

COUNCIL AGENDA: 02-23-10  
ITEM: 6.2

# Memorandum

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**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** Lee Price, MMC  
City Clerk 

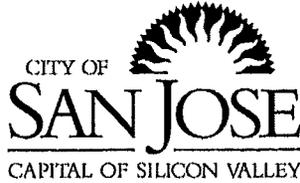
**SUBJECT:** AGREEMENT FOR THE  
SANTA CLARA/ALUM ROCK  
BRT PROJECT

**DATE:** 02-11-10

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## RECOMMENDATION

As recommended by the Transportation and Environment Committee on February 1, 2010 and outlined in the attached memo previously submitted to the Transportation and Environment Committee, approve an agreement with the Santa Clara Valley Transportation Authority to establish a vision statement and project description for the Santa Clara/Alum Rock Bus Rapid Transit Project.



# Memorandum

**TO:** TRANSPORTATION AND  
ENVIRONMENT COMMITTEE

**FROM:** Hans F. Larsen

**SUBJECT:** AGREEMENT FOR THE  
SANTA CLARA/ALUM ROCK  
BRT PROJECT

**DATE:** 01-15-10

Approved

Date

1/22/10

**COUNCIL DISTRICT:** 3, 6, 7

**SNI AREA:** Five Wounds/Brookwood  
Terrace, Gateway East,  
Mayfair, East Valley/680  
Communities

## RECOMMENDATION

Recommend to the City Council the approval of an agreement with the Santa Clara Valley Transportation Authority establishing a vision statement and project description for the Santa Clara/Alum Rock Bus Rapid Transit project.

## OUTCOME

The recommended action establishes mutual agreement between the City of San José and the Santa Clara Valley Transportation Authority (VTA) on the scope of work for the Santa Clara/Alum Rock Bus Rapid Transit (BRT) project in order to facilitate further development of the project in a cost effective and timely manner.

## BACKGROUND

Over the last several months staff from VTA and the City of San José have worked to refine the project description for the Santa Clara/Alum Rock BRT project. The result of this effort is the development of an agreement that is intended to formalize the understanding between the City and VTA on the final Conceptual Engineering (CE) plans and guiding vision for the continued development of the project. It is noted that the CE plans will serve as the basis for the subsequent Preliminary Engineering (PE) phase of project development.

Upon recommendation by the VTA's Downtown East Valley Policy Advisory Board, the agreement was approved by the VTA Board of Directors at their meeting of January 7, 2010.

## ANALYSIS

The project agreement between the City of San José and VTA focuses on conceptual-level project design elements that have been agreed to by the City and VTA. Although conceptual in nature, these elements form the foundation for continued project development through the PE process by considering roadway geometries and operational characteristics with an emphasis on minimizing right of way acquisition and loss of on-street parking. In addition, both architectural design elements and stakeholder outreach are highlighted as key activities to be considered through the PE process, scheduled to begin in the spring of 2010.

Other key features of the project as discussed in the agreement include:

- A plan for a dedicated BRT transitway and stations in the median of Alum Rock Ave.
- 13 BRT stations plus one optional station at Sunset Ave.
- Enhanced stations with real time transit information, ticket vending machines and other amenities similar to light rail stations.
- New identity and "branding" of vehicles.
- Rapid transit service from Eastridge Transit Center into Downtown San José.
- Accommodates future extensions planned along Stevens Creek Blvd. and The Alameda/El Camino Real.

VTA considers project agreements of this type will be a standard practice as projects move into advanced stages of design. The intent of these types of agreements is to allow VTA and the City the opportunity to formalize key elements of the project design developed through the conceptual engineering process and a vision for project development through the PE phase.

Further refinement of the project design will undoubtedly occur as detailed analysis of traffic operations, signal timing, utility relocation, street geometrics and neighborhood concerns are better understood.

As previously mentioned, preliminary engineering for the project is scheduled to begin in the spring of 2010. Construction is planned to begin in the spring of 2012, with the first day of revenue service starting in the fall of 2013. The estimated project cost is \$129 million, with approximately \$90 million of the funding coming from Proposition 1B.

## POLICY ALTERNATIVES

**Alternative #1:** The City Council can choose not to enter into a project agreement with VTA.

**Pros:** None

**Cons:** The City and VTA do not have a formal agreement related the development of the project.

**Reason for not recommending:** Proceeding with the project agreement provides City and VTA staff the opportunity to formalize the key elements of project design and commitment to community and stakeholder outreach.

