T&E AGENDA: 08-31-2020
ITEM: d(2)

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: John Ristow

SUBJECT: LOCAL AND REGIONAL TRANSPORTATION PLANNING AND PROJECT UPDATE

DATE: August 12, 2020

Approved /s/ Jim Ortbal Date: August 21, 2020

RECOMMENDATION

Accept a status report on major local transportation planning efforts, and an update on regional transportation funding, programs, and projects of interest to the City of San José involving Regional, State, and Federal Agencies.

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 includes 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).

The Department of Transportation (DOT) also reports to the T&E Committee on a bi-annual basis on the development of City Transportation Plans. This include updates on all transportation planning efforts the City manages or in which it is a major stakeholder.

This report combines the Regional Transportation Activities Quarterly Report and the Transportation Planning Update since both of these reports were postponed from the Spring of 2020 as City Council Committee meetings were cancelled due to COVID-19.

ANALYSIS

Analysis for this report is organized into the following sections:

I. Transportation Planning Efforts
II. Regional Rail Projects
III. Local Transit Projects
IV. Regional Highway Projects

I. Transportation Planning Efforts

San José adopted ambitious transportation policy goals in the Envision San José 2040 General Plan and Climate Smart San José. These plans envision a sustainable and human-centered transportation system supporting a more equitable, environmentally sustainable, dynamic, dense, and transit-oriented city. San José's policy goals rely heavily on a significant change to the transportation networks in the city and region. The goals rely on the interconnection of land use and a robust multi-modal transportation network to enact a vision of smart and focused growth. The General Plan focuses the City's growth into areas that will enable the achievement of City goals for economic growth, fiscal sustainability, and environmental stewardship and support the development of new, attractive urban neighborhoods. Urban Village areas, which make up most of the focused growth areas in the City, provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to an innovative workforce and consistent with the General Plan's environmental goals.

The transportation goals in the General Plan aim to establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes and to promote San José as a walking- and bicycling-first city. The General Plan calls for designing streets for people, not just cars, to support a diverse range of urban activities and functions.

Climate Smart San José (Climate Smart) builds on and furthers the General Plan's vision. It assesses the climate implications of building out the General Plan and finds that the General Plan alone is not enough to meet the City's carbon commitments, let alone align with the decarbonization rates implied by the Paris Agreement. With 63% of San José emissions coming from transportation, Climate Smart doubles down on the importance of focused land use growth and a robust multi-modal transportation network to set the City on a path to meeting the Paris Agreement's emissions reduction goals.

The General Plan and Climate Smart call for change to the transportation system on a significant scale. These changes will support economic growth, social equity, protect the environment, and improve the lives of the City's residents and employees. For the City to implement these ambitious goals, a strategic implementation plan, the Access & Mobility Plan, along with detailed area and modal plans are needed. These plans clarify what must be done to reach the City's goals, meet peoples' needs, and focus implementation efforts once they are adopted.

This section offers updates on the following major, ongoing transportation planning efforts:

A) Access & Mobility Plan

The Access & Mobility Plan is a citywide strategic implementation plan for the City's ambitious transportation goals. The Plan will ultimately deliver the framework, strategies, organizational changes, and analytic tools to focus the City's efforts on the most effective and efficient actions to meet adopted goals. The Plan will create a flexible framework that operationalizes the City's goals and equity considerations into implementation strategies that can be adjusted as conditions change and as new data becomes available.

The Plan is being developed in three phases that will ultimately shape how DOT is structured, the workflow it uses to prioritize projects, and what projects are recommended to be included in the five-year Capital Improvement Program. Staff has completed Phase 1 under the direction of a cross-departmental and cross-institutional steering committee. In this phase, staff brought together the wide-ranging City transportation policy goals into a set of Transportation Directives, including a set of draft Key Performance Indicators (KPIs) that will drive the development of strategies and analytics in Phases 2 and 3.

Staff completed the Request for Proposal (RFP) for the Access & Mobility Plan effort and selected a consultant team lead by ARUP. The effort officially kicked off in March 2020. Work on the Plan is currently focused on developing community engagement and developing the overarching framework for changes to the transportation system. The community engagement work is establishing a network of Community Based Organizations (CBOs), convening an Equity Council, creating a robust social media presence, and working with Council District offices to reach as many constituents as possible. Equity is a key focus of the engagement work of the plan; for example, all input will be weighed by actual demographics of neighborhoods. Information will be presented in Spanish, Vietnamese, and English.

