



Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: John Ristow

SUBJECT: REGIONAL TRANSPORTATION ACTIVITIES QUARTERLY REPORT

DATE: November 13, 2019

Approved

Date

11-20-19

RECOMMENDATION

Accept the quarterly 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 (VTA), the Peninsula Corridor Joint Powers Board (Caltrain), the Metropolitan Transportation Commission (MTC), the California High Speed Rail Authority, and the State Department of Transportation (Caltrans).

BACKGROUND

The Transportation and Environment (T&E) Committee work plan includes quarterly reports on current activities related to regional transportation funding, programs, and projects. This report will focus on projects in the planning and construction stages, with specific emphasis on regional rail, local transit, and regional highway projects.

ANALYSIS

I) REGIONAL RAIL PROJECTS

A) High Speed Rail

Over the past six months, important progress has occurred with the High-Speed Rail Authority (HSR) and Caltrain on the planning of High-Speed Rail through the City of San José. In July 2019, HSR announced the blended at-grade alternative (Alternative #4) as the staff preferred alternative to be included in the Draft EIR/EIS.

On August 20, 2019, City Council approved a staff report and directed the City Manager and Mayor to communicate the following City position to HSR: 1) HSR should integrate the Diridon Integrated Station Concept (DISC) Plan into a supplemental environmental impact

statement and environmental impact report for the Draft EIR/EIS; and 2) HSR must fully grade-separate train and vehicular/pedestrian traffic at key San Jose locations, including Auzerais, West Virginia, Branham, Skyway, and Chynoweth.

On September 17, 2019, the HSR Board selected Alternative #4 as the preferred alternative. The draft EIR will be released in March 2020, with final EIR certification expected in spring 2021. City staff continues to work with HSR, Caltrain, and VTA to advance joint planning through DISC and the Rail Corridor Plan efforts.

B) Caltrain Electrification and Service Vision

The Caltrain Electrification Project will electrify the rail corridor from San Francisco to San Jose. The project features within the City limits include installation of overhead catenary wires, support poles, traction power facilities, bridge barrier screens, and other appurtenances to convert services from the existing diesel-locomotives to electric trains.

The electrification project is currently under construction; the contractor is currently drilling pole foundations and standing poles. Upcoming activities include installation of the overhead catenary wires, the bridge barrier screens on Hedding Street Bridge and San Carlos Street Bridge, and daytime testing of the new electric trains near the Newhall area. Construction within the City limits is anticipated to be completed by mid-2021 and passenger service provided by the end of 2022.

On October 3, 2019, the Caltrain Board adopted the “Caltrain 2040 Long-Range Service Vision” which will guide completion of the Caltrain Business Plan and the other long-range planning activities and the railroad’s investment strategy. The Service Vision would greatly improve service in San José with at least eight trains per hour (every 7.5 minutes) per direction between the Tamien Station and San Francisco, and four trains per hour (every 15 minutes) per direction at the Capitol and Blossom Hill Stations. Off-peak and weekend service would also significantly increase with trains at least every half hour. Caltrain will proactively plan for and facilitate a potential “higher” growth level of service connected with a potential second Transbay Crossing or another catalytic project. The changes in the adopted Service Vision responded to San José’s feedback on the draft Service Vision.

C) Rail Corridor Plan

The planned changes to rail operations from the HSR project, Caltrain Service Vision, and future design of Diridon Station will affect the entire 20-mile rail corridor through San José. To comprehensively examine and address the needed changes this summer, City Council endorsed undertaking a Rail Corridor Plan for San José in partnership with all the passenger rail operators in the City.

Over the next several months, the rail operators will be conducting initial service modeling and infrastructure needs analysis. The agencies are concurrently developing an inter-agency

agreement to cover the collection of rail projects necessary to implement the Diridon Station Plan and the service visions of all rail operators. As individual agreements and studies are developed, they will be brought to City Council for consideration.

D) BART Silicon Valley

1) Berryessa/North San José Extension (Phase I)

BART Phase I is the first phase of the 16-mile BART Silicon Valley extension of the regional BART system to downtown San José and the City of Santa Clara. Phase I extends from Fremont (Warm Spring Station) south to the Berryessa/North José Station via Milpitas. VTA designed and constructed BART Phase I and various supporting projects including a new roadway (Berryessa Station Way), the Berryessa BART/North José Station, and Upper Penitencia Creek Trail in accordance with cooperative agreements with the City. The BART Phase I project construction is now near completion, and BART train system testing is on-going with passenger service expected in early 2020.

