

Envision Outreach Report

What we are hearing so far

Variety of Channels and Opportunities

- Formal Stakeholder Groups
- VTA Advisory Groups
- Public Meetings
- Smaller Group meetings such as service clubs and affinity groups
- Website
- Social media

The number of inputs and comments is large and growing!

Stakeholder Groups

- Formed in 2014
- Representatives from transit groups, environmental organizations, universities, engineering firms, community service organizations, road users, chambers of commerce, labor, etc.
- Meet every other month on average
- Also, Utilizing VTA's existing advisory groups (CAC, TAC, BPAC, CTA, PAC)

Community Outreach Presentations

- Presentations started in Summer 2015
- 1,500+ people reached in:
 - 35 separate small group presentations
 - 5 public open house meetings
 - 4 jointly hosted public meetings coordinated by Transit Justice Alliance
 - 260+ comments recorded

On-line Input

- Website went live in March 2015
- 582,000+ website hits by 156,000 people
- 4,295+ inputs/comments

- Envision Budget tool went live in October 2015
- \$6b allocation—1,170+ completed budgets
- Text message poll asked for priorities

What are we hearing so far? A couple things to remember

- Not complete with outreach effort--still making presentations and getting on-line input
- Not scientific—input is from self selected participants
- Lots of similarities between suggestions
- Some differences in priorities

In person feedback from community meetings and public group presentations

- 65% of comments focused on transit and transit related issues.
 - Mostly related to existing services and issues related to existing service (stops, fares, hours, safety, etc.)
- 10% of comments referenced bike/ped issues
- 10 % of comments referenced highway and surface streets
- The remaining comments are regarding funding sources, environmental issues, public private partnerships, and the agency website

Demographics

- Most of the groups scheduling the presentations were comprised of attendees of approximately 50 years old and older with many groups representing seniors 65+
- In person feedback focused on existing transit service
- On-line input is weighted from the 25-44 year old demographic
- On-line input is shaped toward specific but diverse set of projects such as BART, bike projects, and ITS

In Person Feedback

- While in-person feedback as previously mentioned tends toward suggestions for bettering existing transit service
- 40% of the comments are related to existing bus service—suggestions as to routes, hours, stops and transfers being frequent topics especially among seniors and students
- 14% of the feedback related to LRT—comments related to speeding up LRT especially through downtown San Jose as well as extensions to various areas such as Eastridge and the Airport were popular

In Person Feedback (continued)

- 12% of the transit related feedback were regarding BART. There has been concern raised regarding sufficiency of parking for BART and the expense of the BART project compared to other types of transit as well as concern from the Alum Rock Station area community regarding construction impacts especially in light of the current BRT project impacts.
- 10% of the transit comments relate to overall system connectivity
- 10% to system accessibility

In Person Feedback (continued)

- 12.5% of the overall comments were bicycle related - many of which related to the need for bicycle safety projects at specific locations
- There were also many comments related to road projects including the proposed Route 85 Express lane project which was opposed by many who attended the meetings. Other road related feedback was related to interchanges related to development such as Cottle Road/Route 85 and I-280/Winchester Blvd. as well as the new Apple Campus in Cupertino at Wolfe/I-280

On-Line Poll—Top Five Priorities

- Improved transit service and travel times
- Using technology to improve the transportation experience
- Relief of roadway bottlenecks
- Providing Bicycle and Pedestrian projects that promote connectivity, and
- Increasing funding for bicycle projects, sidewalks and bus stops.

Budget Tool—Composite Budget

- 25% of budget for BART Phase II
- 15% for Potholes/roadway maintenance
- 10% Expressways
- 10% Highways
- 10% Transit Operations
- 8% to 9% for Caltrain and transit capital projects 8-9% each
- 2% investment in intelligent transportation systems
- Less than 1% for senior and disabled focused mobility projects

Demographics

- The on-line input has been received from participants scattered across the county with many zip codes represented.
- The most intense input is coming from San Jose with downtown zip codes as well as Willow Glen neighborhoods well represented.
- Additional strong numbers of participants are coming from Milpitas, Morgan Hill, Mountain View and Almaden Valley.
- Interestingly no one from the NASA Ames area or Coyote Valley has signed in all other zip codes show some participation.

Funding

- On-line participants responded favorably to a 30 year 1/2 cent tax by a margin of 84% support to 15% opposed to such a tax.
- While 7% of in person feedback has urged VTA to look at some alternative funding sources such as gas tax or employee taxes or bike registration fees.
- Again, this on-line feedback is not necessarily representative of the November 2016 voters but an important bell weather nonetheless.

Stakeholder Feedback

- Their input has been varied and slightly different from the on-line and in-person community meetings. The social service providers and some of the other stakeholders have advocated for transit pass subsidies while another portion of the stakeholders have spoken out for grade separation and capacity projects along the Expressways and/or Caltrain.
- The Technical Advisory Committee has consistently talked about road maintenance and complete streets project eligibility requirements.
- The Advisory Committees for Bicycle and Pedestrian issues and the Committee for Transit Accessibility focus on giving feedback to their areas of expertise.

Additional Stakeholder Feedback and Next Steps

- Cities and Stakeholder Groups have begun to suggest their own expenditure plan breakdowns by category.
- Additional polling of likely November voters will be conducted by the private sector.
- Report cards for the individual projects are being vetted with the Stakeholder Committee and the Advisory Committees.
- Envision Team will continue to gather input, synthesize the information to find similarities and deviations and begin to bring possible scenarios together for discussion.

Questions?