

Alviso Community-Based Transportation Plan



Conducted by:

Santa Clara Valley Transportation Authority

In partnership with:

Metropolitan Transportation Commission

County of Santa Clara

City of San Jose, Office of Kansen Chu



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Executive Summary

History of Community-Based Transportation Planning

In 2001, the Metropolitan Transportation Commission (MTC) completed the Lifeline Transportation Network Report and the Environmental Justice Report. Both reports identified the importance of a focused, community-based planning effort to address transportation needs of low-income communities throughout the Bay Area. Building on the findings of these reports, MTC initiated its Community-Based Transportation Planning Program in 2002. Through this effort, local public transit operators, transportation providers, community-based organizations, and county congestion management agencies (CMAs) identify transportation needs and generate detailed action plans at the local level.

The result of each planning process is a community-based transportation plan (CBTP) that identifies transportation needs and potential solutions. Each CBTP contains:

- A demographic analysis of the study area;
- Documented public outreach strategies and results;
- A list of community-prioritized transportation barriers;
- Potential strategies to address identified barriers;
- Potential funding sources; and
- Identified stakeholders committed to implementing elements of the plan, where applicable.

Alviso Community-Based Transportation Plan

In January 2012, VTA initiated a CBTP focused on transportation needs of low-income communities in Alviso, one of the areas selected in MTC's *Lifeline Transportation Report*. Building on the MTC assessment, the Alviso CBTP documents the efforts and results of the planning process. It describes the public outreach process used to compile community input, a listing of potential solutions, and a concerted action plan with possible funding sources for implementing transportation solutions.

Cooperation among local partners, both public and private, was crucial to the development of the Alviso CBTP. **Stakeholder agencies** involved in the Alviso CBTP process were: VTA, as lead agency; MTC, as funding partner; the County of Santa Clara; the City of San Jose, the office of Kansen Chu; the Alviso Neighborhood Group; the Santa Visits Alviso Foundation; and OUTREACH, Inc.

CBTP Process

Representatives from these stakeholder agencies formed a **Project Working Group** to provide input throughout the CBTP process. The Project Working Group provided extensive input on public outreach efforts, the development of informational materials, and transportation challenges faced by Alviso residents. The group also developed a fact sheet/comment card to be distributed during the public outreach period.

The development of this plan included a collaborative planning process that worked with the Alviso community to identify key stakeholders to allow for a focused, efficient and effective community outreach program. Community participation was crucial to correctly identify transportation needs in the Alviso community and work to develop solutions to those needs. The outreach program sought to create many options for community members to participate in the planning process and provide input on their transportation needs, such as:

- Participating in the Project Working Group
- Attending neighborhood meetings where VTA staff presented the project
- Attending a community event where the project was presented
- Participating in focus group meetings
- Responding to the Transportation Comment Cards

The transportation issues that were of primary concern to community members were the following:

- Public transit service frequency
- Public transit service hours
- Amenities at bus stop waiting areas
- Pedestrian facilities
- Bicycle facilities

Alviso CBTP Transportation Proposals

Following the public outreach period, the Project Working Group developed a list of proposed solutions to address the transportation needs identified through the Milpitas CBTP outreach process. The project development approach built on existing transportation plans and studies relevant to Alviso as well as developed new ones in collaboration with the Project Working Group. **Table EX-1** lists the Alviso CBTP proposals that were developed as possible solutions to transportation needs. These are described in more detail in Chapter 7.

The Alviso CBTP first identified specific improvements related to community concerns, and then it also listed requests that were more demand responsive in nature. Traditionally, projects are selected through a collective evaluation process; however given the size of Alviso and its population, it was determined that there would be specific proposals that highlighted the needs gathered through the community outreach process.

Table EX-1 Alviso Transportation Proposals

PROJECT TYPE	PROJECT
Transit Services	<ul style="list-style-type: none"> ▪ Midday Transit Service on the Existing Line
Transportation Amenities	<ul style="list-style-type: none"> ▪ Alviso Bus Stop Improvements
Bicycle and Pedestrian Improvements	<ul style="list-style-type: none"> ▪ Bay Trail Reach 9/9B - Alviso Slough, near Gold Street
Pedestrian Improvements	<ul style="list-style-type: none"> ▪ Alviso Master Plan Sidewalk Implementation
Bicycle Improvements	<ul style="list-style-type: none"> ▪ Alviso Master Plan Bicycle Facilities
Demand-Responsive Services	<ul style="list-style-type: none"> ▪ Senior Health Transportation ▪ Neighborhood Van Service ▪ Give Kids a Lift ▪ Guaranteed Ride Program

About VTA

Santa Clara Valley Transportation Authority (VTA) is an independent special district responsible for bus, light rail and paratransit operations; congestion management; specific highway improvement projects; and, countywide transportation planning. As such, VTA is both an accessible transit provider and multi-modal transportation planning organization involved with transit, highways and roadways, bikeways and pedestrian facilities.

VTA provides services to the 15 cities of Santa Clara County: Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Morgan Hill, Mountain View, Palo Alto, San Jose, Santa Clara, Saratoga and Sunnyvale.

VTA, as the designated Congestion Management Agency for Santa Clara County, was selected as lead agency in developing Community-Based Transportation Plans.

CHAPTER 1

Introduction

This chapter describes the purpose of the Alviso Community-Based Transportation Plan (CBTP), and the local planning effort to develop the CBTP.

CBTP Purpose

The purpose of this study is to analyze specific transportation needs of low-income and minority communities in Alviso. Low-income residents require safe, affordable, and reliable transportation services to meet daily needs, including access to work, education, medical facilities, and other life-enhancing services. The challenge for local agencies and jurisdictions is providing needed transportation options with responsible and efficient use of available funding and resources.

This study documents the specific needs of Alviso low-income and minority residents, gathered through a public outreach process and other pre-existing plans and initiatives in the City of San Jose. Alviso residents and community-based organizations worked with local transportation providers to develop this CBTP. The Milpitas CBTP provides much of the information necessary to develop and implement relevant projects and services to improve transportation for residents in Alviso.

Throughout this study, the term *lifeline* will be used to describe transportation services that connect communities of low-income residents to work sites, school locations, medical facilities, and locations where other vital services are provided.

Community-Based Transportation Planning

Following the passage of the federal welfare reform legislation, the Metropolitan Transportation Commission (MTC), the regional transportation planning agency for the San Francisco Bay Area, has initiated a program to address transportation needs of low-income communities throughout the Bay Area. Through its Community-Based Transportation Planning Program, MTC unites community residents, local public transit operators and transportation providers, community-based organizations, and county congestion management agencies (CMAs) to design and implement transportation solutions at the local level.

The Community-Based Transportation Planning Program was launched in 2002 after MTC completed two reports in 2001: the *Lifeline Transportation Network Report* and the *Environmental Justice Report*. Both reports identified the importance of a focused, grassroots planning effort to identify transportation needs and detailed action plans.

The objectives of the program are to:

- Emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- Foster collaboration between local residents, community-based organizations, transit operators, Congestion Management Agencies and MTC and;
- Expand community capacity by involving community-based organizations in the planning process.

The result of each planning process is a community-based transportation plan (CBTP) that identifies transportation needs and potential solutions. Each CBTP contains:

- A demographic analysis of the study area;
- Documented public outreach strategies and results;
- A list of identified transportation barriers;
- Potential strategies to address identified barriers;
- Potential funding sources; and
- Identified stakeholders committed to implementing elements of the plan, where applicable.

MTC adopted CBTP guidelines in 2002, which also identified 25 communities throughout the Bay Area. Since the program's inception, MTC and local agencies have partnered to produce transportation plans for many of these communities. MTC selected seven locations in Santa Clara County to complete CBTPs. **Figure 1-1** shows all of the Communities of Concern in Santa Clara County. To date three plans have been completed: the City of Gilroy (2006), East San Jose (2008), and the City of Milpitas (2009). **Figure 1-2** is a map showing the completed CBTP projects in Santa Clara County. Upcoming CBTP projects in Santa Clara County include Mountain View/Palo Alto, Santa Clara, and South San Jose/ Morgan Hill.

Figure 1-1 Communities of Concern in Santa Clara County

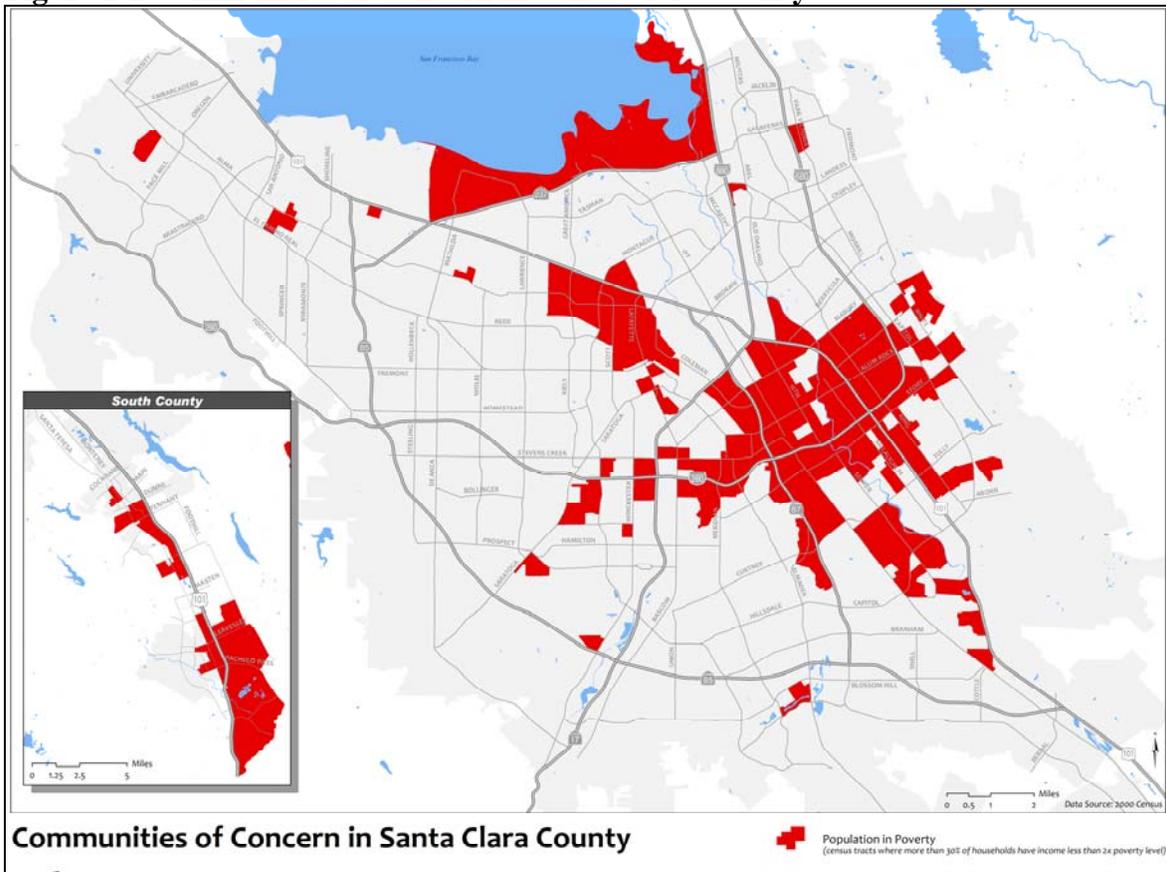
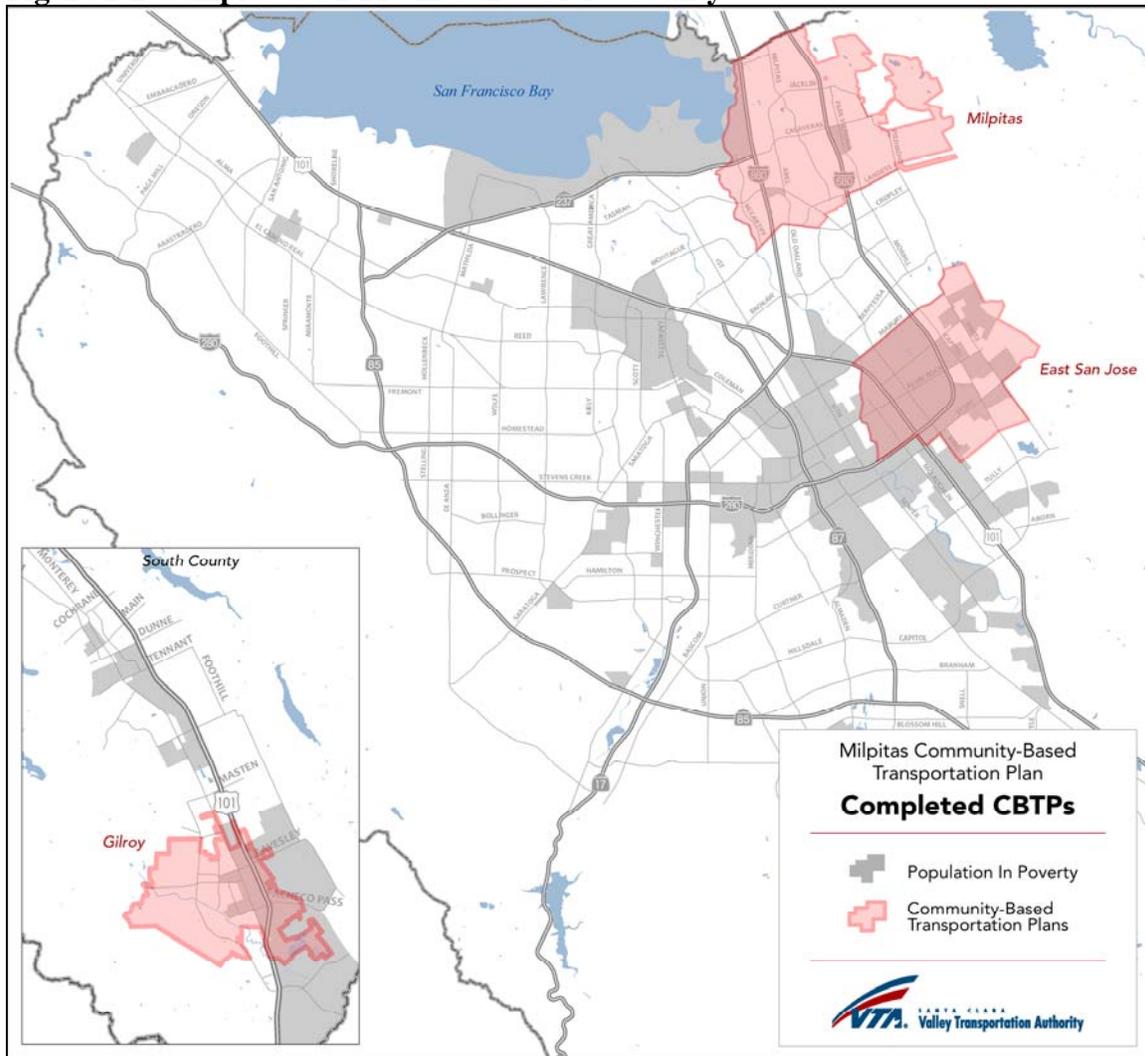


Figure 1-2 Completed CBTPs in Santa Clara County

Local Planning Effort in Alviso

The focus of the MTC program CBTP is an intensive community outreach process that actively involves the Alviso community in the planning process and solicits their direct input on transportation needs as well as identifying solutions to address those needs.

The Alviso CBTP documents the efforts and results of the six month planning and public involvement process. It describes the public outreach process used to garner community input, a listing of potential options to address community transportation needs, and an action plan that identifies possible funding sources for implementing transportation options. The plan also relies heavily on previous planning efforts either in process or recently completed by the City of San Jose and VTA.

CHAPTER 2

Study Area Profile

The purpose of this chapter is to provide a description of the study area's existing conditions including demographics, travel patterns and transit market.

Location

Alviso is diverse community located entirely within San Jose and south of Fremont along the southern end of the San Francisco Bay, adjacent to State Route 237 (**Figure 2-1**). The study area also is close to the Moffett Park Business District as well as the San Francisco Bay See **Figure 2-2** for a detailed map of the Alviso Community-Based Transportation Plan study area.

