

From: Baltao, Elaine
Sent: Friday, December 27, 2019 4:03 PM
To: VTA Board of Directors
Subject: From VTA: Friendly Reminder - 12/28 New Transit Service
Importance: High

VTA Board of Directors and VTA Policy Committee Members:

Happy Holidays!

Friendly Reminder: Tomorrow, December 28, 2019, VTA will implement the most comprehensive overhaul of the local bus and light rail network in our county's history.

Attached for your reference is a *list of major changes* to the network focusing on changes in your community (*NTSP Major Changes List – clickable.pdf*). To view the specific changes per district in the pdf file, please click on the district #. Also attached is a *spreadsheet that has the list of bus stops, sorted by city, that will be removed in the near future*.

Our new network is designed to provide more frequent bus service, improved bus routes and a new light rail route. These improvements will reduce wait times, provide 20 all-day frequent routes operating every 15 minutes or better, and streamline connections to regional rail services. All transit service, both bus and light rail, is free from December 28 – December 31.

With these changes, we also anticipate receiving questions and some concerns from the public as riders adjust to new schedules, connections and modes of travel.

Resources in case you receive questions about the changes:

newservice.vta.org – This is a dedicated website where constituents can learn about the new routes and times, has [How to Ride](#) quick-start guide and opportunities to [sign up for our email onboarding series](#). This website has links to guide residents to the correct version for [iPhones and Android phones](#).

[Transit app](#) – Trip Planning

Customer Service: Direct complaints or compliments to: customer.service@vta.org or by phone at (408) 321-2300.

Other resources: [@vtaservice](#), [Messenger](#)

Additional information:

Finally, [BART service to Santa Clara County will be deferred](#) until VTA and BART develop a revised testing and training plan to ensure safe and reliable start of

passenger service. Until BART service begins, VTA's Express Bus 181 will continue to run between the Warm Springs BART station and Diridon Station. The route will no longer serve the Great Mall and will stop at I-880/Alder Station instead.

With the new year, big changes are coming to the transportation services we provide to your constituents. We are excited and hope that these changes will make a positive impact in the lives of these transit riders. Thank you for your continued support of VTA and the transportation projects and services we provide to the people of Santa Clara County.

Happy New Year!

Santa Clara Valley Transportation Authority
3331 North First Street, San Jose, CA 95134
Board Office Phone **408-321-5680**
Customer Service **408-321-2300**



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VTA NEW TRANSIT SERVICE

December 28, 2019

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Instruction: Click on the District Number to link to the appropriate page.

District 1 – North/East San Jose and Milpitas

VTA's New Transit Service begins December 28, 2019. A lot of changes are taking place in your area. Listed below are important things to know:

- The new Light Rail Orange Line travels from Alum Rock to Mountain View. Transfer at Baypointe Station to travel toward Santa Teresa, or at Champion, Lick Mill, Great America, or Old Ironsides stations to travel toward Winchester.
- The Great Mall Transit Center is closing. Most routes will switch over to the Milpitas Transit Center.
- Express Route 181 Express will still operate. Connections between Warm Springs BART and the light rail will be made at the new Alder Station, formerly I-880 Milpitas.
- Express Route 180 is discontinued. Use Express Route 181 to access Warm Springs BART.
- Routes 46 and 47 have been combined into a two-way loop comprised of Routes 44 and 47.
- Route 20 is a new route connecting Milpitas Transit Center to Sunnyvale.
- Route 45 is discontinued. Route 71 may be an alternative.
- Route 62 has been combined with Route 61
- Limited Route 321 is discontinued

Some Important routes to know:

Route 20: <https://newservice.vta.org/routes/20>

Route 44/47: <https://newservice.vta.org/routes/44>

Route 61: <https://newservice.vta.org/routes/61>

Route 66: <https://newservice.vta.org/routes/66>

Express Route 181: <https://newservice.vta.org/routes/181>

Light Rail Orange Line: <https://newservice.vta.org/routes/903>

For a complete list of all changes and to discover new service, visit:

<https://newservice.vta.org/changes>

For questions about your trip and assistance with travel planning, contact: VTA Customer Service M-F 8 am-6 pm 408-321-2300

For More Information: VTA Community Outreach M-F 8 am-5 pm 408-321-7575

Community.Outreach@vta.org

District 2 – North San Jose and Santa Clara

VTA's New Transit Service begins December 28, 2019. A few big changes are taking place in your area. Listed below are some important things to know:

- The new Light Rail Orange Line travels between Alum Rock and Mountain View. The Blue line ends at Baypointe station. And the Green Line ends at Old Ironsides station.
- Route 10, which connected the Airport with the Santa Clara Transit Center and Metro Light Rail station, is folded into Route 60, which is rerouted to end at the Milpitas Transit Center. Boardings at the Airport are free. All other Boardings are standard fare
- Route 23 now stays on Stevens Creek to serve the Valley Fair Transit Center
- New Route 59 provides service on Forest Ave and serves the Valley Fair Transit Center.
- Route 21 is a combination of routes 32, 34, and 35. On Sundays, Route 21 Operates between Stanford Shopping Center and Downtown Mountain View only.
- New Route 59 provides service on Forest Ave and serves the Valley Fair Transit Center.
- Route 62 has been merged into Route 61

Some Important routes to know:

Route 10 (60) : <https://newservice.vta.org/routes/60>

Route 21: <https://newservice.vta.org/routes/21>

Route 59: <https://newservice.vta.org/routes/59>

Route 61: <https://newservice.vta.org/routes/61>

Express Route 181: <https://newservice.vta.org/routes/181>

Light Rail Orange Line: <https://newservice.vta.org/routes/903>

Light Rail Blue Line: <https://newservice.vta.org/routes/blue-line>

Light Rail Green Line: <https://newservice.vta.org/routes/green-line>

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District 3 – South San Jose/South County

VTA's New Transit Service begins December 28, 2019. There are a few big changes taking place in your area. Listed below are some important things to know:

- The Almaden Spur Light Rail is discontinued. Route 64A will serve the light Rail segment from Ohlone/Chynoweth to Oakridge
- Route 63 and 64 are combined into Route 64, which has a and b branches
- Gilroy Transit Center has changed considerably. Routes 14, 17, and 19 are discontinued. Routes 84 and 85 are alternatives and will form a two-way loop that serves many of the same destinations.
- Route 16 is renamed to Route 87. Route 18 is renamed to Route 86.
- Route 42 will not travel along Monterey Highway south of Blossom Hill Caltrain Station, but is rerouted to serve the other side of Highway 101 along Silver Creek Valley Road-Hellyer-Silicon Valley Blvd.
- Express Bus Route 180 is discontinued. Connect to Route 181 to travel to Warm Springs BART station. No changes to Express Bus Routes 102, 103, 104, 121, 122, 168, or 182 are occurring at this time.
- Route 12 is discontinued. Routes 61 and 77 may be alternatives.
- Route 13 is renamed to Route 83.
- Route 14 is discontinued. Route 84/85 may be an alternative
- Route 45 is discontinued. Route 71 may be an alternative.
- Route 82 is discontinued. Routes 56, 66, and 68 may be alternatives.
- Express Route 180 is discontinued. Connect to Route 181 for travel to Warm Springs BART.

Some Important routes to know:

Route 42: <https://newservice.vta.org/routes/42>

Route 68: <https://newservice.vta.org/routes/68>

Route 84: <https://newservice.vta.org/routes/84>

Route 85: <https://newservice.vta.org/routes/85>

Express Route 181: <https://newservice.vta.org/routes/181>

Almaden Spur: Discontinued – Replaced by 64a: <https://newservice.vta.org/routes/64a>

Light Rail Orange Line: <https://newservice.vta.org/routes/903>

Light Rail Blue Line: <https://newservice.vta.org/routes/blue-line>

Light Rail Green Line: <https://newservice.vta.org/routes/green-line>

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District 4 - Downtown San Jose

VTA's New Transit Service begins December 28, 2019. There are a few big changes taking place in your area. Listed below are some important things to know:

- The DASH Shuttle is discontinued. It is replaced by the new Rapid 500 which connects San Jose Diridon Station to Santa Clara/6th. The 500 will connect Diridon to Berryessa BART when BART service begins.
- Rapid 523 is an upgrade to the discontinued Limited 323 and connects Downtown San Jose with the Berryessa Transit Center via Santa Clara Street and King Road. It will continue to connect to De Anza College in Cupertino.
- Route 65 is discontinued. Through Japantown many passengers can use route 66 on 10th and 11th Streets, which will run every 15 minutes for a longer portion of the day, much improved from old route 65 running once an hour.
- Many Routes that operate on San Fernando will be moved to Santa Clara Street. These include Routes 64, 72, and 73.

Some Important Routes to know:

Rapid 500: <https://newservice.vta.org/routes/500>

Rapid 523: <https://newservice.vta.org/routes/523>

Route 23: <https://newservice.vta.org/routes/23>

Route 64: <https://newservice.vta.org/routes/64a>

Route 66: <https://newservice.vta.org/routes/66>

Express Route 181: <https://newservice.vta.org/routes/181>

Light Rail Orange Line: <https://newservice.vta.org/routes/903>

Light Rail Blue Line: <https://newservice.vta.org/routes/blue-line>

Light Rail Green Line: <https://newservice.vta.org/routes/green-line>

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District 5 - West Valley

VTA's New Transit Service begins December 28, 2019. There are a few big changes taking place in your area. Listed below are some important things to know:

- Limited 323 is upgraded to Rapid 523, which connects downtown San Jose to De Anza College. Instead of terminating at De Anza like the 323 did, the Rapid 523 continues north to Sunnyvale Transit Center and Lockheed Martin Transit Center, replacing the discontinued Route 54.
- Route 58 has been discontinued. Portions of the old route are being served by Routes 20, 26, 57, and 59.
- Routes 61 and 62 are combined into Route 61, which splits into separate Bascom Ave. and Union Ave. branches.
- Route 53 no longer connects De Anza College with Downtown Saratoga. It now ends at the Santa Clara Transit Center. Route 51 will make the north-south Sunnyvale-Saratoga connection.
- Route 26 is broken into two routes: 26 and 56. Route 26 serves West Valley College, the Westgate shopping center area, and Eastridge. New route 56 connects Lockheed Martin to Tamien Station
- Route 55X is discontinued. Route 55 will stay on Sunnyvale-Saratoga Road and no longer travel down Fair Oaks.
- Limited Routes 304, 321, and 328 are discontinued
- Express Bus Route 120 is discontinued. Connect with Express Route 181 at Alder/I-880 Milpitas for travel between Warm Springs BART Station and VTA light Rail Orange line for travel to Lockheed Martin Transit Center.
- No changes to Express Routes 101,121, or 122 are occurring at this time.

Some Important routes to know:

Rapid 523: <https://newservice.vta.org/routes/523>

Route 26: <https://newservice.vta.org/routes/26>

Route 51: <https://newservice.vta.org/routes/51>

Route 53: <https://newservice.vta.org/routes/53>

Route 55: <https://newservice.vta.org/routes/55>

Route 56: <https://newservice.vta.org/routes/56>

Route 57: <https://newservice.vta.org/routes/57>

Route 61: <https://newservice.vta.org/routes/61>

Express Route 181: <https://newservice.vta.org/routes/181>

Light Rail Orange Line: <https://newservice.vta.org/routes/903>

Light Rail Blue Line: <https://newservice.vta.org/routes/blue-line>

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District 6 – Palo Alto/Mountain View

VTA's New Transit Service begins December 28, 2019. There are a few big changes taking place in your area. Listed below are some important things to know:

- The Light Rail Green Line no longer serves Mountain View. It is instead served by the new Orange Line.
- Routes 32, 34, and 35 are combined into Route 21, which connects the Stanford Shopping Center, Downtown Palo Alto, San Antonio Caltrain Station, Downtown Sunnyvale, and Santa Clara Transit Center.
- Route 40 has been extended to connect to Mountain View Transit Center.
- Route 88 no longer provides all-day service. It instead provides bell-time coordinated service to Gunn High School.
- There are no changes to Express Bus Routes 101, 102, 103, 104, 121, 122, 168, 182, and 185 at this time.
- Express Bus 120, 140, and 180 are discontinued.
- Express bus 181 will continue to operate. Connect at Alder/ I-880 Milpitas Light Rail Station for travel between Mountain View and Warm Springs BART.

Some Important routes to know: School Tripper Service:

<https://www.vta.org/go/routes/school-trippers>

Route 21: <https://newservice.vta.org/routes/21>

Route 88 is now 288, 288L, 288M:

288- <https://www.vta.org/go/routes/school-288?version=upcoming;>

288L - <https://www.vta.org/go/routes/school-288l?version=upcoming;>

288M - <https://www.vta.org/go/routes/school-288m?version=upcoming>

Route 522: <https://newservice.vta.org/routes/522>

Route 22: <https://newservice.vta.org/routes/22>

Express Route 181: <https://newservice.vta.org/routes/181>

Light Rail Orange Line: <https://newservice.vta.org/routes/903>

Light Rail Blue Line: <https://newservice.vta.org/routes/blue-line>

Light Rail Green Line: <https://newservice.vta.org/routes/green-line>

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Copy of Stops for Deactivation

City	Stop ID	Stop Name	Stop Direction	On Street Name	Stop Location	At Street Name	Routes Serviced April 2019	Service Changes
Campbell	64593	San Tomas & Campbell	N	SAN TOMAS	FS	CAMPBELL	328, 330	Removing Service
Campbell	64606	San Tomas & Hamilton	N	SAN TOMAS	FS	HAMILTON	330	Removing Service
Campbell	63155	Leigh & Campbell	S	LEIGH	FS	CAMPBELL	65	Removing Service
Campbell	63153	Leigh & Hamilton	S	LEIGH	FS	HAMILTON	65	Removing Service
Campbell	63154	Leigh & McBain	S	LEIGH	FS	MC BAIN	65	Removing Service
Campbell	64605	San Tomas & Campbell	S	SAN TOMAS	FS	CAMPBELL	328, 330	Removing Service
Campbell	64619	San Tomas & Hamilton	S	SAN TOMAS	FS	HAMILTON	328, 330	Removing Service
County	65356	McKee & Gordon	E	MCKEE	FS	GORDON	45	Removing Service
County	63044	Alum Rock & Cragmont	N	ALUM ROCK	FS	CRAGMONT	45	Removing Service
County	63042	Alum Rock & Dale	N	ALUM ROCK	NS	DALE	45	Removing Service
County	63045	Alum Rock & El Campo	N	ALUM ROCK	OP	EL CAMPO	45	Removing Service
County	63046	Alum Rock & Fleming	N	ALUM ROCK	FS	FLEMING	45	Removing Service
County	63043	Alum Rock & Harriet	N	ALUM ROCK	FS	HARRIET	45	Removing Service
County	63047	Alum Rock & Mountain View	N	ALUM ROCK	OP	MOUNTAIN VIEW	45	Removing Service
County	60819	Thornton & Empey	N	THORNTON	NS	EMPEY	25	Removing Service
County	63059	Alum Rock & Cragmont	S	ALUM ROCK	NS	CRAGMONT	45	Removing Service
County	63058	Alum Rock & El Campo	S	ALUM ROCK	FS	EL CAMPO	45	Removing Service
County	63057	Alum Rock & Kirk	S	ALUM ROCK	NS	KIRK	45	Removing Service
County	63055	Alum Rock & McKee	S	ALUM ROCK	FS	MCKEE	45	Removing Service
County	63056	Alum Rock & Mountain View	S	ALUM ROCK	FS	MOUNTAIN VIEW	45	Removing Service
County	63060	Alum Rock & Pickford	S	ALUM ROCK	NS	PICKFORD	45	Removing Service
County	63061	Alum Rock & Talmadge	S	ALUM ROCK	FS	TALMADGE	45	Removing Service
County	60730	Turner & Renova (Valley Medical Center)	S	TURNER	NS	RENOVA	25	Removing Service
County	60817	Clove & Ginger	W	CLOVE	FS	GINGER	25	Removing Service
County	60818	Clove & Thornton	W	CLOVE	NS	THORNTON	25	Removing Service
County	65358	McKee & Gordon	W	MCKEE	FS	GORDON	45	Removing Service
County	65357	McKee & Saint Laurent	W	MCKEE	FS	ST. LAURENT	45	Removing Service
County	65742	Middle & Turner (Valley Medical Center)	W	MIDDLE	FS	TURNER	25	Removing Service
County	60816	Valley Medical Center	W	RENOVA	AT	VALLEY MEDICAL CENTER	25	Removing Service
Cupertino	62165	Stelling & Greenleaf	N	STELLING	FS	GREENLEAF	53, 54, 81	Removing Service
Cupertino	62164	Stelling & Hazelbrook	N	STELLING	OP	HAZELBROOK	53, 54, 81	Removing Service
Cupertino	60846	Stelling & McClellan	N	STELLING	FS	MCCLELLAN	25, 53	Removing Service
Cupertino	60847	Stelling & Pepper Tree	N	STELLING	FS	PEPPER TREE	25, 53	Removing Service
Cupertino	60848	Stelling & Stevens Creek	N	STELLING	NS	STEVENS CREEK	25, 53	Removing Service
Cupertino	62166	Stelling & Valleygreen	N	STELLING	FS	VALLEYGREEN	53, 54, 81	Removing Service
Cupertino	63968	Tantau & Forge	N	TANTAU	FS	FORGE	81	Removing Service
Cupertino	63967	Tantau & Pruneridge	N	TANTAU	NS	PRUNERIDGE	81	Removing Service
Cupertino	62216	Stelling & Christensen	S	STELLING	FS	CHRISTENSEN	53, 54, 81	Removing Service
Cupertino	62213	Stelling & Gardena	S	STELLING	FS	GARDENA	53, 54, 81	Removing Service
Cupertino	62214	Stelling & Greenleaf	S	STELLING	FS	GREENLEAF	53, 54, 81	Removing Service
Cupertino	62215	Stelling & Hazelbrook	S	STELLING	FS	HAZELBROOK	53, 54, 81	Removing Service
Cupertino	62298	Stelling & Stevens Creek	S	STELLING	NS	STEVENS CREEK	53, 54	Removing Service
Cupertino	64093	Tantau & Homestead	S	TANTAU	FS	HOMESTEAD	81	Removing Service
Cupertino	64094	Tantau & Pruneridge	S	TANTAU	FS	PRUNERIDGE	81	Removing Service
Cupertino	60845	McClellan & Felton	W	MCCLELLAN	OP	FELTON	25, 53	Removing Service
Fremont	65559	Mission & Mohave	E	MISSION	NS	MOHAVE	120, 140	Removing Service
Fremont	65203	Stevenson & Gallaudet	E	STEVENSON	FS	GALLAUDET	120, 140	Removing Service
Fremont	65673	Civic Center & Stevenson	N	CIVIC CENTER	FS	STEVENSON	120, 140	Removing Service
Fremont	64499	Mission & Callery	N	MISSION	FS	CALLERY	120, 140	Removing Service
Fremont	64497	Mission & Hunter Lane	N	MISSION	NS	HUNTER LANE	120, 140	Removing Service
Fremont	64498	Mission & Interstate 680	N	MISSION	NS	HWY 680	120, 140	Removing Service

