



# Memorandum

**TO:** TRANSPORTATION AND ENVIRONMENT COMMITTEE

**FROM:** John Ristow

**SUBJECT:** See Below

**DATE:** January 13, 2025

Approved

Date:

1/24/2025

**SUBJECT: Regional Transportation Activities Quarterly Report**

## **RECOMMENDATION**

Accept the status report on regional transportation funding, programs, and projects of interest to the City of San José involving other regional, state, and federal agencies such as the Santa Clara Valley Transportation Authority, Caltrain, the Metropolitan Transportation Commission, the California High Speed Rail Authority, and the State Department of Transportation/Caltrans.

## **BACKGROUND**

The Transportation and Environment (T&E) Committee work plan includes annual reports on regional transportation funding, programs, and projects.

## **ANALYSIS**

### **I. Regional Highway Projects**

The following priority highway-related San José projects are underway:

- A. United States (US) 101/Blossom Hill Road Interchange Improvement Project (*completed major construction Spring 2023*)
- B. US 101/Trimble Road/De La Cruz Boulevard Interchange Project (*under construction; completion expected mid-2025*)
- C. Interstate (I)-280/Winchester Boulevard Interchange Project (*environmental phase underway and anticipated to be completed by mid-2025*)
- D. US 101/Zanker Road Overcrossing Project (*environmental phase underway and anticipated to be completed by mid-2025*)

- E. US 101/Mabury Road-Berryessa Road-Oakland Road Corridor Improvement Project (*environmental phase underway and anticipated to be completed by early 2027*)
- F. State Route (SR) 87/Capitol Expressway Interchange Improvement Project (*environmental phase underway and anticipated to be completed by 2027*)
- G. I-880/Montague Expressway Interchange and McCarthy/O'Toole Intersection Improvement Projects (*project initiation document phase underway and anticipated to be completed by mid 2025 with the draft project initiation document submitted to Caltrans on December 23, 2024*)

## **II. Regional Rail & Transit Projects**

Staff also works with regional partners to advance rail and transit projects within the City of San José, including:

- A. Caltrain Electrification (*fully electrified service between San Francisco and San José was launched on September 21, 2024*)
- B. Eastridge to BART Regional Connector (*began construction in 2024; anticipated completion by 2029*)
- C. BART Silicon Valley, Downtown/Santa Clara Extension (Phase II) (*began initial construction at the West Portal/Newhall Yard site behind PayPal Park in April 2024*)
- D. Diridon Integrated Station (*the City and four partner agencies have developed two alternatives; plan to select a preferred alternative in spring 2025 to advance for environmental review*)
- E. Diridon Station to Airport Connector (*conceptual planning is in process; DOT will bring the project to City Council in February 2025 to provide an update and discuss next steps*)
- F. California High-Speed Rail (*completed environmental review for San José segments in 2022; seeking funding for advanced design*)

## **III. Major Transportation Planning Effort**

Meeting City and Regional transportation goals takes significant area and corridor planning. The City is currently undertaking the following transportation planning efforts:

- A. Connect North San José
- B. Stevens Creek Vision Study

More details on each project are available in Appendix I.

## **COORDINATION**

This report has been coordinated with the Department of Public Works and San José Mineta International Airport.

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John Ristow

Director, Department of Transportation

For questions, please contact Jessica Zenk, Deputy Director for Transportation Planning and Project Delivery, at [Jessica.zenk@sanjoseca.gov](mailto:Jessica.zenk@sanjoseca.gov) or (408) 535-3543.

## **ATTACHMENT**

Appendix I

## **Appendix I**

### **I. Regional Highway Projects**

Staff provides regular updates to the T&E Committee regarding the progress of key highway-related projects in San José. These updates encompass highway projects eligible for Santa Clara Valley Transportation Authority (VTA) 2016 Measure B funding, along with other highway projects not covered under Measure B.

