



T&E AGENDA: 03/05/2018

ITEM: d (1)

Memorandum

TO: TRANSPORTATION AND
ENVIRONMENT COMMITTEE

FROM: Jim Ortbal

**SUBJECT: REGIONAL TRANSPORTATION
ACTIVITIES QUARTERLY REPORT**

DATE: February 14, 2018

Approved

Date

21 FEBRUARY 2018

RECOMMENDATION

Accept the staff report and presentation on the regional rail projects in the City of San José.

OUTCOME

Provide a status update to the Committee on regional rail projects.

BACKGROUND

On March 30, 2017, the City Council held a Study Session on the major regional rail projects being planned and developed through San Jose, converging in Downtown at the Diridon Station. This report will focus on the progress the City and partner agencies have made over the past year on those projects and programs. At its March 5, 2018 meeting, the T& E Committee will receive an overview presentation on the status of the BART Extension, High-Speed Rail, Caltrain Modernization projects, and Diridon Station.

ANALYSIS

BART Extension to Silicon Valley

The VTA BART Silicon Valley Project is a two-phase extension into San Jose and Silicon Valley. BART Phase I, ending at Berryessa/North San José Station, is nearing completion and is anticipated to open by Fall 2018. BART Phase II is a 6-mile extension, estimated to cost approximately \$4.9 billion, and includes a 5-mile long subway tunnel in Downtown San Jose. Four stations are proposed: 28th Street/Alum Rock, Downtown San Jose, Diridon Station, and

Santa Clara. On September 19th 2017, the City Council established the City of San Jose's priorities and locally preferred alternatives for the BART Phase II project. These included:

- a) The city's preferred station locations: West option for the Downtown Station and North option for Diridon San Jose Central Station.
- b) Support for VTA and BART to select the Single Bore tunneling method.
- c) Coordination between the City of San José and VTA on final station designs and development of a Construction Outreach and Management Program (COMP).
- d) Integration of BART planning and final design into the Diridon Integrated Station Concept Plan.

Since September 2018, VTA and BART staff have been working closely together to resolve the issue of tunneling including conducting a peer review panel of transit agencies which operate subway systems. To allow additional time to complete the tunneling review, VTA has been granted a 3-month extension to the project development schedule by the Federal Transit Administration (FTA).

VTA is scheduled to publish the Final Environmental Impact Report/Study for BART Phase II on February 16, 2018 and to take the Final EIR/S to the VTA Board for certification on April 5, 2018. The BART Board is to consider the project scope, including tunneling technology, on April 26, 2018. Pre-construction work could begin as early as 2019, with revenue service by 2026.

High-Speed Rail Project in San Jose

Over the past year important progress has occurred with the High-Speed Rail Authority (HSR) on the preliminary design of high-speed rail through the City of San José. In May 2017, HSR, with support from the City, launched an enhanced San José Community Working Group (CWG). Over the course of six months the CWG covered several issues of importance to city residents, businesses, and other stakeholders. Several meetings touched on the range of alternatives under consideration throughout the City, including downtown/Diridon area and along Monterey Road. Other topics included evaluation and screening criteria of alternatives, noise and vibration, construction mitigation, property acquisition, and visual simulations of the alternatives. Concurrently, City staff has continued to collaborate with Authority staff and consultants on a broad range of technical issues.

Based on the questions and concerns raised by the neighborhoods, businesses, and residents, the City developed a City Generated Option (CGO) to minimize the project impacts while meeting the high speed rail design requirements. On February 5, 2018, Mayor Liccardo issued a letter to the Chair of the High-Speed Rail Authority requesting the CGO be included in the 2018 HSR Business Plan and as an alternative in the draft HSR Environmental Impact Report/Study (EIR/EIS). The City continues to coordinate with Caltrain, the HSR Authority, and other rail agencies on the integration of the CGO into the planning for HSR, Diridon, and an integrated rail network through San José.

Caltrain Modernization Program

Caltrain Modernization Program, scheduled to be operational by 2022, will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain's rail service. Caltrain secured its Federal Full Funding Grant Agreement in May 2017, allowing the groundbreaking on construction and purchase of electric train sets. City staff has worked with Caltrain on plan review, permits, and public outreach before construction work began in San José last month. The City and Caltrain will continue to coordinate as construction of poles, electrical facilities, and other infrastructure proceeds. Further, Caltrain has launched a Business Planning effort to look at the best long-range service plans and organizational structure for a modernized rail service with the completion of electrification, blended service, and transformation of Diridon San José Central Station.

Diridon Integrated Station Concept Plan

Already the South Bay's primary transit node, Diridon Station will become one of the nation's busiest intermodal hubs once BART, high-speed rail, and electrified Caltrain initiate service at the station over the coming decade. Additionally, millions of square feet of new development at the station will transform the station district into a major employment destination. Recognizing this once-in-a-generation opportunity, Caltrain, VTA, the California High-Speed Rail Authority and the City of San Jose (Diridon Partners) are working together on the Diridon Integrated Station Concept Plan (Concept Plan). The Concept Plan is predicated on key lessons learned by South Bay decision-makers, who traveled to Europe to visit notable high-speed rail stations in summer 2017. Key lessons learned over the course of this trip include:

- Start with an ambitious, bold, unconstrained vision.
- Design the rail infrastructure first.
- Transportation projects are "urban projects" which requires that transportation and land development must be planned together.

The Diridon Partners issued an RFP to engage a consultant team with significant international expertise in intermodal transit station design. The Diridon Partners are also finalizing a cooperative agreement, which details how all stakeholders will work together in a cohesive fashion. It is anticipated that both the consultant contract and the cooperative agreement will be finalized in May 2018.

/s/
JIM ORTBAL
Director of Transportation

For questions, contact Ahmad Qayoumi, Division Manager, at (408) 975-3233.