Why is VTA doing BRT?

Building a transit network for today and future
- Fast, frequent core network
- Focus improvements in growing corridors

Pursuing complete street improvements
- Better accommodation for all modes
- Improve safety
- Implement City Policies

Creating sustainable, auto-competitive transportation options
Planning Efforts Supporting BRT

**Grand Boulevard Initiative** – Multi-agency effort to make El Camino Real a more accommodating street to transit, pedestrians and bicyclists.

**City General Plans**- Identify BRT projects & corridors as areas for growth

**State Legislation** – AB 32 & SB 375 – Reduce greenhouse gas emissions

**Voter Direction** – Measure A (2000) Transit Improvement Program

**VTA Board Direction** – Improve transit in major corridors
First Step to BRT- 522 Rapid

• Service began July 2005

• 15 % increase in corridor ridership due to Rapid 522

• 25 % travel time savings on 522 over local service (22)

• Success of 522 led to Santa Clara-Alum Rock BRT Project
Bus Rapid Transit

Comprehensive Operations Analysis (2008) - Transit Competitive Factor & Core Network Area

Core Service Area - includes BRT Corridors
**VTA Bus Rapid Transit Program**

- **Santa Clara-Alum Rock**
  - Plan/Eng: 2008-2013
  - Construction: 2013-2015
  - Begin Service: 2015

- **El Camino Real**
  - Plan/Eng: 2010-2014
  - Construction: 2015-2018
  - Begin Service: 2018

- **Stevens Creek**
  - Plan/Eng: 2011-2014

**VTA Light Rail**

**Caltrain**
Recent Developments in Santa Clara County

- Commercial
- R&D/Office
- Mixed Use
- Multi Family
- Single Family

- VTA Light Rail
- Caltrain
- Priority Development Areas
## BRT Corridors and Anticipated Expenditures

<table>
<thead>
<tr>
<th></th>
<th>Santa Clara/Alum Rock</th>
<th>El Camino Real</th>
<th>Stevens Creek</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Miles</td>
<td>7.2</td>
<td>17.3</td>
<td>8.5</td>
</tr>
<tr>
<td>Dedicated Lane Miles</td>
<td>1.4</td>
<td>3.0 (?)</td>
<td>TBD</td>
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<tr>
<td>BRT Strategic Plan Forecast Ridership (2030)</td>
<td>34,764</td>
<td>32,938</td>
<td>15,840</td>
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<tr>
<td>Full Build Construction Cost Estimate</td>
<td>$114m</td>
<td>$125m</td>
<td>$145.2m (Strategic Plan)</td>
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<tr>
<td>Current Authorized Budget</td>
<td>$114m</td>
<td>$19.4m</td>
<td>$5.0m</td>
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### Projected Funding Source:

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<tbody>
<tr>
<td>Federal</td>
<td></td>
<td>$62.5m</td>
</tr>
<tr>
<td>State</td>
<td>$90m (Prop 1B)</td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>$24m</td>
<td>$62.5m</td>
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</tbody>
</table>
Santa Clara-Alum Rock BRT Project

- Construction contract out to bid
- Utility relocations have begun
- ROW in progress
- Revenue service begins 2015
BUS RAPID TRANSIT

Santa Clara Street - City Hall Today
Santa Clara Street- City Hall with BRT

- Bulb out/Median stations
- Unique branding
- Enhanced station amenities
- Ticket Vending Machines/Clipper
- Real time transit information
- CCTV/security same as light rail
BRT Vehicle Procurement - In Progress

- 29, New Flyer 60’ articulated vehicles
- Pilot vehicles arrive in early 2014
- Diesel-electric hybrid technology
- Interior and exterior bicycle storage
- 50 seats for passengers
- WiFi on-board vehicle

Example of BRT interior rack - Swift BRT
BUS RAPID TRANSIT

Alum Rock & King (San Jose)- Today
BUS RAPID TRANSIT

Alum Rock & King (San Jose) - with BRT

Dedicated Lane/Median Station
BUS RAPID TRANSIT

Alum Rock & King (San Jose) - Dedicated Lane
Seven alternatives being analyzed in EIR/EA
Draft EIR/EA in Summer 2014
FTA approved ECR for Project Development (PD) under Small Starts program
VTA meets regularly with Caltrans, FTA & City Staff
El Camino & Scott (Santa Clara) - with BRT

Dedicated Lane/Median Station
El Camino & California (Palo Alto)-Today
El Camino & California (Palo Alto) - with BRT

Mixed Flow/Bulb-Out Station
Stevens Creek BRT Project

- Planning began in May 2012, still early in process
- Traffic Analysis, conceptual designs in progress
- Begin environmental early 2014
- VTA staff providing project updates to three cities
Contact

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408.321-5769

More Information

BRT Program Website: www.vta.org/brt