#### **A) US 101/Blossom Hill Road Interchange Improvement Project**

The US 101/Blossom Hill Road Interchange Improvement Project (101/Blossom Hill Rd Project) is the first of the City's Measure B highway priority projects to be completed. The 101/Blossom Hill Rd Project has accomplished the goals of Edenvale Area Development Policy to improve traffic congestion and provide safer and more convenient multimodal environments. The 101/Blossom Hill Rd Project:

- Constructed a Class I bicycle/pedestrian path along the north side of Blossom Hill Road through the interchange, connecting Xander's Crossing and Coyote Creek Trail
- Widened the existing roadway over US 101 to add a vehicular travel lane along Blossom Hill Road in each direction
- Widened the existing southbound and northbound off-ramps to accommodate additional turning lanes and modify the traffic signals at each intersection

The 101/Blossom Hill Rd Project was substantially completed as of Spring 2023 and is currently in the close-out phase of construction. The remaining scope of work includes another two years of plant establishment on Caltrans right-of-way and the restoration of the bike path lighting due to a wire vandalism incident. Staff expect to close out the project by March 2025. The total project cost is approximately \$47 million, with funding from Measure B and local (development-based) sources.

The 101/Blossom Hill Rd Project has been well-received by the public and recognized by multiple engineering organizations. These awards include the following:

#### **Statewide Awards:**

- California Transportation Foundation – Interchange Project of the Year (2023)
- American Council of Engineering Companies California – Transportation Merit Award

#### **Regional Awards:**

- American Public Works Association Silicon Valley Chapter – Transportation Project of the Year (greater than \$25 million project cost) (2023)
- American Society of Civil Engineers San Francisco Branch – Transportation Project of the Year (2023)
- American Council of Engineering Companies Bay Bridge Chapter – Transportation Project of the Year (2023)

## **B) US 101/Trimble Road/De La Cruz Boulevard Interchange Project**

The US 101/Trimble Road/De La Cruz Boulevard Interchange Improvement (101/Trimble Project) upgrades the regional highway system and connects bicyclists and pedestrians to the Guadalupe River Trail and across US 101. The 101/Trimble Project supports economic development and growth in North San José, a key job center for the City. It improves traffic circulation, enhances safety for vehicles merging onto southbound US 101 from the De La Cruz Boulevard/Trimble Road interchange, and improves safety and mobility for people walking and bicycling.

The 101/Trimble Project:

- Constructs a separated bike/pedestrian path crossing, connecting the Guadalupe River Trail System to De La Cruz Boulevard and Central Expressway;
- Reconstructs the existing US 101 southbound loop off-ramp to connect a new intersection terminus at De La Cruz Boulevard;
- Replaces the existing De La Cruz-Trimble Road overcrossing structure to provide additional lanes and structural support for the bike/pedestrian facilities;
- Provides an additional through lane in each direction on De La Cruz Boulevard, from Trimble Road to Central Expressway; and
- Reconstructs the intersection of De La Cruz Boulevard and Central Expressway to add additional through and turn lanes and improve operational and multimodal connectivity.

Construction of the 101/Trimble Project began in September 2021. The 101/Trimble Project is proceeding per schedule, with work concentrated on the new De La Cruz Boulevard -Trimble Road overcrossing structure and the separate bike/pedestrian path. The 101/Trimble Project conducted a Ribbon-Cutting Ceremony to celebrate substantial completion in August 2024. It is anticipated to complete the remaining scope of work consisting of the Seaboard/De La Cruz intersection signal activation, landscaping, and bicycle/pedestrian facility lighting by Summer 2025, followed by one year of plant establishment in City right-of-way and three years of plant establishment in Caltrans right-of-way. The total project cost is approximately \$76 million, with funding from Measure B, Senate Bill 1, and local (development-based) sources.

The 101/Trimble Project has received public and professional recognition through the following awards:

Statewide Awards:

- American Council of Engineering Companies, California – Transportation Merit Award

Regional Awards:

- American Council of Engineering Companies, Bay Bridge Chapter – Golden Gate Engineering Excellence Award
- American Society of Civil Engineers, San Francisco Section – Outstanding Roadway and Highway Project of the Year (2024)

**C) I-280/Winchester Boulevard Interchange Project**

The I-280/Winchester Boulevard Interchange (280/Winchester Blvd Project) will improve traffic operations, reduce congestion on local roadways, provide direct access from northbound I-280 to Winchester Boulevard and surrounding destinations, and improve bicycle and pedestrian access in the area. The 280/Winchester Blvd Project will construct a new freeway-to-freeway connector ramp to connect northbound SR-17 to northbound I-280 and construct a new Monroe Avenue pedestrian overcrossing to replace the existing underused overcrossing, which also conflicts with the new northbound I-280 off-ramp. Additional project scope includes the following:

