

Regional Transportation Activities

Quarterly Report

- Jessica Zenk, Deputy Director, San José Department of Transportation (DOT)
- Ken Ronsse, Deputy Director, Valley Transportation Authority (VTA)
- Ramses Madou, Division Manager, San José DOT

Transportation & Environment Committee
December 6, 2021

SAN JOSÉ



Agenda

- Eastridge to BART Regional Connector
- Diridon Station to Airport Connector
- Infrastructure Funding Update



Eastridge to BART Regional Connector (EBRC)



Ken Ronsse, Deputy Director
Valley Transportation Authority (VTA)

Current Activities

- Final engineering plans and specifications to be complete early 2022 and ready to advertise in summer 2022
- Advertisement requires approval of \$130M of RM3 funding and \$54M of other funding
- Artist have been selected by City of San Jose led effort
- Utility relocation is underway

Utility Relocation Overview



-  Underground Utility Relocation
-  Electrical Transmission Line Relocation

Utility Relocation Update

- Electrical transmission line foundations are complete with steel pole placement in December 2021
- San Jose Water work began November 15, 2021
- Communication (AT&T, Comcast, Zayo, MCI) and electrical distribution starting mid 2022

Electric Transmission Line Foundation Work

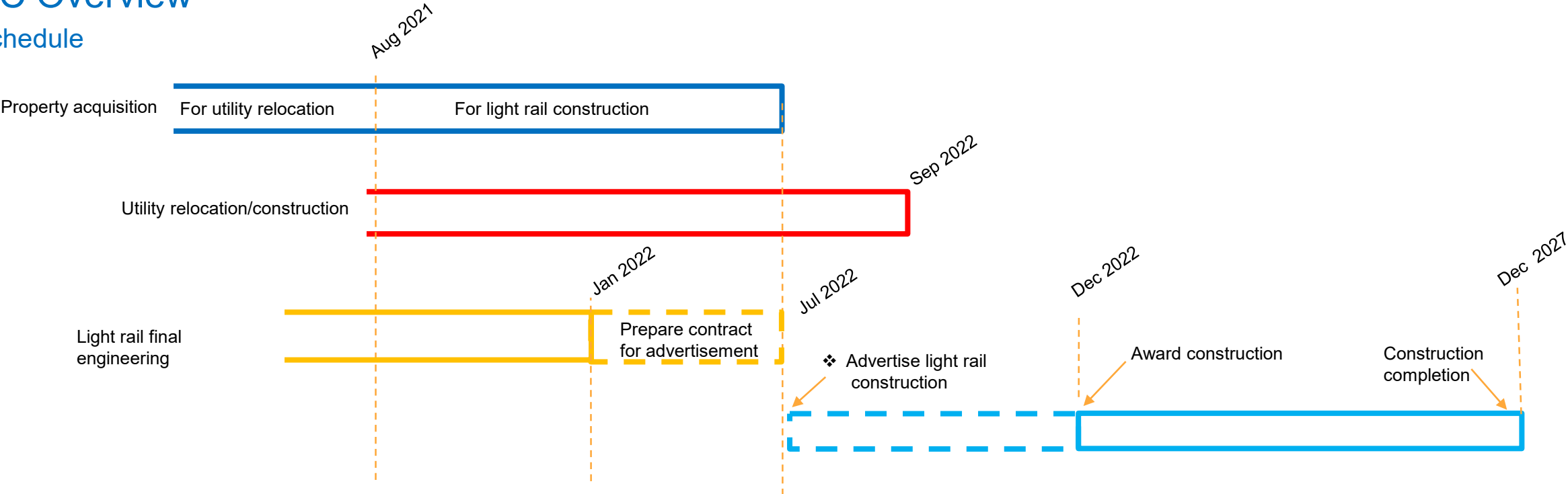


Community Outreach

- Project outreach ongoing
 - Newsletter
 - Neighborhood and community presentations
 - Continuous updates to stakeholders and neighborhoods regarding utility relocation activities
- Stakeholder Working Group (SWG) meetings in August 2021 and November 2021 with focus on artist selection and noise and vibration mitigation