Copy of Stops for Deactivation

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Fremont	64500	Mission & Las Palmas	N	MISSION	FS	LAS PALMAS	120, 140	Removing Service
Fremont	64496	Mission & Paseo Padre	N	MISSION	FS	PASEO PADRE	120, 140	Removing Service
Fremont	65728	Civic Center & Walnut	S	CIVIC CENTER	FS	WALNUT	120, 140	Removing Service
Fremont	64501	Fremont BART Station	S	FREMONT BART	AT	TRANSIT LOOP	120	Removing Service
Fremont	65729	Fremont BART Station	S	FREMONT BART	AT	TRANSIT LOOP	120, 140, 140	Removing Service
Fremont	64503	Mission & Callery	S	MISSION	OP	CALLERY	120, 140	Removing Service
Fremont	64505	Mission & Hunter Lane	S	MISSION	FS	HUNTER LANE	120, 140	Removing Service
Fremont	64504	Mission & Highway 680	S	MISSION	FS	HWY 680	120, 140	Removing Service
Fremont	64502	Mission & Las Palmas	S	MISSION	NS	LAS PALMAS	120, 140	Removing Service
Fremont	64506	Mission & Paseo Padre	S	MISSION	FS	PASEO PADRE	120, 140	Removing Service
Fremont	64513	Mission & Via San Dimas	S	MISSION	NS	VIA SAN DIMAS	180	Removing Service
Fremont	65558	Mission & Mohave	W	MISSION	FS	MOHAVE	120, 140	Removing Service
Fremont	65204	Stevenson & Gallaudet	W	STEVENSON	FS	GALLAUDET	120, 140	Removing Service
Fremont	66010	Warm Springs BART (Bay 1)	W	Warm Springs BART	AT	Transit Loop	180, 180, 251, 251	Removing Service
Gilroy	65523	6th & Alexander	E	6TH	NS	ALEXANDER	17	Removing Service
Gilroy	65500	Tomkins Court & Social Services	E	TOMKINS CT	AT	SOCIAL SERVICES	17, 17	Removing Service
Gilroy	65680	Forest & Martin	N	FOREST	FS	MARTIN	17	Removing Service
Gilroy	65683	Forest & Walnut	N	FOREST	FS	WALNUT	17	Removing Service
Gilroy	64974	Murray & Adams	N	MURRAY	FS	ADAMS	17	Removing Service
Gilroy	65685	Murray & Leavesley	N	MURRAY	FS	LEAVESLEY	17, 17	Removing Service
Gilroy	64975	Murray & Leavesley	N	MURRAY	NS	LEAVESLEY	17	Removing Service
Gilroy	65676	Murray & Lincoln	N	MURRAY	NS	LINCOLN	17, 17	Removing Service
Gilroy	65686	Murray & Madison	N	MURRAY	NS	MADISON	17, 17	Removing Service
Gilroy	64973	Murray & Taft	N	MURRAY	NS	TAFT	17	Removing Service
Gilroy	65682	Forest & Martin	S	FOREST	FS	MARTIN	17	Removing Service
Gilroy	60253	Forest & Walnut	S	FOREST	OP	WALNUT	17	Removing Service
Gilroy	60251	Murray & Adams	S	MURRAY	OP	ADAMS	17	Removing Service
Gilroy	60252	Murray & IOOF	S	MURRAY	NS	IOOF	17	Removing Service
Gilroy	65677	Murray & Kishimura	S	MURRAY	NS	KISHIMURA	17, 17	Removing Service
Gilroy	60250	Murray @ Wagon Wheel	S	MURRAY	MD	LEAVESLEY	17	Removing Service
Gilroy	65684	Murray & Leavesley	S	MURRAY	NS	LEAVESLEY	17, 17	Removing Service
Gilroy	60249	Murray & Leavesley	S	MURRAY	FS	LEAVESLEY	17	Removing Service
Gilroy	60248	Hope Workshop	S	MURRAY	OP	MADISON	17, 17	Removing Service
Gilroy	60285	Wren & 1st	S	WREN	NS	1ST	19	Removing Service
Gilroy	60283	Wren & Gary	S	WREN	FS	GARY	19	Removing Service
Gilroy	60282	Wren & Ramona	S	WREN	FS	RAMONA	19	Removing Service
Gilroy	60284	Wren & Welburn	S	WREN	FS	WELBURN	19	Removing Service
Gilroy	65681	6th & Alexander	W	6TH	FS	ALEXANDER	17	Removing Service
Milpitas	65324	Great Mall Transit Center	E	GREAT MALL PARKWAY (TC)	AT	TRANSIT LOOP	66, 66, 104	Removing Service
Milpitas	65326	Great Mall Transit Center	E	GREAT MALL PARKWAY (TC)	AT	TRANSIT LOOP	47, 47	Removing Service
Milpitas	65327	Great Mall Transit Center	E	GREAT MALL PARKWAY (TC)	AT	TRANSIT LOOP	46, 46	Removing Service
Milpitas	65330	Great Mall Transit Center	E	GREAT MALL PARKWAY (TC)	AT	TRANSIT LOOP	EMPTY BAY	Removing Service
Milpitas	65336	Great Mall Transit Center	E	GREAT MALL PARKWAY (TC)	AT	TRANSIT LOOP	77, 77	Removing Service
Milpitas	61381	Tasman & McCarthy	E	TASMAN	FS	MCCARTHY	140, 330	Removing Service
Milpitas	65342	Arizona & Calera Creek	N	ARIZONA	AT	CALERA CREEK	46	Removing Service
Milpitas	65343	Arizona & Vienna	N	ARIZONA	OP	VIENNA	46	Removing Service
Milpitas	65283	Great Mall Transit Center	W	GREAT MALL PARKWAY (TC)	AT	TRANSIT LOOP	104, 181, 321	Removing Service
Milpitas	65332	Great Mall Transit Center	W	GREAT MALL PARKWAY (TC)	AT	TRANSIT LOOP	66	Removing Service
Milpitas	65317	Great Mall Transit Center	W	GREAT MALL PARKWAY (TC)	AT	TRANSIT LOOP	180, 180, 181	Removing Service
Milpitas	65328	Great Mall Transit Center	W	GREAT MALL PARKWAY (TC)	AT	TRANSIT LOOP	70, 71, 321	Removing Service
Milpitas	65329	Great Mall Transit Center	W	GREAT MALL PARKWAY (TC)	AT	TRANSIT LOOP	70, 71	Removing Service

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City	Stop ID	Stop Name	Stop Direction	On Street Name	Stop Location	At Street Name	Routes Served April 2019	Service Changes
Milpitas	64584	Montague & Pecten	W	MONTAGUE	FS	PECTEN	46, 47, 70, 71, 104	Removing Service
Milpitas	61403	Tasman & McCarthy	W	TASMAN	FS	MCCARTHY	140, 330	Removing Service
Mountain View	61411	Hackett & Montebello	E	HACKETT	FS	MONTBELLO	34	Removing Service
Mountain View	65096	La Avenida & North Yard	E	LA AVENIDA	AT	DIV2	40	Removing Service
Mountain View	61895	North Yard Parking Lot	E	LA AVENIDA	AT	NORTH YARD DRIVEWAY	40, 40	Removing Service
Mountain View	61270	Middlefield & Alvin	E	MIDDLEFIELD	NS	ALVIN	32	Removing Service
Mountain View	61275	Middlefield & Burgoyne	E	MIDDLEFIELD	FS	BURGOYNE	32	Removing Service
Mountain View	61274	Middlefield & Farley	E	MIDDLEFIELD	NS	FARLEY	32	Removing Service
Mountain View	62047	Middlefield & Logue	E	MIDDLEFIELD	OP	LOGUE	32, 185	Removing Service
Mountain View	61272	Middlefield & Rengstorff	E	MIDDLEFIELD	NS	RENGSTORFF	32	Removing Service
Mountain View	61273	Middlefield & Rengstorff	E	MIDDLEFIELD	FS	RENGSTORFF	32	Removing Service
Mountain View	65831	Middlefield & San Pierre	E	MIDDLEFIELD	FS	SAN PIERRE	32	Removing Service
Mountain View	61277	Middlefield & San Veron	E	MIDDLEFIELD	OP	SAN VERON	32	Removing Service
Mountain View	61276	Middlefield & Shoreline	E	MIDDLEFIELD	FS	SHORELINE	32	Removing Service
Mountain View	61271	Middlefield & Thaddeus	E	MIDDLEFIELD	NS	THADDEUS	32	Removing Service
Mountain View	61414	Montecito & Burgoyne	E	MONTECITO	NS	BURGOYNE	34	Removing Service
Mountain View	61413	Montecito & Farley	E	MONTECITO	NS	FARLEY	34	Removing Service
Mountain View	61415	Montecito & Poppy	E	MONTECITO	FS	POPPY	34	Removing Service
Mountain View	61416	Montecito & Shoreline	E	MONTECITO	NS	SHORELINE	34	Removing Service
Mountain View	65417	Pear & Freedom	E	PEAR	NS	INIGO	40	Removing Service
Mountain View	64530	Middlefield & Bernardo	N	MIDDLEFIELD	FS	BERNARDO	32	Removing Service
Mountain View	62071	Saint Francis High School	N	MIRAMONTE	OP	MADISON	81	Removing Service
Mountain View	61412	Sierra Vista & Montecito	N	SIERRA VISTA	NS	MONTECITO	34	Removing Service
Mountain View	61421	Escuela & Villa	S	ESCUELA	MD	VILLA	34	Removing Service
Mountain View	64537	Middlefield & Bernardo	S	MIDDLEFIELD	FS	BERNARDO	32	Removing Service
Mountain View	61541	Showers & Latham	S	SHOWERS	OP	LATHAM	32, 32	Removing Service
Mountain View	61407	Showers & Latham	S	SHOWERS	OP	LATHAM	34, 34	Removing Service
Mountain View	61528	Sierra Vista & Montecito	S	SIERRA VISTA	FS	MONTECITO	34	Removing Service
Mountain View	61529	Hackett & Montebello	W	HACKETT	NS	MONTBELLO	34	Removing Service
Mountain View	65418	La Avenida & Freedom	W	LA AVENIDA	FS	INIGO	40	Removing Service
Mountain View	61897	La Avenida & Shoreline	W	LA AVENIDA	NS	SHORELINE	40	Removing Service
Mountain View	61360	Middlefield & Farley	W	MIDDLEFIELD	OP	FARLEY	32	Removing Service
Mountain View	61362	Middlefield & Independence	W	MIDDLEFIELD	FS	INDEPENDENCE	32	Removing Service
Mountain View	64531	Middlefield & Logue	W	MIDDLEFIELD	NS	LOGUE	32	Removing Service
Mountain View	61363	Middlefield & Old Middlefield	W	MIDDLEFIELD	NS	OLD MIDDLEFIELD	32	Removing Service
Mountain View	61361	Rengstorff & Middlefield	W	MIDDLEFIELD	FS	RENGSTORFF	32	Removing Service
Mountain View	65830	Middlefield & San Pierre	W	MIDDLEFIELD	OP	SAN PIERRE	32	Removing Service
Mountain View	61357	Middlefield & San Veron	W	MIDDLEFIELD	FS	SAN VERON	32	Removing Service
Mountain View	61358	Middlefield & Shoreline	W	MIDDLEFIELD	FS	SHORELINE	32	Removing Service
Mountain View	61359	Middlefield & Terra Bella	W	MIDDLEFIELD	FS	TERRA BELLA	32	Removing Service
Mountain View	61526	Montecito & Burgoyne	W	MONTECITO	NS	BURGOYNE	34	Removing Service
Mountain View	61527	Montecito & Farley	W	MONTECITO	FS	FARLEY	34	Removing Service
Mountain View	61530	Montecito & Rengstorff	W	MONTECITO	NS	RENGSTORFF	34	Removing Service
Mountain View	61525	Montecito & San Pierre	W	MONTECITO	FS	SAN PIERRE	34	Removing Service
Mountain View	61524	Montecito & Shoreline	W	MONTECITO	FS	SHORELINE	34	Removing Service
Mountain View	61419	Villa & Mariposa	W	VILLA	OP	MARIPOSA	34	Removing Service
Mountain View	61418	Villa & Shoreline	W	VILLA	FS	SHORELINE	34	Removing Service
Palo Alto	61269	Middlefield & San Antonio	E	MIDDLEFIELD	FS	SAN ANTONIO	32	Removing Service
San Jose	60012	Airport Parkway & Technology	E	AIRPORT	FS	TECHNOLOGY	10	Removing Service
San Jose	65052	Berryessa & Commercial	E	BERRYESSA	OP	COMMERCIAL	12, 62	Removing Service
San Jose	60030	Berryessa Flea Market	E	BERRYESSA	AT	FLEA MARKET	12, 62	Removing Service

Copy of Stops for Deactivation

City	Stop ID	Stop Name	Stop Direction	On Street Name	Stop Location	At Street Name	Routes Serviced April 2019	Service Changes
San Jose	65347	Berryessa & Penitencia Creek Park	E	BERRYESSA	AT	PENITENCIA CREEK PARK	62	Removing Service
San Jose	65346	Berryessa & Summer Dale	E	BERRYESSA	FS	SUMMER DALE	62	Removing Service
San Jose	65345	Berryessa & Summer Park	E	BERRYESSA	NS	SUMMER PARK	62	Removing Service
San Jose	63162	Camden & Leigh	E	CAMDEN	FS	LEIGH	65, 328, 330	Removing Service
San Jose	63171	Coleman & Camden	E	COLEMAN	FS	CAMDEN	328, 330	Removing Service
San Jose	63172	Coleman & Redmond	E	COLEMAN	NS	REDMOND	328, 330	Removing Service
San Jose	65713	Empire & 10th	E	EMPIRE	NS	10TH	65	Removing Service
San Jose	63771	Ford & Monterey	E	FORD	FS	MONTEREY	42	Removing Service
San Jose	61619	Valley Fair Transit Center (Bay 3)	E	FOREST (VALLEY FAIR)	AT	TRANSIT LOOP	23	Removing Service
San Jose	60029	Hedding & 15th	E	HEDDING	FS	15TH	12, 62	Removing Service
San Jose	60023	Hedding & 2nd	E	HEDDING	FS	2ND	66	Removing Service
San Jose	60024	Hedding & 4th	E	HEDDING	NS	4TH	66	Removing Service
San Jose	60025	Hedding & 5th	E	HEDDING	FS	5TH	66	Removing Service
San Jose	60026	Hedding & 7th	E	HEDDING	FS	7TH	66	Removing Service
San Jose	60027	Hedding & Sakura	E	HEDDING	FS	SAKURA	66	Removing Service
San Jose	61099	Kooser & Blossom Hill	E	KOOSER	NS	BLOSSOM HILL	65, 65	Removing Service
San Jose	61098	Kooser & Meridian	E	KOOSER	FS	MERIDIAN	65	Removing Service
San Jose	61637	Mabury & Capitol	E	MABURY	FS	CAPITOL	45	Removing Service
San Jose	65582	Mabury & Lava	E	MABURY	FS	JACKSON	61	Removing Service
San Jose	62838	Mabury & Lenfest	E	MABURY	FS	LENFEST	61	Removing Service
San Jose	61638	Mabury & Salt Lake	E	MABURY	NS	SALT LAKE	45	Removing Service
San Jose	60013	Matrix & 1st	E	MATRIX	NS	1ST	10	Removing Service
San Jose	64020	McKee & Rancho Verde	E	MCKEE	FS	RANCHO VERDE	64	Removing Service
San Jose	64573	Montague & Zanker	E	MONTAGUE	FS	ZANKER	321	Removing Service
San Jose	63990	Newhall & Park	E	NEWHALL	NS	PARK	81	Removing Service
San Jose	63498	Ocala & Bermuda	E	OCALA	FS	BERMUDA	70	Removing Service
San Jose	63499	Ocala & Winterpark	E	OCALA	NS	WINTERPARK	70	Removing Service
San Jose	63991	Park & Davis	E	PARK	FS	DAVIS	81	Removing Service
San Jose	63993	Park & Emory	E	PARK	NS	EMORY	81	Removing Service
San Jose	63996	Park & Hanchett	E	PARK	NS	HANCHETT	81	Removing Service
San Jose	63992	Park & Hedding	E	PARK	FS	HEDDING	81	Removing Service
San Jose	63994	Park & Naglee	E	PARK	MD	NAGLEE	81	Removing Service
San Jose	63995	Park & Rosecrest	E	PARK	OP	ROSECREST	81	Removing Service
San Jose	63997	Park & Yosemite	E	PARK	FS	YOSEMITE	81	Removing Service
San Jose	63136	Parkmoor & Meridian	E	PARKMOOR	FS	MERIDIAN	65	Removing Service
San Jose	63137	Parkmoor & Race	E	PARKMOOR	FS	RACE	65	Removing Service
San Jose	64027	Penitencia Creek & Gridley	E	PENITENCIA CREEK	FS	GRIDLEY	45	Removing Service
San Jose	64028	Penitencia Creek & Linda Vista	E	PENITENCIA CREEK	FS	LINDA VISTA	45	Removing Service
San Jose	63174	Redmond & Via De Los Reyes	E	REDMOND	NS	VIA DE LOS REYES	328, 330	Removing Service
San Jose	62941	San Fernando & 2nd	E	SAN FERNANDO	FS	2ND	63, 64, 64, 65, 72, 73, 81, 81, 201	Removing Service
San Jose	62942	San Fernando & 5th	E	SAN FERNANDO	OP	5TH	63, 64, 65, 72, 73, 81, HWY-17	Removing Service
San Jose	66018	San Fernando & 5th	E	SAN FERNANDO	OP	5TH	63, 64, 65, 72, 73, 81, 81	Removing Service
San Jose	62939	San Fernando & Almaden Avenue	E	SAN FERNANDO	OP	ALMADEN	63, 64, 65, 81, 181, 201	Removing Service
San Jose	62937	San Fernando & Delmas	E	SAN FERNANDO	FS	DELMAS	63, 64, 65, 201	Removing Service
San Jose	62938	San Fernando & Highway 87	E	SAN FERNANDO	FS	HWY 87	63, 64, 65, 201	Removing Service
San Jose	65581	Sierra & Sierra Court	E	SIERRA	FS	SIERRA CT	61	Removing Service
San Jose	63774	Silverleaf & Flintwell	E	SILVERLEAF	NS	FLINTWELL	42	Removing Service
San Jose	63773	Silverleaf & Grandwell	E	SILVERLEAF	FS	GRANDWELL	42	Removing Service
San Jose	66024	Tasman & 1st	E	TASMAN	NS	1ST	828	Removing Service
San Jose	64212	13th & Empire	N	13TH	FS	EMPIRE	65	Removing Service
San Jose	64213	13th & Jackson	N	13TH	NS	JACKSON	65	Removing Service