- Widen the existing Winchester Boulevard 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 Boulevard across the bridge would be modified to improve operations at both the Winchester Boulevard/Moorpark Avenue and the Winchester Boulevard/Tisch Way intersections.
- Remove and replace some of the existing soundwall along the north side of I-280 and east of Winchester Boulevard.
- Construct separated bike lanes and approximately 10-foot wide sidewalks within the project limits on both northbound and southbound Winchester Boulevard.
- Construct separated bike lanes on Tisch Way from Hatton St to Winchester Boulevard.

The project is currently in the environmental phase. A virtual scoping meeting was held on October 20, 2021 to provide information on the proposed 280/Winchester Blvd Project and gather initial input from the public. The Draft Environmental Impact Report/Environmental Assessment (EIR/EA) was circulated to the public from July 26, 2023 to September 8, 2023, and a public meeting was held on August 14, 2023. The project team is facilitating Caltrans approval and certification of the Final EIR/EA and

Final Project Report. The environmental phase is anticipated to be completed by mid-2025.

The 280/Winchester Blvd Project is estimated to cost roughly \$229 million. The project is proposed to be funded by a combination of Measure B, local, state, and federal funds, as available.

#### **D) US 101/Zanker Road Overcrossing Project**

The US 101/Zanker Road Overcrossing (101/Zanker Rd Project) proposes constructing a new bridge that connects Zanker Road to Skyport Dr/North 4<sup>th</sup> St over US 101. In addition, the 101/Zanker Rd Project will replace existing nonstandard ramps on northbound US 101 at Old Bayshore Highway and Brokaw Road with new ramps at Bering Drive that will meet current design standards. The project will widen local roadways to accommodate the proposed overcrossing, bicycle, and pedestrian facilities. The 101/Zanker Rd Project will enhance the multimodal transportation network in North San José, the City's largest employment district and key growth area. The purpose of the 101/Zanker Rd Project includes:

- Improved access to the San José Mineta International Airport;
- Improved pedestrian and bicycle facilities within the project area; and
- Increased connectivity to and from North San José and associated development.

On October 20, 2021, a virtual scoping meeting was held to provide information on the proposed 101/Zanker Rd Project and gather initial public input. The 101/Zanker Rd Project is currently in the environmental phase. The Draft Environmental Impact Report/Environmental Assessment (EIR/EA) was circulated to the public from December 29, 2023 to February 16, 2024, and a public meeting was held on January 10, 2024. The environmental phase is anticipated to be completed by mid-2025.

The 101/Zanker Rd Project is estimated to cost roughly \$350 million. The project is proposed to be funded by a combination of Measure B, local, state, and federal funds, as available.

#### **E) US 101/Mabury Road-Berryessa Road-Oakland Road Corridor Improvement Project**

The US 101/Mabury Road-Berryessa Road-Oakland Road Corridor Improvement (101/Mabury Rd-Berryessa Rd Project) improves access to the Berryessa/North San José BART Station, the planned Berryessa Urban Village, and North San José. The City's Berryessa BART Urban Village Plan identifies it as one of 20 infrastructure improvements key to achieving area goals. The project will alleviate traffic congestion at the nearby US 101/Oakland and US 101/McKee interchanges and improve local traffic circulation and freeway access. The 101/Mabury Rd-Berryessa Rd Project will enhance

bicycle/pedestrian connectivity over US 101 which is currently a significant barrier for people walking or bicycling between neighborhoods and to the BART station.

The 101/Mabury Rd-Berryessa Rd Project includes:

- A new full interchange over US 101 at either Mabury Road or Berryessa Road with modifications to the current US 101/Oakland Road interchange with the latter alternative;
- Improvements to bicycle/pedestrian connectivity in the area following the City's Better Bike Plan 2025, Berryessa BART Urban Village Plan, and Complete Streets Design Standards and Guidelines.

In August 2018, Caltrans accepted findings that the US 101/Mabury Interchange would not adversely impact safety or operations along US 101. However, Caltrans stipulated that specific operational improvements – namely, auxiliary lanes – would have to be included and studied in the environmental phase. In addition, the State Department of Transportation (Caltrans) and the City agreed to study the local street network and other interchange improvements.