EBRC Overview

Schedule



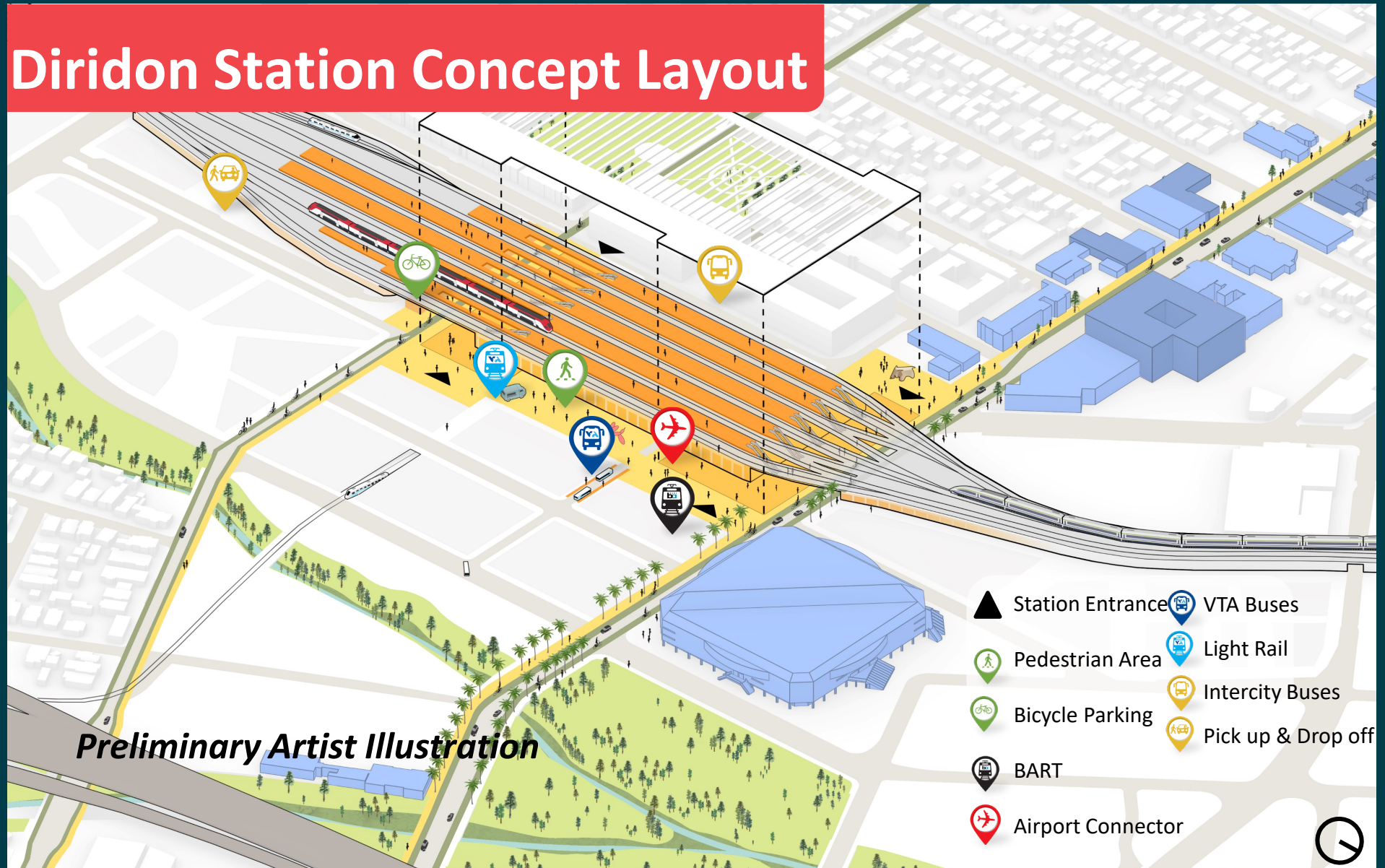
Funding

Fund	Estimate (\$)	Secured (\$)	To be Secured (\$)
Measure A	313.4 M	313.4 M	0 M
SB1	25.1 M	9.4 M	15.7 M
RM3 ❖	130 M	0 M	130 M
LCTOP	14.4 M	5.7 M	8.7 M
Other funding sources	29.1 M	0 M	29.1 M
Total	512.0 M	328.5 M	183.5 M

❖ RM3 funding held up pending California Supreme Court decision. Needed before construction contract can be advertised.