Copy of Stops for Deactivation

City	Stop ID	Stop Name	Stop Direction	On Street Name	Stop Location	At Street Name	Routes Serviced April 2019	Service Changes
San Jose	64009	13th & Santa Clara	N	13TH	FS	SANTA CLARA	64	Removing Service
San Jose	64214	13th & Taylor	N	13TH	NS	TAYLOR	65	Removing Service
San Jose	63215	1st & Empire	N	1ST	NS	EMPIRE	66, 94	Removing Service
San Jose	63216	1st & Jackson	N	1ST	NS	JACKSON	66	Removing Service
San Jose	65516	1st & Santa Clara	N	1ST	FS	SANTA CLARA	82, 304	Removing Service
San Jose	60610	1st & Saint John	N	1ST	MD	ST JOHN	82, 323	Removing Service
San Jose	65710	6th & Empire	N	6TH	NS	EMPIRE	65	Removing Service
San Jose	60102	Almaden & Camden	N	ALMADEN	FS	CAMDEN	13, 13, 328, 330	Removing Service
San Jose	60103	Almaden & Cloverhill	N	ALMADEN	FS	CLOVERHILL	13	Removing Service
San Jose	64008	Almaden & Park	N	ALMADEN	FS	PARK	81, 201	Removing Service
San Jose	60104	Almaden & Redmond	N	ALMADEN	FS	REDMOND	13	Removing Service
San Jose	60105	Almaden & Winfield	N	ALMADEN	NS	WINFIELD	13	Removing Service
San Jose	62994	Almaden Station (Bay 2)	N	ALMADEN STATION	AT	TRANSIT LOOP	13, 13	Removing Service
San Jose	63102	Almaden Station (Bay 3)	N	ALMADEN STATION	AT	TRANSIT LOOP	64, 64	Removing Service
San Jose	60107	Almaden Station (Bay 1)	N	ALMADEN STATION	AT	TRANSIT LOOP	13	Removing Service
San Jose	63695	Bernal & Santa Teresa	N	BERNAL	MD	SANTA TERESA	68	Removing Service
San Jose	63111	Camden & Blossom Hill	N	CAMDEN	FS	BLOSSOM HILL	65, 328, 330	Removing Service
San Jose	63115	Camden & Del Paso	N	CAMDEN	NS	DEL PASO	65	Removing Service
San Jose	63112	Camden & Kooser	N	CAMDEN	FS	KOOSER	65, 328, 330	Removing Service
San Jose	63113	Camden & Merrill	N	CAMDEN	FS	MERRILL	65	Removing Service
San Jose	63114	Camden & Merriton	N	CAMDEN	NS	MERRITON	65	Removing Service
San Jose	63117	Camden & Oakwood	N	CAMDEN	FS	OAKWOOD	65	Removing Service
San Jose	63116	Camden & Terri	N	CAMDEN	OP	TERRI	65	Removing Service
San Jose	63831	Capitol & Berryessa	N	CAPITOL	FS	BERRYESSA	61, 62	Removing Service
San Jose	63832	Capitol & Ohlone	N	CAPITOL	FS	OHLONE	61, 62	Removing Service
San Jose	63830	Capitol & Penitencia Creek	N	CAPITOL	FS	PENITENCIA CREEK	61	Removing Service
San Jose	63497	Capitol & Silver Creek	N	CAPITOL	FS	SILVER CREEK	31, 31, 70	Removing Service
San Jose	63828	Capitol & Wiliford	N	CAPITOL	OP	WILIFORD	45, 61	Removing Service
San Jose	65488	Coleman & Spring	N	COLEMAN	MD	SPRING	304	Removing Service
San Jose	63006	Cottle & Malone	N	COTTLE	NS	MALONE	64	Removing Service
San Jose	60636	Di Salvo & Bailey	N	DI SALVO	FS	BAILEY	23	Removing Service
San Jose	65801	Eastridge Transit Center (Bay 15)	N	EASTRIDGE TRANSIT CTR	AT	TRANSIT BAY 15	31, 31	Removing Service
San Jose	65808	Eastridge Transit Center (Bay 8)	N	EASTRIDGE TRANSIT CTR	AT	TRANSIT BAY 8	12, 77	Removing Service
San Jose	63772	Ford & Mayland	N	FORD	OP	MAYLAND	42	Removing Service
San Jose	63514	Jackson & Mabury	N	JACKSON	FS	MABURY	70	Removing Service
San Jose	63515	Jackson & Port	N	JACKSON	NS	PORT	70	Removing Service
San Jose	60070	King & Comodore	N	KING	FS	COMODORE	12, 77	Removing Service
San Jose	60069	King & Mabury	N	KING	FS	MABURY	12, 77	Removing Service
San Jose	63126	Leigh & Cabana	N	LEIGH	NS	CABANA	65	Removing Service
San Jose	63119	Leigh & Camden	N	LEIGH	FS	CAMDEN	65	Removing Service
San Jose	63123	Leigh & Curtner	N	LEIGH	FS	CURTNER	65	Removing Service
San Jose	63131	Leigh & De Rose	N	LEIGH	FS	DE ROSE	65	Removing Service
San Jose	63125	Leigh & Dry Creek	N	LEIGH	NS	DRY CREEK	65	Removing Service
San Jose	63133	Leigh & Fruitdale	N	LEIGH	NS	FRUITDALE	65	Removing Service
San Jose	63120	Leigh & Geneva	N	LEIGH	OP	GENEVA	65	Removing Service
San Jose	63128	Leigh & Hamilton	N	LEIGH	MD	HAMILTON	65	Removing Service
San Jose	63129	Leigh & Hamilton Place	N	LEIGH	OP	HAMLTN PLACE	65	Removing Service
San Jose	63124	Leigh & Harris	N	LEIGH	FS	HARRIS	65	Removing Service
San Jose	63134	Leigh & Kingman	N	LEIGH	FS	KINGMAN	65	Removing Service
San Jose	63127	Leigh & McBain	N	LEIGH	FS	MC BAIN	65	Removing Service
San Jose	63121	Leigh & Mesita	N	LEIGH	FS	MESITA	65	Removing Service

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City	Stop ID	Stop Name	Stop Direction	On Street Name	Stop Location	At Street Name	Routes Serviced April 2019	Service Changes
San Jose	63135	Leigh & Moorpark	N	LEIGH	NS	MOORPARK	65	Removing Service
San Jose	63122	Leigh & Potrero	N	LEIGH	FS	POTRERO	65	Removing Service
San Jose	63132	Leigh & Southwest Expressway	N	LEIGH	FS	SOUTHWEST EXPWY	65	Removing Service
San Jose	63130	Leigh & Stokes	N	LEIGH	FS	STOKES	65	Removing Service
San Jose	63138	Lincoln & Railroad Crossing	N	LINCOLN	NS	RR-XING	65	Removing Service
San Jose	63698	Monterey & Bernal	N	MONTEREY	FS	BERNAL	42	Removing Service
San Jose	63704	Monterey & Ford	N	MONTEREY	FS	FORD	42	Removing Service
San Jose	65705	Monterey & Menard	N	MONTEREY	FS	MENARD	42, 42	Removing Service
San Jose	65699	Monterey & Monterey Circle	N	MONTEREY	NS	MONTEREY CIRCLE	42, 42	Removing Service
San Jose	63701	Monterey & Palmwell	N	MONTEREY	FS	PALMWELL	42	Removing Service
San Jose	65698	Monterey & Rodling	N	MONTEREY	FS	RODLING	42, 42	Removing Service
San Jose	63700	Monterey & Southlake	N	MONTEREY	FS	SOUTHLAKE	42	Removing Service
San Jose	63699	Monterey & Tennant	N	MONTEREY	FS	TENNANT	42	Removing Service
San Jose	64607	San Tomas & Williams	N	SAN TOMAS	FS	WILLIAMS	330	Removing Service
San Jose	64520	Santa Teresa Station	N	SANTA TERESA LIGHT RAIL STATION	AT	TRANIST STOP	304, 304	Removing Service
San Jose	63694	Santa Teresa Station	N	SANTA TERESA LIGHT RAIL STATION	AT	TRANIST STOP	42	Removing Service
San Jose	63304	Santa Teresa Station	N	SANTA TERESA LIGHT RAIL STATION	AT	TRANIST STOP	42	Removing Service
San Jose	65765	Silverleaf & Flintwell	N	SILVERLEAF	FS	FLINTWELL	42	Removing Service
San Jose	65775	Silverleaf & Mosswell	N	SILVERLEAF	FS	MOSSWELL	42	Removing Service
San Jose	64521	Snell Station (Bay 1)	N	SNELL (TRANSIT CENTER)	AT	TRANSIT LOOP	304, 304	Removing Service
San Jose	60015	Technology & Metro	N	TECHNOLOGY	FS	METRO	10, 10	Removing Service
San Jose	65560	Technology & Skypoint	N	TECHNOLOGY	FS	SKYPORT	10	Removing Service
San Jose	65353	Toyon & Holly	N	TOYON	NS	HOLLY	45	Removing Service
San Jose	65354	Toyon & Joanne	N	TOYON	FS	JOANNE	45	Removing Service
San Jose	65352	Toyon & McKee	N	TOYON	FS	MCKEE	45	Removing Service
San Jose	65355	Toyon & Ridge Top	N	TOYON	FS	RIDGE TOP	45	Removing Service
San Jose	65351	Toyon and Tee Garden Apartments	N	TOYON	AT	TEE GARDEN APT	45	Removing Service
San Jose	65749	13th & Hedding	S	13TH	MD	HEDDING	65, 65	Removing Service
San Jose	65746	13th & Jackson	S	13TH	FS	JACKSON	65	Removing Service
San Jose	64052	13th & Julian	S	13TH	FS	JULIAN	64	Removing Service
San Jose	65748	13th & Mission	S	13TH	NS	MISSION	65	Removing Service
San Jose	64053	13th & Saint James	S	13TH	FS	ST JAMES	64	Removing Service
San Jose	65747	13th & Taylor	S	13TH	NS	TAYLOR	65	Removing Service
San Jose	63263	1st & Hawthorn	S	1ST	NS	HAWTHORN	66, 94	Removing Service
San Jose	62606	1st & River Oaks	S	1ST	FS	RIVER OAKS	58	Removing Service
San Jose	63262	1st & Taylor	S	1ST	FS	TAYLOR	66	Removing Service
San Jose	64654	4th & San Carlos	S	4TH	NS	SAN CARLOS	201, 201	Removing Service
San Jose	65569	7th & Empire	S	7TH	FS	EMPIRE	65	Removing Service
San Jose	62943	7th & Santa Clara	S	7TH	MD	SANTA CLARA	63, 63	Removing Service
San Jose	65530	7th & Washington	S	7TH	FS	WASHINGTON	65	Removing Service
San Jose	60116	Almaden & McAbee	S	ALMADEN	FS	MC ABE	13	Removing Service
San Jose	60117	Almaden & McAbee	S	ALMADEN	MD	MC ABE	13	Removing Service
San Jose	60118	Almaden & Redmond	S	ALMADEN	FS	REDMOND	13, 328, 330	Removing Service
San Jose	60119	Almaden & Redmond	S	ALMADEN	MD	REDMOND	13	Removing Service
San Jose	64054	Almaden & San Fernando	S	ALMADEN	FS	SAN FERNANDO	81	Removing Service
San Jose	65048	Alum Rock Station (Bay 4)	S	ALUM ROCK (LIGHT RAIL STATION)	AT	TRANSIT LOOP	45, 45	Removing Service
San Jose	60592	Bellerose & Clarmar	S	BELLROSE	OP	CLARMAR	23	Removing Service
San Jose	60407	San Jose Diridon Station (Bay 12)	S	CAHILL (DIRIDON TC)	AT	TRANSIT LOOP	63	Removing Service
San Jose	63169	Camden & Blossom Hill	S	CAMDEN	FS	BLOSSOM HILL	328, 330	Removing Service
San Jose	63163	Camden & Charmeran	S	CAMDEN	FS	CHARMERAN	65	Removing Service
San Jose	63165	Camden & Del Paso	S	CAMDEN	OP	DEL PASO	65	Removing Service

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San Jose	61811	Camden & Highway 85	S	CAMDEN	FS	HIGHWAY 85	65, 328, 330	Removing Service
San Jose	63168	Camden & Kooser	S	CAMDEN	OP	KOOSER	65, 328, 330	Removing Service
San Jose	63167	Camden & Merrill	S	CAMDEN	FS	MERRILL	65	Removing Service
San Jose	63166	Camden & Merriton	S	CAMDEN	OP	MERRITON	65	Removing Service
San Jose	63164	Camden & Terri	S	CAMDEN	FS	TERRI	65	Removing Service
San Jose	61232	Capitol & Aborn	S	CAPITOL	NS	ABORN	70	Removing Service
San Jose	63851	Capitol & Battaglia	S	CAPITOL	FS	BATTAGLIA (NORTH)	61	Removing Service
San Jose	63853	Capitol & Ohlone	S	CAPITOL	OP	OHLONE	61	Removing Service
San Jose	63581	Capitol Expressway & Silver Creek	S	CAPITOL	NS	SILVER CREEK	31, 70	Removing Service
San Jose	63857	Capitol & Wiliford	S	CAPITOL	FS	WILIFORD	61	Removing Service
San Jose	65490	Coleman & Market Center	S	COLEMAN	AT	MARKET CENTER	304	Removing Service
San Jose	65489	Coleman & Taylor	S	COLEMAN	FS	TAYLOR	304	Removing Service
San Jose	63561	Jackson & Berryessa	S	JACKSON	FS	BERRYESSA	70	Removing Service
San Jose	63562	Jackson & Bluejacket	S	JACKSON	FS	BLUEJACKET	70	Removing Service
San Jose	60031	King & Berryessa	S	KING	MD	BERRYESSA	12, 77	Removing Service
San Jose	65655	King & Pala Ranch Circle	S	KING	NS	PALA RANCH CIRCLE	12, 77	Removing Service
San Jose	63159	Leigh & Coit	S	LEIGH	FS	COIT	65	Removing Service
San Jose	63158	Leigh & Curtner	S	LEIGH	NS	CURTNER	65	Removing Service
San Jose	63150	Leigh & De Rose	S	LEIGH	NS	DE ROSE	65	Removing Service
San Jose	63156	Leigh & Dry Creek	S	LEIGH	FS	DRY CREEK	65	Removing Service
San Jose	63148	Leigh & Fruitdale	S	LEIGH	FS	FRUITDALE	65	Removing Service
San Jose	63161	Leigh & Geneva	S	LEIGH	NS	GENEVA	65	Removing Service
San Jose	63152	Leigh & Hamilton Place	S	LEIGH	FS	HAMLTN PLACE	65	Removing Service
San Jose	63157	Leigh & Harris	S	LEIGH	NS	HARRIS	65	Removing Service
San Jose	63147	Leigh & Kingman	S	LEIGH	OP	KINGMAN	65	Removing Service
San Jose	63146	Leigh & Moorpark	S	LEIGH	FS	MOORPARK	65	Removing Service
San Jose	63160	Leigh & Orange Grove	S	LEIGH	FS	ORANGE GROVE	65	Removing Service
San Jose	63149	Leigh & Southwest Expressway	S	LEIGH	FS	SOUTHWEST EXPWY	65	Removing Service
San Jose	63151	Leigh & Stokes	S	LEIGH	FS	STOKES	65	Removing Service
San Jose	63142	Lincoln & San Carlos	S	LINCOLN	FS	SAN CARLOS	65	Removing Service
San Jose	64617	San Tomas & Stevens Creek	S	SAN TOMAS	FS	STEVENS CREEK	330	Removing Service
San Jose	64618	San Tomas & Williams	S	SAN TOMAS	FS	WILLIAMS	330	Removing Service
San Jose	62615	Saratoga & Prospect	S	SARATOGA	FS	PROSPECT	58	Removing Service
San Jose	63780	Snell & Rosenbaum	S	SNELL	FS	ROSENBAUM	73	Removing Service
San Jose	63781	Snell & Sayoko	S	SNELL	FS	SAYOKO	73	Removing Service
San Jose	64032	Toyon & Cortese	S	TOYON	NS	CORTESE	45	Removing Service
San Jose	64029	Toyon & Freeman	S	TOYON	OP	FREEMAN	45	Removing Service
San Jose	64031	Toyon & Golf	S	TOYON	NS	GOLF	45	Removing Service
San Jose	65316	Toyon & McKee	S	TOYON	NS	MCKEE	45	Removing Service
San Jose	64030	Toyon & San Pablo	S	TOYON	FS	SAN PABLO	45	Removing Service
San Jose	65176	Zanker & Alicante	S	ZANKER	FS	ALICANTE	58	Removing Service
San Jose	65229	Zanker & Tasman	S	ZANKER	FS	TASMAN	58	Removing Service
San Jose	60016	Airport Parkway & Gateway	W	AIRPORT	FS	GATEWAY	10	Removing Service
San Jose	65053	Berryessa & Commercial	W	BERRYESSA	FS	COMMERCIAL	12, 62	Removing Service
San Jose	60072	Berryessa & Sierra (Flea Market)	W	BERRYESSA	NS	SIERRA - FLEA MARKET	12, 62	Removing Service
San Jose	63118	Camden & Donna	W	CAMDEN	FS	DONNA	65, 328, 330	Removing Service
San Jose	63109	Coleman & Camden	W	COLEMAN	NS	CAMDEN	328, 330	Removing Service
San Jose	63108	Coleman & Redmond	W	COLEMAN	FS	REDMOND	328, 330	Removing Service
San Jose	62900	Crown & Almaden	W	CROWN	MD	ALMADEN	63	Removing Service
San Jose	65814	Empire & 11th	W	EMPIRE	FS	11TH	65	Removing Service
San Jose	65776	Ford & Mayland	W	FORD	NS	MAYLAND	42	Removing Service