The framework for proposed improvements is being developed based on the Phase 1 transportation directives, community engagement, and a City director level and inter-agency steering committee. Staff and consultants are working to establish what values, directions, and metrics will drive steering the development of transportation network changes in the Plan.

The Transportation Directives and KPIs document can be found on the Plan's website: https://www.sanjoseca.gov/your-government/departments-offices/transportation/planning-policies/san-jos-access-and-mobility-plan.

B) Tasman Corridor Complete Streets Study

In early 2017, VTA began three corridor studies to implement Complete Streets elements along selected roadways in Santa Clara County. The three study corridors were Story – Keyes, Tasman, and Bascom. All three studies include significant areas in San José. This planning effort is a partnership between VTA and its Member Agencies to transform selected roadways into

high-quality, multimodal streets that prioritize bicycle, pedestrian and transit travel while still serving motorists.

Staff at VTA and San José are working to leverage these plans for grant funding. San José staff has already secured Active Transportation Program (ATP) grant funding of $12.9 million for design and construction of the western portion of the Story-Keyes plan, as well as Measure B funds to advance the Bascom plan and as matching funds for the Story-Keyes ATP project. The Tasman Corridor Complete Streets Study is a joint project with VTA and the Cities of Sunnyvale, Santa Clara, San José, and Milpitas. This study evaluated seven miles of Tasman Dr and Great Mall Pkwy from Morse Av in Sunnyvale to Montague Ex in Milpitas. The purpose of this multi-jurisdictional planning study was to identify opportunities along Tasman Dr and Great Mall Pkwy to demonstrate and advance Complete Streets improvements. The study evaluated bike infrastructure, transit travel times, signal coordination, timing modifications, multimodal access, safety, and connectivity.

The plan calls for improving the pedestrian environment, especially around light rail stations, and significant upgrade to the bikeways. The plan calls for pedestrian improvements along the whole corridor to accommodate the increased usage of the Tasman light rail line stops that will come with the opening of the Milpitas BART station. The plan improves the bikeways in the corridor by upgrading the Milpitas through San José portions to protected lanes. It also creates on/off-ramp like interfaces between the Coyote Creek and Guadalupe River trails and the on-street protected bikeways. This will implement one of the main recommendations of the Rose Fellowship study effort from 2018, improved east-west bikeways for North San José. It also leverages the incredible assets of the trails, integrating them into the full North San José multimodal transportation system.

Staff and the Council District 4 office have engaged with the development of this plan. The plan is in its final stages and will go to the VTA board for final adoption in the near future.

C) Emerging Mobility Team

DOT formed an Emerging Mobility Team to tackle the quickly changing transportation market. The group is focused on the four major elements of change in transportation: electrification, automation, shared use business models, and connected services. The group has the following planning projects funded.

1. Emerging Mobility Action Plan

Earlier this year, Caltrans awarded the City a $602,000 grant through its Sustainable Communities Grant program to support the City's development of a five-year emerging mobility action plan. Emerging mobility is defined as shared services (such as shared cars, bikes and e-scooters; pooled ride-hailing, and micro-transit), electric vehicles, and automated vehicles. The plan will include extensive community engagement, particularly in the City's lower income communities and communities of color; analyze emerging mobility trends and

potential economic impacts of emerging mobility; and identify policies, programs, pilots and procedures that address community needs while advancing transportation and environmental goals, as well as equity concerns.

Staff completed the RFP for this plan and is working to finalize contracting.

2. Autonomous Vehicle Community Engagement

San José was one of four U.S. cities selected to participate in the Knight Foundation's five-year, $5 million autonomous vehicle (AV) initiative, which seeks to "bring residents to the center" of the discussion around this new technology. Through the City's AV pilot program, San José is seeking to understand and influence the development, testing, and deployment of AVs to maximize the potential of this emerging technology to increase safety, mobility, sustainability, and the livability of our community.

For the first year of this effort the City partnered with IDEO CoLab, a design collaborative, to identify more effective ways to engage a broader cross-section of the community in critical civic conversations around mobility, and specifically AVs. For six weeks the project staff embedded themselves and a pop up "office" at Buena Vista Park in the Buena Vista neighborhood, including hosting a block party that drew over 250 residents. Residents slowly gained trust with the project staff over that time. Through these relationships and conversations, residents were asked about their transportation needs and ideas, and the City learned of new ways it can integrate with community, what the neighborhood needs in the realm of transportation, and how they think about autonomous vehicles.