In tandem, the City began examining the US 101 corridor from Mabury Road to Oakland Road and considering an interchange at Berryessa Road as a potential alternative. An interchange at US 101 and Berryessa Road would include modifications to the US 101/Oakland Road interchange and improve interchange spacing along US 101. The City coordinated with Caltrans to include this alternative in the study and received concurrence from Caltrans in July 2019.

In December 2019, the City issued a Request for Proposal (RFP) to evaluate the US 101/Mabury-Berryessa-Oakland corridor and allow for new perspectives on the project. The RFP solicited engineering consultant services to prepare scoping, environmental studies, project reports, and potentially a final 101/Mabury Rd-Berryessa Rd Project design. The City awarded the project to HNTB in October 2020.

A virtual scoping meeting was held on January 19, 2022. This scoping meeting provided information on the proposed 101/Mabury Rd-Berryessa Rd Project and gathered initial public input. Currently, the project is in the environmental phase, advancing the necessary environmental technical studies. The environmental phase is anticipated to be completed by early 2027.

The 101/Mabury Rd-Berryessa Rd Project is estimated to cost up to \$286 million. The project is proposed to be funded by a combination of Measure B, local, state, and federal funds, as available.

## **F) SR-87/Capitol Expressway Interchange Improvement Project**



The SR-87/Capitol Expressway Interchange Improvement Project recommends changes to the Capitol Expressway Interchange on State Route 87 to eliminate traffic bottlenecks at the on- and off-ramps, remove the existing northbound ramps at Narvaez Avenue, and improve mobility and safety for bicyclists and pedestrians travelling along Capitol Expressway and potentially Highway 87. Due to existing land uses, VTA's Capitol Station Transit-Oriented Development project, and future projects expected in the area, there will be a significant increase by 2050 in all types of transportation, including vehicles, bicyclists, pedestrians, and transit. The project is being designed to accommodate current and projected needs.

The proposed improvements include:

- Replacing the existing SR 87/Capitol Expressway Interchange with new northbound on and off-ramps that connect directly to Capitol Expressway;
- Closing the existing northbound SR 87 ramps at Narvaez Avenue;
- Removing the existing signalized northbound SR 87 ramp intersection on Narvaez Ave.

A virtual scoping meeting was held on August 21, 2024 to provide information on the proposed SR 87/Capitol Expressway Interchange Improvement Project and gather initial input from the public. The project is currently in the environmental phase with ongoing technical studies pertaining to traffic, cultural resources, water quality assessment, and visual impacts. The environmental phase is anticipated to be completed by 2027.

The SR 87/Capitol Expressway Interchange Improvement project is anticipated to cost between \$45 and \$50 million, which will be funded by a combination of funding sources, including local (development-based) and other funds to be determined.

### **G) I-880 Montague Expressway Interchange and McCarthy/O'Toole Intersection Improvement Projects**

On December 14, 2022, the County of Santa Clara and the City of San José entered the "Settlement Agreement Between the County of Santa Clara and the City of San José Regarding North San José", in which the City and County memorialized the parameters for a set of projects including the I-880/Montague Expressway Interchange and McCarthy/O'Toole Intersection Improvement Projects.

The I-880 Montague Expressway Interchange Improvement Project seeks to upgrade the I-880/Montague Expressway Interchange and the McCarthy Boulevard/O'Toole Avenue Intersection in San José and Milpitas. The project aims to improve traffic circulation, enhance bicycle and pedestrian connectivity, and ensure more reliable access to transit services.

The proposed improvements include:

- I-880/Montague Expressway Interchange Improvement – Reconstruct the existing interchange at Montague Expressway and I-880
- McCarthy/O'Toole Intersection Project – Reconstruct the existing at-grade intersection, potentially with a grade-separated intersection

The project is currently in the Project Initiation Document phase, with the Draft Project Study Report submitted on December 23<sup>rd</sup>, 2024. PID phase is expected to be completed by mid-2025.

The project cost will be estimated after further refinement of the proposed scope and design. The project is proposed to be funded by a combination of local, state, and federal funds, as available.