Copy of Stops for Deactivation

City	Stop ID	Stop Name	Stop Direction	On Street Name	Stop Location	At Street Name	Routes Serviced April 2019	Service Changes
San Jose	60076	Hedding & 10th	W	HEDDING	FS	10TH	12, 66	Removing Service
San Jose	60074	Hedding & 15th	W	HEDDING	FS	15TH	12, 62	Removing Service
San Jose	60073	Hedding & 17th	W	HEDDING	FS	17TH	12, 62	Removing Service
San Jose	60078	Hedding & 4th	W	HEDDING	FS	4TH	12, 66	Removing Service
San Jose	60077	Hedding & 8th	W	HEDDING	FS	8TH	12, 66	Removing Service
San Jose	61648	Mabury & Capitol	W	MABURY	NS	CAPITOL	45	Removing Service
San Jose	61649	Mabury & Lava	W	MABURY	FS	LAVA	61	Removing Service
San Jose	61647	Mabury & Salt Lake	W	MABURY	NS	SALT LAKE	45	Removing Service
San Jose	61646	Mabury & White	W	MABURY	FS	WHITE	45	Removing Service
San Jose	64073	Newhall & Park	W	NEWHALL	FS	PARK	81	Removing Service
San Jose	64076	Newhall & Tulip	W	NEWHALL	OP	TULIP	81	Removing Service
San Jose	63578	Ocala & Adrian	W	OCALA	FS	ADRIAN	70	Removing Service
San Jose	63580	Ocala & Bermuda	W	OCALA	FS	BERMUDA	70	Removing Service
San Jose	63579	Ocala & Hopkins	W	OCALA	FS	HOPKINS	70	Removing Service
San Jose	64072	Park & Davis	W	PARK	NS	DAVIS	81	Removing Service
San Jose	64070	Park & Emory	W	PARK	FS	EMORY	81	Removing Service
San Jose	64067	Park & Fremont	W	PARK	NS	FREMONT	81	Removing Service
San Jose	64071	Park & Hedding	W	PARK	FS	HEDDING	81	Removing Service
San Jose	64066	Park & Hester	W	PARK	FS	HESTER	81	Removing Service
San Jose	64065	Park & Martin	W	PARK	FS	MARTIN	81	Removing Service
San Jose	64069	Park & Naglee	W	PARK	MD	NAGLEE	81	Removing Service
San Jose	64068	Park & Randol	W	PARK	NS	RANDOL	81	Removing Service
San Jose	64064	Park & Yosemite	W	PARK	FS	YOSEMITE	81	Removing Service
San Jose	63144	Parkmoor & Meridian	W	PARKMOOR	FS	MERIDIAN	65	Removing Service
San Jose	63143	Parkmoor & Northrup	W	PARKMOOR	FS	NORTHTRUP	65	Removing Service
San Jose	65407	Parkmoor & Race	W	PARKMOOR	FS	RACE	65	Removing Service
San Jose	63145	Parkmoor @ Sunrise Apartments	W	PARKMOOR	AT	SUNRISE APT.	65	Removing Service
San Jose	65350	Penitencia Creek & Linda Vista	W	PENITENCIA CREEK	OP	LINDA VISTA	45	Removing Service
San Jose	65349	Penitencia Creek & Piedmont	W	PENITENCIA CREEK	NS	PIEDMONT	45	Removing Service
San Jose	65337	Penitencia Creek Station (Bay 4)	W	PENITENCIA CREEK (TC)	AT	TRANSIT LOOP	61	Removing Service
San Jose	65314	Penitencia Creek Station (Bay 3)	W	PENITENCIA CREEK (TC)	AT	TRANSIT LOOP	45, 45	Removing Service
San Jose	65325	Penitencia Creek Station (Bay 2)	W	PENITENCIA CREEK (TC)	AT	TRANSIT LOOP	61	Removing Service
San Jose	63103	Redmond & Almaden	W	REDMOND	MD	ALMADEN	328, 330	Removing Service
San Jose	63106	Redmond & Meridian	W	REDMOND	FS	MERIDIAN	328, 330	Removing Service
San Jose	62605	River Oaks & Zanker	W	RIVER OAKS	FS	ZANKER	58	Removing Service
San Jose	65739	Good Samaritan Hospital	W	SAMARITAN	AT	GOOD SAMARITAN HOSPITAL	49, 49	Removing Service
San Jose	62947	San Fernando & 1st	W	SAN FERNANDO	NS	1ST	63, 64, 64, 65, 72, 73, 81	Removing Service
San Jose	62945	San Fernando & 5th	W	SAN FERNANDO	FS	5TH	63, 64, 65, 72, 73, 81	Removing Service
San Jose	62948	San Fernando & Almaden Avenue	W	SAN FERNANDO	NS	ALMADEN	63, 64, 65, 81, 181	Removing Service
San Jose	62949	San Fernando & Almaden Boulevard	W	SAN FERNANDO	FS	ALMADEN	63, 64, 65, DASH	Removing Service
San Jose	62950	San Fernando & Almaden Boulevard	W	SAN FERNANDO	MD	ALMADEN BLVD	63, 64, 65, 201	Removing Service
San Jose	62951	San Fernando & Delmas	W	SAN FERNANDO	FS	DELMAS	63, 64, 65, 201	Removing Service
San Jose	65431	Sierra & Cabrillo	W	SIERRA	FS	CABRILLO	61	Removing Service
San Jose	65436	Sierra & Mauna Kea	W	SIERRA	NS	MAUNA KEA	61	Removing Service
San Jose	65435	Sierra & Morrill	W	SIERRA	NS	MORRILL	61	Removing Service
San Jose	64582	Sierra & Piedmont	W	SIERRA	FS	PIEDMONT	61, 62	Removing Service
San Jose	64583	Sierra & Zion	W	SIERRA	FS	ZION	61	Removing Service
Santa Clara	62579	Aldo & Lafayette	E	ALDO	FS	LAFAYETTE	58	Removing Service
Santa Clara	62580	Aldo & Woodward	E	ALDO	FS	WOODWARD	58	Removing Service
Santa Clara	63979	Benton & Los Padres	E	BENTON	FS	LOS PADRES	81	Removing Service
Santa Clara	63977	Benton & Las Palmas	E	BENTON	FS	LOS PALMAS	81	Removing Service

Copy of Stops for Deactivation

City	Stop ID	Stop Name	Stop Direction	On Street Name	Stop Location	At Street Name	Routes Serviced April 2019	Service Changes
Santa Clara	63978	Benton & Mary	E	BENTON	FS	MARY	81	Removing Service
Santa Clara	63975	Benton & Sonoma	E	BENTON	FS	SONOMA	81	Removing Service
Santa Clara	63980	Benton & Sunlite	E	BENTON	NS	SUNLITE	81	Removing Service
Santa Clara	63976	Benton & White	E	BENTON	FS	WHITE	81	Removing Service
Santa Clara	62423	Central & Lafayette	E	CENTRAL	FS	LAFAYETTE	304	Removing Service
Santa Clara	62422	Central & Owens-Corning	E	CENTRAL	AT	OWEN-CORNING	58, 304	Removing Service
Santa Clara	62421	Central & Scott	E	CENTRAL	FS	SCOTT	58, 304	Removing Service
Santa Clara	63989	Newhall & Alviso	E	NEWHALL	NS	ALVISO	81	Removing Service
Santa Clara	63987	Newhall & Sunnyvista	E	NEWHALL	FS	SUNNYVISTA	81	Removing Service
Santa Clara	63988	Newhall & Washington	E	NEWHALL	FS	WASHINGTON	81	Removing Service
Santa Clara	61961	Patrick Henry & Old Ironsides	E	PATRICK HENRY	OP	OLD IRONSIDES	321	Removing Service
Santa Clara	62417	Scott & San Tomas	E	SCOTT	NS	SAN TOMAS	58, 304	Removing Service
Santa Clara	62625	Tasman & Marie P Debartolo	E	TASMAN	FS	MARIE P DeBARTOLO	140, 330	Removing Service
Santa Clara	62581	De La Cruz & Aldo	N	DE LA CRUZ	FS	ALDO	58	Removing Service
Santa Clara	62582	De La Cruz & Greenwood	N	DE LA CRUZ	FS	GREENWOOD	58	Removing Service
Santa Clara	61975	De La Cruz & Martin	N	DE LA CRUZ	FS	MARTIN	304	Removing Service
Santa Clara	62583	De La Cruz & Montague	N	DE LA CRUZ	NS	MONTAGUE	58	Removing Service
Santa Clara	64525	De La Cruz & Reed	N	DE LA CRUZ	FS	REED	304	Removing Service
Santa Clara	61976	De La Cruz & Technology Park	N	DE LA CRUZ	OP	TECHNOLOGY PARK	304	Removing Service
Santa Clara	62577	Lafayette & Comstock	N	LAFAYETTE	FS	COMSTOCK	58	Removing Service
Santa Clara	62578	Lafayette & Laurelwood	N	LAFAYETTE	OP	LAURELWOOD	58	Removing Service
Santa Clara	64596	Lawrence Expressway & Kifer	N	LAWRENCE EXPWY	FS	KIFER	328	Removing Service
Santa Clara	64594	Lawrence & Pruneridge	N	LAWRENCE EXPWY	FS	PRUNERIDGE	328	Removing Service
Santa Clara	64078	Monroe & Rip Miller Way	N	MONROE	OP	JONATHAN	81	Removing Service
Santa Clara	64077	Monroe & Normandy	N	MONROE	FS	NORMANDY	81	Removing Service
Santa Clara	64612	San Tomas & Cabrillo	N	SAN TOMAS	FS	CABRILLO	330	Removing Service
Santa Clara	64611	San Tomas & El Camino	N	SAN TOMAS	FS	EL CAMINO REAL	330	Removing Service
Santa Clara	64610	San Tomas & Homestead	N	SAN TOMAS	FS	HOMESTEAD	330	Removing Service
Santa Clara	64609	San Tomas & Pruneridge	N	SAN TOMAS	FS	PRUNERIDGE	330	Removing Service
Santa Clara	64608	San Tomas & Stevens Creek	N	SAN TOMAS	FS	STEVENS CREEK	330	Removing Service
Santa Clara	61926	San Tomas & Walsh	N	SAN TOMAS	FS	WALSH	330	Removing Service
Santa Clara	62611	De La Cruz & Aldo	S	DE LA CRUZ	NS	ALDO	58	Removing Service
Santa Clara	61998	De La Cruz & Central	S	DE LA CRUZ	MD	CENTRAL	304	Removing Service
Santa Clara	62609	De La Cruz & Clyde	S	DE LA CRUZ	NS	CLYDE	58	Removing Service
Santa Clara	62610	De La Cruz & Greenwood	S	DE LA CRUZ	OP	GREENWOOD	58	Removing Service
Santa Clara	61999	De La Cruz & Martin	S	DE LA CRUZ	NS	MARTIN	304	Removing Service
Santa Clara	60019	De La Cruz & Reed	S	DE LA CRUZ	FS	REED	304	Removing Service
Santa Clara	65795	Great America & Tasman	S	GREAT AMERICA	NS	TASMAN	251	Removing Service
Santa Clara	64086	Kiely & Homestead	S	KIELY	NS	HOMESTEAD	81	Removing Service
Santa Clara	62614	Lafayette & Laurelwood	S	LAFAYETTE	NS	LAURELWOOD	58	Removing Service
Santa Clara	64602	Lawrence & El Camino	S	LAWRENCE EXPWY	FS	EL CAMINO	328	Removing Service
Santa Clara	64603	Lawrence & Homestead	S	LAWRENCE EXPWY	FS	HOMESTEAD	328	Removing Service
Santa Clara	64601	Lawrence & Kifer	S	LAWRENCE EXPWY	NS	KIFER	328	Removing Service
Santa Clara	64604	Lawrence & Pruneridge	S	LAWRENCE EXPWY	FS	PRUNERIDGE	328	Removing Service
Santa Clara	63984	Monroe & Bellomy	S	MONROE	FS	BELLOMY	81	Removing Service
Santa Clara	63985	Monroe & Jonathan	S	MONROE	MD	JONATHAN	81	Removing Service
Santa Clara	63986	Monroe & Newhall	S	MONROE	NS	NEWHALL	81	Removing Service
Santa Clara	64613	San Tomas & Cabrillo	S	SAN TOMAS	FS	CABRILLO	330	Removing Service
Santa Clara	64614	San Tomas & El Camino	S	SAN TOMAS	FS	EL CAMINO REAL	330	Removing Service
Santa Clara	64615	San Tomas & Homestead	S	SAN TOMAS	FS	HOMESTEAD	330	Removing Service
Santa Clara	64616	San Tomas & Pruneridge	S	SAN TOMAS	FS	PRUNERIDGE	330	Removing Service

Copy of Stops for Deactivation

City	Stop ID	Stop Name	Stop Direction	On Street Name	Stop Location	At Street Name	Routes Serviced April 2019	Service Changes
Santa Clara	61968	San Tomas & Scott	S	SAN TOMAS	FS	SCOTT	330	Removing Service
Santa Clara	61969	San Tomas & Walsh	S	SAN TOMAS	NS	WALSH	330	Removing Service
Santa Clara	62613	Aldo & Lafayette	W	ALDO	NS	LAFAYETTE	58	Removing Service
Santa Clara	62612	Aldo & Woodward	W	ALDO	OP	WOODWARD	58	Removing Service
Santa Clara	64084	Benton & Buchanan	W	BENTON	FS	BUCHANAN	81	Removing Service
Santa Clara	64083	Benton & Las Palmas	W	BENTON	FS	LAS PALMAS	81	Removing Service
Santa Clara	64082	Benton & Los Padres	W	BENTON	FS	LOS PADRES	81	Removing Service
Santa Clara	64081	Benton & Scott	W	BENTON	FS	SCOTT	81	Removing Service
Santa Clara	64085	Benton & Sonoma	W	BENTON	FS	SONOMA	81	Removing Service
Santa Clara	62482	Central & Lafayette	W	CENTRAL	FS	LAFAYETTE	58, 304	Removing Service
Santa Clara	65060	Kifer & Semiconductor	W	KIFER	FS	SEMICONDUCTOR	822	Removing Service
Santa Clara	64591	Montague & De La Cruz	W	MONTAGUE	FS	DE LA CRUZ	321	Removing Service
Santa Clara	64074	Newhall & Alviso	W	NEWHALL	NS	ALVISO	81	Removing Service
Santa Clara	64075	Newhall & Washington	W	NEWHALL	NS	WASHINGTON	81	Removing Service
Santa Clara	62488	Scott & Coronado	W	SCOTT	OP	CORONADO	58, 304	Removing Service
Santa Clara	62487	Scott & Octavius	W	SCOTT	FS	OCTAVIUS	58, 304	Removing Service
Santa Clara	62486	Scott & Olcott	W	SCOTT	FS	OLCOTT	58, 304	Removing Service
Santa Clara	62693	Tasman & Centennial	W	TASMAN	FS	CENTENNIAL	140, 330	Removing Service
Santa Clara	65848	Tasman & Great America	W	TASMAN	NS	GREAT AMERICA	251	Removing Service
Santa Clara	66022	Walsh & Bowers	W	WALSH	NS	BOWERS	827, 827	Removing Service
Sunnyvale	65628	California & Mathilda	E	CALIFORNIA	NS	MATHILDA	32	Removing Service
Sunnyvale	64538	Central & Mary	E	CENTRAL	FS	MARY	32	Removing Service
Sunnyvale	61921	Kifer & Commercial	E	KIFER	OP	COMMERCIAL	822	Removing Service
Sunnyvale	62352	Lakehaven & Jadelake	E	LAKEHAVEN	FS	JADELAKE	55, 55	Removing Service
Sunnyvale	62271	Lockheed Martin Transit Center (Bay 3)	E	LOCKHEED MARTIN	AT	TRANSIT LOOP	54, 54	Removing Service
Sunnyvale	62386	Old San Francisco & Carroll	E	OLD SAN FRANCISCO	OP	CARROLL	55	Removing Service
Sunnyvale	62387	Old San Francisco & Central	E	OLD SAN FRANCISCO	OP	CENTRAL	55	Removing Service
Sunnyvale	62258	Olive & All America	E	OLIVE	FS	ALL AMERICA	54	Removing Service
Sunnyvale	62259	Olive & Charles	E	OLIVE	OP	CHARLES	54	Removing Service
Sunnyvale	62325	Remington & Azure	E	REMINGTON	OP	AZURE	55	Removing Service
Sunnyvale	62326	Remington & Manet	E	REMINGTON	NS	MANET	55	Removing Service
Sunnyvale	62328	Fair Oaks & El Camino	N	FAIR OAKS	FS	EL CAMINO REAL	55, 55	Removing Service
Sunnyvale	62329	Fair Oaks & Iris	N	FAIR OAKS	FS	IRIS	55	Removing Service
Sunnyvale	62251	Hollenbeck & Cascade	N	HOLLENBECK	FS	CASCADE	54	Removing Service
Sunnyvale	62256	Hollenbeck & Danforth	N	HOLLENBECK	FS	DANFORTH	54	Removing Service
Sunnyvale	62257	Hollenbeck & El Camino	N	HOLLENBECK	NS	EL CAMINO REAL	54	Removing Service
Sunnyvale	62249	Hollenbeck & Grand Coulee	N	HOLLENBECK	NS	GRAND COULLEE	54	Removing Service
Sunnyvale	62255	Hollenbeck & Harvard	N	HOLLENBECK	FS	HARVARD	54	Removing Service
Sunnyvale	62248	Hollenbeck & Homestead	N	HOLLENBECK	MD	HOMESTEAD	54	Removing Service
Sunnyvale	62247	Hollenbeck & Homestead	N	HOLLENBECK	FS	HOMESTEAD	54	Removing Service
Sunnyvale	62254	Hollenbeck & Remington	N	HOLLENBECK	FS	REMINGTON	54	Removing Service
Sunnyvale	62250	Hollenbeck & The Dalles	N	HOLLENBECK	OP	THE DALLES	54	Removing Service
Sunnyvale	64597	Lawrence & Arques	N	LAWRENCE EXPWY	FS	ARQUES	328	Removing Service
Sunnyvale	64595	Lawrence & Homestead	N	LAWRENCE EXPWY	FS	HOMESTEAD	328	Removing Service
Sunnyvale	62263	Mathilda & Indio	N	MATHILDA	FS	INDIO	54	Removing Service
Sunnyvale	62261	Mathilda & Iowa	N	MATHILDA	NS	IOWA	54	Removing Service
Sunnyvale	62260	Mathilda & Olive	N	MATHILDA	FS	OLIVE	54	Removing Service
Sunnyvale	62189	Mathilda & Washington	N	MATHILDA	NS	WASHINGTON	54	Removing Service
Sunnyvale	62327	Remington & Michelangelo	N	REMINGTON	NS	MICHELANGELO	55	Removing Service
Sunnyvale	62324	Sunnyvale-Saratoga & Remington	N	SUNNYVALE-SARATOGA	NS	REMINGTON	55	Removing Service
Sunnyvale	62389	Fair Oaks & Iris	S	FAIR OAKS	OP	IRIS	55	Removing Service