Figure 2-1 Map of Santa Clara County

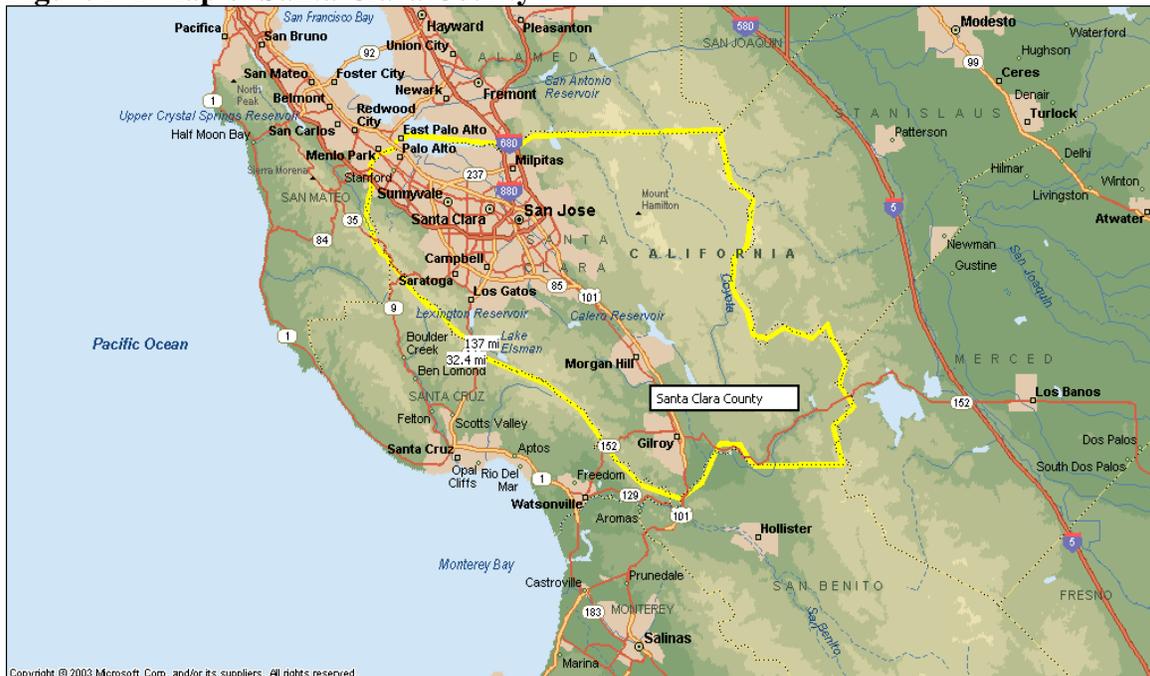
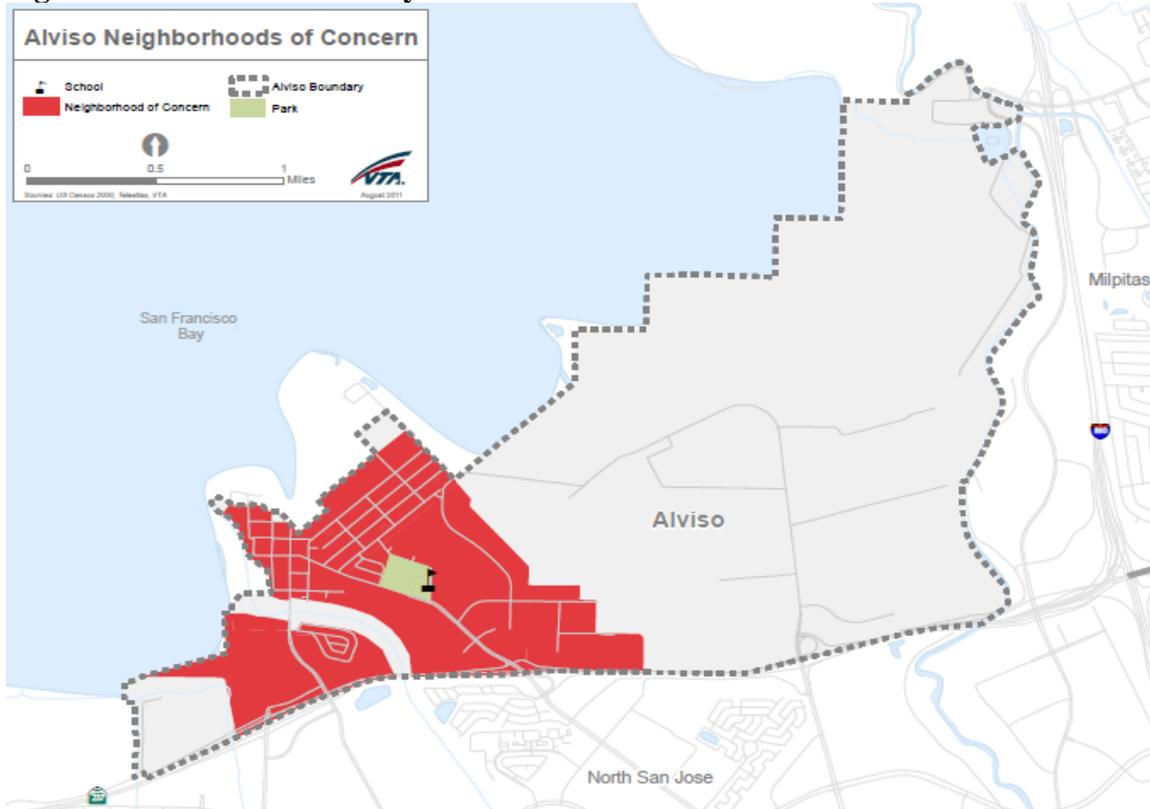


Figure 2-2 Alviso CBTP Study Area

Demographics

Population and Ethnicity

According to 2010 US Census information, the total population in the city of Alviso is 2,144. As **Table 2-1** shows 61 percent of the study area population is of Hispanic origin compared to 27% percent for Santa Clara County.

Table 2-1 Ethnic Composition of Study Area

Race/ Ethnicity	Study Area	Santa Clara County
White	39%	47%
Black / African American	2%	3%
American Indian / Alaska Native	1%	1%
Asian	17%	32%
Native Hawaiian	0%	1%
Some other race	36%	12%
Two or more races	5%	5%
Hispanic	61%	27%
Non-Hispanic	39%	73%

Source: 2010 US Census

Language

As **Table 2-2** shows, 62 percent of Alviso residents speak Spanish, compared to 19 percent in Santa Clara County. The percentage of Spanish speakers in Milpitas is about 3 times those found in Santa Clara County.

Table 2-2 English Proficiency

English Proficiency for Population Age 5 and up	Study Area	Santa Clara County
Speak only English	32%	49%
Speak Spanish	62%	19%
Spanish_ English less than very well	39%	9%
Speak other Indo-European	0%	8%
Indo-Eur_ English less than very well	0%	2%
Speak Asian and Pacific Is.	6%	23%
API_ English less than very well	10%	11%

Source: 2010 US Census

Age

As **Figure 2-3** shows, out of the total population in the Alviso study area, 28 percent are under the age of 18.

Table 2-3 Age Distribution

Age Distribution	Study Area	Santa Clara County
Total Population under 18	28%	27%
Total Population over 65	9%	11%

Source: 2010 US Census

Income and Poverty

As **Table 2-4** shows, the median household income in the Study Area is \$52,202 compared to \$86,850 in Santa Clara County. In Santa Clara County, the average household size is 2.9 persons, which brings the 200 percent poverty threshold approximately to \$35K for the average households in the county.

From the table, we can see that a majority of the residents in Alviso live on less than \$50,000 a year. The averages for residents who live on less than \$10,000 a year is higher than the rest of Santa Clara County. Many of these residents are seniors who have transportation needs that are not being met.

Table 2-4 Median Household Income

2006-2010 Household Income Range	Study Area	% of County
Less than \$10,000	16%	4%
\$10,000 to \$14,999	0%	3%
\$15,000 to \$24,999	9%	6%
\$25,000 to \$34,999	8%	6%
<hr/>		
\$35,000 to \$49,999	13%	9%
\$50,000 to \$74,999	11%	15%
\$75,000 to \$99,999	15%	13%
\$100,000 to \$149,999	17%	19%
\$150,000 to \$199,999	4%	11%
\$200,000 or more	7%	14%
Median household income (dollars)	\$ 52,202	\$83,074

Approximate
200% Federal
Poverty Level
Threshold for
Santa Clara
County

Source: 2010 US Census.

Transportation

As **Table 2-5** shows, 6 percent of the Alviso study area population use public transportation to commute to work. The use of public transit for commuting is low compared with the 3.5 percent for Santa Clara County. Over 15 percent of Alviso residents carpool to work, compared with what is seen in Santa Clara County, where it is about 10 percent. In addition, the majority of Alviso residents drive alone.

Table 2-5 Commute to Work

Commute to Work	Study Area	Santa Clara County
Auto – drive alone	73%	77%
Auto – carpooled	15%	10%
Public transportation	6%	4%
Walked	3%	2%
Other	1%	3%
Worked from home	2%	4%
Mean travel time to work (minutes)	23min	24min

Source: 2010 US Census

Existing Transportation Network

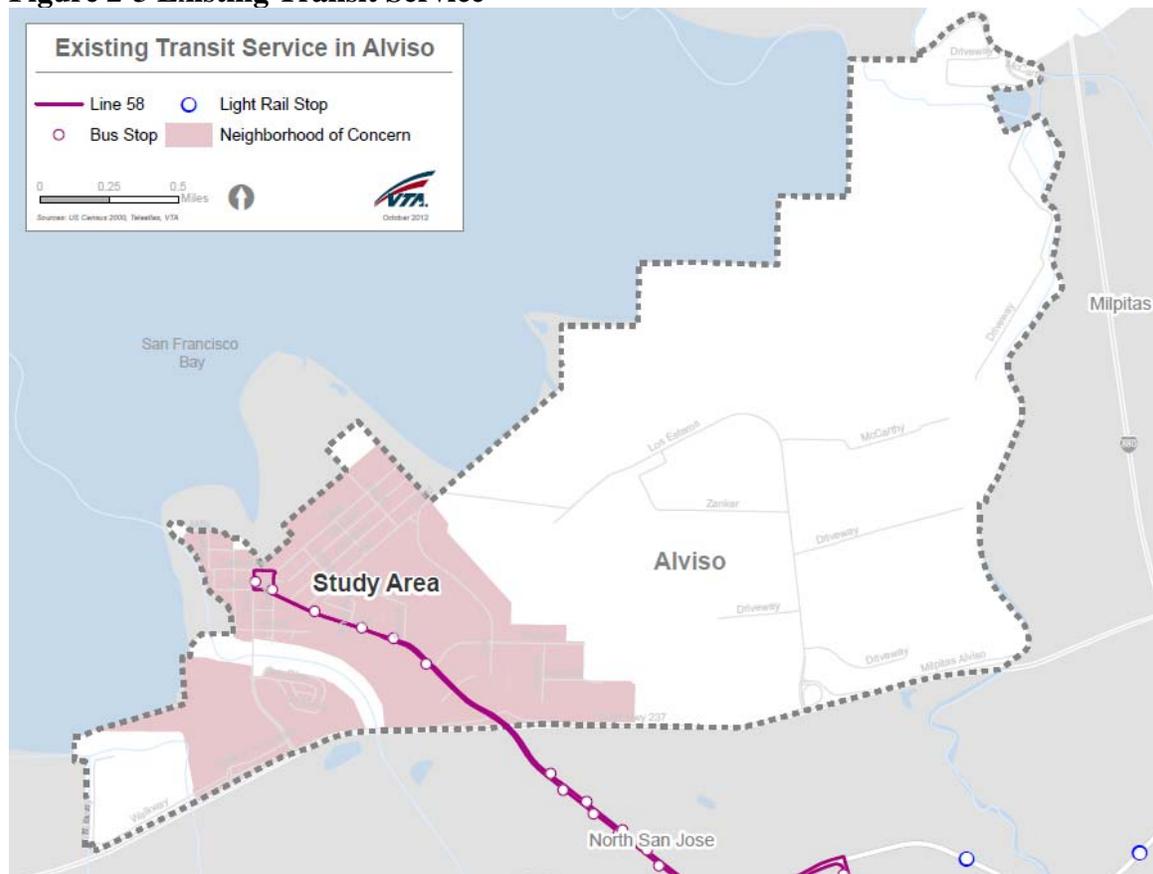
On January 14, 2008 the VTA implemented new bus service in Santa Clara County as a result of the Comprehensive Operations Analysis (COA). The COA was a two year in-depth effort to analyze VTA's existing transit services, identify underserved markets and ultimately produce a new structure for bus service. The analysis was a survey of VTA bus and light rail passengers and a telephone survey of Santa Clara County households. As a result of the analysis, several key findings were made about the bus route in Alviso:

Route 58 Tasman/1st – Great Mall/Main Transit Center

- This is not a high-performance route, especially north of Tasman Drive.
- Route 58 also provides the only transit access in and out of Alviso. It is also the only connection to the Light Rail Station on North First Street and Tasman Drive.

Figure 2-3 shows the existing transit service available in Alviso after the COA implementation on January 2008.

Figure 2-3 Existing Transit Service



Travel Destinations

The majority of Alviso residents are traveling outside of Alviso. They are traveling from different cities in Santa Clara County as well as outside the County. The most popular travel destinations are destinations in neighboring areas of San Jose. During the development of the Alviso CBTP, it was noted that because of the residential nature of Alviso, generally most worked outside of the neighborhood. The majority of the residents felt that the location of Alviso combined with the lack of services within Alviso's boundaries force them to travel great distances. For example, many residents do their shopping either in Milpitas or nearby Sunnyvale. A great concern was the lack of

transit service for their residents who felt it more convenient to drive to their destinations. There is however recreational sites within Alviso that attract many people outside of the community.

Alviso Marina County Park

This 18.9 acres (76,000 m²) bayside park, though small in size, offers a great deal of activities within its boundaries and on into the Wildlife Refuge. A light dredging of the channel, a new boat ramp, two piers and parking lot were completed in time for the start of summer this year, giving boaters access to the bay again after a quarter of a century. Both the pathways and boardwalks of the County Park and trails around the ponds in the adjacent Wildlife Refuge offer fantastic views of the mountains surrounding the bay, and of the wildlife that call these ponds home.

Hiking, biking and bird watching are favorite activities in both the park and the refuge, while picnicking and strolling along the manicured pathways can be enjoyed within the County Park.

Don Edwards Wildlife Refuge

The Don Edwards San Francisco Bay National Wildlife Refuge, the first urban National Wildlife Refuge established in the United States, is dedicated to preserving and enhancing wildlife habitat, protecting migratory birds, protecting threatened and endangered species, and providing opportunities for wildlife-oriented recreation and nature study for the surrounding communities.

As of 2004, the Refuge spans 30,000 acres (120 km²) of open bay, salt pond, salt marsh, mudflat, upland and vernal pool habitats located throughout the southern portion of the San Francisco Bay. Millions of shorebirds and waterfowl stop to refuel at the Refuge during the spring and fall migration. In addition to its seasonal visitors, the Refuge provides critical habitat to resident species like the endangered California clapper rail and salt marsh harvest mouse. Today, hundreds of thousands of people visit the Refuge each year to enjoy its diverse wildlife and habitats.

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CHAPTER 3

Relevant Studies and Reports

The purpose of this chapter is to provide an overview of reports and studies that are relevant to the Alviso Community-Based Transportation Plan.

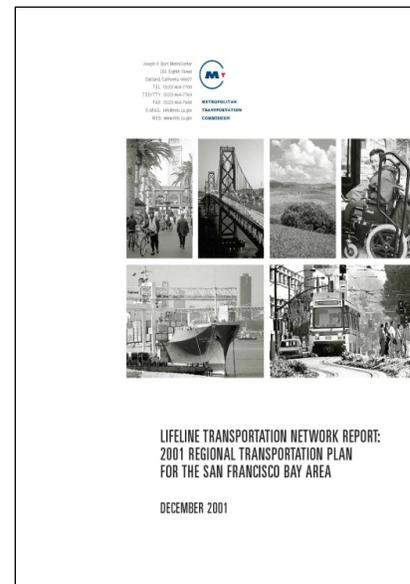
Project Name	Completion Date
Lifeline Transit Network Report/Regional Transportation Plan	December 2001
Envision 2040: San Jose General Plan	September 2012
Alviso Master Plan	October 1998
San Jose Bikeways Master Plan	November 2009
Valley Transportation Plan (VTP) 2035	January 2009
Comprehensive Operations Analysis	January 2008

Metropolitan Transportation Commission (MTC)

2001 Lifeline Transit Network Report/2001 Regional Transportation Plan

The Metropolitan Transportation Commission (MTC) as a piece of the 2001 Regional Transportation Plan, conducted a thorough analysis on a route-by-route basis of the Bay Area transit network to identify which public transit services were most vital to disadvantaged neighborhoods. The final 2001 Lifeline Transit Network Report identified transit routes that are considered critical to low-income communities as those that:

- serve a neighborhood with a high concentration of CalWORKS households;
- provide service directly to areas with high concentrations of essential destinations;
- provide core trunkline service as identified by the transit operator; or
- provide a key regional link



The report also identified transportation gaps in low-income communities that prevent full access to the jobs and services, and recommended solutions to address these gaps.