San José Airport Connector Project

Diridon Station Concept Layout



The Access and Mobility Plan builds upon the city's general plan and climate plan and defined specific Goals and associated Key Performance Indicators (KPIs) for transportation. These goals and their descriptions were co-created with our CBO partners and through other outreach and engagement. Click the personas to see how this feedback was incorporated.



ACCESS AND MOBILITY PLAN GOALS



Access for All

Increase transportation education, affordability, options and use of driving alternatives, especially in historically underserved communities and for people with limited mobility.



Enjoyable Transportation

Make getting around pleasant, easy, reliable and appealing



Plan for the Future

Use the newest ideas to keep the transportation system modern, fair, and effective; and maintain it.



Clean the Air

Reduce pollution from cars and trucks



Less Driving

Have more travel choices so trips can be made without driving



Transportation Safety

Maintain and make improvements to the bike, walk, roll, and transit system to support Vision Zero, prioritizing the personal security of the most vulnerable populations first



Connected Neighborhoods

Make it easy to get between neighborhoods and to major destinations by foot, bike, bus, rail, and other shared options



Move the Economy

Provide access to diverse jobs by sustainable modes, support goods to market, and support job growth in San José.



20-Minute Neighborhoods

Create great places so it easy to run errands and get to schools and parks without a car

STRATEGIES

TRANSIT

Improve and expand transit facilities to create a network of accessible, reliable, and appealing transit service.



Strategy 11 Transit Expansion

Expand the transit system by developing new transit lines above or below street-level traffic.



Strategy 12 Improving Existing Transit Service

Make it easier to get around on public transit and paratransit by supporting increases in frequencies of service, adding routes, adding bus lanes and signal priority, and having transit run more hours of the day.



Strategy 13 Means-Based Transit Fares

Make sustainable public transportation and paratransit transportation more affordable by offering reduced-fare transit for those in need.



Strategy 14 Better Transit Stops

Improve accessibility, comfort, and safety at transit stations and stops by having shelters, benches, better lighting, an emergency button, and real-time information, and incorporating universal design.

The Project: Process So Far

2000

Measure A

- Airport Connector Adopted

2000 – 2017

Alignment and Tech Studies

2019

Request for Information

- Council Direction: Explore new transit technology and business options

2020-2021

Request for Proposal

The Project: Recent Outreach & Communications

July 2019

- RFI released
- Press release, website, and social media

Feb 2020

- Presented to BARTSV Community Working Groups

June 2020

- RFI responses shared on DOT website

Aug 2020

- Presentation to Council

Summer
2021

- Blog post on DOT website: Analysis of submissions published & Arup chosen as RFP consultant