## **II. Regional Rail & Transit Projects**

### **A) Caltrain Electrification**

After years of construction and system testing, Caltrain officially launched fully electrified service between San José and San Francisco on September 21, 2024. Riders from stations south of Tamien where the corridor is not owned by Caltrain and not electrified continue to ride on diesel trains up to Diridon Station where they can transfer to an electric train in order to continue north, and vice versa. Eventually Caltrain plans to equip their electrified trains with batteries that would allow them to continue electric service south of Tamien Station and back.

The official launch came with a new and improved schedule with 16 stations seeing trains every 15-20 minute during the peak hours. All stations see trains every 30 minutes on the weekends, compared to every 60 minutes previously. Express service between San José and San Francisco now takes less than 1 hour, compared to 65 minutes previously. In the first full month of electrified service, October 2024, Caltrain ridership exceeded 753,000 passengers, a 54% increase compared to October 2023. Weekend ridership exceeded pre-COVID levels.

The electrified trains will reduce Caltrain's carbon dioxide emissions by 250,000 metric tons every year. Noise and local pollution is also reduced. The new trains feature amenities like Wi-Fi, digital displays, more power outlets, baby-changing tables in bathrooms, and more. Caltrain will send its retired diesel trains to the Municipality of Lima, Peru for a \$6 million reimbursement.

## **B) Eastridge to BART Regional Connector**

The Eastridge to BART Regional Connector (EBRC Project) will extend light rail approximately 2.4 miles along Capitol Expressway from the Alum Rock Station to the Eastridge Transit Center. It includes elevated structures along the alignment and grade separations at Capitol Avenue, Story Road, Ocala Avenue, Cunningham Avenue, and Tully Road. The EBRC Project includes an elevated light rail station at Story Road and an at-grade station at the Eastridge Transit Center. The project extension will operate primarily in the median of the Capitol Expressway. The EBRC Project includes an aerial guideway, trackwork, two passenger stations, two traction power substations, and minor road widening.

The total EBRC Project is estimated to be \$530 million, with funding from Measure A, Regional Measure 3, Senate Bill 1, the Low Carbon Transit Operations Program, and the Transit and Intercity Rail Capital Program. The Project Groundbreaking and Community Resource Fair was conducted in June 2024. The EBRC Project is now currently under construction, with passenger service expected to start by the beginning of 2029.

## **C) BART Silicon Valley, San José/Santa Clara Extension (Phase II)**

VTA's BART Phase II Extension Project (BSVII Project) will extend BART regional rail service six miles from the Berryessa/North San José Station into downtown San José and terminate in the City of Santa Clara. It will include three below-ground stations in San José, 28th Street/Little Portugal, Downtown San José, and Diridon Stations, and one at-grade station in the City of Santa Clara adjacent to the Santa Clara Caltrain Station. Most of the alignment in San José will be underground in a single-bore tunnel containing side-by-side tracks.

### *Construction*

VTA and its Tunnel & Trackwork contractor, Kiewit Shea Traylor Joint Venture (KST), officially started early construction activities at the Newhall Yard/West Portal in April 2024. A Ground-breaking ceremony was held at the site on June 14, 2024 with elected leaders and Project advocates. Also, in May 2024, VTA purchased 48 new BART vehicles through BART's contract with the manufacturer which was set to expire that month. Although the vehicles will not be used by the BSVII project for several years, VTA decided that the net cost and risk was worthwhile compared to purchasing the cars in the future at an unknown price. VTA anticipates starting construction of the tunnel boring machine (TBM) launch structure at the West Portal/Newhall Yard in February 2025.

### *Project Cost*

Since 2022, VTA has been working with KST to identify early works packages (EWPs) that are needed to keep the Project on schedule. The Board has authorized a number of EWPs and amended their agreement with KST so they can proceed. Some of the EWPs are costing more than initially estimated. To allow for exploration of cost reductions, VTA is administering some work through limited notice-to-proceeds (LNTP) and retaining an option to delete some scope. The contract between VTA and KST also provides incentives and penalties for both parties to stay on schedule and identify cost savings to the Project. In late 2024 VTA established a BSVII Contracting Task Force which includes VTA's General Counsel's Office, BSVII Project staff, VTA's Procurement department, and Oversight Committee Subject Matter Expert Gall Zeidler. The Task Force meets weekly and is focused primarily on evaluating various options to deliver remaining scope of work in Contract Package 2 Tunnel and Trackwork, which is the largest contract and on the critical path.

