus coverage after 10:00 p.m. provided by Route 200 (three westbound trips from Baypointe to Mountain View Station) to allow closures for late-night track maintenance.</p> <p>Late-night bus coverage after 11:00 p.m. provided by Route 203 (one eastbound trip from Civic Center through Baypointe to Alum Rock) to allow closures for late-night track maintenance.</p>	No change
Sunday	<p>6:00 a.m. – 12:00 a.m., every 20 min.</p> <p>Late-night bus coverage after 10:00 p.m. provided by Route 200 (three westbound trips from Baypointe to Mountain View Station) to allow closures for late-night track maintenance.</p> <p>Late-night bus coverage after 11:00 p.m. provided by Route 203 (one eastbound trip from Civic Center through Baypointe to Alum Rock) to allow closures for late-night track maintenance.</p>	No change

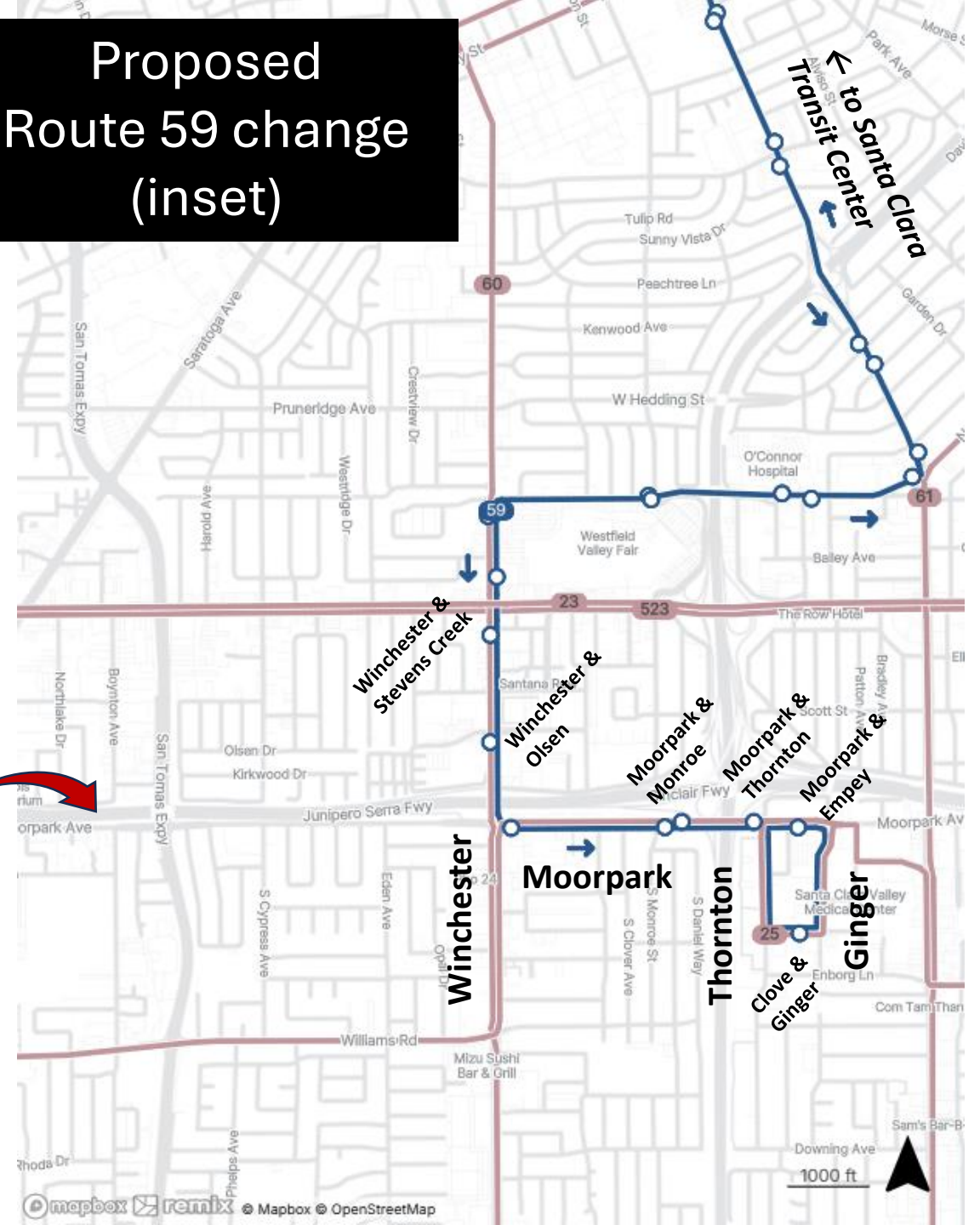


# Today's Route 59

# Proposed Route 59 change (inset)



## Proposed routing change



## INREACH & COMMUNITY ENGAGEMENT EVENTS 2026 TRANSIT SERVICE PLAN

### VTA-HOSTED COMMUNITY MEETINGS

	Date	Time	Meeting
1	11-Jun-25	6:00 PM	2026 Service Plan Virtual Community Meeting #1 (Zoom, YouTube Live)
2	17-Jun-25	6:00 PM	Community Meeting #1 at Quinlan Community Center
3	26-Jun-25	12:00 PM	2026 Service Plan Virtual Office Hours (Zoom, YouTube Live)
4	30-Jun-25	10:30 AM	VTA Downtown San Jose Customer Service Center Pop-Up

### CITY & COMMUNITY ORGANIZATION MEETINGS

	Date	Time	Meeting
1	21-Apr-25	3:00 PM	VTA/City of Mountain View Coordination Meeting
2	30-Apr-25	3:00 PM	VTA/City of Campbell Coordination Meeting
3	6-May-25	2:00 PM	VTA/City of Morgan Hill Coordination Meeting
4	9-May-25	2:00 PM	VTA/City of San Jose Coordination Meeting
5	13-May-25	3:00 PM	VTA/City of Milpitas Coordination Meeting
6	19-May-25	1:00 PM	Community Design and Transportation Network (CDTN) Meeting