The second year of this effort will focus on developing further community engagement tools, work with the Kiwibots delivery robot service on a pilot program looking at data standards and best practices for such services. It will also start the work of developing San José Autonomous Vehicle roadway and urban planning guidelines based on the NACTO Blue Print for Autonomous Urbanism: Second Edition.

3. American Cities Climate Challenge

San José is one of 25 US cities chosen to participate in Bloomberg Philanthropies' American Cities Climate Challenge. The award provides the City with resources and technical support to help accelerate the City's efforts to achieve its ambitious climate goals, as articulated in Climate Smart San José. DOT, along with other departments, is focusing on a subset of Climate Smart's actions during the two-year accelerator program.

Staff is working to accelerate EV adoption through group buy and dealer education programs. The group buy program works with local auto dealers in San José to offer steep discounts for a limited time on electric vehicles. The dealer education program works to educate sales staff on EVs, how to educate buyers on them, and the many government programs available to support vehicle purchases. For more information on the Drive Electric San José program see the website at:

https://sanjosecleanenergy.org/drive-electric/

4. Electric Mobility Roadmap

With help from the Shared-Use Mobility Center and American Cities Climate Challenge, the City is developing and implementing a preliminary (two-year) Electric Mobility Roadmap that was presented to the T&E Committee at its October 7, 2019 meeting and adopted by the City Council on January 14, 2020. The Electric Mobility Roadmap analyzes the current distribution of EVs and EV chargers and identifies where additional chargers could expand opportunities for EV ownership and shared mobility services. The roadmap also summarizes actions the City is currently taking and identifies others it could pursue to accelerate the electrification of transportation. Efforts are underway to implement this plan and study further the ways to electrify the transportation system through the Emerging Mobility Plan.

D) Multimodal Transportation Improvement Plans (MTIPs)

MTIPs are area transportation implementation plans developed through direct community engagement. MTIPs are generally created following or in parallel to Urban Village plans. The plans identify and prioritize transportation network designs, projects and programs that improve safety, equity, access, and the environment. MTIPs design corridors and intersections to make walking, biking, and transit more desirable.

1. En Movimiento: A Transportation Plan for East San José

En Movimiento is a community-based transportation plan that builds from and advances past planning efforts including the Strong Neighborhood Initiative plans, Urban Village plans and planning conducted around the BART Phase II project. These prior planning efforts had high levels of engagement from the community. This plan (1) identifies and prioritizes transportation projects that align with community and city goals; and (2) includes conceptual designs and develops implementation strategies for the highest priority projects.

The En Movimiento study area includes the mix of single family, retail, and growing commercial neighborhoods within a quarter mile of the five adopted East San José Urban Villages and the Alum Rock Av Rezoning area, as well as the area within a one-mile radius of the future 28th St/Little Portugal BART station. The City has worked with community members to create plans for each of these Urban Villages that identify much-needed multimodal transportation improvements. En Movimiento aims to advance these concepts into implementable designs that consider the full network of connections to and within these communities.

The En Movimiento planning effort engagement concluded in February 2020. Outcomes of the plan include:

- Nine community transportation goals
- A prioritized list of 26 project corridors with conceptual designs
- Financing and implementation strategies