Fall 2021

- Industry Day and market research/review
- Begin public outreach for RFP

The Project Goal

Overarching Goal

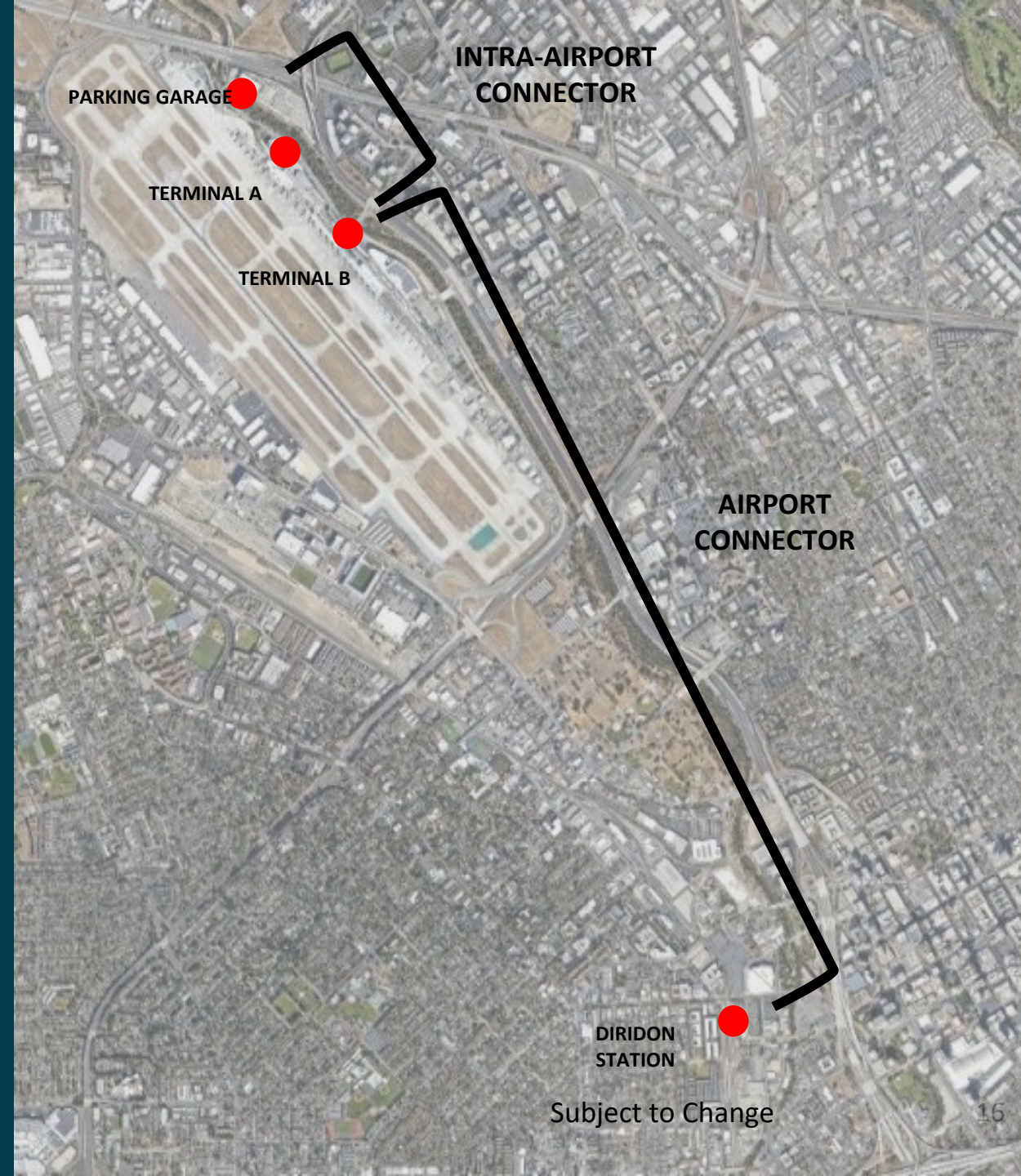
Create a new approach to developing transit in the Silicon Valley that delivers projects that are safe, fast, frequent, and reliable.



The Project

Transit connection from Diridon Station to SJC Mineta Airport that would **integrate** the Station and SJC as a single facility from the **passenger's perspective**.”.

- 1. Airport Connector** – Connecting Diridon Station with SJC Terminal B.
- 2. Intra-Airport Connector** – Optional segment connecting SJC Terminal B with other airport facilities.
- 3. Future Expansion** – Technical solution should be scalable. Agreement will allow for future extension routes.