The Community Based Transportation Planning Program was a recommendation of the Lifeline Transit Network Report as a means for communities to set priorities and evaluate options for filling local transportation gaps. MTC began the CBTP program in 2002, and

specified each CBTP planning process would be led by the local CMA and would build on the Lifeline Transit Network Report to further identify transportation gaps in the identified communities.

Some of the key findings for Santa Clara County in the Lifeline Transit Network Report are:

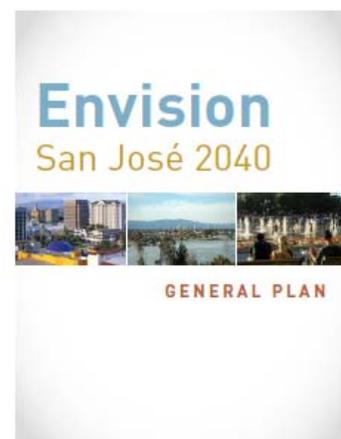
- 12 of the 26 VTA Lifeline Transportation Network routes meet the hours of service objective on weekdays; 10 routes meet the objective on Saturdays, and 9 routes meet the objective on Sundays.
- VTA's routes serve all areas in the county with either a large concentration of CalWORKS households or a concentration of essential destinations.
- Small clusters of low-income persons are scattered throughout the county.
- Santa Clara County has many concentrations of destinations including Downtown San Jose, Santa Clara, Sunnyvale, Mountain View, and Palo Alto. However, similar to San Mateo County, a mismatch exists between the location of low-income households and concentrations of destinations; most low-income households are in the eastern part of the county and essential destinations are in the western part of the Santa Clara Valley.

City of San Jose

Envision 2040: City of San Jose General Plan Update

Envision 2040 is the General Plan update for the City of San Jose. The document notes five community priorities: promoting economic development, ensuring fiscal sustainability, providing environmental leadership, building in targeted areas called “urban villages,” and promoting transit use. These five were emphasized in addition to the other key concepts of community-based planning, prioritizing downtown as a destination, maintaining the urban growth boundary and designing for a healthy community.

The blueprint of the plan will create urban villages, specific areas that will provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth. The urban villages identified fall into four categories: regional transit, local transit, commercial and residential areas. All are located along existing regional and local transit lines or in locations identified by their potential for redevelopment or enhancement.

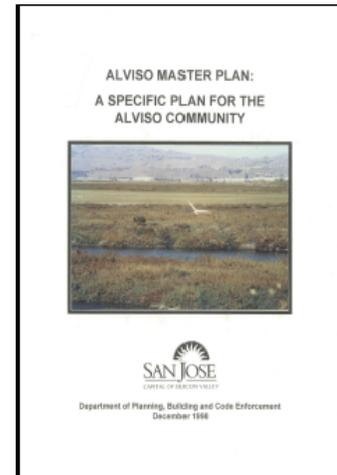


The Alviso Master Plan preserves the existing Alviso Village area and supports significant employment growth as an extension of the City's key North San Jose employment district. Within the Alviso Plan area, the Water Pollution Control Plant lands have been identified as a significant opportunity for new employment land areas, and in particular to provide an opportunity for new light industry or manufacturing activity jobs.

Alviso Master Plan

The Alviso Master Plan is a specific plan that provides a vision and directs positive changes to a unique community of northern San Jose. The entire planning area is roughly 10,730 acres. However, the focus of the plan is the land located within the Urban Service Area, which is approximately 2,840 acres.

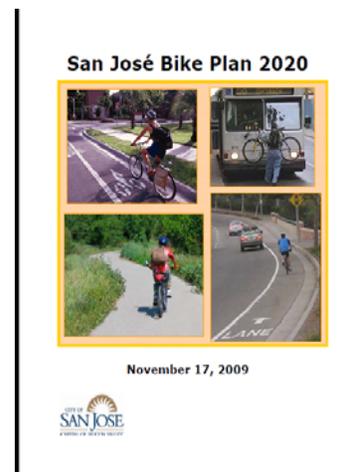
Developed in 1998, the purpose of the plan is to protect and enhance the small town quality of Alviso by guiding appropriate new development, community facilities, infrastructure, and beautification. The master plan was developed as part of the General Plan 2020 effort by San Jose. Part of the master plan included opportunities for new community facilities, infrastructure improvements and new community enhancements.



San Jose Bikeway Master Plan

The Bikeway Master Plan consolidates all bicycle information developed by the Bicycle & Pedestrian Advisory Commission (BPAC) and City staff including all policies previously adopted by the City Council. The Master Plan highlights all of the bicycle improvement projects currently proposed throughout the city. These projects are also described and mapped. The policies ensure that bicycle and pedestrian use and accommodations are considered in future construction projects.

This document serves as the basis for the guiding principles and implementing policies incorporated in the City's General Plan. The Bikeway Master Plan was adopted in November 2009. Together with the Trails Master Plan, an extensive network of bicycle and pedestrian facilities is planned for development.



Lower Guadalupe River - Alviso to Highway 880

The Guadalupe River Trail extends from Alviso at southern edge of the San Francisco Bay to Downtown San Jose - making this a great 9 mile opportunity to discover and learn about San Jose and Silicon Valley.

The Guadalupe River Trail system is currently developed as two disconnected trail

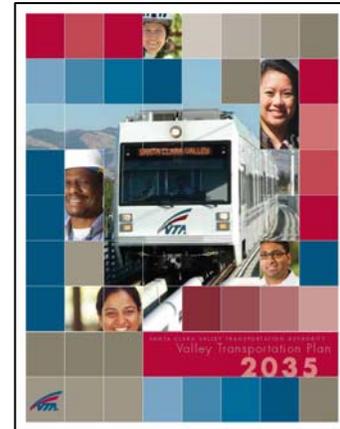
systems. The northern and central portions travel from the San Francisco Bay, through Silicon Valley and into Downtown San Jose (linking Gold Street in Alviso to Virginia Street in southern downtown). A southern portion of the trail system extends from Chynoweth Avenue to Coleman Road and leads directly to Lake Almaden to Los Alamitos Creek trail systems.

Valley Transportation Authority (VTA)

Valley Transportation Plan (VTP) 2035

The Santa Clara County Valley Transportation Plan (VTP) 2035 is the countywide plan for transportation funding and service decisions for Santa Clara County for the next twenty years. The plan will include a prioritized list of transportation projects, as well as long-range strategic recommendations for land use and transportation policies.

Currently, the VTA is in the process of developing VTP 2040, which will be adopted in September 2013. Generally, when projects need to apply for Federal funding, they must be contained within both the VTP and the Regional Transportation Plan (RTP).



Comprehensive Operations Analysis (COA)

The Comprehensive Operations Analysis (COA) was a 24-month process of data collection, planning, stakeholder input and community outreach to better understand the transportation needs of Santa Clara County residents. The primary objectives of the COA effort were to increase ridership while improving operating efficiency. The COA effort would be cost neutral but hopefully



revenue positive, producing sustainable long-term fiscal benefits. The COA began in 2006 with an extensive data collection effort and ended with the successful implementation of new bus service on January 14, 2008.

The extensive overhaul affected over 90 percent of the countywide bus system. The new service focuses on a core network of routes providing 15-minute or better all-day frequencies, enhanced Express Bus services, and new low-fare Community Bus routes. Milpitas falls within the core network, and many of the routes perform below standards. The COA developed a framework of the continual process of improving transit services in Santa Clara County. VTA developed a Transit Sustainability Policy (TSP) as a piece of the COA, and the TSP defines service standards as a basis of evaluation. VTA

conducts an Annual Transit Service Plan, and will use the TSP to evaluate both the effectiveness of COA changes as well as future service changes.

Bicycle Expenditure Plan (BEP)

The Bicycle Expenditure Plan (BEP) was adopted by the VTA Board of Directors as the funding mechanism for countywide bicycle projects. When first adopted in 2000, roughly \$31 million was set aside over a 10-year BEP period (FY 2000/1-2009/10). It was subsequently augmented, with the biggest changes in the BEP funding being the inclusion of MTC's Regional Bicycle Pedestrian Program and the extension of the timeframe to be 25



years to be consistent with the Valley Transportation Plan (VTP). This action increased the BEP funds to approximately \$99 million for the 2000-2030 periods; as of FY 20012/13, \$70 million has been programmed. This funding was primarily from four funding programs:

- Measure B Bicycle Funds, a one-time \$12 million infusion;
- Transportation Fund for Clean Air 40% Program (TFCA 40%);
- Transportation Development Act Article 3 Pedestrian & Bicycle Program (TDA 3);
- Regional Bicycle/Pedestrian Program Funds (RBPP); MTC's program composed of a dedicated portion of the Region's Congestion Mitigation and Air Quality (CMAQ) funds.

Each of these fund sources is governed by a separate set of programming criteria and policies that the VTA Board of Directors amended to guarantee the availability of funds for the BEP. The BEP project list is amended in coordination with the adoption of the revised VTP approximately every 3 years and incorporates new projects.

FY 2014/2015 VTA Annual Transit Service Plan

Annually, VTA has prepared a Service Management Plan to evaluate performance of the transit system and to provide proposed service change recommendations. This report, completed in May 2013, identifies an improvement for Alviso transit. Ridership for line 58, although low, has been identified as a route for increased service during the midday hours on weekdays in the Alviso areas. Work will begin on the midday service in 2014 and be implemented by October 2014. The recommendation for this route change was due to comments



heard from the Alviso community in the past year.

CHAPTER 4

Community Outreach Approach

The Community-Based Transportation Planning (CBTP) program is a collaborative planning process which emphasizes community participation in identifying local transportation needs, as well as potential solutions to address those needs. This chapter describes the public outreach approach developed to engage Alviso residents in providing input on local transportation issues.

Outreach Strategy

The CBTP planning process involves a significant community outreach component to engage the direct participation of Alviso residents. The success of the CBTP is dependent upon effective public outreach and close collaboration with local residents, community-based organizations and elected officials to develop a plan reflective of the community's transportation needs.

The focus of the CBTP outreach process was to target key locations and demographic groups which represent the segments of the community most in need of transit services. With this in mind, the project team of staff and project working group (PWG) members directed outreach efforts towards low-income residents, seniors, youth and students, and disabled persons. General feedback from the community was also encouraged with the use of specific outreach materials placed in central locations around town. Additionally, due to Alviso's unique demographic makeup of large minority groups (61% minority population) a concerted effort was made to involve non-English speaking residents as part of the outreach process.

The project team developed an outreach approach with the following goals in mind:

- 1) Create effective partnerships;
- 2) Develop accessible outreach materials;
- 3) Use creative marketing tools; and
- 4) Host engaging and informative outreach events

With this approach, the project team sought to reach as many of the target audience as well as general community for public input. Public participation is crucial to a successful CBTP and as such, the project team provided many different options for community members to become involved in the planning process:

- Participate in the Project Working Group or as a project stakeholder
- Attend a community meeting where VTA staff was invited to present project information
- Attend a public meeting VTA staff hosted
- Complete the Comment Card

Partnerships

Participating as a stakeholder in the CBTP is one of the more direct ways to become involved in the planning process. The project team formed partnerships with community organizations that either represent or provide services to the target demographic groups. Since community participation is crucial to correctly identifying transportation issues residents are most concerned about, the project team relied on the organizations' contacts and knowledge of the community to effectively conduct community outreach. There were two distinct groups which community organizations could fall under depending on their desired level of involvement: the project working group or stakeholder group. The project working group provided a more direct role in the study's development while the stakeholders provided support and input as critical milestones were met.

Project Working Group

The VTA project team formed a Project Working Group to provide guidance on the community outreach efforts and input on the overall project. The Project Working Group was comprised of approximately 14 representatives from the VTA, City of Milpitas staff, County of Santa Clara, Social Services Agency and several community-based organizations providing services within the study area. Participation in the Project Working Group provided members with the opportunity to provide extensive input on public outreach efforts, the development of informational materials, as well as direct input on the challenges faced by walking, riding bicycles and using transit in and around Milpitas. Members also were encouraged to help distribute fact sheets/comment cards to the community groups they represent and several also helped to organize briefings. The Project Working Group was composed of members from the following stakeholder agencies:

- VTA, lead agency
- MTC, funding partner
- City of San Jose, Office of Kansen Chu
- County of Santa Clara, Social Services Agency
- Outreach, Inc.

Stakeholders - Community-Based Organizations

The project team developed a list of stakeholders comprised of community-based organizations that serve a diverse cross-section of Milpitas residents. The CBOs either represented a key demographic group or served the low-income or minority population in the city. CBOs provided a significant amount of outreach support by helping the project team reach out to various members of the community. CBOs helped bridge the information gap between the project team and residents and encouraged participation throughout the outreach process. Many organizations also agreed to distribute comment cards as well as host suggestion boxes in their facilities to collect completed comment cards. Table 4.1 lists the organizations who participated in the CBTP and each organization's level of involvement.

Table 4.1 List of Participating Organizations

Organization	Hosted Focus Group	Public Meetings	Distributed Fact Sheet/ Comment Card	Stakeholder Meeting
Alviso Library*		✓	✓	
Alviso Neighborhood Association*	✓		✓	✓
Santa Visits Alviso Foundation			✓	✓
Korean Emmanuel Presbyterian			✓	
Our Lady Star of the Sea			✓	
Alviso Balaji Hindu Temple			✓	
George Mayne Elementary School*			✓	
Alviso Seniors	✓		✓	
Jubilee Christian Center			✓	
Alviso Post Office			✓	
County Board of Supervisors Day on the Bay			✓	

*Drop-off location with Suggestion Box

Outreach Materials

The project group developed a comprehensive outreach strategy to identify the appropriate communication methods for achieving maximum project exposure. Since community participation is essential to a successful CBTP, the project team used various communication tools to inform the public of the Alviso study:

- Collateral materials (fact sheet/comment cards, flyers, suggestion boxes, etc.)
- Web
- Public meeting/Stakeholder Meetings

Outreach materials were developed to be as accessible to the public as possible. Whenever feasible, outreach materials were provided in other languages such as Spanish. Using Census data and existing Title VI Outreach policies, the project team chose to translate materials in these languages to capture the non-English speaking residents in the community.

Staff worked closely with members of the community to identify key stakeholders and community-based organizations to contact for efficient dissemination of outreach materials to the target audience. With the different options for providing public input, community members were able to submit their transportation concerns and/or ideas by one of the following ways:

- Turn in a Fact Sheet/Comment Card to a project representative
- Drop off a comment card at a suggestion box
- Go on the project web page
- Attend VTA-sponsored public meetings
- Attend a community meeting
- Schedule a stakeholder meeting with a project representative
- Email project representative

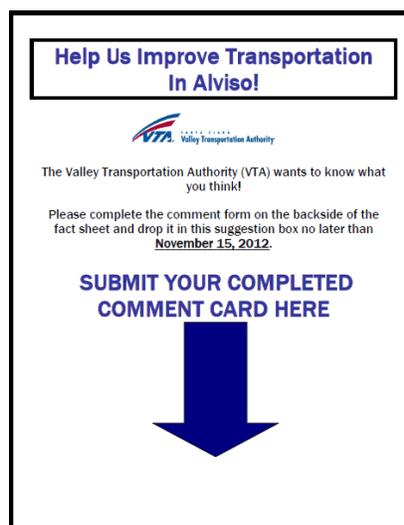
Fact Sheet/Comment Card

A project fact sheet/comment card was created to provide an overview of the CBTP, help identify transportation needs and solicit feedback on the project. The fact sheet/comment card was provided in English and Spanish to reach the widest audience possible (**Appendix A**). Approximately 700 fact sheets/comment cards were distributed via various outlets, including at focus groups, public meetings, CBO offices and on the project web page (**Appendix B**).