- Establishment of a Community Advisory Group

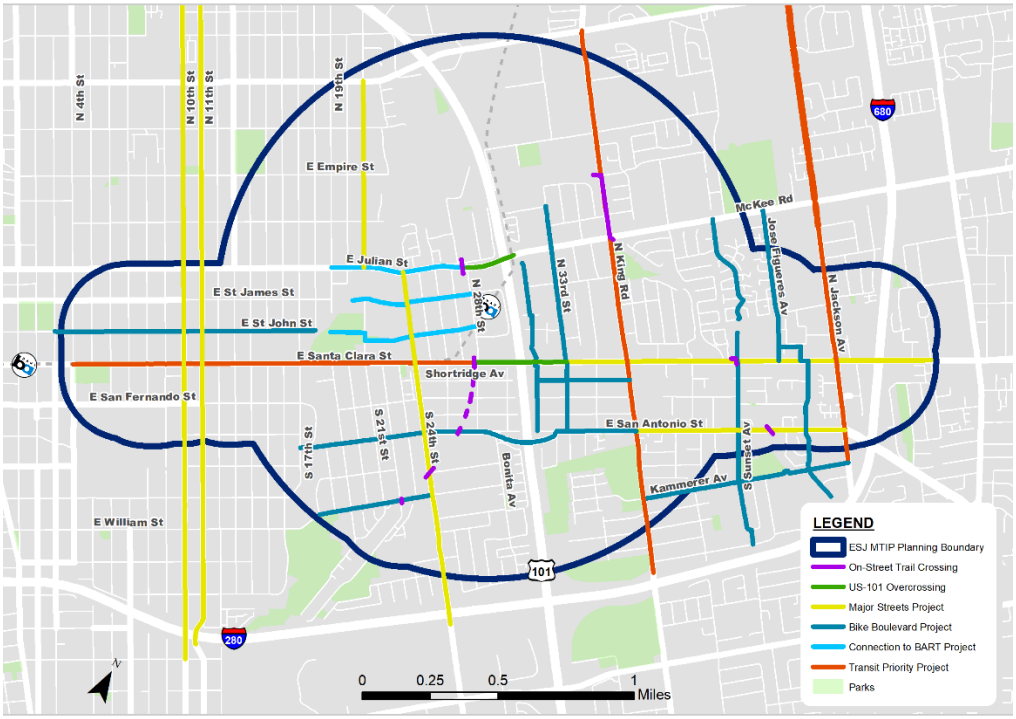

Figure 1 En Movimiento study area and draft network plan

Community Transportation Goals

A combination of input from community members, prior City plans and policies, and implementation considerations informed the development of the En Movimiento transportation goals. The project team evaluated and prioritized all transportation projects with the MTIP boundary based on the following:

- Community Serving - Address community-supported transportation improvements that meet the needs of all people who walk, bike, and take transit in the neighborhood.
- Equity - Address the needs of people who have not been served equitably in the past, including children, the elderly, people of color, the disabled, and low-income households.
- Preservation and Protection - As San José grows and changes, develop projects to improve low-cost connections to work, school, and shopping in ways that minimize displacement.
- Local Economy - Provide an inviting setting for people who walk, bike, and take transit on streets with businesses, to support local retail and provide connections to the needs of daily life for all residents.
- Public Life - Design streets to create a network of vibrant public spaces that foster a sense of community.

- Safety and Health - Eliminate traffic-related crashes, particularly near schools, transit stops, retail, and community centers.
- Climate - Reduce emissions, meet the City's Climate Smart San José goals, and support a reduction in vehicle miles traveled per capita.
- Cost Effectiveness - Provide a high public return on investment and low operations and maintenance costs.
- Deliverability - Streamline the street improvement implementation process.

Transportation Projects
En Movimiento has 26 project corridors grouped into the following six categories: (1) transit priority projects; (2) major streets projects; (3) US-101 overcrossings; (4) connections to BART; (5) on-street trail crossings; and (6) bike boulevards. The project team developed conceptual designs for each project corridor, including quick-build options for seventeen of those corridors. While the designs are likely to change some as the design process progresses, the availability of conceptual plans should facilitate implementation of these projects.

Community Advisory Group
En Movimiento established a Community Advisory Group (CAG) made of a diverse group of local stakeholders, including representatives from several CBOs and business associations. The CAG helps ensure that the community will continue to be engaged as the plan moves into the design and implementation phases of transportation projects.

Standardizing Transportation Planning Process
En Movimiento is not a static transportation plan. It establishes an iterative transportation planning process under which the list of transportation projects and their investment priorities are adaptable to community inputs over time. Inputs from the CAG will be incorporated into the iterative process to tailor the delivery plan of transportation projects over time as appropriate. This iterative transportation planning process is a prototype for future MTIPs in the City and is expected to be fully integrated into the City department processes including development application reviews and capital improvement programs.

Information on En Movimiento is available at https://www.sanjoseca.gov/your-government/departments-offices/transportation/planning-policies/east-san-jos-mtip.

2. Berryessa Multimodal Transportation Improvement Plan

The Berryessa MTIP is a companion transportation plan to the Berryessa BART Urban Village Plan. This plan (1) identifies and prioritizes transportation projects that align with community and city goals; and (2) includes conceptual designs and develop implementation strategies for the highest priority projects.