Copy of Stops for Deactivation

City	Stop ID	Stop Name	Stop Direction	On Street Name	Stop Location	At Street Name	Routes Serviced April 2019	Service Changes
Sunnyvale	62388	Fair Oaks & Old San Francisco	S	FAIR OAKS	FS	OLD SAN FRANCISCO	55	Removing Service
Sunnyvale	62351	Hiddenlake & Greenlake	S	HIDDENLAKE	FS	GREENLAKE	55, 55	Removing Service
Sunnyvale	62294	Hollenbeck & Cascade	S	HOLLENBECK	NS	CASCADE	54	Removing Service
Sunnyvale	62289	Hollenbeck & Danforth	S	HOLLENBECK	FS	DANFORTH	54	Removing Service
Sunnyvale	62288	Hollenbeck & El Camino	S	HOLLENBECK	FS	EL CAMINO REAL	54	Removing Service
Sunnyvale	62293	Hollenbeck & Fremont	S	HOLLENBECK	FS	FREMONT	54	Removing Service
Sunnyvale	62290	Hollenbeck & Harvard	S	HOLLENBECK	FS	HARVARD	54	Removing Service
Sunnyvale	62297	Hollenbeck & Homestead	S	HOLLENBECK	NS	HOMESTEAD	54	Removing Service
Sunnyvale	62291	Hollenbeck & Remington	S	HOLLENBECK	FS	REMINGTON	54	Removing Service
Sunnyvale	62295	Hollenbeck & The Dalles	S	HOLLENBECK	FS	THE DALLES	54	Removing Service
Sunnyvale	62296	Hollenbeck & Grand Coulee	S	HOLLENBECK	MD	THE DALLES	54	Removing Service
Sunnyvale	62292	Hollenbeck & Torrington	S	HOLLENBECK	FS	TORRINGTON	54	Removing Service
Sunnyvale	64600	Lawrence & Arques	S	LAWRENCE EXPWY	FS	ARQUES	328	Removing Service
Sunnyvale	64599	Lawrence & Duane	S	LAWRENCE EXPWY	FS	DUANE	328	Removing Service
Sunnyvale	62281	Mathilda & Del Rey	S	MATHILDA	FS	DEL REY	54	Removing Service
Sunnyvale	62286	Mathilda & Iowa	S	MATHILDA	FS	IOWA	54	Removing Service
Sunnyvale	62285	Mathilda & McKinley	S	MATHILDA	FS	MCKINLEY	54	Removing Service
Sunnyvale	62390	Remington & El Camino	S	REMINGTON	FS	EL CAMINO REAL	55, 55	Removing Service
Sunnyvale	64529	Central & Mary	W	CENTRAL	NS	MARY	32	Removing Service
Sunnyvale	64556	Kifer & Commercial	W	KIFER	FS	COMMERCIAL	822	Removing Service
Sunnyvale	62332	Old San Francisco & Bayview	W	OLD SAN FRANCISCO	FS	BAYVIEW	55	Removing Service
Sunnyvale	62333	Old San Francisco & Carroll	W	OLD SAN FRANCISCO	FS	CARROLL	55	Removing Service
Sunnyvale	62331	Old San Francisco & Central	W	OLD SAN FRANCISCO	FS	CENTRAL	55	Removing Service
Sunnyvale	62330	Old San Francisco & Fair Oaks	W	OLD SAN FRANCISCO	MD	FAIR OAKS	55	Removing Service
Sunnyvale	62287	Olive & All America	W	OLIVE	OP	ALL AMERICA	54	Removing Service
Sunnyvale	62392	Remington & Azure	W	REMINGTON	NS	AZURE	55	Removing Service
Sunnyvale	62391	Remington & Manet	W	REMINGTON	OP	MANET	55	Removing Service

From: Baltao, Elaine

Sent: Saturday, December 28, 2019 10:32 PM

To: VTA Board of Directors

Subject: VTA New Transit Service Launch Success - December 28, 2019

VTA Board of Directors:

Please see message from Brandi Childress, Media and Public Affairs Manager, regarding the launch of VTA's new transit service.

=====

Today at 2:57 a.m., the very first VTA bus to signify the start of new transit service rolled out of North Yard in Mountain View. The General Manager was joined by other Executive Team and Board members to thank operators and capture photos to share on social media: https://twitter.com/VTA?ref_src=twsrc%5Egoogle%7Ctwcamp%5Eserp%7Ctwgr%5Eauthor.

A Command Center was established at VTA Headquarters, led by Transportation Planning Manager Jay Tyree, where staff triaged issues as they came up and held two "all hands" meetings during the day to discuss hot items, safety and staffing issues, trending customer concerns, media inquiries, and street team ambassador updates. There were very few issues that needed elevating for urgency, related to signage and bus stops for example, but these issues were also resolved by the end of day.

Media coverage (some links below) was positive and customer comments on social media and on the phones were a mixed bag of congratulatory remarks and complaints to trying to better understand the changes and clarifying information about free fares and trip plans.

KPIX Ch. 5 - <https://sanfrancisco.cbslocal.com/video/4322223-vta-launches-improved-service-plan-with-free-rides/>

ABC Ch. 7 - <https://abc7news.com/traffic/vta-unveils-new-bus-light-rail-services-in-south-bay/5794371/>

NBC and KCBS also checked in.

Staff will be back in the Command Center, in the Call Center and helping customers in the field [tomorrow through Tuesday](#). Please forward any questions, concerns or compliments our way!

Customer Service contact:
customer.service@vta.org
(408) [321-2300](tel:321-2300)










New Transit Service is He

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Monday, December 30, 2019 4:18 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: December 30, 2019 Media Clips

VTA Daily News Coverage for Monday, December 30, 2019

1. [New Transit Service Changes \(Multiple outlets\)](#)
2. [VTA launches new routes offering more frequent buses and trains \(Mountain View Voice\) Free rides system-wide until 5 a.m. New Year's Day](#)
3. [In a push to boost low ridership, VTA's new service plan to debut with free rides \(San Jose Spotlight\)](#)
4. [VTA offering free rides until end of year \(KTVU Ch. 2\) \(link to video\)](#)
5. [VTA Offers New Rides From Saturday Into The New Year \(SFGate.com\)](#)
6. [Santa Clara Valley Transportation Authority unveils new bus, light rail services \(ABC7 News\)](#)
7. [VTA Offers New Rides From Saturday Into the New Year \(NBC Bay Area\)](#)
8. [VTA rolls out new service \(KTVU Ch. 2\)](#)
9. [Free rides offered on VTA lines through Tuesday \(KTVU Ch. 2\)](#)
10. [Free rides offered on VTA lines through Tuesday \(KTVU Ch. 2\)](#)
11. [Some want VTA money set aside for roads to go to transit: Roadshow \(Mercury News\)](#)
12. [2019 the deadliest year for San Jose pedestrians in decades \(Mercury News\) Pedestrian deaths are up across the Bay Area; safety improvements slow in coming](#)

New Transit Service Changes (Multiple outlets)

[KCBS \(Monday afternoon link to audio\)](#) [KCBS \(Monday morning link to audio\)](#)

[KPIX Ch. 5 \(Link to video\)](#) [KPIX Ch. 5 \(link to video\)](#) [NBC Bay Area \(link to video\)](#)

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[VTA launches new routes offering more frequent buses and trains](#) (Mountain View Voice)

Free rides system-wide until 5 a.m. New Year's Day

The Santa Clara Valley Transportation Authority launched a new higher-frequency route plan on Saturday, hoping for increased ridership by offering several days of free rides.

VTA is offering free rides system-wide on all buses and trains until about 5 a.m. Wednesday morning, Jan. 1, said Brandi Childress, spokeswoman for VTA. On New Year's Eve only, the 181 bus line and VTA light rail lines will run extended service about an hour later than usual.

While the transportation authority sometimes offers a single free-ride day, "this time around we wanted to make it easy for people to try our service and really say thank you for the patience everyone has had as we roll out our newly-designed transit service," Childress said.

"As we were preparing for the new BART system, we knew this would be a good opportunity to look at the system and find areas where we can improve frequency and connect bus routes that would help the regional service," Childress said.

VTA's new "frequent routes" plan has 20 bus and light rail routes said to pick up every 15 minutes or less during weekdays at stops throughout the county.

"This is the most significant transit service change that VTA has implemented since 2008," VTA said in a news release. "Not only has service been redesigned to accommodate the addition of BART service, but it will give more people more frequent and reliable transit options.

The change was made with community input over 18 months and will shift low ridership routes so that 90 percent of the service is focused on high ridership areas, according to VTA.

Silicon Valley residents still await Santa Clara County BART extensions to BART's Berryessa and Milpitas stations, which were supposed to open before the new year and have since been deferred without a new opening day.

VTA began running bus routes to the would-be extensions on Saturday, Dec. 28.

More info on the free rides and new service routes can be found at newservice.vta.org.

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[In a push to boost low ridership, VTA's new service plan to debut with free rides](#) (San Jose Spotlight)

The Valley Transportation Authority's service changes, which include greater frequency on its most popular routes and a new light rail line, debut Saturday. And, for the first four days, riders can try the new service for free.

The new service plan was geared partly toward boosting ridership, which has decreased in recent years. From 2015 to 2019, bus ridership dropped by 17 percent and light rail use declined 26 percent, VTA spokeswoman Brandi Childress said.

Some of that drop mirrors a nationwide decrease in ridership as the economy ticked up and steered people toward car ownership and as ride-share companies such as Uber and Lyft grew in popularity.

Also, recent rail line rehabilitation has led to slowdowns, which likely contributed to lower ridership, Childress said.

Work on the VTA's new service plan began in 2016, when the agency hired a consultant to study ridership data.

"That assessment identified options for VTA's strategy for increasing ridership, improving the farebox recovery rate, making our service more useful to riders and lowering barriers to transit," Childress told San José Spotlight.

The authority devoted roughly a year and a half to community outreach, with traditional meetings, virtual meetings online, information booths and social media posts. Childress said the public seemed most interested in boosting VTA's speed and efficiency.

"The overwhelming feedback was, 'It's too slow, it's not often enough,'" Childress said.

This public sentiment prompted the VTA to focus 90 percent of service on locations with the most ridership. Twenty all-day routes are expected to have increased frequency and include the Rapid 522, which runs along El Camino Real from the Palo Alto Transit Center to the Eastridge Transit Center and the Rapid 500, which runs from Diridon Station to the soon-to-be-opened Berryessa BART station.

However, because the authority is still working with the same funding, boosting frequency of popular lines meant reducing service elsewhere.

Transit activist Monica Mallon, who commutes by bus from Cambrian Park to San Jose State University, isn't pleased.

"I'm going to be losing the route I take every single day to San Jose State," Mallon said. "It's going to be a lot harder for me to get around as someone who doesn't own a car."

Mallon added that although she can walk farther to make connections, she worries about seniors and people with limited mobility.

Through her own research, Mallon has determined that ridership increases with better coverage and says she thinks VTA is headed in the wrong direction with its new plan.

Childress said she understands Mallon's frustrations but believes the VTA's resources are where they need to be.

This is the most significant transit service change that VTA has implemented since 2008, officials said. The change shifts resources from low ridership

routes, she said, so that 90 percent of VTA's service is now focused on high ridership areas where it can serve more people.

Transit leaders say the changes will result in shorter wait times with 20 all-day frequent routes operating every 15 minutes or less.

"We're not in the business to not have service on our street," Childress said. "It's a balancing act. We're looking forward to this being a big improvement for the majority of riders."

Childress said she hopes increased ridership from the most popular lines will boost revenue, allowing the authority to build back some of the other routes. Concerned riders are encouraged to call the VTA customer service line at 408-321-2300 or visit <https://newservice.vta.org/> for help with trip planning. Riders can also download the Transit app for additional support, and VTA's Street Team Ambassadors are planted at major transit centers to answer questions.

The four days of free rides, beginning this Saturday, is for all VTA service including bus and light rail.

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[VTA offering free rides until end of year](#) (KTVU Ch. 2) (link to video)

Starting Saturday, the Santa Clara Valley Transportation Authority is offering free rides on all its buses and light rails in the South Bay for the last four days of 2019.

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[VTA Offers New Rides From Saturday Into The New Year](#) (SFGate.com)

The Santa Clara Valley Transportation Authority will offer a few days of free rides starting Saturday, hoping for increased ridership as the public transit provider launches a new higher-frequency route plan.

Beginning Saturday with its first bus route of the day, VTA will provide free rides system-wide on all busses and trains until about 5 a.m. Wednesday morning on New Year's Day, said Brandi Childress, spokeswoman for VTA. While the transportation authority sometimes offers a single free-ride day, "this time around we wanted to make it easy for people to try our service and really say thank you for the patience everyone has had as we roll out our newly-designed transit service," Childress said.

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The change was made with community input over 18 months and will shift low ridership routes so that 90 percent of the service is focused on high ridership areas, according to VTA.

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<https://newservice.vta.org>.

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[Santa Clara Valley Transportation Authority unveils new bus, light rail services](#) (ABC7 News)

Part of building a better Bay Area includes making public transit more reliable and accessible.

Starting Saturday, Santa Clara Valley Transportation Authority increased bus services along 20 of its most popular bus routes.

Officials have been working on these changes for three years.

"We were getting ready for the new BART service to come into Milpitas and North San Jose area, and we knew that was a great opportunity to really look at the service and see where we might make our biggest gains in ridership," said Brandi Childress, Santa Clara Valley Transportation.

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[VTA rolls out new service](#) (KTVU Ch. 2)

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frequency and connect bus routes that would help the regional service," Childress added.

And a drum roll please for the new Orange light rail line making its debut on new transit service day! [#HelloVTA](#) [#SolutionsThatMoveYou](#)
<http://bit.ly/VTAnewservice>



Not to be outdone, the first bus out of Cerone Yard in Milpitas is on its way. All aboard new transit service! [#HelloVTA](#) [#SolutionsThatMoveYou](#)



Up bright and early rolling out new transit service with [@SupCindyChavez](#)
[@NuriaFernandez8](#) [@RobRenni](#) [#hellovta](#) [#solutionsthatmoveyou](#) [#lets go](#)



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[Free rides offered on VTA lines through Tuesday](#) (KTVU Ch. 2)

Free bus and light rail rides are being offered by the Santa Clara Valley Transportation Authority from Saturday through New Year's Eve on Tuesday. "No ticket, no downloading and no tagging required," the agency said in an announcement.

In addition, on New Year's Eve only, the 181 bus line and VTA light rail lines will run extended service about an hour later than usual.

Step-by-step instructions on using VTA are available at www.newservice.vta.org, by email at customer.service@vta.org, or by calling (408) 321-2300.

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[Changes for VTA; free service for rest of year \(The Bay Link\)](#)

[Big changes are coming to Valley Transit Authority](#), with a goal of making service more efficient.

Some bus lines are being beefed up and one new rail line is being added, all with a goal of providing more service on the busiest parts of the system. And riding the system will be easy the next few days: all service is free through Dec. 31.