2) Downtown/Santa Clara Extension (Phase II)

BART Phase II will extend 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 underground stations in San José at 28th Street, Downtown, and Diridon; and one at-grade station in the city of Santa Clara at the Santa Clara Caltrain Station. Most of the alignment in San José will be underground in a single-bore tunnel containing both directions of tracks.

Since receiving a Record of Decision from the Federal Transit Administration in June 2018, VTA awarded a General Engineering Consultant Contract to Mott MacDonald/PGH Wong in January 2019. Over the next several months, VTA explored new tunnel configurations and ultimately increased the tunnel diameter from approximately 45 feet to 55 feet in order to accommodate side-by-side station platforms, consistent with the rest of the BART system. This allows for a 24-foot wide center platform with a concourse above the station platform inside the tunnel. It potentially enables ventilation systems and traction power facilities to be located primarily inside of the tunnel, rather than on above-ground sites. Currently, a single passenger entrance is planned at each station as part of the project. Staff is working with VTA on possible locations for second entrances at the Downtown and Diridon stations.

VTA aims to complete 10% design in December 2019, complete 30% design in early 2020, and apply for and receive a Full Funding Grant Agreement in 2020. City staff have been engaged with VTA for over a year on development of station access principles and plans, and visions for Transit-Oriented Communities and joint development integrated

with the station sites. Staff has begun working with VTA to develop a Master Agreement detailing how VTA and the City will collaborate during Phase II.

The Phase II project expects to start construction around 2022, complete construction in 2027/2028, and complete testing and begin passenger service by 2029/2030.

D) Diridon Station

The HSR, Caltrain, VTA, and the City of San José (Partner Agencies) are working together on a plan to expand and redesign Diridon Station. In the coming years, electrified Caltrain, BART, and high-speed rail will add to the current mix of trains, buses, and light rail that currently serve San José Diridon Station. This is expected to increase the daily number of passengers at the station from 17,000 today to 140,000 in 2040.

The Partner Agencies have been working with an internationally-acclaimed design team led by Bentham Crouwel Architects and Arcadis since September 2018 and are now recommending a concept layout for the station that supports significant train and transit service expansion while maximizing future development potential.

This recommended concept layout will be discussed by the Diridon Joint Policy Advisory Board on November 14, 2019 and considered by the City Council on December 3, 2019. Detailed information about the recommended concept layout can be found at <https://www.diridonsj.org/disc>.

II) LOCAL TRANSIT PROJECT

Eastridge to BART Regional Connector

This project, being developed by VTA, will extend light rail services from the Alum Rock Station to the Eastridge Transit Center with elevated structures along the alignment and grade separations at Capitol Avenue, Story Road, Ocala Avenue, Cunningham Avenue, and Tully Road. The project includes stations at Story Road and the Eastridge Transit Center.

The project, estimated to cost approximately \$453 million, is currently in the final design stage with construction anticipated to begin in 2021 and passenger service by 2026.

III) HIGHWAY PROJECTS

In March 2019, staff reported to the T&E Committee a list of six highway projects in San Jose that are eligible for VTA 2016 Measure B funding:

1. US 101/Blossom Hill Road Interchange

2. Charcot extension over I-880
3. US 101/Trimble Road/De La Cruz Boulevard Interchange
4. US 101/Mabury Interchange
5. US 101/Zanker Road
6. I-280 Winchester Boulevard Interchange

Attachment A to this report provides an update for the six priority projects.

IV) REGIONAL TRANSPORTATION FUNDING PROPOSALS

A coalition of regional policy groups led by the Silicon Valley Leadership Group, the Bay Area Council, and the San Francisco Bay Area Planning and Urban Research Association (SPUR) are developing a major transportation funding measure – FASTER Bay Area – that could raise between \$80 and \$120 billion over the next 40 years. This potential nine-county measure is envisioned as a transformational investment in the region’s infrastructure that would redefine the Bay Area’s transportation and transit systems. These investments would help address some of the area’s most pressing challenges of growing congestion, transportation affordability, limited transit access, longer commutes, and rising carbon and greenhouse gas emissions.

Co-leaders of the FASTER initiative expect the state Legislature to consider the FASTER proposal when it reconvenes in January 2020. A regional ballot measure could be put before voters in the nine county Bay Area as early as November 2020. The Department of Transportation (DOT) is actively engaging with the coalition, as well as our local transportation partners to discuss potential investments and opportunities at the local and regional level. DOT anticipates presenting an informational update to City Council in early 2020.

/s/

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Director of Transportation

For questions, contact Jessica Zenk, Deputy Director for Transportation Planning and Project Delivery at (408) 535-3543.