### *Funding*

The Project is currently estimated at \$12.7B. VTA submitted its Entry into New Starts Engineering in March 2024. The Federal Transit Administration (FTA) accepted the Project into New Starts Engineering on August 1<sup>st</sup> with a 40% (\$5.1B) federal contribution. That is \$1.2B less than VTA had strived for. Subsequently, VTA allocated \$502M from available Measure A funding, reducing the funding gap to \$700M. VTA is applying for two state grants, Solutions for Congested Corridors Program (SCCP) and Local Partnership Program, that together would amount to up to \$100M if awarded. VTA, in partnership with BART, is looking at cost reductions to cover the remaining funding gap, including refinements to the station designs. VTA plans to advance the design of cost saving concepts to a 60% design level, revise the Project Budget, and anticipates submitting Full Funding Grant Agreement (FFGA) Readiness Documents to FTA in April 2025. VTA anticipates submitting the FFGA application to FTA in August 2025. VTA anticipates receiving the FFGA from FTA in late 2025 or early 2026.

### *Station Designs*

In May 2024, the VTA Board of Directors (BOD) issued a referral to the Project staff to update the station designs to minimize above-ground station infrastructure facilities at the 28th Street/Little Portugal and Diridon stations, include a knock-out panel and mezzanine extension at the Diridon Station to facilitate a future connection to the Diridon Intermodal Facility, and plan for an additional Downtown San José Station entrance to open on the south side of Santa Clara Street concurrently with the overall BSVII Revenue Start Date.

At 28th Street/Little Portugal Station, the latest design maintains an above-ground station infrastructure facility on the north side of the station; however, its footprint is reduced compared to the previous design, leaving a wider footprint for transit oriented development (TOD) to be built in the future between 28<sup>th</sup> Street and the station infrastructure facility. This largely addresses stakeholder desires to minimize and mask

the above-ground station infrastructure facility as much as possible. Regarding the Downtown San José Station, the Project has convened a Task Force to address the Board's request to open an entrance on the south side of the street concurrent with the rest of the Project. That Task Force is still underway. At the Downtown San José Station primary headhouse on the north side of the street, the latest design reflects an increased footprint of above-ground station infrastructure facilities on the north side of the station in what would be the future TOD plaza. At the Diridon Station, the latest design reduced the above-ground station infrastructure facility footprint on the south side of the station, opening up a small footprint for future TOD to be built on the south side of the block.

Following the FTA funding commitment announcement in August, VTA has explored a wide range of cost saving concepts including changes to the station designs. Ultimately, VTA opted not to advance the cost savings concepts developed for the stations that adversely affected the passenger experience. Other concepts were carried forward and are now being designed further; they include converting the Parking Garage at 28th Street/Little Portugal Station to surface parking; utilizing more affordable station materials at all the stations; and simplifying and/or reducing the size of the roofs at the stations.

City staff and other stakeholders look forward to continued collaboration with VTA on the station designs; we anticipate this to restart after VTA completes 60% design of the cost saving concepts and revises the Project Budget, expected Spring 2025.

#### **D) Diridon Station**

Five public agencies – the City of San José, Caltrain, the Santa Clara Valley Transportation Authority (VTA), the California High-Speed Rail Authority (CHSRA), and the Metropolitan Transportation Commission (MTC) (“the Partner Agencies”) – are working together on a comprehensive plan to redesign Diridon Station to address the region's future transit needs. The project aims to advance several key goals, including: (1) to increase transit capacity and service; (2) to facilitate seamless transfers; (3) to create a safe and passenger-friendly station; (4) to improve the station's integration with surrounding neighborhoods and development. The Partner Agencies will select a single preferred station option to advance into the environmental review process in summer 2025. This item is scheduled to have a full report to the Transportation & Environment Committee in June 2025.

### **E) Diridon Station to Airport Connector**

This quarter the San José Connection Partners submitted a Feasibility Validation Report and Project Outline Plan as part of Phase 1 of the Pre-Development Agreement. The Report has been reviewed by Department of Transportation and Airport staff and will be presented to City Council in February as part of an update on Phase 1 and possible next steps.