VTA staff also distributed the fact sheet/comment card at the Alviso Library in order to reach community members who may not have had the opportunity to attend a focus group or public meeting. Residents were provided with several options to return the comment cards: by suggestion boxes placed at the library, by mail or in person at any outreach event. Comment card responses were collected, analyzed and summarized by the survey team and are included in this report (**Appendix C**).

Suggestion Boxes

VTA staff placed a suggestion box at a single centralized location to provide convenience for turning in completed comment cards. The Alviso Library, as the central location in the community, served as the main drop-off locations. The suggestion boxes also featured a flyer in two languages (Spanish and English), as identified through the 2010 Census, to draw attention to the comment cards.



Suggestion box flyer

Project Web Page

An electronic version of the comment card as well as project information was made available via the project web page on VTA's website (http://www.vta.org/studies/milp_cbtp/index.html). A flash banner on VTA's website allowed web visitors to access the web page directly from the homepage. The flash banner publicized the CBTP web page which had important project information such as meeting dates, staff contacts, and project updates.

VTA utilizes a subscription-based system to alert those subscribed to a particular web page of new content. This feature was made available for the project web page which allowed interested persons to subscribe to receive email notices whenever the page became updated with new information.



Transitional flash banner on VTA's homepage: www.vta.org

Flyers

Public meeting flyers were created to publicize the CBTP public meeting. Flyers were sent with email notices to CBOs to provide stakeholders the information and materials to publicize outreach event to their clients. CBOs participated by printing the flyers in-house, posting them in and around their facilities and making announcements to remind community members of the important meeting dates.

Outreach Events

The project team was involved in various types of outreach events to gather information from the community on transportation issues. The meetings ranged from informal one-on-one meetings with CBO contacts to more formal larger public meeting. Table 4.2 lists the different types of outreach events VTA sponsored or attended as part of the CBTP outreach process and Figure 4.1 show the outreach events by location. More detailed discussion on each type of meeting is presented below and comments received from these meetings are summarized in Chapter 5.

Table 4.2 List of Public Outreach Events

Organization	Type Of Meeting	Date
1. Alviso Neighborhood Group	Stakeholder Meeting	September 6
2. Alviso Neighborhood Group	Focus Group	October 4
3. Alviso Day on the Bay	Stakeholder Event	October 14
4. Alviso Library	Public Meeting	October 24
5. Alviso Senior Lunch Group	Focus Group	November 14
6. Santa Visits Alviso	Stakeholder Meeting	November 29
7. Santa Visits Alviso Holiday Event	Stakeholder Event	December 8

Stakeholder Meetings

VTA staff conducted one-on-one preliminary meetings with community organizations in Alviso to inform key stakeholders of the CBTP study. Stakeholder meetings were organized to build working relationships with the organizations and to gather support for public outreach efforts to be conducted in the community. Stakeholders were encouraged to distribute comment cards and/or host a suggestion box in their facility. From these stakeholder meetings, VTA staff gained insight into each organization's mission and work in the community. Additionally, staff had the opportunity to conduct informal discussions with clients on what transportation issues they face in traveling to reach the services they need as well as general concerns traveling around town.

Community Meetings

VTA staff took advantage of the existing community meetings in Alviso as another opportunity to present project information and solicit input. VTA attended meetings with the Alviso Neighborhood Group, a neighborhood group of local homeowners and residents to update community members on the project's preliminary findings as well as solicit their feedback on transportation issues in the community.

Public Meeting

The project team decided the best way to reach the citizens of Alviso was to work with the neighborhood group and develop working relationships with community leaders. The Public Meeting provided an opportunity for the community to learn about the transportation study and meet the project team. The meeting was conducted in the Alviso Library as an opportunity to identify target needs of the community. The reason the Public Meeting was done this way was to speak one on one with the residents to have a solution that fits



their needs.

This public meeting, conducted on October 24th, summarized the transportation concerns identified from the surveys that were filled out. The public was invited to provide input on the issues gathered so far and to discuss additional transportation needs yet to be expressed in the comment cards and outreach events. The community was encouraged to stay involved in order to provide comments on the proposed projects presented and help the project team shape the final recommendations to incorporate into the report.

Focus Group Meetings

Focus group meetings were organized to gather input from community members to expand VTA's understanding of transportation and transit needs. The focus group format allowed for more detailed discussion of issues, particularly gaps in the transportation network, issues related to youth, seniors and minority communities within Alviso and potential solutions to address these needs and issues.



Two focus group meetings were held with participants identified through local leaders in the community. The Project Working Group also provided input on the information that was most important to gather in the study, which helped to direct the questions asked at the focus group meetings. The focus group meetings were designed and organized with an understanding of different key demographic groups with multi-lingual needs in the community.

The first focus group meeting was directed toward the overall Alviso neighborhood. The second meeting was orientated toward the Alviso senior community, some of whom do not speak English as their first language. More details about these meetings and the comments received are discussed in Chapter 5, and full summaries are included in **Appendix D**.

Public Events

A Day on the Bay

The Day on the Bay event, held October 14, 2012, is an annual event where there are a gathering of people that is sponsored by the offices of County Supervisor Dave Cortese at the Alviso Marina. It brings together people from various parts of the County to enjoy activities. More than that, Day on the Bay is also an informational fair where the local community can meet non-profit, government, and community-based organizations to learn about their services. There will also be community groups providing ethnic food

booths, arts and crafts and live entertainment on two stages, as well as face painting, fire trucks, kayak trips in the Alviso Slough, and other activities.

The Alviso Neighborhood Group has a booth at the event and it invited VTA to participate by being at the booth to distribute flyers and surveys since the event is usually well attended by both Alviso residents and residents of Santa Clara County. VTA staff was able to distribute surveys and gathered feedback from people that came to the booth.

Santa Visits Alviso Christmas Event

This event is held every year at the Alviso Youth Center. It involves an event for the residents of Alviso, especially the poor and disadvantaged. The goal is to provide educational opportunities to the Community of Alviso. This includes scholarships, educational programs, community programs, sports programs and support for the local Elementary School, Middle School and High School.

The event was held on December 8, 2012. At the event, VTA staff had a table set up where it distributed surveys to the event attendees. There were at least 600 people that attended, mostly residents of Alviso that were able to get free food, gifts, and medical checkups. Staff was able to hand out and collect more surveys.

CHAPTER 5

Community Outreach Findings

This chapter summarizes the comments received from the various public outreach events held in Alviso from May through December 2012. Input received was used to develop a list of transportation proposals, which are further described in Chapter 6.

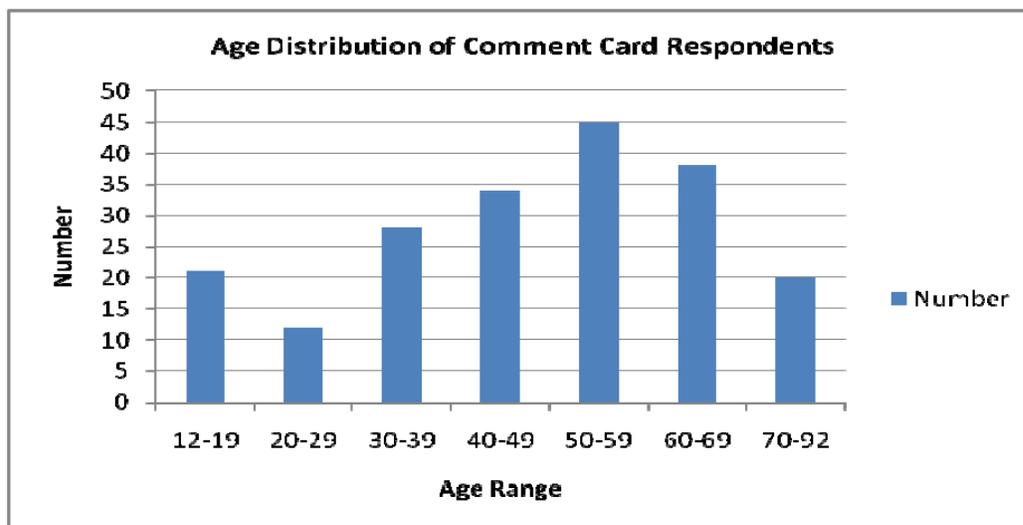
Outreach Findings

Comment Card Results

The comment card was an opportunity for Alviso residents to provide direct input on their transportation needs and issues. From the 198 comment cards returned, the project team was able to extract some important findings about the Alviso community. The first two questions on the comment cards revealed information about the respondent's residential location and age.

The number of respondents from the age groups of 40 to 70 was fairly evenly distributed. With the senior and youth population representing the high and low end of the spectrum respectively, there is a fair representation of each age group's comments and concerns in the overall findings. **Figure 5.1** below shows the age distribution of comment card respondents.

Figure 5.1 Age Distribution of Respondents



A more detailed discussion on the rest of the comment card results is presented in the full summary report as **Appendix C**. The following lists some highlights of the findings gathered from the comment cards:

- The most common modes of transportation are car and walking
- The top three needs in town are the trips to work, stores and school
- 27.3 % of respondents do not own a car
- The biggest transportation concerns identified by the respondents are: lack of transit services in their area, availability of transit service, lack of pedestrian and bicycle facilities, and transit services for specific needs
- Respondents are less concerned about two transportation issues: local road improvements and cost of fares
- Respondents wanted service that got them to at least the Light Rail Station at Tasman and North First
- Service frequency was the predominant concern shared by all respondents of the survey
- For respondents who do not own cars, lack of transit service is the most overwhelming concern
- The lack of transit frequency forces residents to walk, drive, or not make the desired trip.

Comments from Public Meeting

One public meeting was organized that gathered community input as well as discuss a variety of suggestions to address needs within the study. The Open House served as the kick-off meeting with the public to compile a list of preliminary concerns. The April 2nd public meeting presented the top transportation concerns gathered from the comment cards and outreach events to the public. Additional comments and suggestions were received up to the final public meeting wherein VTA staff presented transportation proposals for public input. The following is a summary of each public meeting.

Public Meeting (October 24th, 2012): The Open House public meeting was held in the Milpitas Library. The library is the most visible location for Alviso residents to – mostly children, teens and seniors. The library was an ideal location to host a public meeting since it was the most accessible venue in Alviso and was near the Route 58 bus stop.

Approximately 16 people attended the public meeting. While the turnout was low, the attendees were representatives of neighborhood groups. The transportation issues attendees were most concerned about are: lack of transit service in their area, infrequent service on bus, and limited choices for transportation. Top destinations most traveled to include the Tasman Light Rail Station, Rivermark Shopping Center, North First Shopping Center, and medical facilities. There were also comments related to lack of pedestrian and bicycle facilities within the area.



Comments from Community Meetings

The project team was invited to attend two regularly scheduled community meetings in Alviso to do a presentation on the CBTP. Staff was able to build on these existing meetings by capturing a new audience to seek input on transportation needs.

Alviso Neighborhood Association (September 7, 2012): Approximately 30 residents attended the Alviso Neighborhood Association meeting to hear a presentation on the transportation plan and current needs of Alviso residents. Members expressed concern for lack of service during the day when needed most, a better connection for students that would help them get to high schools in Santa Clara and Sunnyvale, better routes to medical facilities and social services, and improved fare boxes to provide change. In particular, the group advocates for implementing a daytime service as a solution to overcome the transit barrier.

Santa Visits Alviso Foundation (November 29, 2012): The Santa Visits Alviso Foundation is a charity organization that is dedicated to bringing educational gifts to the youth of Alviso. This organization holds monthly meetings to discuss events and develop an annual end of the year gift giving event. The 16-person committee works with local health, education, city and county representatives and is representative of the needs of the Community.

The committee provided suggestions similar to Alviso Neighborhood Association. Likewise their interests ranged from providing service during daytime hours for seniors, youth, and those that rely on public transit. They emphasized lack of transportation options to get to needs and services.

Comments from Focus Group Meetings

The project team organized a total of four focus group meetings with the goal of targeting key demographic groups in the community for input: the youth, adults and seniors. Two separate meetings were conducted with the young demographic group to gather transportation concerns from both high school students and the general youth. A variety

of topics were covered during the meetings such as cost of fares, transit amenities, safety, and extended transit service which revealed key topics of concern. Below is a summary of concerns sorted by topic.

Alviso Neighborhood Association (October 4, 2012): The Alviso Neighborhood Association participated on a focus group. The majority of the residents that participated were a majority English speaking, but Spanish-speakers also participated. The participants were all from Alviso.

Participants rely on a variety of modes of transportation, including car, bike, and bus, to travel to destinations within San Jose. The majority of the comments addressed bus transit, specifically timeliness and routing. The participants in particular suggested direct routes to popular destinations and increased bus reliability. In addition, participants also were interested in pedestrian and bicycle facilities.

Alviso Seniors Lunch Group (November 14, 2012): The Alviso Seniors Lunch is a free lunch program that is held at the library every Wednesday at 11:00 AM. These seniors are offered a free lunch every Wednesday and provides a location where seniors may gather together to socialize. The seniors were local Alviso residents, some of whom could only speak Spanish.

Approximately 12 people participated in the focus group discussion. The majority of the comments addressed bus transit for seniors. The participants in particular suggested locations of stops near the health clinic. In addition, participants requested bus stop amenities so that these stops would be recognizable.

Comments from Community Events

Some comments were also gathered at the two community events that occurred in the fall. These events provided a good opportunity to gather meaningful feedback from residents who ordinarily would not attend meetings or come to a neighborhood group gathering. A summary of the concerns are listed below.

A Day on the Bay (October 14, 2012): The Day on the Bay event gathered many different perspectives, many of whom shared the same concerns as the residents of the focus groups and the stakeholders group. The lack of daytime service especially for seniors was of general concern. Others cited the lack of continuous bus service not only during the day, but on weekends as well.

Santa Visits Alviso Holiday Event (December 8, 2012): The Santa Visits Alviso foundation hosted their annual holiday event where staff was given the opportunity to have a booth set up and have members of the public come up and ask questions to staff about the plan and voice some opinions. The comments focused on services for errands and appointments. Since there was general agreement that there is not enough bus service during the day to Alviso, the residents would be happy with at least service to the Tasman Light Rail.

Summary of Comments

The project team received comments on a variety of topics. Key issues included a lack of onboard information about upcoming bus stops, the cost of bus fares, need for improved reliability of transfers and changes in bus routes and schedules. Below is a summary of comments, sorted by topic.

(**Note:** “*” Indicates that several participants made the same basic comment.)

Bus Stop Locations and Amenities

Most of the participants were satisfied with the bus stop locations; however a few mentioned the need for bus stops in residential neighborhoods. Participants suggested that benches and shelters at bus stop locations should be provided. Additional amenities mentioned were water fountains, restrooms and lighting. Participants also noted more room for wheelchairs and bikes is needed.

- Bus stops need to be adequate.
- Since there are only a few stops in Alviso, the facilities should be prevalent.
- The northbound and southbound stops should be located across from each other.
- Transit information should be placed at all bus stops.
- Need shelters to protect from weather.

Bike Pedestrian/Facilities

A few participants felt several crosswalks and roads in the community were dangerous to walk due to conflicts with automobiles. There is a high level of usage by Alviso residents in order to get to destinations within Alviso, such as the school and the library.

- There should be more trail connections that lead to Alviso.
- Designation of bicycle facilities along First Street.
- In some areas, sidewalks are non-existent or very narrow.*
- Feels unsafe to walk.
- Signage for bike trails and bikeways.
- The walking distance to the Tasman LRT stop is too long for those living in the far side of the neighborhood.

Bus Drivers

Most participants agreed that bus drivers are typically friendly toward passengers; however drivers often pass bus stops without picking up passengers.

- Bus drivers are usually very kind
- Occasionally bus drivers will wait when they see passengers approaching the bus stop
- One bus driver helped a customer off schedule

- Some buses drivers don't pull up close enough to the curb (need to pull close to curb)

Bus Reliability

Participants often experience difficulties in waiting for buses in Alviso since service in the area is basically very low. Since it is so low, bus does not compete with driving or even walking.