The Berryessa MTIP Study Area is generally bounded by Hostetter Rd and Murphy Av to the north, Flickinger Av and I-680 to the east, McKee Rd and East Julian St to the south, and Oakland Rd and N 10th St to the west. It comprises approximately 5.25 square miles.

Existing land uses in the Study Area include mixed industrial uses (light, heavy, and industrial park), planned development areas, a variety of residential designations (single and multi-family), and commercial office. The Berryessa/North San Jose BART Station is located at the heart of the Study Area, between Berryessa Road to the north, Maybury Road to the south, Berryessa Station Way to the east, and the San José Flea Market to the west. Freeway interchanges along I-680 and US-101 play key roles in the movement of traffic in within the Study Area and greater San José.

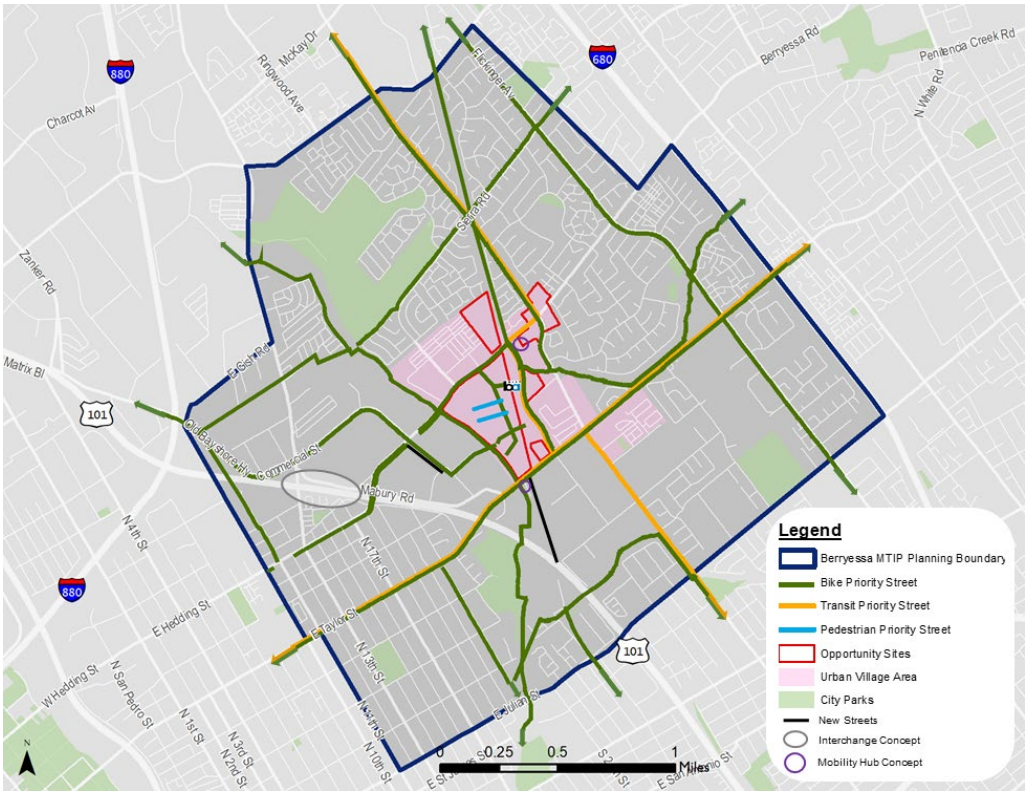

Figure 2 Berryessa MTIP Area and draft network plan

The Berryessa MTIP uses advanced modeling techniques to inform a preferred transportation network. It also establishes local evaluative criteria and a prioritization method to evaluate and rank the projects and programs in the study area. It identifies 32 projects and programs grouped into the following eight categories: (1) transit priority projects; (2) bicycle priority projects; (3) pedestrian priority projects; (4) US-101 interchange; (5) trail connections; (6) street extensions, (7) curbside management, and (8) transportation demand management. The Berryessa MTIP is currently ranking these projects and programs and will develop conceptual designs for the highest priority projects and implementation strategies. The Berryessa MTIP is expected to be complete by Winter 2020, after the potential adoption of the Berryessa BART Urban Village plan by December 2020.