### **F) California High Speed Rail**

Approximately 21 miles of the California High-Speed Rail (HSR) project is within San José City limits, extending from the Santa Clara Caltrain station in the north along the Caltrain line through Diridon Station, Tamien Station, Communications Hill, and along Monterey Corridor through South San José and Coyote Valley.

The Final Environmental Impact Report/Statement (EIR/S) for the San José to Merced Project Section was adopted on April 28, 2022. The City and the HSR Authority signed a Memorandum of Understanding in February 2022 to coordinate their work going forward. The Memorandum of Understanding memorializes the shared objectives of both agencies and the future roles and responsibilities of each agency regarding:

- Access planning around Diridon Station
- The future Diridon Integrated Station project
- Grade separations along Monterey Road

As discussed briefly above, in 2022, DOT was awarded federal funds for preliminary design and environmental review of the three grade separations along Monterey Road. Staff anticipates bringing a grant agreement with the Federal Railroad Administration and a consultant contract for the planning, design, and environmental work to the Council in Spring 2025.

### **III. Major Transportation Planning Efforts**

#### **A) Connect North San José**

Connect North San José (Connect NSJ) is a City-led initiative to create a Multimodal Transportation Improvement Plan (MTIP) focused on improving access and mobility in North San José. This effort began in January 2024 and will continue until mid-2025. The final plan will identify transportation projects, guidelines, and programs aimed at making North San José safer, more accessible, and easier to navigate for residents, workers, and visitors.

North San José serves as the City's economic engine, home to major employers, local businesses, and non-profit organizations. The area's population is projected to nearly double by 2050, with a 40% increase in jobs (Plan Bay Area 2050). The City's recently updated housing element also focused major housing growth in this area. Growth in neighboring areas, including Alviso, Downtown San José, and other nearby cities, will further impact mobility in the region. As the population grows, the need for safe, reliable, and connected transportation becomes even more critical.

#### **Milestones**

- Project Launch (January 2024): Project kickoff with internal team coordination and project scoping.
- Existing Conditions Analysis (Q1-Q2 2024): Assessment of transportation network challenges, safety issues, and growth projections. Link: <https://storymaps.arcgis.com/stories/bc5a5d33dada4a66ba218632e807fb1d>
- Community Engagement (Q1 2024-Q2 2025): Community engagement at each phase, including workshops, focus groups, and stakeholder interviews. Link: <https://www.sanjoseca.gov/home/showpublisheddocument/116332/638677883252470000>
- Corridor Prioritization (Q3 2024): Identified 16 key multimodal corridors using data on travel patterns, growth areas, and community feedback.
- North San José Grid Reset (Q3-Present): Introduced a flexible approach to breaking up large superblocks through a combination of streets, paseos, and shared-use pathways.
- Ongoing Concept Design (Q4 2024 - Present): Developing conceptual designs for key corridors and the NSJ Grid Reset.

#### **Project Development**

##### **Key Corridor Network**

The plan identifies 16 project corridors that connect homes, jobs, transit hubs, and recreational areas. These corridors were selected using travel data, growth projections, and community feedback.

This plan seeks to strengthen connections to key transit and active transportation routes, including light rail, BART, the Guadalupe River Trail, and the Coyote Creek Trail. The Connect NSJ MTIP reflects the Department of Transportation's (DOT) commitment to community-driven planning, with public input gathered at every phase of the project. Note: Montague Expressway is not included as it is a County-owned facility.



## PRIORITIZING KEY CORRIDORS

1. Airport Parkway/Brokaw Road
2. Charcot Ave
3. Component Drive
4. Coyote Creek
5. Gish Road
6. Guadalupe River Trail
7. Junction Ave
8. North First Street
9. Oakland Road
10. Orchard Parkway
11. Plumeria Drive
12. River Oaks Parkway
13. Skyport Drive
14. Tasman Drive
15. Trimble Road
16. Zanker Drive

*Figure 1 Key Corridors in North San Jose Plan Area*

### North San José Grid Reset

The North San José Grid Reset is a transformative effort to address the challenge of the many oversized blocks in the study area. This project idea introduces new streets, paseos, and shared-use pathways to create smaller, more navigable blocks. By improving access for all modes—walking, biking, transit, and vehicles—the Grid Reset supports future development while promoting safer, more efficient mobility.