**PUBLIC OUTREACH/INTEREST**

- Criteria 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criteria 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criteria 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

The recommendation of this memorandum does not meet any of the minimum requirements as defined by Public Ordinance criteria; however, this memorandum will be posted on the City's website as part of the Council Agenda outreach process. The VTA is conducting an ongoing public outreach process as part of project development process for the Santa Clara/Alum Rock BRT project.

**COORDINATION**

This memorandum has been coordinated with the Budget Office, Office of the City Attorney, the Department of Planning, Building and Code Enforcement and the Redevelopment Agency.

**FISCAL/POLICY ALIGNMENT**

Not applicable

**COST SUMMARY/IMPLICATIONS**

Not applicable

**BUDGET REFERENCE**

Not applicable

TRANSPORTATION AND ENVIRONMENT COMMITTEE

01-15-10

Subject: Santa Clara/Alum Rock BRT Agreement

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**CEQA**

The VTA Board of Directors approved and certified the Santa Clara - Alum Rock Transit Improvement Project Environmental Impact Report on December 11, 2008. The recommended Council direction of this memorandum is not a project. Future improvements the City intends to make along the transit corridor would be subject to CEQA, and the appropriate level of review would be conducted prior to the City decision to implement any future improvements, as applicable.



HANS F. LARSEN  
Acting Director of Transportation

For questions please contact Ray Salvano, Division Manager for Regional Transportation Projects, at (408) 975-3706.

Attachment

**AGREEMENT BETWEEN  
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY  
AND CITY OF SAN JOSE ESTABLISHING A  
VISION STATEMENT AND PROJECT DESCRIPTION  
FOR THE SANTA CLARA-ALUM ROCK BUS RAPID TRANSIT PROJECT**

THIS AGREEMENT effective \_\_\_\_\_, 2010 is between the CITY OF SAN JOSE, a municipal corporation of the State of California (hereinafter referred to as the "CITY"), and the SANTA CLARA VALLEY TRANSPORTATION AUTHORITY, a public agency organized as special district under California law (hereinafter referred to as "VTA").

**RECITALS**

WHEREAS, VTA intends to construct the Santa Clara-Alum Rock Bus Rapid Transit Project herein after referred to as the "PROJECT" within the City of San José; and

WHEREAS, on December 11, 2008 the VTA Board of Directors approved and certified the Santa Clara-Alum Rock Transit Improvement Project Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, VTA and CITY support the goal of expeditiously providing high quality bus rapid transit service in the City of San José on Santa Clara Street and Alum Rock Avenue; and

WHEREAS, CITY is examining implementation of a Form-based Zoning in the Alum Rock Corridor that could facilitate VTA's PROJECT and is intended to foster economic development and transit and pedestrian oriented design elements within the corridor; and

WHEREAS, VTA and CITY mutually desire to describe a shared vision statement and project description to provide for maximum interagency cooperation and coordination of the PROJECT to ensure an efficient use of public resources and deliver the project on schedule and within budget.

NOW, THEREFORE, the parties agree as follows:

**I. VISION STATEMENT**

The Santa Clara-Alum Rock BRT project creates a unique opportunity to combine a commitment to high-quality transit service with a commitment for intensified land uses to revitalize the corridor, creating a sense of community and place that provides a stimulus for private investment. The overall goal for the Santa Clara-Alum Rock BRT project is to provide a rapid transit service that will enhance the economic viability, visual identity and pedestrian and business environment of the corridor.

## **II. PURPOSE OF AGREEMENT**

The purpose of this AGREEMENT is to establish a vision statement and project description for the PROJECT whereby VTA and CITY engage as partners to complete the project within budget and on schedule as described in Section IV below.

## **III. PROJECT DESCRIPTION**

### **A. BRT Lines**

The PROJECT as defined in the certified EIR is two separate Bus Rapid Transit (BRT) lines (the 522 El Camino and the 523 Stevens Creek), which would operate in the Santa Clara-Alum Rock Corridor in the City of San José. West of 33rd Street, BRT vehicles would operate in the curb lane of Santa Clara Street and Alum Rock Avenue. East of 33rd Street, the alignment would transition to a median running busway within the center of Alum Rock Avenue until Capitol Avenue. East of Alexander Street the BRT would transition back to operating in the curb lane and turn south on Capitol Avenue/Capitol Expressway where the BRT would utilize the HOV lane until the Eastridge Transit Center.