3. West San José MTIP and Stevens Creek Corridor Joint Planning

The West San José Multimodal Transportation Improvement Plan (WSJ MTIP) is a companion transportation plan to five Urban Village Plans in West San Jose. It advances the goals and objectives of San José's General Plan and the Urban Village Plans within its boundary by establishing a prioritized list of transportation projects and programs.

The WSJ MTIP boundary extends east-west from Montgomery St to Lawrence Ex, and north-south from Newhall St to Hamilton Av. The WSJ MTIP is located entirely within San José and borders the cities of Santa Clara to the north, Campbell to the south, and Cupertino to the west. Additionally, there are several unincorporated Santa Clara County parcels within the WSJ MTIP boundary. The areas within the MTIP include the Valley Fair and Santa Row shopping centers, primary retail corridors on Bascom, Winchester, and Stevens Creek, as well as traditional single-family home and multifamily housing neighborhoods.

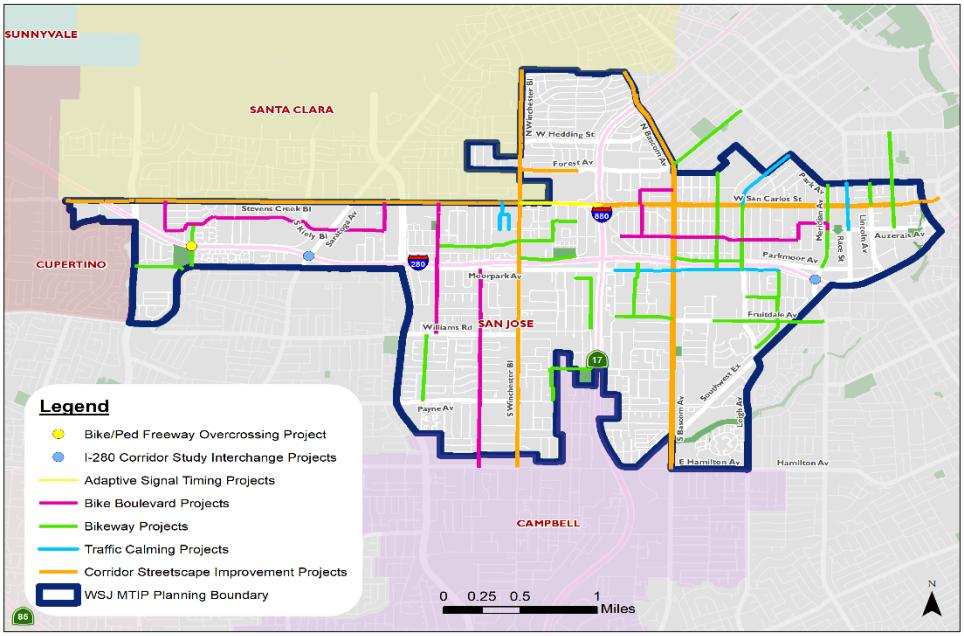

Figure 3 West San José MTIP study area and draft network plan

The WSJ MTIP provides an overview of transportation planning and programming documents and how MTIPs bridge the gap to facilitate implementation of top-priority transportation projects and programs. The WSJ MTIP also establishes local evaluation criteria and a prioritization method to evaluate and rank the projects and programs included in this MTIP. The local criteria were derived from the goals and objectives of the five WSJ Urban Village Plans. The prioritization methodology ranks projects and programs based on local and citywide benefits and expected costs. The WSJ MTIP document details the proposed projects including cost estimates. Subsequent chapters detail conceptual designs for the highest priority projects and implementation strategies.

Based on an overview of transportation planning and programming documents, the WSJ MTIP has preliminarily identified 36 project corridors grouped into the following seven categories: (1) Corridor Streetscape Improvements; (2) adaptive signal infrastructure (3) bikeway projects; (4) bike boulevard; (5) traffic calming; (6) freeway overcrossings; and (7) I-280 corridor projects. The WSJ MTIP is currently using advanced evaluative techniques to identify additional projects and programs and develop a preferred transportation network.

The WSJ MTIP aligns with and supports the forthcoming Stevens Creek Corridor Vision Study, which is a multijurisdictional, joint-planning effort led by VTA to create a common vision for high capacity transit and transform West San Carlos St and Stevens Creek Boulevard into complete streets that enhance walking, biking, transit, placemaking, and quality of life. The Stevens Creek Corridor Vision Study boundary extends from Diridon Station to De Anza College in Cupertino. The WSJ MTIP is expected to be complete by Summer 2021.