7	20-May-25	1:00 PM	VTA/City of Sunnyvale Coordination Meeting (email update)
8	5-Jun-25	2:30 PM	VTA/City of Santa Clara Coordination Meeting

### TABLING EVENTS

	Date	Time	Event
1	8-Jun-25	10:00 AM	Viva Calle
2	14-Jun-25	12:00 PM	Downtown San Jose Juneteenth Festival
3	28-Jun-25	9:00 AM	Sunnyvale Farmers' Market
4	4-Jul-25	3:00 PM	July 4th Event at Lake Cunningham Park

### INREACH (VTA STAFF BRIEFINGS)

	Date	Time	Meeting
1	28-Apr-25	1:00 PM	Marketing/Service Operations & Planning Meeting
2	5-May-25	10:00 AM	Planning & Programming Division Meeting
3	12-May-25	4:30 AM	Operator Tailgates at Cerone Division
4	13-May-25	4:30 AM	Operator Tailgates at North Division
5	14-May-25	4:30 AM	Operator Tailgates at Chaboya Division
6	27-May-25	10:45 AM	Customer Service (Information Service Representative) Meeting #1
7	27-May-25	1:00 PM	Customer Service (Information Service Representative) Meeting #2

### VTA BOARD & COMMITTEE MEETINGS

	Date	Time	Meeting
1	10-Sep-25	1:30 PM	VTA Technical Advisory Committee (TAC)
2	10-Sep-25	4:00 PM	VTA Citizens Advisory Committee/Citizens Watchdog Committee (CAC/CWC)
3	11-Sep-25	10:00 AM	VTA Committee for Transportation Mobility and Accessibility (CTMA)
4	11-Sep-25	4:00 PM	VTA Policy Advisory Committee (PAC)
5	18-Sep-25	3:00 PM	VTA Safety, Security, and Transit Planning & Operations Committee (SSTPO)
6	2-Oct-25	5:30 PM	VTA Board of Directors Meeting

# 2026 Transit Service Plan

VTA Service Planning  
September 2025  
Committee Meetings



# Why We Are Here Today

Action for Committees:

**Recommend that the Board adopt the 2026 Transit Service Plan**



VTA's Annual Transit Service Plan Process



# Plan Overview & Objectives

The 2026 Transit Service Plan is a **budget-neutral plan** proposing only minor updates to the 2025 Plan.