- Focus Area: Primarily west of Zanker Road, where significant office and residential growth is expected.
- Goal: Break up large blocks to improve access and connectivity for all modes of transportation.
- Approach: Use a mix of new streets, pedestrian paseos, and shared-use pathways to establish a more connected and navigable grid that supports walking, biking, transit, and vehicle travel.
- Status: Conceptual images from the earlier development policy and a study by the San José State Urban Planning Department serve as inspiration. The City will refine and evolve these designs to align with Connect NSJ goals for access,



equity, and safety and consider practical implementation options, in partnership with the development community.

**Next Steps:**

- Refine key corridor priorities and finalize the toolbox of improvements (e.g., bike lanes, crossings, lighting).
- Conduct North First Street deep dive to analyze transit and first/last mile connections.
- Host two community workshops (January 30, February 6) to share concepts and gather public input.
- Release a draft plan for review by March 2025.

**B) Stevens Creek Vision Study**

The Stevens Creek Vision Study, extending from Downtown San José to Foothill Blvd in Cupertino, is a multi-jurisdictional effort to create a shared vision and implementation plan for the future of transportation infrastructure on Stevens Creek Boulevard Corridor. Unlike most of the City’s corridor plans, this effort brings together regional partners under a steering committee of appointed members of the councils and boards of the jurisdictions involved. The study emphasizes a collaborative approach lead by a steering committee of elected officials from San José, Cupertino, City of Santa Clara, VTA and Santa Clara County and involved multiple stakeholders, including community advisory groups and local organizations from jurisdictions along the corridor.



*Figure 2 Map of Stevens Creek Vision Study Area*

**Vision Statement:** The Stevens Creek Boulevard Steering Committee adopted the following vision statement to guide the collaborative work between jurisdictions going forward:

The Stevens Creek Boulevard Corridor transportation infrastructure changed little in the past 50 years, while the area it serves grew into a worldwide hub of innovation. Therefore, we envision the transportation corridor our community deserves to support continued residential and commercial vibrancy: safe and enjoyable travel for people of every age, ability, and chosen mode.

Residents, businesses, and visitors would be served by:

- A high-capacity transit system supported by station access enhancements to connect the Cities of Cupertino, Santa Clara, and San José from Diridon Station and Downtown San José to De Anza College within twenty minutes, with connection to Foothill Boulevard, for reliable travel to local and regional destinations. Station areas would be well-maintained and inviting community assets.
- A stress-free and enjoyable walking and bicycling environment. High-quality pedestrian and bicycle infrastructure would be prioritized to connect neighborhoods to the corridor within ½ mile or 20-minute walk of transit stops.
- Safe and efficient vehicle travel would be accommodated for connections to neighborhoods, businesses, and expressways and freeways.

This vision would be implemented by a continuous, open, and inclusive evaluation process to promote equitable access and use.

**Implementation Plan:** The interjurisdictional team developed an implementation strategy to guide cooperative work along the corridor going forward. The implementation plan is structured into short-term, medium-term, and long-term goals with measurable performance metrics.

Short-Term Actions:

- Streetscape enhancements: Adding signage, improving pedestrian crossings, and initiating public art installations.
- Pilot programs for transit priority lanes and bike lane expansions.

Medium-Term Actions:

- Infrastructure improvements for bus rapid transit and expanded bike lanes.
- Establishing policies for regular corridor maintenance and updates.

Long-Term Actions:

- Comprehensive redevelopment projects to align land use with the corridor vision.
- Ongoing monitoring of performance metrics to refine and adapt strategies.
- Develop a grade separated high-capacity transit line.

Funding and Partnerships:

- Exploration of federal, state, and local funding sources.
- Partnerships with community organizations and businesses for resource-sharing.

Collaborative Oversight:

- Continuation of a dedicated steering committee made up of elected officials of the corridor jurisdictions to oversee implementation progress.
- Regular reporting to ensure transparency and accountability.

**Next Steps:** The Stevens Creek Vision Study Steering Committee met on December 18, 2024 and recommended the plan move forward to an adoption phase. Each jurisdiction will take up individual adoption of the plan in early 2025. The recommended implementation process includes a continuation of the elected steering committee body meeting twice a year and direction to staff at all jurisdictions involve to take on short term action identified in the plan.

**Link:** <https://www.stevenscreekvision.com/>