Downtown Transportation Plan

The Downtown Transportation Plan (DTP) is a community-based planning effort to develop a visionary transportation plan that provides clear, well-vetted direction for implementation of a world-class multimodal transportation system in Downtown San José. Improving access, circulation, navigability, streetscapes, and public life in Downtown is at the core of this effort. The DTP will deliver a cohesive long-term plan for a multimodal transportation network with enough capacity to meet future demand from all modes.

The DTP study area covers the Downtown Priority Development Area; extending to Taylor St and Coleman Ave in the north, 11th St in the East, Willow – Keyes in the South, and Stockton Ave, The Alameda and Caltrain tracks in the west. Connections to Downtown from the west side of the Caltrain tracks is also studied.

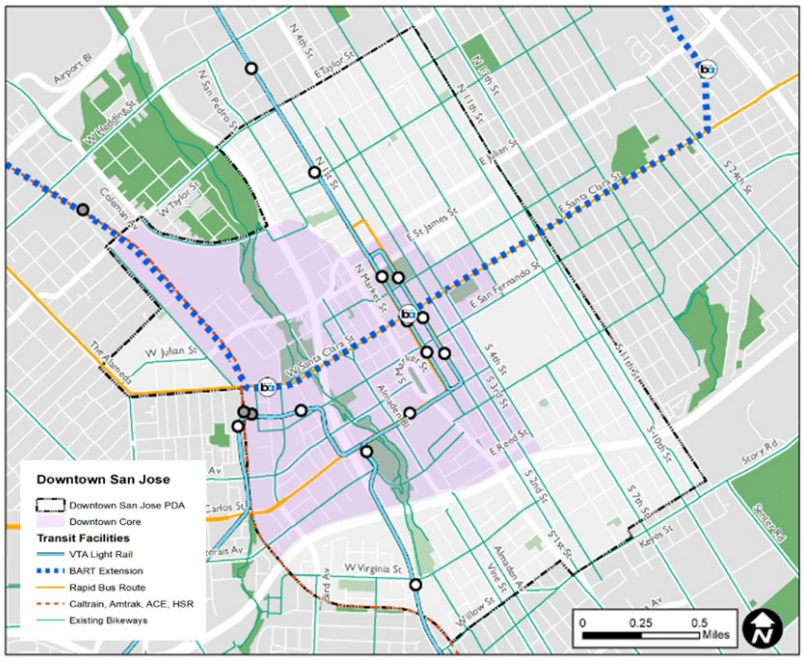

Figure 4: Downtown MTIP Study Area

The project team has completed documenting existing conditions and conducting background research. It has also developed an effective virtual engagement strategy which includes an interactive website,

Community Leadership Council, Equity Advisory Committee, Business Focus Group, focused outreach to community organizations, listening sessions, and speaker series. The project team has selected three CBOs to implement this engagement strategy. Through broad and equitable community engagement, the community and City will co-create the vision, measures of success, and shared understandings of options and their tradeoffs. The DTP will develop (1) a preferred transportation system with adequate capacity to meet the future demand from all modes, (2) a prioritized list of projects and programs using advanced evaluative techniques, (3) conceptual designs for the highest priority projects, and (4) financing and implementation strategies.

The DTP planning effort started in February 2020. Initial work aimed to inform other ongoing efforts including the City's Diridon Station Area Plan amendment and the Downtown West development application. The DTP is expected to be complete by Summer 2021. More information on the DTP is available at www.movesanjose.org.

II) REGIONAL RAIL PROJECTS

A) 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 Draft Environmental Impact Report/Statement (EIR/S) for the San José to Merced Project Section was released on April 24, 2020 and was available for a 60-day public review period ending June 23, 2020. The City released an Information Memo about the Draft EIR/S (https://www.sanjoseca.gov/home/showdocument?id=60920) and submitted comments (posted at https://www.sanjoseca.gov/your-government/departments/transportation/transit/california-high-speed-rail). The Final EIR/S is expected to be released in May 2021.

