



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** John Ristow

**SUBJECT:** SEE BELOW

**DATE:** November 23, 2020

Approved

Date

12/4/20

**COUNCIL DISTRICT: 1 & 6**

**SUBJECT: AMENDMENT TO FUNDING AGREEMENT WITH VTA FOR THE I-280/WINCHESTER BOULEVARD IMPROVEMENT PROJECT**

## RECOMMENDATION

Adopt a resolution authorizing the City Manager or designee to negotiate and execute a second amendment to the funding agreement between the City of San José and the Santa Clara Valley Transportation Authority (VTA) for the I-280/Winchester Blvd Improvement Project (Project) to extend the term of the agreement to December 31, 2022.

## OUTCOME

The recommended action will provide additional time needed by VTA to lead and manage the next phase of development of the Project. Specifically, VTA will continue to develop the project through the Caltrans approval process to include preliminary engineering and environmental clearance. This work will advance the Project to a state of readiness that improves its competitiveness for regional funding opportunities, such as the Senate Bill 1 Program (SB1).

## BACKGROUND

The I-280/Winchester Blvd interchange area in west San Jose is home to two large retail commercial centers (Westfield Valley Fair Mall and Santana Row), the Winchester Mystery House, residential development, and smaller commercial and retail businesses. The area is also home to Santa Clara Valley Medical Center, O'Connor Hospital, San Jose City College, and Stevens Creek Blvd Auto Row. In addition to existing land uses, several "Urban Villages" are proposed in the area that will bring higher density, transit focused development to the Winchester corridor. The concentration of current and planned trip generators along with the existing inadequate interchange and local street network results in significant congestion that the

City and VTA wish to alleviate. The Project is located within a highly constrained area that serves a high volume of traffic from regional travel destinations within the area.

On June 23, 2015, Council approved the funding agreement with VTA to provide the City's initial share of \$250,000, combining with VTA's share of \$750,000 to identify, evaluate, and prioritize a range of possible transportation-related improvements to relieve congestion and improve traffic circulation, leading to the Caltrans' Project Approval and Environmental Documents (PA&ED) phase of the Project. The initial agreement with VTA expired on December 31, 2017.

On November 21, 2017, Council approved the first amendment to the agreement with VTA to provide necessary funding for VTA to continue project development at the PA&ED phase and to extend the term of the agreement. The cost of the PA&ED phase was estimated to be \$6,000,000, to be cost-shared between the City and VTA. The City's contribution was increased to \$2,250,000 and VTA's contribution was increased to \$3,750,000 which was expected to be allocated from the 2016 Measure B funding. The first amendment extended the term of the agreement to December 31, 2020.

For the last two years, the City, VTA, and Caltrans (Project Team) have worked to develop a multitude of viable project alternatives to be advanced into the PS&E phase. However, due to the density of the existing project area and the minimal amount of available right-of-way, the alternatives analysis required significantly more time and coordination to develop than anticipated. The Project Team had to navigate through the challenges of developing alternatives while avoiding any major impacts to new and existing developments. Additional time was needed to coordinate with major stakeholders and the Council Offices in order to prepare alternatives that encompassed impacts that were mitigatable and acceptable. Additionally, with the redevelopment of Winchester Ranch additional project alternatives were developed and analyzed in an area previously thought to be unusable. After thorough analysis and coordination, the project team has identified one viable project alternative and has started the environmental clearance process. The proposed second amendment will provide the additional time needed by VTA to continue project development at the PA&ED phase to satisfy Caltrans' project development requirements.

## **ANALYSIS**

The proposed amendment will extend the term of the agreement to December 31, 2022, to provide additional time for VTA to continue completion of the environmental phase of project development. All other terms of the funding agreement will remain in effect. The scope of work of the agreement includes:

- Traffic analysis
- Preliminary (30% design) contract documents
- Initial right-of-way analysis
- Engineer's estimates

Completion of the environmental phase will be used to seek Caltrans' approval to proceed with final design, right-of-way (ROW) acquisition if necessary, and construction of the preferred alternative. It is important to note that funding for final design, ROW acquisition and construction is not fully programmed at this time, but is anticipated to be funded by 2016 Measure B and potentially federal funds.

The Project will improve traffic operations and reduce congestion on local roadways, provide new access from northbound I-280, and improve bicycle and pedestrian access in the project area. The Project will provide for a new freeway-to-freeway connector ramp to provide access from northbound SR17 to northbound I-280, a new Monroe pedestrian overcrossing to replace the existing pedestrian overcrossing that is currently underused and would conflict with the new northbound I-280 off-ramp. Additionally, this Project would include the following roadway improvements:

- Widening of the existing Winchester Blvd bridge over I-280 by approximately 35 feet to provide enhanced bicycle and pedestrian facilities in both directions. As part of this, the lane configuration on Winchester Blvd across the bridge would be modified to improve operations at both the Winchester Blvd/Moorpark Ave and the Winchester Blvd/Tisch Way intersections.
- Removal and replacement of a portion of the existing sound walls along the north side of I-280 and east of Winchester Blvd.
- Construction of buffered bike lanes and approximately 10-foot wide sidewalks on both northbound and southbound Winchester Blvd within the project limits.
- Construction of dedicated bike lanes on Tisch Way from Hatton St to Winchester Blvd.

## **CONCLUSION**

Extending the term of the agreement to December 31, 2022 will provide the additional time needed by VTA to continue project development at the PA&ED phase.

## **EVALUATION AND FOLLOW-UP**

Updates on this project will be included in future regional transportation activities quarterly reports to the Transportation and Environmental Committee.

## **CLIMATE SMART SAN JOSE**

The recommendation in this memo aligns with one or more Climate Smart San José energy, water, or mobility goals. The Project will increase mobility choices other than single-occupancy, gas powered vehicles by providing enhanced bike/pedestrian facilities along Winchester Blvd, Tisch Way, and a new Monroe pedestrian overcrossing.

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### **PUBLIC OUTREACH**

This memorandum will be posted on the City's Council Agenda website for the December 15, 2020 Council Meeting.

### **COORDINATION**

This memorandum has been coordinated with the City Attorney's Office, the City Manager's Budget Office, and the Department of Planning, Building and Code Enforcement.

### **COMMISSION RECOMMENDATION/INPUT**

No commission recommendation or input is associated with this action.

### **FISCAL/POLICY ALIGNMENT**

The project is consistent with the Envision 2040 General Plan and the I-280 Winchester Blvd Transportation Development Policy.

### **CEQA**

Statutory Exemption, File No. PP17-001, Feasibility and Planning Studies with no commitment to future actions.

/s/

JOHN RISTOW

Director of Transportation

For questions please contact Zahir Gulzadah, DOT Division, at (408) 975-3257.

Attachment: Project Area Map

ATTACHMENT

Project Area Map