- Buses are very infrequent*
- Thirty minutes between buses is too long*
- Sometimes bus doesn't come when it's expected
- Travel times should be increased in Alviso*
- The arrival time of busses at bus stops is unreliable, since service is low in Alviso.
- More bus frequency in Alviso, the morning and afternoon services is not enough. There needs to be midday service.*

Bus Service and Routes

Many participants frequently used the bus to get to common destinations such as school, work and shopping centers. Participants commented on the need for more service, and better connections to light rail and other bus routes, especially when the students are released from school.

- The bus is the most common mode of transportation to get to shopping, work, school and other destinations
- Most trips taken on the bus generally go towards the Tasman Light Rail station. That way transferring is easier.
- Multiple bus trips are taken within a day*
- Traveling anywhere outside Alviso requires transferring buses and could take about an hour or more. The inconvenience pushes passengers to choose other modes, like autos, or simply not making the trip.*
- It would be easier to bus route to libraries would be nice, as children go there to read
- A bus schedule that catered to bus travel during the daytime hours would be beneficial for seniors and the disabled. Especially because there is a need for seniors and the disabled to make doctor's appointments, shopping, and other necessities. It would be helpful if the buses at least went to the Tasman LRT so there would be an easier transfer to both light rail and bus.
- The service cuts made for the Route 58 in 2008 hurt ridership in Alviso.
- Children attend high schools in Santa Clara and Sunnyvale, having a bus from Alviso to Sunnyvale/Santa Clara may help. This can be done through service changes to some other routes.
- Would request changes to bus service that allows other routes within Alviso

- Request for bus service during evening hours past 6 PM and weekend service to help residents move around Santa Clara County.
- Possibility for shuttle service in Alviso? Mainly would be used for seniors and the disabled. It could possibly be used by students.
- Need connection to Health Clinic and Post Office
- Request for buses to be better equipped with bike racks and wheelchair lifts.
- Connection to future 49er stadium
- Routes 55, 57, and 60 are all day routes and they all end at the Bunker Hill transit center. If the money is available, one of those routes could be extended to continue north on Great America, over to Gold Street into Alviso, then south on North 1st Street to the Tasman light rail, then along Tasman back to Bunker Hill.
- Could there be a possibility of special service to locations within Alviso?

Cost

Participants at the focus group meetings expressed concern regarding the cost of bus fares. Participants noted the need for lower fares or discount programs, particularly for families and seniors.

- The monthly pass is definitely the most cost-effective.
- Cost of bus fares for seniors is too high.
- Lower fares for school kids.
- Cost of bus fares for youth is too high.
- Clipper Card and brochure are confusing to use. How can we get a Clipper Card?
- Would Eco Pass work for Alviso residents? Would it be possible for the mobile home parks?

CHAPTER 6

Development of Transportation Proposals

Based on the input received, a list of transportation proposals was developed to address the needs expressed by the community. This chapter explains the development of the transportation proposals presented below, which are further described in Chapter 7.

Transportation Needs

Transit Issues

A majority of the comments received via the comment cards and public meetings were focused on transit related improvements. Several of the same issues were repeated throughout the outreach process, so the project team took note of the top transit concerns to develop probable solutions for. The main transit concerns expressed by the community are as follows:

- There is no mid-day and weekend service for Alviso residents;
- Inconvenient to have to drive or walk to get to Tasman Light Rail;
- Improved bus stop facilities;
- Not enough late night/early morning service

The process for developing the transportation proposals began with the project team first examining the current bus service in Alviso to determine how best to address the needs of the residents. An evaluation of the current bus schedule was also made to determine if there was room for potential new bus service opportunities. Based on staff analysis of the current bus routes and ridership performance in Alviso, several key findings emerged:

- Route 58 provides the only, north/south service through Alviso;
- Ridership within Alviso has generally been low and it would not seem feasible to have frequent bus service;
- Opportunities for bus service during non-peak hours are limited, but there is a possibility to alter service during the day to at least provide midday service to the Tasman Light Rail Station

The project team took these findings into consideration when developing the proposals to ensure that the proposed improvements do not negatively impact high performing bus lines. The project team developed a proposed new midday bus service that would address the community's transit concerns. The project team recognized that improvements to the bus routes is the biggest concern shared by community members and as such, the proposal should be in the near- to mid-term timeframe. The proposed timeframe to

implement the new midday service could be as early as 2014. **Chapter 7** provides more discussion on this proposed service change.

Bicycle and Pedestrian Issues

Non-motorized issues did not feature as prominently in the outreach results as the transit concerns. However, general issues regarding safety and access for bicyclists and pedestrians were noted. As before, the project team took advantage of the extensive planning work the City has done to build upon their efforts to develop the proposals for bicycle and pedestrian improvements. The City of San Jose has a Bikeway Master Plan and the plan documents a host of proposed bikeway improvements to many of the city's local roads and arterials. These are incorporated into the list of proposals.

Projects for Future Consideration

One of the comments that staff received as part of this process was the concern among seniors of the need for specific trips to appointments and other necessities. The transportation proposals included items beyond the scope of what VTA can provide. These requests centered on other providers that could potentially fill some of the service that VTA is not able to.

Outreach, Inc. is a mobility management center that is a non-profit that may provide assistance in with some of the services focused on specific needs. Outreach provides assistance not only to seniors, but also to the low-income and the disabled communities. Included in the transportation proposals are those that are on-going programs but require funding to be useful options. These are viable options and can be implemented if the right source of funds can be addressed.

Alviso Transportation Proposals

The proposals the project team developed in response to the transportation issues received are presented as concepts in **Table 6-1**. The list of transportation proposals was later refined to include a final list of proposals that range from near- to long-term implementation with potential funding sources.

The project team chose not to develop criteria for evaluating proposals due to the fact that each proposal on the final list addressed a community concern identified through public outreach. Also, the size of Alviso and its needs were uniformly related to the transit service that did not necessitate specific criteria.

Each proposal was deemed relevant and important to the community therefore, the project team included all of the proposals in a master list grouped by category of concern rather than ranked by priority.

Table 6-1 Transportation Proposal Concepts

TRANSIT SERVICES
<ul style="list-style-type: none"> • Midday Transit Service on the Existing Route 58
TRANSPORTATION AMENITIES
<ul style="list-style-type: none"> • Improved Bus Stop Waiting Areas
BICYCLE AND PEDESTRIAN
<ul style="list-style-type: none"> • Bay Trail Reach 9/9B - Alviso Slough, near Gold Street • Alviso Master Plan Sidewalk Implementation • Alviso Master Plan Bicycle Facilities
OTHER SERVICES FOR FUTURE CONSIDERATION
<ul style="list-style-type: none"> • Senior Health Transportation • Neighborhood Van Service • Give Kids A Lift • Guaranteed Ride Home Program

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CHAPTER 7

Transportation Proposals

This chapter presents the list of transportation proposals developed by the project team. Each proposal aims to address one or more specific transportation issues identified by the community. When considered as a whole, the list of transportation proposals comprises a complete, multimodal approach to address transportation concerns. The proposals were presented to the Project Working Group and general public for final comments before incorporation into the plan.

The project list is divided into two groups. The first list of 7 proposals are either identified in an existing plan and/or developed as projects for near-term implementation. The second group of 7 proposals list projects for future consideration. As new funding opportunities become available or as new planning efforts are undertaken, these projects should be considered for development. Although current budget constraints keep all projects from being pursued, the entire range of transportation issues important to the community. These projects serve as the community's "wish list" of transportation improvements.

The proposals presented below are described with specific details including timeline and funding. The set of proposals is also presented in Table 7-1.

Transit Services

1) Alviso Mid-Day Bus Service

Proposal Details

VTA proposes adding service in Alviso on the existing bus route 58 during the midday timeframe on weekdays. Currently, VTA adopted its FY 2014/15 Service Plan in May 2013. This included midday service on Route 58 without having to change the overall route or add extra buses. It would address growth on the First Street corridor. The specific detail of the service will be developed throughout the course of 2014 with feedback coming from the residents of Alviso.



Community Need

This would address the community's desire for midday Bus Service in Alviso, providing more access to destination points including Tasman Light Rail Station and the North First Shopping Plaza.

Estimated Costs

VTA estimates that this new Bus Service could be provided within the existing bus operating budget.

Implementation

This process of determining the specifics of this route will take place throughout 2014 and will be fully implemented in October 2014. It is anticipated that there will be a set of public meetings in Alviso when staff brings forward the recommended change to the Route 58 service.

Transportation Amenities

2) Alviso Bus Stop Improvements

Proposal Details

Improve bus stop waiting areas with station amenities such as benches, shelters, lighting etc.

Community Need

Community members commented on the need for improved bus stops around town.

**Estimated Costs**

The costs are still to be determined.

Implementation

VTA is developing a Transit Waiting Environments Study. The purpose of this study is to determine the necessity for bus stop amenities, identify locations that require improvement, and assess necessary upgrades to existing bus stops.

Bicycle and Pedestrian Improvements

3) Bay Trail Reach 9/9B - Alviso Slough, near Gold Street

The Bay Trail is a planned trail in the Alviso community. The project follows the maintenance road (not open to public currently) from Highway 237 Bikeway to future bridge site (9B) across Alviso Slough (Guadalupe River).

Proposal Details

The future trail alignments are north of Highway 237 and will link to the regional trail system that is planned to circle the San Francisco Bay and San Pablo Bay. Once built, the San José portion of the trail will be approximately 13 miles in length and follow the shore some roadways in Alviso. A reach of the Highway 237 Bikeway (between Zanker Road and Coyote Creek) is designated as part of the San Francisco Bay Trail.

The project includes a 1.1 mile paved trail (Reach 9) to link to the existing Bay Trail (Sunnyvale) and link to the existing Highway 237 Bikeway and San Tomas Aquino Trail. The trail leads to the Reach 9B pedestrian bridge which spans the Alviso Slough (Guadalupe River). The 540' pedestrian bridge permits access to County of Santa Clara Marina and community of Alviso.

Community Need

Improving bicycle and pedestrian access to and from Alviso will provide safe and connective access to destinations south of SR 237.

Estimated Costs

The City of San Jose estimates that the trail project would cost approximately \$7.0M and the at-grade bridge would cost \$5.0M. The cost for the trail project itself is approximately \$2.0M.

Implementation

The proposed bicycle and pedestrian trail and bridge range from near- to mid-term project. The City of San Jose is actively pursuing grant funding to complete this project.

Pedestrian Only

4) Alviso Master Plan Sidewalk Implementation

Proposal Details

This project would fill in the missing sidewalk gaps within Alviso:

- West side: one gap on North First from Library to Liberty St.
- Both sides: one gap on Liberty between North First and Moffat St.
- Both sides: one gap on Gold St. between Hoppe St. and the Bridge
- Both sides: one gap on Moffat St. between Liberty St. and El Dorado St.
- Both sides: one gap on El Dorado St. between Moffat St. and Catherine St.
- West Side: one gap on Gold Street between Taylor St. and Hoppe St.

Community Need

Provide pedestrian improvements since there are discontinuous sidewalks along locations in Alviso. The Alviso Master Plan identifies various pedestrian related improvements, some of which have been completed since 1998. However, there are still locations along First Street and other locations that would have to be constructed to complete a system of sidewalks.

Estimated Costs

The City of San Jose estimates this project would cost approximately \$650,000 for the completion of these sidewalk projects within Alviso.

Implementation

This is a long-term project.

Bicycle Only

5) Alviso Master Plan Bicycle Facilities

Proposal Details

The proposed bicycle facilities will provide new bike paths, lanes and routes on many of the Alviso's neighborhood streets. Currently, the Alviso Master Plan, identifies two routes apart from specific trail projects and are generally on North First Street and along Los Esteros to provide roadway access to the San Francisco Bay Wildlife Refuge.

**Community Need**

Improvements to the city's bicycle facilities will improve safety and connectivity for bicyclists.

Estimated Costs

The City of San Jose identifies the specific improvements in their Bicycle Master Plan, but the costs to implement them are to be determined.

Implementation

The list of bicycle projects range from near- to long-term.

Demand-Responsive Services

6) Senior Health Transportation

Proposal Details

This project provides door-to-door transportation and public transit fare subsidies for seniors 65 years of age and older to health-related and other destinations that support healthy and independent living. The project includes the acquisition of environmentally-friendly, energy efficient vehicles to support project's operation.

Community Need

Provide transportation for older adults to destinations that support healthy and active living. Access to medical and other health care services will enable seniors to live healthy, active and more self-sufficient lives.

Estimated Costs

Outreach, Inc. estimates this service would cost approximately \$350,000-\$600,000 annually to provide this service.

Implementation

This service, in the past, was provided by Outreach & Escort, Inc.'s STAR Program. Due to insufficient level of funding to address increased need, program is only provided for a limited time period. A dedicated source of funds is needed.

7) Neighborhood Van Service**Proposal Details**

This project would provide a neighborhood van service operated by a local community-based organization that provides no-cost or low-cost transportation within "communities of concern." The project includes the acquisition of environmentally-friendly, energy efficient vehicles to support project's operation.

Community Need

The project would address concerns expressed during public outreach regarding the need for transportation for local trips such as shopping, medical, errands, and connections to public transit, etc. The project would also meet the needs of transportation-dependent populations who need to travel at times when public transit is not in service.

Estimated Costs

Outreach Inc. estimates that it would cost approximately \$120,000 plus annually to provide this service.

Implementation

The project could be implemented in the near-term, but is dependent on funding. Currently funding sources are pending and there is no dedicated source of funds.

8) Give Kids a Lift**Proposal Details**

This project would provide before and after-school transportation for children of CalWORKS participants and low-income families. The project includes the acquisition of environmentally-friendly, energy efficient vehicles to support project's operation.

Community Need

Before and after-school Transportation Service would enable welfare to work/workforce development parents to pursue training and employment without having to worry about transportation needs of school-age children.

Estimated Costs

Outreach Inc. estimates that it would cost approximately \$250,000-\$500,000 annually to provide this service.

Implementation

The project could be a near-term project as it is currently operating with limited funding but there are no dedicated funds for future operations.

9) Guaranteed Ride Program**Proposal Details**

This project would provide a guaranteed ride home for Welfare-to-Work and low-income participants, when they are held at work or training; or when public transportation options are not available.

Community Need

The project would enable low-income individuals to pursue training and employment opportunities that help transition from welfare-to-work and create financial self-sufficiency.

Estimated Costs

Outreach Inc. estimates that it would cost \$800,000 to \$1,500,000 annually to provide the service.

Implementation

The program is currently funded for a limited period and does not have a dedicated source of funds.

Table 7.1 Milpitas CBTP Transportation Proposals

Proposal	Community Need Addressed	Description	Estimated Costs	Implementation Timeline Near (0-3 yrs), Mid (3-6 yrs), Long (6+ yrs)	Potential Funding Source	Identified In Plan
TRANSIT SERVICES						
Alviso Midday Bus Service	Add midday trips to current bus line	Implement midday bus service	TBD	Near-Term	Existing Operating Budget	VTA Transit Service Plan
TRANSPORTATION AMENITIES						
Bus Stop Improvements	Need more amenities at bus stops	Install transit shelters, seating, waste receptacles, and signage at transit stops	TBD	Near-Term	Lifeline	VTA Transit Waiting Environments Study
BICYCLE AND PEDESTRIAN						
Bay Trail Reach 9/9B - Alviso Slough, near Gold Street	Improve trail connections within Alviso	Completion of trail network that provides access into the Alviso marina and bridge over Guadalupe River	\$9,000,000	Near- to Mid-Term	VTA Bicycle Expenditure Plan	San Jose Bikeways Plan; VTA BEP

Proposal	Community Need Addressed	Description	Estimated Costs	Implementation Timeline Near (0-3 yrs), Mid (3-6 yrs), Long (6+ yrs)	Potential Funding Source	Identified In Plan
PEDESTRIAN ONLY						
Alviso Master Plan Sidewalk Implementation	Improve safety while walking	Implementation of sidewalks and other pedestrian facilities to ADA Standard.	\$650,000	Long-Term		Alviso Master Plan
BICYCLE ONLY						
Alviso Master Plan Bicycle Facilities	Improvements to bicycle facilities within Alviso	Distribution of free bikes to lower income adults and their children	TBD	Mid- to Long-Term		San Jose Bikeways Plan; Alviso Master Plan
DEMAND RESPONSIVE SERVICES						
Senior Transportation and Resources Program	Transportation for older adults to destinations that support healthy and active living.	Door-to-door transportation and public transit fare subsidies for seniors 65 years of age and older.	\$350,000 – \$600,000 annually	Long-Term	Lifeline (STA), New Freedom, local funds	

Proposal	Community Need Addressed	Description	Estimated Costs	Implementation Timeline Near (0-3 yrs), Mid (3-6 yrs), Long (6+ yrs)	Potential Funding Source	Identified In Plan
Neighborhood Van Service	Need for transportation for local trips such as grocery shopping, etc.	A neighborhood van service operated by a local CBO that provides no/low-cost transportation.	\$120,000+ annually	Long-Term	Lifeline (STA)	
Give Kids a Lift!	Service would enable welfare to work parents to pursue training & employment.	Before and after school transportation for children of CalWORKS participants and low-income families.	\$250,000 – 500,000 annually	Long-Term	Lifeline (STA)	
Guaranteed Ride Program	Enables low income individuals to pursue training & employment opportunities.	Guaranteed ride home for W-T-W participants & low-income, when stranded at work or training; or when transit is not available.	\$800,000 - \$1,500,000 annually	Long-Term	Lifeline (JARC, STA)	

CHAPTER 8

Funding Sources & Opportunities

Funding for various forms of transportation is obtainable from federal, state, regional and local sources. Funds may be distributed either based on population and public transit ridership volumes or through a competitive process. This chapter contains information regarding funding sources that can be used to implement projects and programs recommended in this CBTP.