B) Caltrain Electrification and Service Vision

The Caltrain Electrification Project will electrify the rail corridor from San Francisco to San José. 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 installing conduit and equipment on the rail, locating underground utilities, and removing abandoned cables. Construction within the City limits is anticipated to be completed by mid-2021 and passenger service provided by the end of 2022.

C) 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. The BART Phase I opened to the public on June 13, 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, 28th St/Little Portugal, Downtown, and Diridon; 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 double tracks.

VTA aims to apply for and is poised to receive a federal funding commitment later 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 is working with VTA to develop a Master Agreement for collaboration, planned to be executed by the end of 2020.

The Phase II project is expected to start construction around mid-2022, complete substantial construction in 2028, and complete testing and begin passenger service by 2029/2030.

D) Diridon Station

The HSR Authority, 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 are extending the Cooperative Agreement that has governed the partnership to include MTC, exploring governance and organizational structures, and scoping technical studies on the full "program of projects" as they begin the second phase of work.

III. LOCAL TRANSIT PROJECTS

A) Eastridge to BART Regional Connector

This project, designed and constructed 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 Av, Story Rd, Ocala Av, Cunningham Av, and Tully Rd. The project includes stations at Story Rd and the Eastridge Transit Center. The project, estimated at approximately $468 million, is currently in the final design stage with construction anticipated to beginning 2021 and passenger service by 2026.

B) New Transit Options Request for Information

In 2019, the City of San José, in partnership with VTA, City of Santa Clara, City of Cupertino, and County of Santa Clara issued a Request for Information (RFI) to develop new transit options connecting San José Diridon Station to Mineta San José International Airport and to multiple destinations along the Stevens Creek Boulevard corridor. Twenty-three responses to the RFI were received and are evaluated in a Summary Assessment Technical Memo (posted on https://www.sanjoseca.gov/your-government/departments-offices/transportation/transit/airport-diridon-stevens-creek-connector). Staff will provide City Council with additional detail about the RFI and potential next steps on August 25, 2020.

IV. HIGHWAY PROJECTS

Staff regularly reports to the T&E Committee the status of the following six priority highway-related projects in San Jose that are eligible for VTA 2016 Measure B funding.

Project Location and Scope	Estimated Project Cost	Status and Schedule
1. **US 101/Blossom Hill Road Interchange** will provide additional roadway, bicycle, and pedestrian capacity by widening the overcrossing and freeway ramps and adding a connection to the Coyote Creek Trail.	$38 million	VTA awarded construction of the project to O.C. Jones & Sons, Inc. in June 2020.
2**. Charcot Avenue extension over I-880** starts near Paragon Dr on the west side of I-880 and continues to the intersection of Silkwood Ln and Old Oakland Rd on the east side of I-880; it will provide a safe, separated multi-modal facility and improve roadway network connectivity in the area.	$50 million	In June 2020, City Council certified the final EIR and selected "Alternative F" as the preferred alternative, minimizing right-of-way needs.
3. **US 101/Trimble Road/De La Cruz Boulevard Interchange** will reconstruct the interchange and widen and improve the overcrossing with complete street features, including a fully separated bicycle and pedestrian connection to the Guadalupe River Trail.	$68 million	Project is in the final design stage with construction expected to start in early 2021.

4. **US 101/Mabury Interchange** will alleviate traffic congestion at the nearby US 101/Oakland and US 101/McKee interchanges and improve local traffic circulation and freeway access in the area; it will also provide access from US 101 to the Berryessa BART Station.	$95 million	Consultant services are being procured for completion of the environmental phase, with selection and negotiations of terms completed in late 2020.
5. **US 101/Zanker Road** will construct a new overcrossing across US 101, connecting Zanker Rd and Old Bayshore Highway with North Fourth St and/or Skyport Dr and explore the possibilities of consolidating the ramps at Old Bayshore Road and Brokaw Rd.	$162 million	Project is in the environmental phase with final design expected to start in mid-2022.
6. **I-280 Winchester Boulevard Interchange** will provide access from NB I-280, improve traffic operations, reduce congestion on the local roadways, and improve bicycle/pedestrian access in the project area.	$140 million	Project is in the environmental phase with final design expected to start in 2023.

/s/
JOHN RISTOW
Director of Transportation

For questions, contact Ramses Madou, Division Manager of Planning, Policy, and Sustainability Department of Transportation, ramses.madou@sanjoseca.gov, 408-975-3283.