**Maintain service levels,  
in response to budget shortfalls**

Preserve  
operational resources



Minimize  
impacts to riders

# Proposed Service Changes for 2026

## **Local Bus 59 : Stevens Creek & Saratoga – Baypointe via Alviso**

Serve Valley Medical Center instead of Stevens Creek & Saratoga

→ improves regional connections to Santa Clara Transit Center

## **Express Bus 121 : Gilroy/Morgan Hill – Lockheed Martin**

Discontinue service partnership route

→ loss of employer sponsorship, low ridership

## **Rapid Bus 523 : San Jose State – Lockheed Martin via De Anza**

Continue operating at 20-minute weekday frequency

→ 15-minute frequency not feasible in 2025 due to financial constraints

**Light Rail:** no changes

# Inreach and Community Engagement

23 events over 6 weeks...



RSVP: [bit.ly/4bXO7Dr](https://bit.ly/4bXO7Dr)



VTA @VTA · Jun 10

It's that time of year again when we discuss next year's service! 🚌

Join an upcoming event to engage with staff on service planning and the proposed changes for 2026.

...

## COMMUNITY MEETINGS

June 11, 2025 | 6-7:30 p.m.  
Virtual Meeting

June 17, 2025 | 6-7:30 p.m.  
Quinlan Community Center

June 26, 2025 | 12-1 p.m.  
Virtual Office Hours

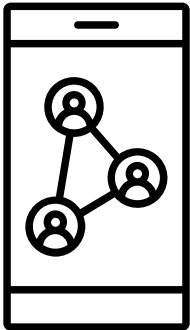
**VTA's Draft 2026  
Transit Service  
Plan is Out!**



65

comments

69k



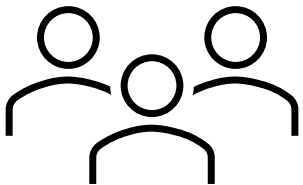
social media  
impressions

780



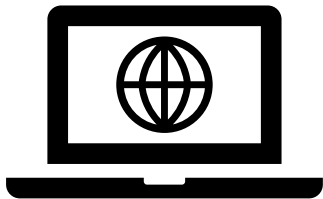
webpage viewers

880+



attendees

1,300+



webpage views

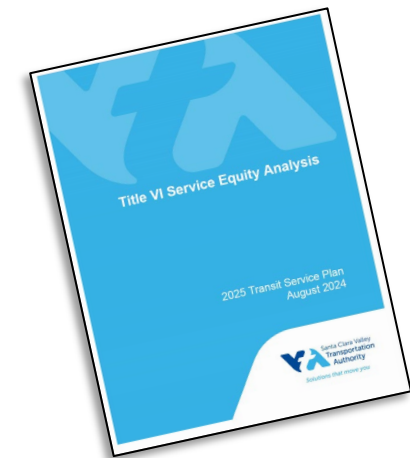
# Impacts of the 2026 Service Plan on...

## Paratransit Service

- ✓ No change from the 2025 Service Plan's paratransit service boundaries
- ✓ No change in temporal availability of service

## Historically Underserved (Title VI) Communities

- ✓ No disparate impacts on communities of color
- ✓ No disproportionate burdens on low-income communities



*Title VI Service  
Equity Analysis*

# Next: Board Adoption & Service Implementation

## Action for Committees:

**Recommend that the Board adopt the 2026 Transit Service Plan**

**September 18**      Action: SSTP&O recommendation

**October 2**      Action: BOD adoption

**October 27**      Last minor service changes of 2025

2026 service implemented over four signups:

**January 12, 2026 ▪ April 13, 2026 ▪**

**August 10, 2026 ▪ October 26, 2026**