Public/Government Funding Sources

Bicycle Transportation Account (BTA)	
Source:	California Department of Transportation (Caltrans) through: <ul style="list-style-type: none"> • City of San Jose • County of Santa Clara • Santa Clara Valley Transportation Authority (VTA)
Eligible CBTP Elements:	Bicycle Infrastructure Improvements

BTA provides state funds for city and county projects that improve safety and convenience for bicycle commuters. During the Fiscal Year 2008-2009 funding cycle, California Department of Transportation (Caltrans) provided \$7.2 million for statewide bicycle projects, with a maximum of \$1.8 million for each project applicant. This source is best suited for bicycle-related projects identified by the City of Milpitas, the County of Santa Clara, and/or VTA.

Projects and activities that are eligible for this funding source include:

- Bicycle path, lane or route construction and maintenance;
- Bicycle lockers;
- Bicycle racks on transit vehicles;
- Planning related to bicycle projects; and
- Bicycle-related safety education.

California Office of Safety Grants	
Source:	California Office of Safety
Eligible CBTP Elements:	Pedestrian-Scale Lighting Bicycle/Pedestrian Infrastructure Improvements

The California Office of Safety Grants awards federal funding on a competitive basis to cities and counties. Evaluation criteria include potential traffic safety impact, collision statistics ranking, seriousness of identified problems and performance on previously received grants.

Vehicle Emissions Reductions Based at Schools (VERBS)	
Source:	Santa Clara Valley Transportation Authority (VTA)
CBTP Elements: with potential eligibility (design phases only):	Bicycle/Pedestrian Infrastructure Improvements Complete Streets Improvements Pedestrian-Scale Lighting

The VTA Board of Directors established the Vehicle Emissions Reductions Based at Schools (VERBS) grant program on September 2, 2010. VERBS seeks to provide Federal Congestion Mitigation Air Quality (CMAQ) grants to projects and programs that will encourage parents, teachers and students to reduce auto emissions by walking, bicycling, skating, carpooling or taking transit and from school.

By Board adopted policy, half of the funding is for infrastructure projects which will make physical changes to streets, sidewalks and paths to make it attractive, safe, or even just possible for people not to drive. The other half of the funds are for programs that will encourage and educate people to use non-polluting modes for their daily trips to and from schools.

Eligible applicants who may compete for VERBS funding include the County, the Cities and Towns of Santa Clara and the VTA. The VTA Board selected the first set of projects in 2011. Several infrastructure projects are completed or soon to open.

One Bay Area Grant (OBAG)	
Source:	Santa Clara Valley Transportation Authority (VTA)
CBTP Elements: with potential eligibility (design phases only):	Bicycle/Pedestrian Infrastructure Improvements Complete Streets Improvements Pedestrian-Scale Lighting

The OBAG Program was developed through the work completed as part of Plan Bay Area, the region's long range transportation plan. This program was developed in order to fund eligible projects within a block grant format thereby providing more funding within a set of funding cycles that coincides with an appropriate obligation deadline. The program provides Federal grant funding to the cities, the County, and VTA through the *City Guarantee Program* and the *Countywide Competitive Complete Streets* program.

City Guarantee Program: This program provides each city and town in Santa Clara County with a formula share, based primarily on the Metropolitan Transportation Commission's OBAG formula. The share formula was adopted by the VTA Board of Directors on September 6, 2012. It is shown in Attachment A. The County did not receive a share, as the VTA Board programmed \$10 million to the County's failing San Tomas Expressway Culvert as part of the initial program. The cities and towns could choose any Surface Transportation Program (STP) or Congestion Mitigation Air Quality (CMAQ) eligible rehabilitation, or pedestrian/bicycle/signal system transportation capital project for their guarantee funds, regardless of location.

Countywide Competitive Complete Streets Program: This is a competitive program which provides grants to projects in or serving designated Priority Development Areas (PDAs). It is open to the cities, towns, County and VTA to compete for grants that will fund pedestrian, bicycle, and signal systems projects designed to support dense development and use of alternate modes.

A total of \$72.16 million was available; \$26.47 million for the Guarantee program and \$45.69 million for the Competitive Complete Streets. It is anticipated that in the next two to three years there will be another call for projects.

Community Design and Transportation (CDT)	
Source:	Santa Clara Valley Transportation Authority (VTA)
CBTP Elements: with potential eligibility (design phases only):	Bus Shelters/Amenities Bicycle/Pedestrian Infrastructure Improvements Pedestrian-Scale Lighting

VTA developed the CDT Program to provide information, tools, and planning, technical and design assistance to VTA member agencies (the 15 cities and towns of Santa Clara County and the County of Santa Clara) to influence a proactive planning and development process. In conjunction with this program, VTA distributes grants on a competitive basis to fund planning activities and to assist member agencies with implementing the concepts, principles, practices, and actions outlined in VTA's CDT Manual of Best Practices for Integrating Transportation and Land Use.

The CDT Planning Grants are intended to prepare projects for implementation by member agencies, and to compete for VTA Livable Communities and Pedestrian

Program (capital) Grants, as well as MTC Transportation for Livable Communities (TLC) grants.

Activities that are eligible for this funding source include:

- Policy planning activities to revise existing or create new policies, codes, ordinances, or enforceable design standards that encourage the design of pedestrian-friendly streets and well-designed developments along major transportation routes, downtowns, main streets, commercial areas, and stations; and
- Capital planning activities that integrate high-quality transit- and pedestrian-friendly designs of public streets, commercial areas or stations.

Community Development Block Grants (CDBG)	
Source:	U.S. Department of Housing and Urban Development (HUD) through: <ul style="list-style-type: none"> • City of San Jose • County of Santa Clara
Eligible CBTP Elements:	Transit-Oriented Development Low-Cost Auto Ownership Program Public Art Projects Bus Shelters/Amenities Lighting Bicycle/Pedestrian Infrastructure Improvements

The Housing and Community Development Act of 1974 established CDBG as a replacement for a variety of federal urban renewal, housing and neighborhood development programs. CDBG was the first of the federal block grant programs. Government agencies and nonprofit organizations are eligible for funding. Target areas are low-income for these grants; therefore, most community development projects in this plan may be eligible for CDBG funding, including the proposals listed above.

Federal Section 5303 Technical Assistance	
Source:	Federal Transit Administration (FTA) through: <ul style="list-style-type: none"> • Metropolitan Transportation Commission (MTC)
Eligible CBTP Elements:	Planning and technical assistance for transit-related proposals.

FTA Section 5303 funds are used to support planning activities in metropolitan areas. These funds are distributed by MTC and are available to all transit operators within the Bay Area.

Projects and activities that are eligible for this funding source include:

- Development of short-range transit plans;
- Route restructuring studies; and
- Technical assistance for implementing technology upgrades and similar projects.

Federal Section 5310 Capital Grants – Elderly and Disabled

Source:	Federal Transit Administration (FTA) through: <ul style="list-style-type: none"> • Metropolitan Transportation Commission (MTC)
Eligible CBTP Elements:	Subscription Transportation Services

FTA funds capital grants through its Section 5310 Elderly and Disabled Transportation Program. Capital grants are provided for the purpose of assisting private non-profit corporations and, under certain circumstances, public agencies, in providing transportation services to meet the needs of seniors and persons with disabilities for whom public transit is unavailable, insufficient, or inappropriate. Through an annual application process, program grants are made for up to 80% of the total project cost. Applicants must have funds available to pay all operating and maintenance costs for the vehicles.

Projects and activities that are eligible for this funding source include:

- Purchase of paratransit vehicles; and
- Purchase of paratransit-related equipment.

Hazard Elimination Safety Program (HES)

Source:	California Department of Transportation through: <ul style="list-style-type: none"> • City of San Jose • County of Santa Clara • Santa Clara Valley Transportation Authority (VTA)
Eligible CBTP Elements:	Pedestrian-Scale Lighting

HES provides funds for safety improvements on public roads, surface transportation facilities and pedestrian or bicycle trails. The goal of the program is to eliminate or reduce the number and/or the severity of accidents at locations selected for improvements. These funds are available for preliminary design and engineering, right-of-way acquisitions, and construction expenses. A 10% local match is required.

Projects and activities that are eligible for this funding source include safety projects on public roads and highways (signals, median barriers, guard rails, lighting)

Job Access and Reverse Commute (JARC) Program

Source:	Federal Transit Administration (FTA) through:
Eligible CBTP Elements:	<ul style="list-style-type: none"> • Metropolitan Transportation Commission (MTC) Community Bus Services Shuttle Services Subscription Transportation Services Vanpool Program -and- Promotional activities for: Subsidized Transit Pass Program Transportation-Related Information Services

JARC provides grants to communities for employment-related transportation needs. The primary beneficiaries of JARC grants are low-income families who would otherwise have difficulty getting to jobs and other necessary services, like childcare and training. JARC funds must be used to provide new services, not to plan or coordinate activities or to improve existing services. Projects must be integrated into or coordinated with the existing transportation system. This program cannot be used to purchase individual transit passes, construction of childcare centers and employment support services at transit stations, or vehicle purchases for private automobile ownership.

The JARC program has been combined with the Section 5307 Urbanized Area Formula program, the Federal capital and operating support program. Three percent of Section 5307 funds will be apportioned based on low-income population shares, and JARC projects will be eligible for 5307 funding.

Funds are allocated on a discretionary basis with 60% to areas of over 200,000 population; 20% to areas of under 200,000 population, and 20% to non-urbanized areas. A 50% local match is required. MTC adopted a preliminary Section 5307 program of projects for FY2012-13 and FY2013-14 in January 2013, and anticipates completing the next programming cycle in 2014. The number of years covered by the next program will be determined in 2014 based on the term of the next federal authorization. In the period from FY 2012-13 through FY 2017-18 there was \$237 million.

Two kinds of grants are available through the JARC program:

- Job Access Grants fund new transportation services for low-income workers or to provide transportation where none is available.
- Reverse Commute Grants fund projects that provide transportation to suburban jobs from urban, rural, and other suburban locations.

Projects and activities that are eligible for this funding source include:

- Those designed to transport low-income persons to work; and
- Those designed to move people to suburban job centers.

Lifeline Transportation Program (Lifeline)

Source:	Metropolitan Transportation Commission (MTC) through: <ul style="list-style-type: none"> • A partnership between the County of Santa Clara and Santa Clara Valley Transportation Authority (VTA)
Eligible CBTP Elements:	All recommended CBTP proposals

Lifeline funds are for innovative and flexible projects that address transportation barriers of low-income and welfare-to-work residents of Santa Clara County. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered. Funds may be used for capital or operating purposes for projects within Santa Clara County, depending on their eligibility under specific sources of program funding. If a project extends beyond the county, other funds may be required to implement that portion of the project or program.

Approximately \$15.8 million is available for funding projects in Santa Clara County for the three-year funding cycle FY 2009-2011. A minimum 20% match is required for most projects. For projects receiving Job Access and Reverse Commute (JARC) funds, at least 50% of the total project cost must be derived from funds other than the JARC program.

Projects must be developed through a collaborative, community-driven process, such as welfare-to-work or community-based transportation planning processes. All of the projects recommended in this Alviso CBTP are eligible to enter the competitive process for Lifeline funding.

Older Americans Act (OAA)

Source:	County of Santa Clara
Eligible CBTP Elements:	Shuttle Services Subscription Transportation Services

The Older Americans Act (1965) created the federal Administration on Aging as well as authorized grants to states for community planning and services programs, research, demonstration and training projects in the field of aging. Later amendments to the Act added grants to Area Agencies on Aging for local needs identification, planning, and funding of services, including but not limited to nutrition programs in the community as well as for those who are homebound and services for low-income minority elders. A reauthorization in 2000 added the National Family Caregiver Support Program, to assist families in providing care for elder family members.

Although OAA funds are allocated to non-transportation needs, such as meals and nutrition programs and medical services, a local “champion” may be able to advocate for transportation-related funding with the County of Santa Clara.

Safe Routes to School (SR2S)	
Source:	California Department of Transportation (Caltrans) through: <ul style="list-style-type: none"> • City of San Jose • County of Santa Clara
Eligible CBTP Elements:	Bicycle Improvements Bicycle/Pedestrian Infrastructure Improvements Pedestrian-Scale Lighting (near schools)

The goal of the SR2S program is to encourage school-age children to walk or bike to school. SR2S grants are intended to fund construction projects that improve the safety of students who walk or bike to school. Projects can include new sidewalks, sidewalk widening, sidewalk gap closures, curbs, gutters, and curb ramps. New pedestrian trails, paths and pedestrian over- and under-crossings are also eligible.

Funding for traffic-calming measures, traffic-control devices, and new bicycle facilities and bikeways is also available through this program. Costs related to public outreach and education activities for these improvements are also eligible, but limited to 10% of construction costs.

Sidewalk repair, pavement repair, rehabilitation of traffic lanes, and compensation for crossing guards are ineligible for funding through this program.

The amount of SR2S funds available for the program is determined by a statutory formula. Based on Fiscal Year 2012-13 federal safety fund levels, this program can expect a funding level of \$20 million from FY 2012-13 to FY 2015-16. The maximum reimbursement percentage for any SR2S project is 90%. The maximum amount of SR2S funds that will be allocated to any single project is \$450,000. If the total cost for a project exceeds \$500,000 (\$450,000 reimbursable), a local match must be provided.

Transportation Fund for Clean Air (TFCA)	
Source:	Bay Area Air Quality Management District (Air District) -or- Santa Clara Valley Transportation Authority (VTA)
Eligible CBTP Elements:	Community Bus Services Shuttle Services Transit-Oriented Development

Vanpool Program Subscription Transportation Services Subsidized Transit Pass Program Bicycle/Pedestrian Infrastructure Improvements
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The TFCA grant program is funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$20 million per year in revenue. TFCA's goal is to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and therefore improve air quality. The Bay Area Air Quality Management District (Air District) administers the TFCA program. Public agencies within the Air District's jurisdiction, such as cities, counties, school districts, transit districts, and regional and state agencies, can apply for TFCA program funds. Applicant can apply to either one of two types of TFCA grants:

- The Regional Fund comes from 60% of the revenue and is allocated directly by the Air District.
- The County Program Manager Fund constitutes the other 40% of revenues and is allocated by the Bay Area's nine county Congestion Management Agencies. VTA manages the Air District's TFCA County Program Manager Fund for Santa Clara County. Project sponsors apply directly to VTA on an annual basis for funding through the Program Manager Fund. The applications are reviewed and scored by a committee comprised of VTA staff and members of the Capital Improvement Program Subcommittee or their designees. The VTA Board of Directors then reviews the scored project list and approves programming of the funds, subject to approval by the Air District. Once approved, the project sponsors have two years to expend the funds allocated to their project.