The two BRT lines would offer rapid transit service between downtown San José and the Eastridge Transit Center, to the stations outlined below and in **Attachment A**. At the Downtown Transit Mall, the two BRT lines would split with westbound BRT 522 El Camino service continuing on West Santa Clara Street to the HP Pavilion. Westbound BRT 523 Stevens Creek service would turn south on Second Street and west on West San Carlos Street, stopping at the San Jose Convention Center and Bird Avenue. (Note that Eastbound BRT 523 Stevens Creek would use Second Street between Santa Clara and San Carlos Streets) While BRT service would extend for both lines west of Bird Avenue and the HP Pavilion, capital improvements (stations, exclusive lanes, Transit Signal Priority, etc.) associated with those services would be incorporated into the future El Camino and Stevens Creek BRT projects.

The BRT service will have specialized vehicles (articulated, 60 feet in length) with unique branding. The BRT 522 and BRT 523 will operate at 10-minute headways during the peak periods with off-set schedules allowing for a 5-minute combined headway between the Transit Mall and the Eastridge Transit Center. Local lines currently operating in the corridor would continue service to local bus stops with some adjustments for BRT implementation as necessary to better serve passengers.

### **B. Proposed Stations**

BRT stations would consist of a combination of sidewalk areas, sidewalk extensions (bulb-outs) and median platform design. Stations will include expanded shelters, lighting, real time information, ticket vending machines and other amenities similar to those found at existing light rail stations. Depending on location, opportunities may be found to provide unique station/shelter designs that enhance community character and provide other community benefits. The Santa Clara-Alum Rock BRT project identified 14 station locations to serve the BRT lines, 522 and 523. The BRT stations were selected based on transit demand, station visibility and

access, connections to bus and rail, surrounding land uses, station spacing, public support and right-of-way impacts. The 14 proposed BRT station locations are listed below and a detailed description of each station can be found in Attachment A.

1. Bird Avenue Station (Line 523 Only).
2. Convention Center Station (Line 523 Only).
3. San Jose Diridon/HP Pavilion Station (Line 522 Only).
4. Transit Mall Station. (Multiple locations).
5. City Hall/SJSU Station.
6. 16th Street Station.
7. 28th Street or 24<sup>th</sup> Street Station.
8. King Road Station.
9. Jackson Avenue Station.
10. Alum Rock Transit Center.
11. Story Road Station.
12. Ocala Avenue Station.
13. Eastridge Transit Center.
14. Sunset. (An optional station will be considered at Sunset Street as the surrounding area develops. Funding for and construction of the station is expected to come from non-project funds and could include non Measure A-local, state, federal and developer sources.)

#### **IV. PROJECT PLANS, SCHEDULE, PUBLIC OUTREACH**

VTA and CITY have worked cooperatively since January 2009 to develop the conceptual-level project plans, dated 10-27-2009 and attached here as **Attachment B**. These plans will serve as the basis for Preliminary Engineering, scheduled to begin by the Spring of 2010 and take approximately sixteen (16) months to complete. CITY and VTA acknowledge that portions of the project are within the jurisdiction of the County of Santa Clara (Capitol Expressway) or the State of California (Alum Rock Avenue, State Route 130) and that neither the County of Santa Clara nor the State of California is a party to this AGREEMENT. VTA is advancing the design development of the PROJECT subject to the future relinquishment of all or portions of these facilities to the CITY. If City either chooses to not accept relinquishment or is unable to reach agreement on relinquishment, VTA will continue with the project by pursuing design exceptions under Caltrans requirements.

The Project Description and attached plans represent the final product developed through the conceptual-level design for the PROJECT. PROJECT design changes may occur as detailed analysis of traffic and bus operations, utility relocations and other studies are developed in Preliminary Engineering. In that case, the parties will endeavor to preserve the Vision of the PROJECT as expressed in this Agreement when developing and considering design changes.

Architectural and design elements will be a focus of intensive design study and stakeholder outreach in the Preliminary Engineering phase of the PROJECT.

The community outreach process during Preliminary Engineering will build on the outreach work already accomplished in Conceptual Engineering by continuing to include business and property owners along the PROJECT corridor.

**V. MISCELLANEOUS**

This AGREEMENT shall be effective on the date specified on the first page hereof and shall remain in effect for three (3) years unless terminated earlier in accordance with the terms and conditions of this AGREEMENT.

**IN WITNESS WHEREOF**, the parties have executed this AGREEMENT effective the day and year set forth above.

“CITY”  
City of San José  
a municipal corporation

“VTA”  
Santa Clara Valley Transportation Authority  
a public agency

By: \_\_\_\_\_  
Lee Price, MMC  
City Clerk

By: \_\_\_\_\_  
Michael T. Burns  
General Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Deputy City Attorney

By: \_\_\_\_\_  
General Counsel

**ATTACHMENTS**

Attachment A – Project Description: Station Locations

Attachment B – Project Description: Plan and Cross-section drawings dated 10-27-2009