Project Approach

- Find the right long-term private sector partner
- Be the right public sector partner
- Leverage favorable conditions

Anticipated Delivery Model

RFP for an at-risk, phased Predevelopment Agreement (PDA), to collaboratively develop the Project with the private sector partner(s) before entering into a long-term agreement:

- Leverage market know-how and innovation, remaining open to the technology solution
- Risk transfer:
 - Project delivery
 - Project revenue
 - Financing
- Minimize public funding for procurement and delivery

Preliminary Schedule (Dates are subject to change)

	Activity	Timeframe
Request for Proposal	RFP Release	Q1 2022
	Select Preferred Proposer(s)	Q2 2022
	Award (top 2)	Q2/Q3 2022
Project Development	City to validate proposals	18-24 months (est. Q2 2025)
	Select Final Project Proposal	
	Detailed development of the Project	

Infrastructure Funding Update

- **Federal**

- Infrastructure Investment and Jobs Act – \$1.2T, 2021
- Build Back Better Reconciliation Bill – proposed \$1.7T, TBD

- **California**

- Climate Package – \$15B, 2021
- Transportation Package – TBD, 2022

Federal: Infrastructure Investment and Jobs Act

- **November 15, 2021 – Signed by President Biden**
- **\$1.2T total spending over 5 years – \$550B in new spending**
 - Surface Transportation Reauthorization Act of 2021 (S. 1931)
 - Surface Transportation Investment Act (S. 2016)
 - Drinking Water and Wastewater Infrastructure Act (S. 914)
 - Energy Infrastructure Act (S. 2377)
 - Digital Equity Act (S. 2018)
 - RECYCLE Act (S. 923)

Federal: Infrastructure Investment and Jobs Act

Surface Transportation, Existing Competitive Grant Programs

Program	Funding Level
Surface Transportation Block Grant (STBG) Program <ul style="list-style-type: none">• <i>Existing formula program; funding through MPO</i>• Adds EV electric vehicle charging infrastructure and installation and deployment of intelligent transportation technologies as eligible projects	\$72 billion over five years; 23.57% increase over FAST Act
Transportation Alternatives Program (TAP) <ul style="list-style-type: none">• <i>Existing formula program; funding through state DOT</i>• Increases the minimum percentage of TAP funding that is sub-allocated on the basis of population from current 50 percent to 59 percent	\$7.2 billion over five years; 330% increase over five years
National Highway Freight Program <ul style="list-style-type: none">• <i>Existing formula program; funding through state DOT</i>• Increases critical urban freight corridors from 75 to 150 miles	\$7.15 billion over five years; 14.46% increase over FAST Act
Congestion Mitigation and Air Quality Improvement Program (CMAQ) <ul style="list-style-type: none">• <i>Existing formula program; funding through state DOT</i>	\$13.2 billion over five years; 9.79% increase over FAST Act
Highway Safety Improvement Program (HSIP) <ul style="list-style-type: none">• <i>Existing formula program that goes through state DOT</i>	\$15.575 billion; 34.4% increase over FAST Act

Federal: Infrastructure Investment and Jobs Act

Surface Transportation, Existing Competitive Grant Programs

Program	Funding Level
Nationally Significant Freight and Highway Projects (INFRA) <ul style="list-style-type: none">• <i>Existing competitive grant program; local govts eligible</i>• This funding supports an increase over baseline funding to the INFRA grant program, which supports highway and rail projects of regional and national economic significance	\$8 billion; 77.78 % increase over FAST Act
Local and Regional Project Assistance (RAISE Grants) <ul style="list-style-type: none">• <i>Existing competitive grant program; local govts eligible</i>• Renamed program that has increase funding for RAISE (formerly known as the BUILD and TIGER grant program)	\$7.5 billion over five years; 70.45% increase over FAST Act