Funds can be applied to a wide range of project types, including:

- Purchase or lease of clean fuel buses;
- Purchase of clean air vehicles;
- Shuttle and feeder bus service to train stations;
- Ridesharing programs to encourage carpool and transit use;
- Bicycle facility improvements such as bike lanes, bicycle racks, and lockers;
- Arterial management improvements to speed traffic flow on major arterials;
- Smart growth; and
- Transit information projects to enhance the availability of transit information.

Transportation for Livable Communities (TLC)	
Source:	Metropolitan Transportation Commission (MTC)
Eligible CBTP Elements:	Community Park & Ride Lots Bus Shelters/Amenities Bicycle/Pedestrian Infrastructure Improvements

Pedestrian-Scale Lighting
-and-
Bicycle, pedestrian, traffic-calming projects planned
by the City of Milpitas and the County of Santa
Clara.

The TLC Program supports community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, by enhancing their amenities and ambiance and making them places where people want to live, work and visit. TLC provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

Capital projects are funded using regional Transportation Enhancements Activities funding from the federal Surface Transportation Program. Funding also comes from the Congestion Mitigation and Air Quality (CMAQ) program. Awards are made through a competitive grant process. Projects in their early or “conceptual” stages of development are eligible for TLC Planning Program grants of up to \$75,000, which are awarded to help sponsors refine and elaborate promising project ideas. Projects with completed plans are eligible for TLC Capital Grants, which build the projects. Capital grants range from \$750,000 to \$2 million.

Projects and activities that are eligible for this funding source include bicycle, pedestrian, transit or other projects that enhance community vitality, including planning studies.

Potential Future Government Funding Sources

California Environmental Protection Agency Environmental Justice (CalEPA/EJ)

The CalEPA/EJ grant program is primarily used to seed planning activities that encourage livable communities. CalEPA/EJ grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit oriented and mixed use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision making.

CalEPA/EJ grant funded projects demonstrate the value of these new approaches locally, and provide best practices for statewide application. Funding is provided by 80% federal/state and 20% local match.

MTC Transportation 2035 (T2035)

Although no direct funding is provided from T2035, MTC's regional transportation plan, projects must be included in the plan to be eligible for future funding allocations from MTC. MTC has recently adopted VTP 2035 into their regional transportation plan (April 2009). T2035 does allocate funding to lifeline transportation projects, bicycle and pedestrian improvements, and to the Transportation for Livable Communities Program.

Valley Transportation Plan 2035 (VTP 2035)

VTP 2035 is the long-range countywide transportation plan for Santa Clara County. VTA, in its role as the appointed Congestion Management Agency for Santa Clara County, is responsible for preparing and periodically updating the countywide transportation plan. The projects listed in VTP 2035 are submitted to MTC for inclusion in T2030, the regional transportation plan, making them eligible for funding allocations from MTC.

VTP 2035 identifies existing and future transportation-related needs, considers all travel modes, links land use and transportation planning and decision-making, and identifies what can be accomplished with the projected available funding for projects and programs. Projects and programs are organized into 10 categories:

- Highways
- Expressways
- Local Streets and County Roads
- Pavement Management
- Sound Mitigation
- Landscape Restoration & Graffiti Removal
- System Operations Management/Intelligent Transportation System
- Transit
- Bicycles
- Livable Communities and Pedestrians

VTP 2035 does not include schedules for project implementation and does not make assumptions regarding financing costs that may be needed to implement specific projects in specific years. Much like MTC's T2040, VTP 2035 describes transportation projects that could be funded by local, regional, state, and federal funding sources.

Private Foundations

Private foundations offer opportunities to fund small, focused projects that provide a direct benefit to low-income communities. The following section lists some of the local private organizations that may provide additional funding for projects in this Milpitas CBTP. Other foundations not listed here may also make grants available to support transportation-related projects if they are consistent with their organizational goals.

David & Lucile Packard Foundation

The David & Lucile Packard Foundation has a long commitment to local areas of historical importance to the Packard family, including Santa Clara and Monterey Counties. Grants are available to community organizations in these local counties that advance the foundation's goals. Through its Local Opportunities Grants, the foundation supports non-profits that directly serve residents by operating food banks and homeless services for families with children, after-school youth services, and family planning and adolescent reproductive health services. Many grants are also made to local organizations by three major program areas in Population; Conservation and Science; and Children, Families, and Communities. Proposals for general operating expenses are accepted.

Contact:

300 Second Street
Los Altos, California 94022 USA
(650) 948-7658
inquiries@packard.org

Nathan Cummings Foundation

The Nathan Cummings Foundation is committed to democratic values and social justice, including fairness, diversity, and community. The foundation's goal is to "build a socially and economically just society that values and protects the ecological balance for future generations; promotes humane health care; and fosters arts and culture that enriches communities."

Of primary interest to the Nathan Cummings Foundation are issues of access to healthcare, community-inspired art projects, and projects and programs that promote environmental justice.

Contact:

475 Tenth Avenue, 14th Floor
New York, NY 10018
(212) 787-7300
info@nathancummings.org

Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation seeks to improve health and healthcare, including eliminating barriers to receiving quality healthcare and promoting physical environments that foster better health. The foundation supports training, education, research (excluding biomedical research), and projects that demonstrate the effective delivery of healthcare services. Past grant recipients include hospitals; medical, nursing, and public schools; hospices; professional associations; research organizations; state and local government agencies; and community groups.

Contact:

PO Box 2316
College Road East and Route 1
Princeton, NJ 08543-2316
(888) 631-9989

Santa Clara Valley Medical Center Foundation

The mission and focus of the VMC Foundation includes all of the services under the umbrella of the Santa Clara Valley Health & Hospital System. This foundation also conveys to the community and the private sector the diverse extensive medical services of the Health & Hospital System, its indispensable role in the community and its financial needs. All donations and grants received by the Foundation are used for equipment, patient care services and programs that do not duplicate or replace funds from Santa Clara County or other government entities.

Contact:

Santa Clara Valley Medical Center
751 South. Bascom Avenue
San Jose, CA 95128
(408) 885-5201

Surdna Foundation

Surdna Foundation makes grants in the areas of environment, community revitalization, effective citizenry, the arts and the nonprofit sector, with annual grant making of approximately \$30 million. Specifically, the foundation supports programs that offer viable solutions to difficult systemic problems, as well as high quality, direct service programs. Its “Community Revitalization” program seeks to transform environments and enhance the quality of life in urban places, increase their ability to attract and retain a diversity of residents and employers, and ensure that urban policies and development promote social equity.

Contact:

330 Madison Ave., 30th Floor
New York, NY 10017
(212) 557-0010
questions@surdna.org

van Löben Sels/RembeRock Foundation

van Löben Sels/RembeRock Foundation is a social justice foundation that provides grant funding to community-based organizations serving Northern California. The Foundation maintains a focus on public interest law and social service programs that impact underserved and vulnerable populations. Current areas of public interest law that may be applicable to programs proposed in the Milpitas CBTP include: immigrant and newcomer legal rights; legal services for children; women’s reproductive rights and access to healthcare; and general support to legal service organizations in rural counties. On a

selective basis the foundation will provide grants in the fields of health, mental health, substance abuse, job training, and the arts.

This organization provides grants for projects and programs that provide direct services to enhance fair treatment and equal access to the law, target underserved and at-risk populations, and enhance access to services.

Contact:

131 Steuart Street, Suite 301
San Francisco, CA 94105
(415) 512-0500
info@vlsrr.org

Zellerbach Family Foundation

The Zellerbach Family Foundation’s mission is “to be a catalyst for constructive social change by initiating and investing in efforts that strengthen families and communities.” Various grant making programs through this foundation support programs to increase local communities’ ability and capacity in decision-making processes that affect their communities. Of particular importance are mental health and child welfare service systems, immigrant-serving organizations, and promotion of increased resident participation in decision-making and community improvement efforts. The foundation recognizes that an informed and active citizenry is essential for building and sustaining vibrant communities that address the needs of all residents.

Contact:

120 Montgomery Street, Suite 1550
San Francisco, CA 94104
(415) 421.2629
info@zellerbachfamilyfoundation.org

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APPENDICES

- A. Alviso CBTP Fact Sheet/Comment Card
- B. Project Webpage
- C. Comment Cards Results
- D. Full Summaries of Focus Group Meetings

APPENDIX A

Alviso CBTP Fact Sheet/Comment Card



Help Us Improve Transportation in Alviso!

We need your help to identify what kinds of transportation projects would help you get from your house to your job, school, stores, church, hospitals and other destinations!

Projects could address important issues such as:

- Connections to buses and trains
- Safer streets and intersections
- More bicycle or walking paths

What We Are Doing

The Valley Transportation Authority (VTA), along with the City of San Jose and the Metropolitan Transportation Commission, is working together with you and others in the community to develop a Community Based Transportation Plan (CBTP). The resulting Alviso CBTP will help identify future transportation improvements the Alviso community thinks are most needed.

Get Involved!

The success of the Alviso CBTP depends on input from people in neighborhoods throughout Alviso. We will be hosting public meetings to identify concerns and solutions for community transportation in Alviso.

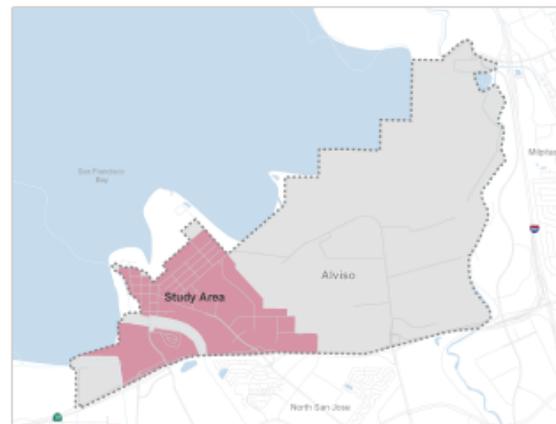
The community is invited to:

- Attend a focus group or public meeting
- Fill out a feedback form
- Set up a briefing for your organization
- Call or e-mail and share your thoughts

About VTA

The Santa Clara Valley Transportation Authority (VTA) is responsible for bus and light rail operations, highway improvements and planning for transit, highways and roadways, bikeways, and pedestrian facilities.

Project Area Map



Attend a Public Meeting

Wednesday, October 24th, 2012
Alviso Library
6:00pm - 7:30pm

Learn More

John Sighamony, Transportation Planner
408-321-5767 or john.sighamony@vta.org

For more information about the study, please visit
http://www.vta.org/studies/alviso_cbtp.html





Alviso CBTP Transportation Plan COMMENT CARD

Please submit today or mail to:

ATTN: John Sighamony
Valley Transportation Authority
3331 North First Street, B2
San Jose, CA 95134-9954

Help us improve transportation in Alviso! Please provide your comments below and submit a completed form by mail or in the drop box located in the Alviso Library by **November 15, 2012**

For more information:
john.sighamony@vta.org
http://www.vta.org/studies/alviso_cbtp.html

Age: _____

Where do you live?
(Street address or neighborhood)

Where are the three places you travel to most in Alviso or San Jose? How do you get there?

Destination (library, work, school, etc.)	Mode of Travel (car, bike, bus, walk, etc.)
1. _____	1. _____
2. _____	2. _____
3. _____	3. _____

Do you currently own (or lease) a vehicle?
Y N

Select your top three transportation concerns:

- Lack of transit service in your area
- Lack of alternative transportation options (e.g. vanpool, taxi service, shuttles, etc.)
- Personal safety while walking or biking
- Costs (fares, gas, etc.)
- Bus/light rail frequency
- Lack of paratransit service in your area
- Lack of available transportation information
- Lack of bike/ped facilities (sidewalk, bridge, bike lane/path, bike parking, crosswalk, etc.
Where: _____
- School Transportation
Where: _____
- No concerns; transportation works well now

Please use the space below to note any other concerns or suggestions to improve transportation in Alviso.



Ayúdenos a mejorar el sistema de transporte en Alviso!

¡Necesitamos su ayuda para identificar qué tipo de proyecto de transporte más efectivo para poder llevarlo de su casa a su trabajo; ó escuela, tiendas, hospitales iglesias y otros destinos!

Los proyectos podrían tratar temas como:

- Conexiones de autobuses y trenes
- Aceras y cruces más seguros
- Mas carriles o rutas para ciclistas y peatones

Que Estamos Haciendo

El Santa Clara Valley Transportation Authority (VTA), en colaboración con la ciudad de San Jose y La Comisión Metropolitana del Transporte (MTC), estamos trabajando juntos con usted y otros en su comunidad para desarrollar el Plan de Transporte Basado en la Comunidad (siglas en inglés: CBTP) de Alviso. Este plan nos ayudará a identificar mejoras en el transporte en Alviso que la comunidad piensa son las más necesarias.

¡Envuélvase!

El éxito del CBTP de Alviso depende de las aportaciones que las personas en los vecindarios de Alviso nos den. Vamos a organizar reuniones públicas para identificar los problemas y las soluciones para el transporte de la comunidad en Alviso.

La comunidad está invitada a:

- Asistir al grupo de discusión o una reunión pública
- Llenar una tarjeta de comentarios escritos
- Establecer una sesión informativa para su organización
- Llame o envíe un correo electrónico, y comparta sus pensamientos

Si desea más información, por favor:

Comuníquese con John Sighamony, Transportation Planner llamando al 408-321-5767 o vía correo electrónico John.Sighamony@vta.org para informarse acerca de las próximas reuniones o para solicitar que un representante del proyecto visite su organización. Para obtener más información sobre este proyecto, visítenos en la página http://www.vta.org/studies/alviso_cbtp.html

About VTA

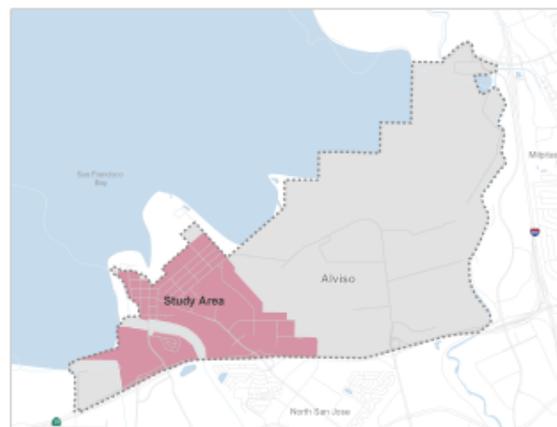
The Santa Clara Valley Transportation Authority (VTA) is responsible for bus and light rail operations, highway improvements and planning for transit, highways and roadways, bikeways, and pedestrian facilities.



Reunión Pública

Miércoles, 24 de Octubre, 2012
Alviso Library
6:00pm -7:30pm

Mapa del Proyecto





Alviso CBTP Transportation Plan COMMENT CARD

Favor de entregar sus comentarios hoy, o envío por correo a:

ATTN: John Sighamony
Valley Transportation Authority
3331 North First Street, B2
San Jose, CA 95134-9954

¡Ayúdenos a mejorar el sistema de transporte en Alviso! Proporcione sus comentarios a continuación y envíe su formulario por correo o en las cajas de comentarios situadas en Alviso antes del **15 de Noviembre, 2012.**

Para más información acerca de este proyecto:
john.sighamony@vta.org
http://www.vta.org/studies/alviso_cbtp.html

Edad: _____

¿En donde vive?
(Dirección o Vecindario)

¿En donde están los tres lugares a los cuales ud. viaja con más frecuencia en Alviso o San Jose?
¿Cómo se puede transportar hasta ahí?

Su lugar de destino
(biblioteca, trabajo,
escuela, etc.)

Forma de Transporte que ud.
utiliza (carro, bicicleta,
autobús, caminando, etc.)

- | | |
|----------|----------|
| 1. _____ | 1. _____ |
| 2. _____ | 2. _____ |
| 3. _____ | 3. _____ |

¿Es actual propietario (o arrienda) un vehículo?
Sí No

Seleccione las tres mayores preocupaciones que tiene sobre el transporte en su area:

- La falta de servicio público de transporte en su área
 - La falta de opciones de transporte alternativos (por ejemplo, viajes compartidos en van, servicio de taxi, autobuses, etc.)
 - La falta de seguridad de las personas al caminar o andar en bicicleta
 - El alto costo (tarifas, gasolina, etc.)
 - Poca frecuencia de los autobuses/el tren ligero
 - La falta de servicio de Paratransporte en su área
 - La falta de información de transporte disponible
 - La falta de instalaciones para ciclistas y/o peatones (aceras, puentes, carril de bicicletas/peatones, estacionamiento para bicicletas, cruces peatonales, etc)
- ¿Dónde? _____
- Transporte Escolar
- ¿Dónde? _____
- No hay preocupaciones, el transporte funciona bien ahora

Utilice el siguiente espacio para anotar cualquier otra inquietud o sugerencia para mejorar el transporte en Alviso.