New riders can get started with step-by-step instructions at www.newservice.vta.org, by emailing at customer.service@vta.org or by calling VTA Customer Service at 408-321-2300.

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[Some want VTA money set aside for roads to go to transit: Roadshow](#) (Mercury News)

Q: The Valley Transportation Authority needs to change directions quickly to combat the climate crisis and provide traffic relief for commuters and residents. We've been expanding highways and roads for decades, and traffic keeps getting worse. I don't want my tax dollars spent on highway projects that have proven to be ineffective.

I also don't want to wait when a solution already exists: the bus. I strongly support the Measure B reallocation for bus service, and I hope that the VTA board will move forward with it next year.

Monica Mallon, San Jose

A: Shifting some of the money to transit work may be discussed at the Jan. 9 board meeting, but I don't think it will have much traction. Santa Clara County voters approved a half-cent sales tax increase in 2016 that will run for 30 years with the money split between roads and transit.

- \$1.5 billion for the BART extension to Berryessa.
- \$1.2 billion for road repairs and improvements.
- \$750 million for county expressway upgrades.
- \$700 million for Caltrain track crossings.
- \$500 million for transit, including more frequent buses.
- \$350 million for transit and congestion relief along Highway 85.
- \$250 million for bicycle and pedestrian improvements.

What, if anything, should be changed?

Q: Do commuters have any avenue to file complaints about the situation on Highway 17? The tree work that's going on from 9 to 4ish is making northbound commutes hellacious. I've been in a passenger seat for nearly 90 minutes from Scotts Valley to the reservoir, and there is still an unbroken line of taillights ahead. Why can't Caltrans do this work at night?

Rick Elliott, Scotts Valley

A: It's just too dangerous at night to operate chain saws and watch for safe footing. The extreme curves and narrow shoulders make it dangerous for workers and motorists trying to navigate with minimal visibility. Said a Caltrans spokesman: "We understand the frustration of motorists, but there just aren't any other options to mitigate fire danger without disrupting commute times."

But the good news is that this work could be ending soon. Erosion control has been completed on the northbound side. The second half of the project will begin in January on the southbound side of 17.

Q: My wife and I recently returned from the trip of a lifetime to Africa. On the way to visit with the Silverback gorillas, we visited Kigali, the capital of Rwanda.

I commented to our guide how beautiful and clean his city was. He told me every person in Rwanda is required to spend three to four hours on the last Saturday of every month cleaning their cities and villages by picking up litter. And yes, that means every citizen, from the president on down. Every person embraces the belief that keeping their country beautiful is important. Can you imagine having that requirement in the United States?

John LaLonde, Pacific Grove

A: We can dream, right?

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[2019 the deadliest year for San Jose pedestrians in decades](#)

(Mercury News)

Pedestrian deaths are up across the Bay Area; safety improvements slow in coming

Margaret Urueta was walking down East Santa Clara Street just after midnight one day in January when someone driving a white van on 10th Street [hit and killed](#) the 59-year-old mother of seven. The driver didn't stop and still has not been found.

Ten months later, and three blocks from where Urueta was killed, a pickup truck driver turning onto East Santa Clara fatally struck 72-year-old [Melvin Brown](#) as he crossed the street.

Urueta and Brown were two of the 28 pedestrians killed by cars in San Jose so far in 2019. More pedestrians have been killed on the city's streets this year than in any since at least since the mid-1990s and perhaps even longer — available records of pedestrian deaths in San Jose only go back about a quarter-century.

"I find myself asking, 'Why, why, why would someone do that to her?' " said Brenda Urueta, Margaret's daughter, who struggled with insomnia after her mother's death. "I couldn't bear the thought of how she died."

Traffic crashes have killed another seven people riding bicycles, as well as five motorcyclists. Overall, 59 people have died in San Jose roadway collisions in 2019 as of this writing, approaching the 25-year high of 60 tallied in 2014.

Thirteen were [hit-and-run deaths where drivers fled the scene](#), and less than a handful were later caught.

The number of pedestrians killed on San Jose roadways has been [on the rise for years](#), matching a troubling trend throughout the Bay Area and across the country. The increases have come despite "[Vision Zero](#)" pledges from leaders in San Jose and other cities to eventually end traffic fatalities.

The numbers of walkers and bicyclists killed in California has risen by nearly 60 percent over the past decade, from 666 in 2009 to 1,048 in 2018. Deaths were up by 35 percent across Santa Clara, Alameda, Contra Costa, San Mateo and San Francisco counties over the same time.

Experts have identified [two major culprits for the increase](#) in fatalities, pointing to the popularity of SUVs — people are more likely to be hit by bigger and heavier vehicles — and the rise of smartphone distractions for people on streets and sidewalks.

Colin Heyne, a spokesman for the city's Department of Transportation, joins pedestrian advocates with his objection to car crashes being referred to as "accidents," implying that nobody is at fault. But Heyne said crashes can almost always be traced back to a choice someone made — to drive drunk, to speed, to use their cellphone when they shouldn't.

"A lot can be done if people using the road made different choices," Heyne said.

Sgt. John Carr, who supervises the SJPD traffic investigations unit, said life and death is often a matter of a few seconds of distraction.

"Remove any one of these factors, and it doesn't occur. A pedestrian looked, a driver slowed down," Carr said. "That would bring the numbers way down."

High speeds make for dangerous streets

In San Jose, all of those factors are magnified by another problem built over generations as this suburban city grew to become the biggest and most populous in the Bay Area.

"We have infrastructure that has really been designed to make it easy for cars to flow through," said professor Hilary Nixon, chair of San Jose State's Department of Urban and Regional Planning.

That's true of car-dominated cities across the country but especially dramatic along the major streets that link San Jose's sprawling neighborhoods and subdivisions.

"The suburban expansions of San Jose were very car-centric," said Jesse Mintz-Roth, San Jose's Vision Zero program manager. "The infrastructure here was not necessarily built with pedestrians in mind."

On heavily-trafficked arteries such as Monterey Road, Capitol Expressway and Blossom Hill Road, cars blast past bicyclists and pedestrians at freeway speeds, raising the likelihood that a crash could be deadly.

Those three roads — along with Santa Clara Street, where Urueta and Brown were killed — are among a collection of routes that officials have [long identified as especially dangerous](#). One-third of the fatal crashes in San Jose happen on just 56 miles of these 17 "Priority Safety Corridors," [according to the city](#).

But the Department of Transportation can point to just a handful of safety improvements completed on those corridors in recent years: bigger traffic signals, brighter LED lights and a bicycle and pedestrian project along less than a mile of one of the streets, Jackson Avenue.

The department has other safety projects in the pipeline along five of the corridors over the next three years. Still, officials said, there has not been enough funding for more extensive projects.

"There is a lot of work to do to expand our pedestrian-safety infrastructure," Mintz-Roth said.

Changes downtown could spread across city

Dramatic changes have been afoot in San Jose's downtown core, where many streets [have been remade](#) with an eye toward pedestrian and bicyclist safety. The city has moved parking spaces away from the curb to put more space and protective barriers between bicycles and traffic, and plastic bollards at intersections reduce the amount of crosswalk space where pedestrians could be hit by cars and force drivers to make tighter, slower turns with a better view of walkers.

Lam Cruz, who manages the city Department of Transportation's traffic safety division, said these "paint and plastic" improvements, known as quick-build projects, are substantially less expensive and faster to implement than traditional road construction.

While those projects represent an improvement from the status quo, it's time to expand their reach, said Nikita Sinha, who manages programs in San Jose for the pedestrian advocacy group California Walks.

"It's really important for that level of attention and resources and funding to be put in parts of the city that haven't historically had that investment," she said.

That's exactly what Lam and Mintz-Roth want to do. But even quick-build projects take time and money — \$20 million over four to six years to make safety improvements along the 17 priority corridors, according to a Vision Zero Action Plan that will go before San Jose's City Council early next year. Carr added that those projects have to dovetail with more consequences for speeding. In San Jose, austerity measures that led to SJPD shrinking by more than 30 percent over the past decade hit traffic enforcement especially hard. With just ten traffic officers — the lowest number in modern department history — police are working to rebuild those ranks, once at a peak of 40 in the 1970s and 1980s.

"You've got a populace that is not used to getting regular enforcement. They're more emboldened to speed, go through red lights and not pay attention to the basic rules of the road," Carr said. "Usually, education is getting a ticket. It's why we need to do enforcement and take some of these cars off the street."

So even while there is some work in progress, officials acknowledge that the conditions that have led to the deadliest year for San Jose pedestrians in decades won't significantly change in the immediate term.

'It's very painful'

In the five months since the death of her husband, Robert Lavin, in a July hit-and-run, Nani Lavin and her daughter, Kirstan Smith, have walked with other families to honor those lost in traffic accidents, attended a Vision Zero meeting and spoken out at public meetings.

Even before his death, Robert Lavin, an avid bicyclist, was acutely aware of traffic danger in the city; he often came home from bike rides with stories of car doors left open in the bike lane and unsafe drivers.

Every day, Nani Lavin walks the family dog Enzo past the same "slow down" signs that dotted San Jose streets before her husband died — and which taunt her with the awareness that despite her and other families' efforts, little has changed.

"It's very painful to think that San Jose signed up for Vision Zero in 2015 and Bob was killed in 2019," Nani Lavin said. "I have a problem with that."

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From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Monday, December 30, 2019 4:29 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: Updated - December 30, 2019 Media Clips

VTA Daily News Coverage for Monday, December 30, 2019

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[VTA makes commuter changes](#) (Gilroy Dispatch)

FREE RIDES ON ALL MASS TRANSIT DEC. 28-31

Valley Transit Authority was set to implement scheduled changes across its entire light rail and bus system on Dec. 28, posing new headaches for many South Bay commuters and new solutions for others.

As a way to make the changes more palatable and introduce new riders to public transit, the transit system is offering free rides on all VTA bus and light rail lines Dec. 28-31.

Light rail will now have three distinct lines, which will be color-coded, and the new orange line will connect downtown Mountain View to the Milpitas Transit Center. During weekday peak hours, service will be every 15 minutes, and during weekend peak hours, trains will run every 20 minutes. The orange line will run from Alum Rock to Mountain View.

The blue line will run from Santa Teresa to Baypointe.

The green line will run from Winchester to Old Ironsides.

Other changes to light rail include:

- The light rail segment from Ohlone/Chynoweth to Oakridge will be discontinued and will now be served by Route 64a.
- I-880/Milpitas station renamed Alder Station
- Montague Station renamed Milpitas Station
- New Route 60 will serve the San Jose Airport, Valley Fair/Santana Row, downtown Campbell and Milpitas Transit Center.
- Only passengers boarding from the airport will board Route 60 for free.

Bus routes that have been discontinued or changed:

- Routes 17, 34, 45, 58, 88
- Limited Routes 304, 321, 328 and 330
- Express Buses 120, 140, and 180 will be discontinued.
- Express Bus 181 will continue to operate until BART service opens.

A new Frequent Bus Network will operate every 15 minutes or better on weekdays between 6:30am and 6:30pm and every 15 to 30 minutes on weekends:

Rapid 500 San Jose Diridon Station to Downtown San Jose

Rapid 522 Palo Alto Transit Center to Eastridge Transit Center

Rapid 523 Lockheed Martin Transit Ctr to Berryessa Transit Ctr

Route 22 Palo Alto Transit Center to Eastridge Transit Center

Route 23 De Anza College to Alum Rock Transit Center

Route 25 De Anza College to Alum Rock Transit Center

Route 26 West Valley College to Eastridge Transit Center

Route 57 Old Ironsides Station to West Valley College

Route 60 Milpitas Transit Center to Winchester Transit Center

Route 61 Good Samaritan Hospital to Sierra & Piedmont (via King/Mabury)

Route 64 Almaden & Crown to McKee & White

Route 66 Kaiser San Jose to Milpitas/Dixon Landing Road

Route 68 Gilroy Transit Center to San Jose Diridon Station
Route 70 Eastridge Transit Center to Milpitas Transit Center
Route 72 Senter & Monterey to Downtown San Jose
Route 73 Monterey & Branham to Downtown San Jose
Route 77 Eastridge Transit Center to Milpitas Transit Center

Improved Bus Routes

Route 20 Sunnyvale Caltrain Station to Milpitas Transit Center; 15-minute frequency during commute periods and 30-minute frequency in midday.

Route 21 Stanford Shopping Center to Santa Clara Caltrain station; a merger of Routes 32 and 35 into a single route.

Route 51 Moffett Field to West Valley College; hourly service on weekdays.

Route 56 Lockheed Martin Transit Center to Tamien Station; 30-minute service on weekdays and weekends.

Route 59 Old Ironsides Station to Valley Fair Transit Center; 30-minute frequency on weekdays and hourly on weekends.

For more details, visit vta.org.

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Also, recent rail line rehabilitation has led to slowdowns, which likely contributed to lower ridership, Childress said.

Work on the VTA's new service plan began in 2016, when the agency hired a consultant to study ridership data.

"That assessment identified options for VTA's strategy for increasing ridership, improving the farebox recovery rate, making our service more useful to riders and lowering barriers to transit," Childress told San José Spotlight.

The authority devoted roughly a year and a half to community outreach, with traditional meetings, virtual meetings online, information booths and social media posts. Childress said the public seemed most interested in boosting VTA's speed and efficiency.

"The overwhelming feedback was, 'It's too slow, it's not often enough,'" Childress said.

This public sentiment prompted the VTA to focus 90 percent of service on locations with the most ridership. Twenty all-day routes are expected to have increased frequency and include the Rapid 522, which runs along El Camino Real from the Palo Alto Transit Center to the Eastridge Transit Center and the Rapid 500, which runs from Diridon Station to the soon-to-be-opened Berryessa BART station.

However, because the authority is still working with the same funding, boosting frequency of popular lines meant reducing service elsewhere. Transit activist Monica Mallon, who commutes by bus from Cambrian Park to San Jose State University, isn't pleased.

"I'm going to be losing the route I take every single day to San Jose State," Mallon said. "It's going to be a lot harder for me to get around as someone who doesn't own a car."

Mallon added that although she can walk farther to make connections, she worries about seniors and people with limited mobility.

Through her own research, Mallon has determined that ridership increases with better coverage and says she thinks VTA is headed in the wrong direction with its new plan.

Childress said she understands Mallon's frustrations but believes the VTA's resources are where they need to be.

This is the most significant transit service change that VTA has implemented since 2008, officials said. The change shifts resources from low ridership routes, she said, so that 90 percent of VTA's service is now focused on high ridership areas where it can serve more people.

Transit leaders say the changes will result in shorter wait times with 20 all-day frequent routes operating every 15 minutes or less.

"We're not in the business to not have service on our street," Childress said. "It's a balancing act. We're looking forward to this being a big improvement for the majority of riders."

Childress said she hopes increased ridership from the most popular lines will boost revenue, allowing the authority to build back some of the other routes. Concerned riders are encouraged to call the VTA customer service line at 408-321-2300 or visit <https://newservice.vta.org/> for help with trip planning. Riders can also download the Transit app for additional support, and VTA's Street Team Ambassadors are planted at major transit centers to answer questions.

The four days of free rides, beginning this Saturday, is for all VTA service including bus and light rail.

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[VTA offering free rides until end of year](#) (KTVU Ch. 2) (link to video)

Starting Saturday, the Santa Clara Valley Transportation Authority is offering free rides on all its buses and light rails in the South Bay for the last four days of 2019.

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[VTA Offers New Rides From Saturday Into The New Year](#) (SFGate.com)

The Santa Clara Valley Transportation Authority will offer a few days of free rides starting Saturday, hoping for increased ridership as the public transit provider launches a new higher-frequency route plan.

Beginning Saturday with its first bus route of the day, VTA will provide free rides system-wide on all busses and trains until about 5 a.m. Wednesday morning on New Year's Day, said Brandi Childress, spokeswoman for VTA. While the transportation authority sometimes offers a single free-ride day, "this time around we wanted to make it easy for people to try our service and really say thank you for the patience everyone has had as we roll out our newly-designed transit service," Childress said.

"As we were preparing for the new BART system, we knew this would be a good opportunity to look at the system and find areas where we can improve frequency and connect bus routes that would help the regional service," Childress added.

VTA will debut a new "frequent routes" plan Saturday, with 20 bus and light rail routes said to pick up every 15 minutes or less during weekdays at stops throughout the county.

"This is the most significant transit service change that VTA has implemented since 2008," VTA said in a news release Tuesday. "Not only has service been redesigned to accommodate the addition of BART service, but it will give more people more frequent and reliable transit options.

The change was made with community input over 18 months and will shift low ridership routes so that 90 percent of the service is focused on high ridership areas, according to VTA.

Silicon Valley residents still await Santa Clara County BART extensions to BART's Berryessa and Milpitas stations, which were supposed to open before the new year and have since been deferred without a new opening day.

VTA will run bus routes to the would-be extensions starting Saturday.

More info on the free rides and new service routes can be found at

<https://newservice.vta.org>.

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[Santa Clara Valley Transportation Authority unveils new bus, light rail services](#) (ABC7 News)

Part of building a better Bay Area includes making public transit more reliable and accessible.

Starting Saturday, Santa Clara Valley Transportation Authority increased bus services along 20 of its most popular bus routes.

Officials have been working on these changes for three years.

"We were getting ready for the new BART service to come into Milpitas and North San Jose area, and we knew that was a great opportunity to really look at the service and see where we might make our biggest gains in ridership," said Brandi Childress, Santa Clara Valley Transportation.