Federal: Infrastructure Investment and Jobs Act

Surface Transportation, New Grant Programs

Program	Funding Level
Stopping Threats on Pedestrians <ul style="list-style-type: none"> • <i>New grant program; local govts eligible</i> • Competitive grant program for bollard installation projects to prevent pedestrian injuries and acts of terrorism in areas used by large numbers of pedestrians. 	\$25 million over five years (subject to appropriations)
Safe Streets and Roads for All Grant Program (“Vision Zero”) <ul style="list-style-type: none"> • <i>New competitive grant program; local govts eligible</i> • Competitive grant program to develop and implement comprehensive safety plans and projects 	\$5 billion over five years
Congestion Relief Program <ul style="list-style-type: none"> • <i>New program; local govts eligible</i> • Grants to projects in large urbanized areas (more than one million people) to advance innovative, integrated, and multimodal solutions to congestion relief 	\$250 million over five years
Strengthening Mobility and Revolutionizing Transportation (SMART) <ul style="list-style-type: none"> • <i>New grant program, local govts eligible</i> • Demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety 	\$500 million over five years
Culvert Removal, Replacement and Restoration Program <ul style="list-style-type: none"> • <i>New competitive grant program</i> • To remove, replace and restore culverts to address the flow of water through roads, bridges, railroad tracks and trails 	\$1 billion over five years

Federal: Infrastructure Investment and Jobs Act

Surface Transportation, New Grant Programs

Program	Funding Level
Reconnecting Communities <ul style="list-style-type: none">• <i>New competitive grant program; local govts eligible</i>• Planning and construction grants program to mitigate existing transportation facilities that create barriers to mobility, access, or economic development	\$500 million over five years
Railroad Crossing Elimination Competitive Grant Program <ul style="list-style-type: none">• <i>New competitive grant program; local govts eligible</i>• Competitive grant program for the elimination of hazards at railway-highway crossings	\$3 billion over five years
National Infrastructure Project Assistance <ul style="list-style-type: none">• <i>Similar to existing INFRA competitive grant program; local govts eligible</i>• Competitive grant program for multimodal and multijurisdictional projects of national or regional significance	\$15 billion <ul style="list-style-type: none">• \$10 billion is authorized• \$5 billion in advance appropriations

Federal: Infrastructure Investment and Jobs Act

Surface Transportation, New Grant Programs

Program	Funding Level
Bridge Grant Programs <ul style="list-style-type: none"> • <i>New competitive grant program; local govts eligible to apply</i> • Large grants (at least \$100 million) allocated through a FFGA like process • Minimum grant amount for large projects not less than \$50 million; • At least 50% of funds over five years must be used for large projects • Grant amounts, in combination with other anticipated funds, should be of a size sufficient to enable the project to proceed through completion. 	\$16 billion competitive grant program
Bridge Replacement, Rehabilitation, Preservation, Protection and Construction <ul style="list-style-type: none"> • <i>Modeled after existing formula program; local govts eligible to apply</i> • Federal share is 100% • 75% distributed "by the proportion that the total cost of replacing all bridges classified in poor condition in such State bears to the sum of the total cost to replace all bridges classified in poor condition in all States; and • 25% distributed by the proportion that the total cost of rehabilitating all bridges classified in fair condition in such State bears to the sum of the total cost to rehabilitate all bridges classified in fair condition in all States". 	\$27.5 billion formula based on existing FHWA Bridge program
Active Transportation Infrastructure Investment Program <ul style="list-style-type: none"> • <i>Competitive grants; local govts eligible</i> • New competitive grant program for safe and connected active transportation projects that connect destinations within or between communities -- including schools, workplaces, residences, businesses, recreation areas, and other community areas – or to create active transportation spines connecting communities and metropolitan regions, or states. 	\$1 billion over five years (subject to appropriations)

Federal: Infrastructure Investment and Jobs Act

Key Transit Provisions

Program	Funding Level
Capital Investment Grants <ul style="list-style-type: none">Changes Small Starts program by increasing the threshold for capital costs from \$300 million to \$400 million, and federal share from \$100 million to \$150 million	<p>\$15 billion authorized (subject to appropriations)</p> <p>Mandatory \$8 billion over five years</p> <ul style="list-style-type: none">55% for New Starts20% for Core Capacity15% for Small Starts10% for Expedited Project Delivery projects

Program	Funding Level
Bus Formula Grants <ul style="list-style-type: none"><i>Existing grant program</i>	\$3.161 billion over five years; 41.81% increase over FAST Act
Bus Competitive Grants <ul style="list-style-type: none"><i>Existing grant program</i>	\$2.34 billion over five years; 88% increase over FAST Act
Low-No Emission Buses <ul style="list-style-type: none"><i>Existing grant program</i>	<p>\$374.6 million authorized over five years</p> <p>Mandatory \$5.25 billion over five years</p>