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APPENDIX B

Project Webpage

Lee Morgan - Speedball - Yo... x Sanka Clara Valley Transport... x Take a screen capture (prin... x

vta.org/studies/alviso_cbtp.html

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Planning/Studies

Construction
Current Projects
Completed Projects

Programs

Home > Projects, Studies & Programs > Alviso Community Based Transportation Plan (CBTP)

Alviso Community Based Transportation Plan (CBTP)

Public Workshop

Wednesday, October 24, 2012
6:00PM – 7:00PM
Alviso Branch Library
Community Room
5050 North 1st Street
Alviso

VTA invites public participation to best identify future transportation improvements!
Come out to share your ideas.

For more information contact:
Community.outreach@vta.org
408.321.7575

VTA is taking a grass-roots approach to identifying barriers to mobility and working to overcome them. The agency will soon launch a study in San Jose's Alviso neighborhood designed to identify transportation needs and to determine potential solutions to address those needs. Funded by the Metropolitan Transportation Commission (MTC) and conducted by VTA, the resulting plan will emphasize community outreach to ensure a collaborative process inclusive of residents, employers, community-based and faith-based organizations, transportation and service providers, governmental agencies, and the business community. VTA has previously conducted CBTP studies in Milpitas, East San Jose and Gilroy.

5050 North 1st Street
Alviso

VTA invites public participation to best identify future transportation improvements!
Come out to share your ideas.

For more information contact:
Community.outreach@vta.org
408.321.7575

VTA is taking a grass-roots approach to identifying barriers to mobility and working to overcome them. The agency will soon launch a study in San Jose's Alviso neighborhood designed to identify transportation needs and to determine potential solutions to address those needs. Funded by the Metropolitan Transportation Commission (MTC) and conducted by VTA, the resulting plan will emphasize community outreach to ensure a collaborative process inclusive of residents, employers, community-based and faith-based organizations, transportation and service providers, governmental agencies, and the business community. VTA has previously conducted CBTP studies in Milpitas, East San Jose and Gilroy.

The planning process will focus on outreach to residents of the Alviso study area to improve transportation options for the area's low-income population. This plan will provide guidance to decision makers in both the public and private sectors as to how the target population's means of transportation could be improved.

Regional Planning
MTC is the San Francisco Bay Area's Regional Transportation Planning Agency (RTPA), as well as the Metropolitan Planning Organization (MPO), and as such has region-wide responsibilities to plan, finance and coordinate transportation. MTC's Community Based Transportation Planning Program was established in 2002 to advance the findings of two reports completed as part of the 2001 Regional Transportation Plan (RTP).

Alviso Study Area
The Community of Alviso is located at the Northern portion of San Jose, adjacent to the San Francisco Bay. Alviso is a peninsula located on the north side of SR 237, and isolated from greater San Jose.

Local Participation Is Key
In coming weeks, VTA will announce community outreach efforts and public meetings to support the CBTP process. The objective of the Alviso CBTP will emphasize community participation in prioritizing transportation needs and identifying potential solutions. The CBTP will foster collaboration between local residents, community-based organizations, transit operators, CMAs and MTC as well as build community capacity by involving community-based organizations in the planning process.

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Located at 3331 North First Street, San Jose, CA 95134 • (408)321-2300

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APPENDIX C

Comment Card Results

Survey Methodology & Results

In an effort to gain a better understanding the transportation needs of Milpitas residents, the Project Working Group sought to gather information from as many sources as possible. One part of the information gathering effort was the transportation comment card. The comment card was developed by the Project Working Group as a means for Milpitas community members to provide direct feedback on their transportation needs and travel patterns. The comment card was designed to focus on information gathering rather than statistical significance. The comment card featured six short questions, mostly multiple choice, including an open-ended general comments question. The survey was administered in two forms—a conventional paper-based version and an online version. The paper comment card was printed along with the project fact sheet, which served as a convenient way to inform residents about the project and also seek their input. Suggestion boxes were placed at the Alviso Library, the most used facility in Alviso, to collect comment cards. The link to the online comment card was posted on the project webpage which is on the main VTA website. The project webpage provided information about the Milpitas CBTP study and the link to the comment card was an opportunity to provide direct feedback on needs.

Both the paper and the online comment cards were administered from September 2012 through December 2012. The bulk of the completed surveys were returned during the months of October-November but VTA staff continued to collect surveys through December to give respondents sufficient time to provide input.

Distribution

More than 700 comment cards were distributed throughout Alviso. Surveys were distributed in English and Spanish. VTA staff also distributed the fact sheet/comment card at the George Mayne Elementary School, Jubilee Christian Center and the Alviso Library in order to reach community members who may not have the opportunity to attend a focus group or public meeting. The Library served as a drop-off location with the suggestion boxes to collect comment cards. Comment cards could also be returned via mail or in person at any of the focus group or public meetings. Comment card responses were collected, analyzed and summarized by the survey team and are included in this report.

Survey Response

The table below gives an overview of the survey distribution and the results. 198 valid surveys were returned from all distribution methods (excluding a few that were returned blank). Of the 198 completed surveys, many had valid comments in the general comments question, which gave the Project Working Group another valuable insight into the community's needs. Though not statistically significant, an analysis of the results does provide a good insight into the needs of the community.

Full Results by Question

Question 3: Where are the three places you travel most? How do you get there?

Raw Data

DESTINATION	BUS	WALK	CAR	BIKE	LRT	TOTAL
Work	10	2	132	36	X	180
Library	X	53	33	28	X	114
School	24	18	19	18	X	79
Store	2	11	56	9	11	89
Church	X	5	26	X	X	31
Hospital	8	X	67	2	X	77
Parks	X	7	3	14	X	24
Total	44	86	336	107	11	594

Percentage

DESTINATION	BUS	WALK	CAR	BIKE	LRT	TOTAL
Work	5.6%	1.1%	73.3%	20%	X	30.3%
Library	X	46.5%	28.9%	24.6%	X	19.2%
School	30.4%	22.7%	24.0%	22.7%	X	13.3%
Store	2.2%	12.4%	62.9%	10.1%	12.4%	15.0%
Church	X	16.1%	83.9%	X	X	5.2%
Hospital	10.4%	X	87.0%	2.6%	X	13.0%
Parks	X	29.2%	12.5%	58.3%	X	4.0%
Total	7.4%	14.5%	56.6%	18.0%	1.9%	

Question 4: Do you currently own (or lease) a vehicle?

Number

Yes	No
144	54

Percentage

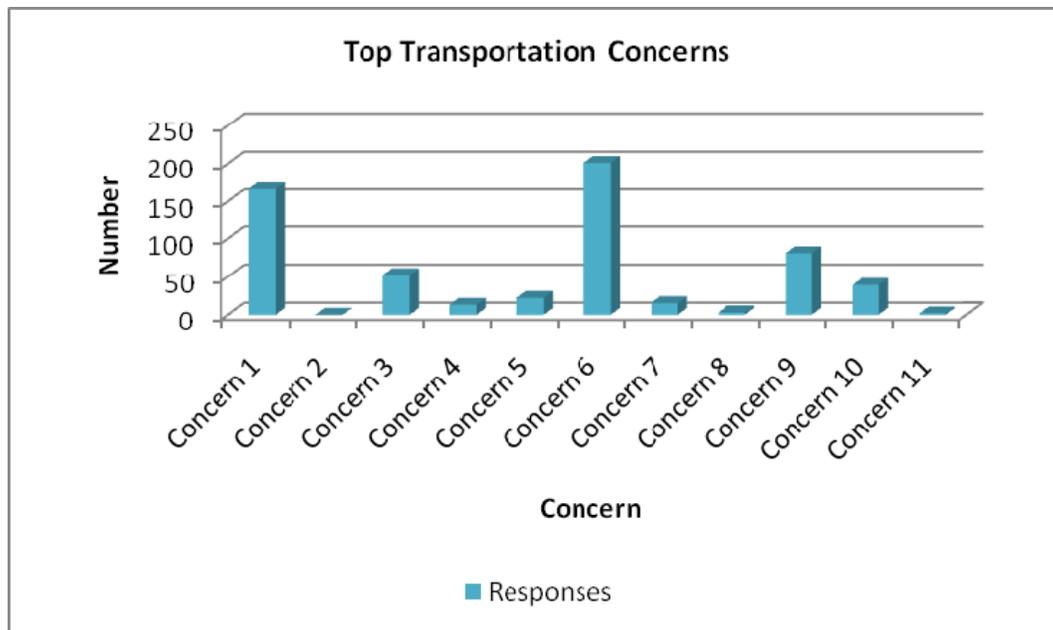
Yes	No
73.7%	27.3%

Question 5: Select your top three transportation concerns**Number**

Transportation Concerns	Number of Responses
1. Lack of transit service in your area	166
2. Traffic Congestion	0
3. Late night/early morning Bus/LRT service	52
4. Personal Safety while walking or biking	13
5. Costs (fares, gas, etc)	22
6. Bus/light rail frequency	201
7. Lack of paratransit service in your area	15
8. Lack of available transportation information	3
9. Lack of pedestrian/bicycle facilities	81
10. School transportation	39
11. No Concerns; transportation works well now	2

Percentage

Transportation Concerns	Percentages
1. Lack of transit service in your area	27.9%
2. Traffic Congestion	0.0%
3. Late night/early morning Bus/LRT service	8.7%
4. Personal Safety while walking or biking	2.2%
5. Costs (fares, gas, etc)	3.7%
6. Bus/light rail frequency	33.8%
7. Lack of paratransit service in your area	2.5%
8. Lack of available transportation information	0.5%
9. Lack of pedestrian/bicycle facilities	13.7%
10. School transportation	6.6%
11. No Concerns; transportation works well now	0.3%



Comments

Question 6: Do you have any specific comments/suggestions on your community's transportation needs?

The lists below shows the valid comments received from question 6, which allowed respondents an open-ended forum to provide any comments. The comments were organized by topic for manageability, and duplicate comments were combined. The duplicate comments are listed below only once. The list is not ranked.

Route Changes/Additions

- Increase bus frequency
- Need service in evenings
- Make bus routes and schedules more reliable
- Need a direct bus from Alviso to my shopping destinations
- Need bus during midday
- Ridership will increase if there are more buses
- Seniors and school children need special shuttles

Station Improvements

- Need better bus stops

Safety Concerns - Bike/Ped Improvements

- Add more sidewalks around town
- I'm forced to walk on the side of the road in some parts

More connections to our Marina
Complete bike trails that lead into Alviso
Bike lanes on First Street should be added

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APPENDIX D

Full Summaries of Community/Focus Group Meetings

Summary
Alviso Community Meeting
October 24, 2012
6:00 P.M.

On Wednesday, October 24 VTA hosted a community meeting for the Alviso CBTP. The meeting was held at the Alviso Branch Library and approximately sixteen local community members attended. Participants primarily rely on bus transit to get to most destinations within Milpitas. The majority of the comments addressed bus transit, specifically availability and reliability. The participants in particular suggested increasing bus arrival reliability, especially during the mid-day. In addition, participants requested improvements to bus stops as well as bicycle and pedestrian improvements. Below is a summary of the comments heard. Comments are grouped by topic and are not a transcript.

Bus Service and Routes

- Depending on traffic the time to get from Milpitas High School to the Youth Center is approximately 10- 15 minutes
- The bus is the most common mode of transportation to get to shopping, work, school and other destinations for many people
- Most trips taken on the bus are in close proximity
- Multiple bus trips are taken within a day
- I always see buses in Alviso but they never stop
- Can some of the other routes in the area, like the 55, 57, and 60, be re-routed to provide midday service
- Need evening routes since they are only now in morning and afternoon
- Weekend service is needed to get to shopping or recreation
- Often deterred from taking the bus since it never comes when I need it
- Forced to walk long distances to get to where I need to go
- Would like there to be easy transit service to Newark and Union City for school and recreational events
- Would like service to at least the LRT station on Tasman
- A shuttle bus would be nice
- Need for more bike capacity on the buses
- Need a better connection to the post office and health clinic

Bus Reliability

- Overall, the bus travel time is inconsistent, since the buses only come in certain periods
- The arrival time of busses at bus stops is unreliable, particularly in the morning when arriving for school
- No service during the day forces me to walk or call someone

Cost

- The majority of youth buy monthly bus passes for travel to school and other social/recreational destinations
- Senior cost to use public transit is a little high since many are on fixed incomes

Bus Stop Locations and Amenities

- The walking distance to the bus stop is near the library is far
- The bus stops should be improved in order to look inviting
- The bus stops should have benches and garbage cans
- Space for wheelchairs under bus shelters is needed
- Shelters are needed at the stop near the library

Bicycle and Pedestrian Facilities

- Sidewalks are discontinuous
- There are opportunities for bicycle routes
- People come to Alviso to spend time at the wetlands and park, there should be a good system of trails
- We got sidewalks on First Street but they are only on one side
- The bus marquee which announce time and next stop is helpful, but should also announce when the stop is requested
- Potential first time riders are often deterred from riding the bus as they are confused by which bus to use to get to a particular location

Safety

- Some bus stops are too dark at night and it feels unsafe. When the street lights turn off, the stops are too dark

Summary
Alviso Neighborhood Focus Group
 October 4, 2012
 6:30 P.M.

On Thursday, October 4, 2012, VTA hosted the first focus group meeting for the Alviso CBTP. The meeting was held at the Milpitas Adult Education Center and approximately ten local adult ESL students participated. Participants rely on a variety of modes of transportation, including car, bike, and bus, to travel to destinations within Milpitas. The majority of the comments addressed bus transit, specifically timeliness and routing. The participants in particular suggested direct routes to popular destinations and increased bus arrival reliability. In addition, participants requested bus route schedules should be posted in multiple languages. Below is a summary of the comments heard. Comments are grouped by topic and are not a transcript.

Bus Service and Routes

- There should be more service in Alviso; we have many seniors and youth that rely on the buses
- An added bus route on Gold Street would be nice
- A bus schedule that catered to evening hours (after 4:00 PM) would benefit many students and parents, particularly students that go to high school in Sunnyvale. It would also help those that have jobs at odd hours of the day.
- Seniors need better wheelchair lifts for the bus.
- A special service to light rail would be beneficial.
- Most of my appointments and shopping are outside of Alviso but the only time I need to get there are during the day when there is no service.
- Route 58 has no weekend service which allows people who live in Alviso to take it to personal appointments or could help people who live outside of Alviso to come for recreational activities.

Bus Reliability

- Bus is not frequent enough.
- It is inconvenient to ride the bus since I have to transfer many times.
- Currently, many students need to use the bus in the midday during summer to get to the library.
- It should be frequent service for seniors
- If there were service to at least the Tasman LRT Station that could help a lot.
- Since the buses are infrequent, resort to walking or driving to get to where I need.

Bus Stop Locations and Amenities

- The walking distance is long from the residential areas to the main roads with bus stops.

Bus Drivers

- Bus drivers are usually very kind.
- One bus driver took me to the nearest bus stop near the First Street shopping center

Safety

- I feel unsafe walking after dark.

Summary
Alviso Senior Lunch Group Focus Group
November 14, 2012
11:00 A.M.

On Wednesday, November 14, VTA attended an informal focus group meeting for the Alviso CBTP. The meeting was held at Alviso Branch Library and approximately 14 seniors participated. The majority of the comments addressed bus transit, specifically the need for specific service for seniors. The participants in particular suggested that the wheelchair lifts on buses are not big enough. In addition, participants said buses need to be frequent or there should be a shuttle provided. Below is a summary of the comments heard. Comments are grouped by topic and are not a transcript.

Transit

- Buses: not a good option because it takes too long
- Prefer to use spot service provided by other providers
- Have bus go straight from Alviso to McCarthy Ranch, North First Center, and other shopping
- I rely on others because the bus is not frequent.
- I need service to get to the clinic or hospital
- The wheelchair lifts on the buses need to be replaced.

Cost

- Seniors should be given a discounted rate.

Bike/Ped

- Need sidewalks in many areas
- Striped bike lanes would benefit us

Main Destinations

- Alviso Health Center
- Hospital
- Home
- Library