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[VTA Offers New Rides From Saturday Into the New Year](#) (NBC Bay Area)

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[VTA rolls out new service](#) (KTVU Ch. 2)

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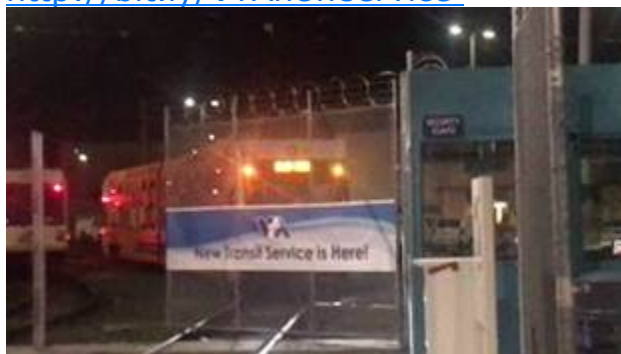
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And a drum roll please for the new Orange light rail line making its debut on new transit service day! [#HelloVTA](#) [#SolutionsThatMoveYou](#)

<http://bit.ly/VTAnewservice>



Not to be outdone, the first bus out of Cerone Yard in Milpitas is on its way.

All aboard new transit service! [#HelloVTA](#) [#SolutionsThatMoveYou](#)



Up bright and early rolling out new transit service with [@SupCindyChavez](#) [@NuriaFernandez8](#) [@RobRenni](#) [#hellovta](#) [#solutionsthatmoveyou](#) [#lets go](#)



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[Free rides offered on VTA lines through Tuesday](#) (KTVU Ch. 2)

Free bus and light rail rides are being offered by the Santa Clara Valley Transportation Authority from Saturday through New Year's Eve on Tuesday. "No ticket, no downloading and no tagging required," the agency said in an announcement.

In addition, on New Year's Eve only, the 181 bus line and VTA light rail lines will run extended service about an hour later than usual.

Step-by-step instructions on using VTA are available at www.newservice.vta.org, by email at customer.service@vta.org, or by calling (408) 321-2300.

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[Changes for VTA; free service for rest of year](#) **(The Bay Link)**

[Big changes are coming to Valley Transit Authority](#), with a goal of making service more efficient.

Some bus lines are being beefed up and one new rail line is being added, all with a goal of providing more service on the busiest parts of the system. And riding the system will be easy the next few days: all service is free through Dec. 31.

New riders can get started with step-by-step instructions at www.newservice.vta.org, by emailing at customer.service@vta.org or by calling VTA Customer Service at 408-321-2300.

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[Some want VTA money set aside for roads to go to transit:](#) [Roadshow](#) (Mercury News)

Q: The Valley Transportation Authority needs to change directions quickly to combat the climate crisis and provide traffic relief for commuters and residents. We've been expanding highways and roads for decades, and traffic keeps getting worse. I don't want my tax dollars spent on highway projects that have proven to be ineffective.

I also don't want to wait when a solution already exists: the bus. I strongly support the Measure B reallocation for bus service, and I hope that the VTA board will move forward with it next year.

Monica Mallon, San Jose

A: Shifting some of the money to transit work may be discussed at the Jan. 9 board meeting, but I don't think it will have much traction. Santa Clara County voters approved a half-cent sales tax increase in 2016 that will run for 30 years with the money split between roads and transit.

- \$1.5 billion for the BART extension to Berryessa.
- \$1.2 billion for road repairs and improvements.
- \$750 million for county expressway upgrades.
- \$700 million for Caltrain track crossings.
- \$500 million for transit, including more frequent buses.
- \$350 million for transit and congestion relief along Highway 85.
- \$250 million for bicycle and pedestrian improvements.

What, if anything, should be changed?

Q: Do commuters have any avenue to file complaints about the situation on Highway 17? The tree work that's going on from 9 to 4ish is making northbound commutes hellacious. I've been in a passenger seat for nearly 90 minutes from Scotts Valley to the reservoir, and there is still an unbroken line of taillights ahead. Why can't Caltrans do this work at night?

Rick Elliott, Scotts Valley

A: It's just too dangerous at night to operate chain saws and watch for safe footing. The extreme curves and narrow shoulders make it dangerous for workers and motorists trying to navigate with minimal visibility. Said a Caltrans spokesman: "We understand the frustration of motorists, but there just aren't any other options to mitigate fire danger without disrupting commute times."

But the good news is that this work could be ending soon. Erosion control has been completed on the northbound side. The second half of the project will begin in January on the southbound side of 17.

Q: My wife and I recently returned from the trip of a lifetime to Africa. On the way to visit with the Silverback gorillas, we visited Kigali, the capital of Rwanda.

I commented to our guide how beautiful and clean his city was. He told me every person in Rwanda is required to spend three to four hours on the last Saturday of every month cleaning their cities and villages by picking up litter. And yes, that means every citizen, from the president on down. Every person embraces the belief that keeping their country beautiful is important. Can you imagine having that requirement in the United States?

John LaLonde, Pacific Grove

A: We can dream, right?

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[2019 the deadliest year for San Jose pedestrians in decades](#)

(Mercury News)

Pedestrian deaths are up across the Bay Area; safety improvements slow in coming

Margaret Urueta was walking down East Santa Clara Street just after midnight one day in January when someone driving a white van on 10th Street [hit and killed](#) the 59-year-old mother of seven. The driver didn't stop and still has not been found.

Ten months later, and three blocks from where Urueta was killed, a pickup truck driver turning onto East Santa Clara fatally struck 72-year-old [Melvin Brown](#) as he crossed the street.

Urueta and Brown were two of the 28 pedestrians killed by cars in San Jose so far in 2019. More pedestrians have been killed on the city's streets this year than in any since at least since the mid-1990s and perhaps even longer — available records of pedestrian deaths in San Jose only go back about a quarter-century.

"I find myself asking, 'Why, why, why would someone do that to her?' " said Brenda Urueta, Margaret's daughter, who struggled with insomnia after her mother's death. "I couldn't bear the thought of how she died."

Traffic crashes have killed another seven people riding bicycles, as well as five motorcyclists. Overall, 59 people have died in San Jose roadway collisions in 2019 as of this writing, approaching the 25-year high of 60 tallied in 2014.

Thirteen were [hit-and-run deaths where drivers fled the scene](#), and less than a handful were later caught.

The number of pedestrians killed on San Jose roadways has been [on the rise for years](#), matching a troubling trend throughout the Bay Area and across the country. The increases have come despite "[Vision Zero](#)" pledges from leaders in San Jose and other cities to eventually end traffic fatalities.

The numbers of walkers and bicyclists killed in California has risen by nearly 60 percent over the past decade, from 666 in 2009 to 1,048 in 2018. Deaths were up by 35 percent across Santa Clara, Alameda, Contra Costa, San Mateo and San Francisco counties over the same time.

Experts have identified [two major culprits for the increase](#) in fatalities, pointing to the popularity of SUVs — people are more likely to be hit by bigger and heavier vehicles — and the rise of smartphone distractions for people on streets and sidewalks.

Colin Heyne, a spokesman for the city's Department of Transportation, joins pedestrian advocates with his objection to car crashes being referred to as "accidents," implying that nobody is at fault. But Heyne said crashes can almost always be traced back to a choice someone made — to drive drunk, to speed, to use their cellphone when they shouldn't.

"A lot can be done if people using the road made different choices," Heyne said.

Sgt. John Carr, who supervises the SJPD traffic investigations unit, said life and death is often a matter of a few seconds of distraction.

"Remove any one of these factors, and it doesn't occur. A pedestrian looked, a driver slowed down," Carr said. "That would bring the numbers way down."

High speeds make for dangerous streets

In San Jose, all of those factors are magnified by another problem built over generations as this suburban city grew to become the biggest and most populous in the Bay Area.

"We have infrastructure that has really been designed to make it easy for cars to flow through," said professor Hilary Nixon, chair of San Jose State's Department of Urban and Regional Planning.

That's true of car-dominated cities across the country but especially dramatic along the major streets that link San Jose's sprawling neighborhoods and subdivisions.

"The suburban expansions of San Jose were very car-centric," said Jesse Mintz-Roth, San Jose's Vision Zero program manager. "The infrastructure here was not necessarily built with pedestrians in mind."

On heavily-trafficked arteries such as Monterey Road, Capitol Expressway and Blossom Hill Road, cars blast past bicyclists and pedestrians at freeway speeds, raising the likelihood that a crash could be deadly.

Those three roads — along with Santa Clara Street, where Urueta and Brown were killed — are among a collection of routes that officials have [long identified as especially dangerous](#). One-third of the fatal crashes in San Jose happen on just 56 miles of these 17 "Priority Safety Corridors," [according to the city](#).

But the Department of Transportation can point to just a handful of safety improvements completed on those corridors in recent years: bigger traffic signals, brighter LED lights and a bicycle and pedestrian project along less than a mile of one of the streets, Jackson Avenue.

The department has other safety projects in the pipeline along five of the corridors over the next three years. Still, officials said, there has not been enough funding for more extensive projects.

"There is a lot of work to do to expand our pedestrian-safety infrastructure," Mintz-Roth said.

Changes downtown could spread across city

Dramatic changes have been afoot in San Jose's downtown core, where many streets [have been remade](#) with an eye toward pedestrian and bicyclist safety. The city has moved parking spaces away from the curb to put more space and protective barriers between bicycles and traffic, and plastic bollards at intersections reduce the amount of crosswalk space where pedestrians could be hit by cars and force drivers to make tighter, slower turns with a better view of walkers.

Lam Cruz, who manages the city Department of Transportation's traffic safety division, said these "paint and plastic" improvements, known as quick-build projects, are substantially less expensive and faster to implement than traditional road construction.

While those projects represent an improvement from the status quo, it's time to expand their reach, said Nikita Sinha, who manages programs in San Jose for the pedestrian advocacy group California Walks.

"It's really important for that level of attention and resources and funding to be put in parts of the city that haven't historically had that investment," she said.

That's exactly what Lam and Mintz-Roth want to do. But even quick-build projects take time and money — \$20 million over four to six years to make safety improvements along the 17 priority corridors, according to a Vision Zero Action Plan that will go before San Jose's City Council early next year. Carr added that those projects have to dovetail with more consequences for speeding. In San Jose, austerity measures that led to SJPD shrinking by more than 30 percent over the past decade hit traffic enforcement especially hard. With just ten traffic officers — the lowest number in modern department history — police are working to rebuild those ranks, once at a peak of 40 in the 1970s and 1980s.

"You've got a populace that is not used to getting regular enforcement. They're more emboldened to speed, go through red lights and not pay attention to the basic rules of the road," Carr said. "Usually, education is getting a ticket. It's why we need to do enforcement and take some of these cars off the street."

So even while there is some work in progress, officials acknowledge that the conditions that have led to the deadliest year for San Jose pedestrians in decades won't significantly change in the immediate term.

'It's very painful'

In the five months since the death of her husband, Robert Lavin, in a July hit-and-run, Nani Lavin and her daughter, Kirstan Smith, have walked with other families to honor those lost in traffic accidents, attended a Vision Zero meeting and spoken out at public meetings.

Even before his death, Robert Lavin, an avid bicyclist, was acutely aware of traffic danger in the city; he often came home from bike rides with stories of car doors left open in the bike lane and unsafe drivers.

Every day, Nani Lavin walks the family dog Enzo past the same "slow down" signs that dotted San Jose streets before her husband died — and which taunt her with the awareness that despite her and other families' efforts, little has changed.

"It's very painful to think that San Jose signed up for Vision Zero in 2015 and Bob was killed in 2019," Nani Lavin said. "I have a problem with that."

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From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Thursday, January 2, 2020 3:34 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: VTA Board of Directors Agenda Packet - Meeting Date: Thursday, January 9, 2020

VTA Board of Directors:

You may now access your VTA Board of Directors Agenda packet for the **Thursday, January 9, 2020, Regular Meeting** on our [agenda portal](#).

The Board Meeting will begin at **5:30 PM** and will be held in the Board of Supervisors' Chambers, County Government Center, 70 West Hedding Street, San Jose.

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone [408-321-5680](tel:408-321-5680)



From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Thursday, January 2, 2020 4:43 PM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: From VTA: Jan 2, 2020 Media Clips

VTA Daily News Coverage for Thursday, January 2, 2019

1. [Slammed by critics, VTA strives to fix leadership \(Mountain View Voice\) Transit agency considers dozens of ideas to improve governance amid criticism from public, grand jury report](#)
2. [New Service Plan \(KCBS Radio link to audio\)](#)
3. [Free New Year's Eve Service \(ABC 7 News\)](#)
4. [Santa Clara VTA debuts Orange Line light-rail service \(Progressive Railroading\)](#)
5. [VTA's new service plan rollout hits a few speed bumps \(San Jose Spotlight\)](#)
6. [Start the '20s with a roar: Free public transit rides for New Year's Eve revelers \(Mercury News\) Why drive when you can let someone else take the wheel for free?](#)
7. [Higher Frequency Public Transit Coming To South Bay In 2020 \(KCBS Radio\)](#)
8. [2019: A Year in Review \(San Jose Inside\) \(partial story\)](#)
9. [Why not build roads instead of forcing us into buses? Roadshow \(Mercury News\)](#)
10. [Muni, Caltrain and AC Transit offer free rides on New Year's Eve \(San Francisco Chronicle\)](#)
11. [Want to attend the 49ers' first playoff game at Levi's Stadium? Be ready to pay big \(Sacramento Bee\)](#)
12. [Mountain View 'head tax' kicks in, to raise millions from Google \(Business Journal\)](#)

[Slammed by critics, VTA strives to fix leadership](#) (Mountain View Voice)

Transit agency considers dozens of ideas to improve governance amid criticism from public, grand jury report

Pretty much everyone seems to agree that the Santa Clara Valley Transportation Authority desperately needs a leadership fix -- but where to start?

For one glimpse of the problem, take a look at the results of a recent public survey on the performance of the transit agency's 12-member board of directors. About 70% of respondents gave the VTA board low marks, particularly for being ineffective and clumsy at communication. Other withering feedback came from a recent [civil grand jury report](#), which primarily

blamed poor board leadership for causing VTA to become one of the most inefficient and dysfunctional transit agencies in the U.S.

VTA directors are now facing an immense challenge to prove they are steering the organization back on the right track, especially as voters are expected to decide in November on another transit tax. In the meantime, the transit agency's directors have taken some of the criticisms to heart, and they are pledging to get better.

On that matter, the VTA directors recently commissioned an [independent review](#) to evaluate ways to improve the transit agency's governance. The independent report, conducted by the consulting firm RSM, indicated that VTA's complex problems require some complex solutions -- the review analyzed nearly 30 separate ideas to facilitate VTA's governance. This included simple fixes, such as better scheduling practices to ensure fewer missed board meetings, and also some more tricky proposals like reconfiguring the entrenched political system for appointing VTA directors.

Mountain View Councilman John McAlister, who serves on the VTA board and chairs the committee overseeing this report, said he agreed with pretty much everything.

"VTA has a lot of work to get done," he said. "There's just this sense that the people who are getting appointed aren't the best, and if you don't have good people, then you don't get good results."

Previously, it has been nearly impossible to get board members to reflect on their own effectiveness. In 2016, transit agency staff sent out a survey questionnaire to board members, but only two members reportedly took the time to fill it out. A similar self-assessment survey sent out earlier this year reportedly received feedback from about half the members.

One key problem is the lack of engagement on the VTA board, which consists entirely of political appointees serving on city councils or the Santa Clara County Board of Supervisors. Often, board members face a steep learning curve, and it doesn't help that they usually lack any experience in transportation, finance or management.

Many appointees also have a hard time separating their responsibility for improving countywide transportation from the local priorities of their political

base. In particular, the San Jose City Council, which controls five seats on the VTA board, has been accused of hogging funding to prop up light rail and BART transit.

Many VTA members admit they're overwhelmed with too many responsibilities, making it impossible for them to read every staff report or attend every meeting. Some board members have extremely poor attendance -- in some cases, members have skipped every meeting of committees they sit on. Supervisor Dave Cortese has attended barely more than 1 out of 4 board meetings since joining the VTA board in 2008, according to the agency's published statistics, which includes time when he served as an alternate board member.

The independent review found there are several relatively easy fixes that VTA could implement. In particular, the board's 17 active committees could be consolidated, streamlined or eliminated to save time. Standing committees, which oversee responsibilities like capital projects or congestion management, should be given more authority to approve expenditures without bringing everything to the full board, the report recommended. Similarly, board members should face some minimum requirement for attendance, and consultants recommended each member should get an annual "scorecard" that grades their performance for things like participation, leadership and relevant knowledge.

Other needed board improvements would likely take more work. The consultant report pointed out VTA members needed to draft an updated master strategic plan, and use that to guide their future decision-making.

Most difficult of all, the independent report urged the VTA board to consider taking its process for appointing directors back to the drawing board. Prospective board members should be first vetted for their qualifications and commitments to ensure they can fulfill their duties before being nominated for the job, the report said.

The recommendations will be taken up by the full VTA board of directors at a future meeting.

[New Service Plan](#) (KCBS Radio link to audio)

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[Free New Year's Eve Service](#) (ABC 7 News)

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[Santa Clara VTA debuts Orange Line light-rail service](#) (Progressive Railroading)

On Dec. 28, the [Santa Clara Valley Transportation Authority](#) (VTA) launched light-rail service on its new Orange Line, which runs between Mountain View and the Alum Rock Transit Center in San Jose, California.

The new line, which also connects with Bay Area Rapid Transit service at Milpitas Station, is part of the agency's redesigned transit service approved by VTA's board last year, VTA officials said in a press release.

The redesign also shortened the Blue Line, formerly known as the Alum Rock-Santa Teresa Line, to end at Baypointe Station in San Jose instead of Alum Rock; and the Green Line, previously the Mountain View-Winchester line, was shortened to end at Old Ironside Station in Santa Clara instead of Mountain View.

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[VTA's new service plan rollout hits a few speed bumps](#) (San Jose Spotlight)

Santa Clara Valley Transportation Authority rolled out a massive overhaul of its [service plan](#) this week which provides a new light rail line and more frequent stops on some of its most popular routes.

However, not everyone is happy with the changes and they will take some time to get used to, transit advocates say.

VTA spokeswoman Brandi Childress said the rollout day went off "without a hitch" given an absence of safety issues or staffing concerns, but noted grievances from some riders.