Federal: Build Back Better Act

- November 19, 2021 – Passed by House @ \$1.75T
- Next to Senate. . . then back to House... then to President (*far from final*)
- As passed by the House, BBBA focuses on:
 - Lower Health Care Costs
 - Lower Child Care and Family Care Costs
 - Largest Investment to Combat Climate Crisis in History

Federal: Build Back Better Act

Key Transportation & Infrastructure Provisions

- \$10B for Passenger Rail Improvement, Modernization, and Emission Reduction Grants (High-Speed Rail)
- \$10B for Affordable Housing Access Program through a joint program at FTA and HUD to support transit projects that support access to affordable housing, improve mobility for low-income riders, and enhance access to opportunities
- \$1B for Zero-Emissions Vehicle Infrastructure Grants at DOE
- \$2B in state, local, and nonprofit efforts to install zero-emission vehicle charging or fueling infrastructure
- \$4B for Community Climate Incentive Grant Program at DOT to reduce on-road GHG emissions
- \$4B for a Neighborhood Access and Equity Grant Program at FHWA to reconnect communities divided by existing infrastructure barriers
- \$3.4B to the Economic Development Administration (EDA) to invest in the creation of regional innovation hubs

State: Climate Investment Package (2021)

\$15B in Total Investment

- \$1.5B – Wildfire and Forest Resilience
- \$1.1B – Climate-Smart Agriculture
- \$5.2B – Water and Drought Resilience
- \$3.7B – Climate Resilience
- \$3.9B – Zero Emission Vehicle

State: Climate Investment Package (2021)

\$15B in Total Investment

- \$1.5B – Wildfire and Forest Resilience
- \$1.1B – Climate-Smart Agriculture
- \$5.2B – Water and Drought Resilience
- \$3.7B – Climate Resilience
- \$3.9B – Zero Emission Vehicle

Key Transportation-Related Programs

- Zero Emission transit, rail, school buses, cars, trucks, & off-road
- Transformative Climate Communities
- Urban Greening
- Regional Early Action Planning (REAP 2.0)
- Protection against Sea Level Rise
- Adaptation & Resilience Planning & Implementation

State: Transportation Package (est. 2022)

In 2021, Governor Newsom Proposed \$11B Transportation Package, including:

- \$4.2B – High Speed Rail (final Proposition 1A funding)
- \$2.1B – Fix-it-first (highways, roads, bridges)
- \$2B – Transit/Rail Connectivity – including prep for 2028 Olympic Games
- \$500M – Road/Rail Grade Separation Safety
- \$500M – Active Transportation Program
- \$1.8B – Zero Emission Vehicles (transit, rail, trucks)
- *\$3.3B of this was 1-time General Fund Money*

State: Transportation Package (est. 2022)

In 2021, Governor Newsom Proposed \$11B Transportation Package, including:

- \$4.2B – High Speed Rail (final Proposition 1A funding)
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- \$500M – Active Transportation Program
- \$1.8B – Zero Emission Vehicles (transit, rail, trucks)
- *\$3.3B of this was 1-time General Fund Money*

2022 Statewide Priorities

- \$4.2B – High Speed Rail (final Proposition 1A funding)
- \$10B – Transportation (*General Fund*)
- At least \$5B – Public Transit/Rail
- At least \$2B – Active Transportation
- At least \$1B – Transportation-related Climate Adaptation

Infrastructure Funding – Key Takeaways

- Plan for Competitive Grant Opportunities
- Coordinate at the regional (and statewide) level
- Funding over several years
- Meet in advance with state and federal

Question & Answer

- Jessica Zenk, Deputy Director, San José Department of Transportation (DOT)
- Ramses Madou, Division Manager, San José DOT
- Ken Ronsse, Deputy Director, Valley Transportation Authority (VTA)

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