The last time Silicon Valley's mass transit agency underwent such major changes to its service plan was in 2008.

"I think with everything new, there's going to be adjustments that need to be made," Childress said. "A lot of people were either asking questions or there were some complaints about discontinued lines."

The shift involved a rollout of 3,300 new bus stop signs across the county's 15 cities. Two dozen VTA employees were out from Thursday to Saturday morning to replace the signage and highlight the [20 all-day frequent routes](#) with the new red signs. The new routes promise that a bus will come every 15 minutes.

The [new service plan was created](#) to boost ridership, which has seen a 17 percent drop for buses and 26 percent decline in light rail use from 2015 to 2019.

Despite VTA's attempts to notify the public of the changes — which included visits to the discontinued bus stops in the days leading up to the change — the shift came as a surprise to some, says transit activist Judy Purrington who lives in South San Jose and uses her bicycle and public transportation to get around.

"I think a huge number of people find this to be a total shock," said Purrington.

Since she's retired, Purrington had time to attend VTA meetings where the changes were discussed. But for residents consumed with work and other commitments, it can be difficult to know about the changes.

And it appeared there were language barriers with communicating the changes to some of the city's immigrant communities, often public transit's most frequent riders. Longtime rider Melodi Masaniai posted on Twitter that older Vietnamese riders were confused by the change but the drivers weren't able to help them.

"Buses read, "Milpitas BART" which is adding to confusion," she wrote on Saturday.

Childress said details about the service changes were translated in Spanish, Vietnamese, Tagalog, Mandarin and Cantonese and that ambassadors who spoke those languages were present at the transit stops.

Eugene Bradley, founder and chief executive officer of the [Silicon Valley Transit Users](#) group, told San José Spotlight that he worries the cuts could increase traffic on the road. For example, the bus lines that previously covered the San Tomas and Lawrence Expressways were cut, which he claims will lead to 200 more solo drivers on the road.

"You know how horrible it is when VTA recommends carpooling (as a solution)," Bradley said. "I've got quite a collection of people not really happy with the changes VTA made."

Transit advocate Monica Mallon took to Twitter after Saturday's rollout to complain about longer travel times back to her home in Cambrian Park on the weekend and a similar wait as the former system on a weekday.

"I have to go to meetings at night to advocate for better transit but the transit to get back from the meetings makes the journey to get back home after so much longer," Mallon wrote on Twitter.

Bus coverage to outlying neighborhoods was sacrificed in order to provide for more frequent stops in the busier parts of town. As a Cambrian Park resident, she was among those who lost out.

Mallon is particularly mourning the loss of Bus 65 which took her directly to San Jose State University everyday.

"It's going to be complicated," Mallon told San José Spotlight on Monday.

"Every time you have to transfer, it adds another 10 to 15 minutes to whatever the trip is."

Childress acknowledges that the new service plan required a trade off and says VTA has been active on social media to address riders' concerns

and suggest alternate routes. Delays on the lines can be attributed to personnel shortages, she added, and not the new system.

VTA currently partners with a handful of employers to fund up to 38 percent of some bus line's operations. Childress says the agency will continue to look to these partnerships and other out-of-the box ideas to address the change's drawbacks.

Concerned riders should call the customer service line at (408) 321-2300 to express their concerns.

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[Start the '20s with a roar: Free public transit rides for New Year's Eve revelers](#) (Mercury News)

Why drive when you can let someone else take the wheel for free?

For many, New Year's Eve is the biggest party night of the year. One of the few nights when, in many places, it's fine to act more than a little wild in public, and even have a few drinks while you are at it.

But with all the partying that goes on while ringing in the New Year, there comes the matter of safely getting back home at the end of the night. Or, rather, in the early morning. Let someone else do the driving who hasn't been tipping back a few glasses during the night.

With that in mind, many Bay Area transit agencies are offering either free or extended hours of service on New Year's Eve, and improve the odds of people making it home and being able to experience whatever is ahead in 2020.

Here's a look at the New Year's Eve plans for several local transit options:

VTA

Around Santa Clara County, [VTA is continuing with its four days of free rides](#) on Tuesday night and into Wednesday morning. All VTA buses and light rail lines will operate until 2 a.m. Wednesday, except for the VTA Line 22, which runs until 5 a.m. No fares or Clipper cards are required for any of the VTA rides.

Caltrain

For those who have plans to party in San Francisco and don't feel like staying in town until sunrise, or bankrupting themselves with New Year's Eve hotel rate, [Caltrain is offering free rides and adding two additional trains](#) from the South Bay to San Francisco's fireworks show starting at 8 p.m. Tuesday night. For the return trip, Caltrain says it will also add extra trains and make all local stops on the way to San Jose, with the last train leaving the city at 2 a.m. Wednesday. Like VTA, no fares or Clipper cards are necessary.

SamTrans

All 70 of the SamTrans bus routes that run through San Mateo County will be operating for [free starting at 8 p.m. Tuesday and until 5 a.m. Wednesday](#)

[morning](#). SamTrans said it will be running on a regular Sunday schedule for the rest of New Year's Day.

BART

Not everything is free. BART fares will be in effect New Year's Eve and into New Year's Day, and the service says it will run a standard Tuesday schedule in most areas until 8 p.m. After that, [BART will run a special service to and from San Francisco until 3 a.m.](#), with extra trains on hand after the city's fireworks show concludes.

Muni

Of course, BART doesn't go everywhere once it gets to San Francisco. The city's Muni service [will run from 8 p.m. Tuesday until 5 a.m. Wednesday for free](#) all across town.

AC Transit

If you have plans to party in Oakland or around the East Bay, [all AC Transit bus lines will take passengers for free](#) between 8 p.m. Tuesday and 5 a.m. Wednesday morning. Buses will operate on a Sunday schedule on New Year's Day.

Uber and Lyft

If free public transit isn't for you, there are always the area's leading ride-hailing companies to get you home. Be warned: Scheduled rides won't be available for much of New Year's Eve and early into New Year's Day, and [expect to pay additional "surge" prices as the night goes on](#) and demand for rides increases.

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[Higher Frequency Public Transit Coming To South Bay In 2020](#)

(KCBS Radio)

The South Bay's Valley Transportation Authority is rolling out a new transit plan for the New Year in hopes to lure more people into using public transit. One of the main goals of the Valley Transportation Authorities updated transit plan is to make sure that no one waits longer than 15 minutes for a bus.

Brandi Childress, a spokesperson for the VTA, said that they're focusing more on heavily traveled routes.

"We have more frequent buses showing up, people don't have to worry about when their next bus is," Childress explained. "They can go out to the stop and rely on these buses showing up more quickly and there's less waiting time for passengers."

Childress adds that they are looking forward to new riders coming into Santa Clara when BART eventually expands its train line, although that project remains in the design and engineering stage.

"It really gave us an opportunity to take a look at our system and find where we could make gains in ridership and make improvements overall," Childress said.

To lure new riders, the VTA is offering free rides until 5 a.m. on New Year's Day.

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[2019: A Year in Review](#) (San Jose Inside) (partial story)

It Was the Inclusion of Light Rail in the Lyrics

San Jose's visitors bureau got [dragged mercilessly](#) on social media for trying to make a country tune sung by a 16-year-old Kiwi the city's official tourism promotion song.

In Silicon Valley, Everything's Expensive

The Santa Clara Valley Transportation Authority, which operates bus and light rail in Silicon Valley, got blasted for being one of the [least efficient and most expensive](#) transit systems in the country. The news came in a 61-page report released by the Santa Clara County Civil Grand Jury.

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[Why not build roads instead of forcing us into buses? Roadshow](#)

(Mercury News)

Q: We have lots of complaints about congestion on our roads and appropriate concerns about pollution. Why is it that no one seems to connect the dots that an important reason for increasing pollution is all of the idling cars on our congested freeways?

It seems that the effort to restrict new road construction has been counterproductive to improving the environment. If there were adequate roads built, we would have less pollution. We live in America, where freedom of choice is important. How about spending our tax resources on new road construction to solve both problems rather than trying to force us into buses that do not serve the masses?

Chuck DeVita, Hollister

A: Over the last 25 years, more than 500 miles of freeway lanes have been added in the Bay Area, with more to come. But they'll bring more cars, more traffic, and more pollution. There are no significant plans for new freeways, just adding express lanes across the region and completing gaps on current highways like Interstate 680 over Sunol Grade.

And there are plans to run VTA buses on fewer routes, but more frequently on busier lines.

Q: Your paper just ran a story saying fewer people are taking public transit. It is interesting that our cities are being forced to build more high-density, traffic-choking housing near transit that nobody uses to get to and from work. It feels like just more excuses to extract ever-higher taxes and fees.

Kirk Lindstrom

A: Transit ridership is declining across the country, but high-density office complexes are planned for Google near the Caltrain station seems a sure thing.

Q: Too much money is already diverted from what voters were told would go to fix and maintain roads. Those that use the roads should pay for them, and those that use public transportation should pay their fair share too and not continually be subsidized by others. Instead, divert funds to increase safety on public transportation systems due to lack of enough police protection.

Frank Heinisch

A: BART can use that.

Q: We need double-decker freeways! Double the throughput capacity!

Phil Palmintere

A: Very unlikely, but never say never.

Q: We need more freeway lanes. VTA gets BILLIONS. Enough is enough.

Brenda Chan

A: Coming next year perhaps is a plan to raise \$100 billion. When asked in a poll of registered voters, if they would support a 1-cent sales tax to fund transportation projects across the Bay Area, 71% of respondents answered yes.

The idea is to create a truly regional transit system that would more seamlessly connect the Bay Area's extensive network of rails, buses, and ferries.

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[Muni, Caltrain and AC Transit offer free rides on New Year's Eve](#)

(San Francisco Chronicle)

[Muni](#), [Caltrain](#) and [AC Transit](#) will offer free rides on New Year's Eve, a perk for revelers who pop too much bubbly.

[SamTrans buses](#) will also provide complimentary service. In Santa Clara, [Valley Transportation Authority](#) will cap off four days of free bus and rail rides, meant to celebrate improved routes and a new light-rail line that rolled out this week.

BART passengers will still have to pay, and those who cheat the fare may face a \$75 fine. The agency is steadily ramping up enforcement against fare evaders, who siphon up to \$30 million a year in lost revenue.

However, BART will run special service to and from San Francisco until 3 a.m.

In the Bay Area, public transportation is as much a part of the New Year's tradition as a ball drop or a festive party hat. Most agencies will stop taking fares at 8 p.m., and many will provide extended service for those staying out until the last bottle of champagne is uncorked.

If a ride is free, don't tag your Clipper Card, officials warn — you will be charged.

On Wednesday, Muni, BART, Caltrain and AC Transit will operate on Sunday schedules.

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[Want to attend the 49ers' first playoff game at Levi's Stadium? Be ready to pay big \(Sacramento Bee\)](#)

It's the hottest ticket since the "[Who's got it better than us?](#)" days of Jim Harbaugh and Colin Kaepernick, when the quarterback wore No. 7 and the 49ers stood at the doorstep of a Super Bowl title.

The names have changed, but the stakes are nearly as high. Saturday, Jan. 11, 2020 at 1:35 p.m., Levi's Stadium in Santa Clara: NFC Divisional Playoff. Where will you be? Tickets for the NFC West champion and conference No. 1 seed 49ers' [first playoff game at Levi's Stadium](#) are on sale and going fast.

[Super Bowl 50](#) was played at Levi's Stadium in 2016. Clemson won the [College Football Playoff national championship game](#) at the Santa Clara venue in January. But never has Levi's played host to a 49ers playoff game. The team hasn't had a playoff game home or away since Jan. 19, 2014, when San Francisco [fell 23-17](#) at Candlestick Park in the NFC Conference Championship game to the Seattle Seahawks — [the team the 49ers beat Sunday](#) to clinch the division title and NFC's top seed.

Will the 49ers face the 10-6 Minnesota Vikings out of the NFC North; the NFC East champion Philadelphia Eagles (9-7), or a Levi's Stadium rematch of Sunday's thriller at CenturyLink Field with the 11-5 archrival Seahawks? The Faithful don't care.

"Demand is high," Roger Hacker, the 49ers' director of corporate communications, said Monday as Levi's Stadium prepared for the [RedBox Bowl](#) in which the [Cal Golden Bears beat the Illinois Fighting Illini](#) 35-20. You think?

Divisional Playoff tickets are available to the public at www.49ers.com. How-to tutorials to access and manage tickets in the 49ers official team app and in Account Manager are also on the team's tickets page.

By Monday, fans in 34 states and nine countries had purchased playoff tickets from online broker [StubHub](#). California led the way with 78 percent of all tickets sold, officials at the site told The Sacramento Bee. Walk-up Redbox Bowl traffic was also sure to scoop up its share of stubs, the 49ers' Hacker said.

StubHub's "Get-in" price, the site's lowest priced tickets, starts at \$255, its representatives said. StubHub customers spent \$422 on average to grab a seat for the game.

StubHub had 9,000 tickets available as of 1 p.m. Monday.

A quick scan of the 49ers' website shows just how high demand is — the best bet for single tickets is in the stadium's 200 section in either end zone out to the 10-yard-line on the visitors' side of the field. Cost: \$350 each. Want to beat the traffic? Amtrak's [Capitol Corridor](#) stops at the Santa Clara/Great America station, a five-minute walk to the stadium entrance. Santa Clara Valley Transportation Authority's light rail service [also directly serves the stadium](#) and rolls out additional trains and buses for 49ers games and other special events, spokeswoman Brandi Childress said. Special event service schedules will be available four days before the playoff matchup, Childress said.

Want to bring a friend? Bring your wallet and act fast. Prices range from \$900 to \$1,250 a piece for seats in the home-side United Club and Yahoo Fantasy Football Lounge on the 100 level; the Foxxcon Industrial Internet Club behind the visitors' bench; and the 200-level Levi's 501 Club.

But 49ers fans are used to fighting for seats. San Francisco drew [more than 73,000 fans a contest](#) at 68,500-seat [Levi's Stadium](#) in 2019, powered by its long unbeaten string to start the season and Pro Bowl-caliber seasons from new stars rookie defensive end Nick Bosa, tight end George Kittle and quarterback Jimmy Garoppolo.

Expect to see a lot of Nos. 10, 85 and 97 on Jan. 11 — and not just on the turf.

The three jerseys were among the [National Football League's top sellers in November](#). Garoppolo sat at No. 4, behind three other quarterbacks: the Kansas City Chiefs' Patrick Mahomes, the New England Patriots' Tom Brady, a lock for the Hall of Fame; and the Baltimore Ravens' Lamar Jackson, the leading candidate for this season's MVP. Kittle's jersey was No. 8 on the list and Bosa's was 13th.

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[Mountain View 'head tax' kicks in, to raise millions from Google](#) (Business Journal)

A new business tax aimed at large employers like [Google](#) has gone into effect in Mountain View. The levy, approved by city voters in 2018, [will raise millions of dollars annually for local transportation improvements](#) and affordable housing, but has been criticized by business advocates as a potential job killer.

The so-called "head tax" is expected to raise \$3.3 million a year from Alphabet Inc.-owned Google — by far Mountain View's largest employer — by charging the company \$150 per employee annually, plus a more than half-million-dollar flat fee. The levy was approved by about 70 percent of city voters via Measure P in November 2018.

Under the previous business tax structure, most businesses in Mountain View paid the city a flat \$30 per year fee, regardless of size. Now, Google

will pay a \$150 per-employee "head tax" for each worker beyond the first 5,000, plus an annual fee of \$584,000.

All told, Measure P is expected to raise an estimated \$6 million per year for city coffers. In sending it to the ballot in 2018, the City Council promised to allocate 80 percent of the tax revenue to transportation, 10 percent to affordable housing and 10 percent to general purposes.

"There's a reason we pursued the tax as opposed to donations," former Mountain View Mayor [Lenny Siegel](#), who helped bring the effort to fruition during his tenure, [told the Mercury News](#) this week. "Major infrastructure investments usually require bonding, and you can't bond against donations. The idea is to have a steady flow of revenue to build the infrastructure these companies need to survive."

[Carl Guardino](#), CEO of the Silicon Valley Leadership Group, which represents most of the large employers in the region, said the "head tax" puts Mountain View at a comparative disadvantage to other local cities. "I think what this does is make the rest of the 90 plus cities in the Bay Area incredibly excited that 4 or 5 have forgotten we shouldn't take jobs for granted," he told the Mercury News.

He also expressed skepticism that the tax would be earmarked for transportation improvements. "Mountain View intentionally went with a general purpose tax," he said. "Any given Tuesday night they could change that for any reason. So it is 100% factually incorrect that this tax on jobs is for transportation or for any purpose because the council chose not to go that route."

Google, with about 23,000 workers in Mountain View, is expected to account for 56 percent of the total revenue from the tax. Despite that, the tech giant was largely silent during the 2018 campaign and didn't take a formal position on the measure.

Business advocacy groups in the region, however, have expressed concern that the measure will stifle job growth and could inspire other cities to pursue similar efforts.

"It's easy when you put before the voters something that they want but they don't have to pay for it," [Jim Wunderman](#), CEO of the Bay Area Council, which represents the region's largest businesses, [told the Business Journal in November 2018](#), after Measure P was approved. "But it doesn't make a good policy, and it doesn't set a good trend for how we think about the benefits that we have of a strong economy and having incredible companies in our region."

Cupertino, home to Apple's headquarters and about 23,000 of the tech giant's employees, [discussed then shelved a similar effort in 2018](#), but is expected to take up the issue again this year. About two-thirds of the city's total workforce is employed by the iPhone maker, which [already generates up to 25 percent of the city's general fund](#).

"I would say should be very wary of more measures like this," Wunderman said in 2018. "Once measures like this pass, there's a tendency for others to do likewise. So we're going to be as vigilant as we can be to try to educate the cities and other counties to not pile on."

Mountain View and neighboring Sunnyvale also have among the highest minimum wage requirements in the Bay Area and U.S., [at \\$16.05 per hour as of Jan. 1.](#)

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