



# Memorandum

**TO:** BUILDING BETTER  
TRANSPORTATION COMMITTEE

**FROM:** James R. Helmer

**SUBJECT:** BART EXTENSION TO  
SAN JOSE/SILICON VALLEY

**DATE:** 04-22-05

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Approved

Date

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## RECOMMENDATION

Accept status report on BART extension to San José/ Silicon Valley.

## BACKGROUND

The Santa Clara Valley Transportation Authority (VTA) is developing the project to extend BART service to Silicon Valley, with station stops located in Milpitas, San José and Santa Clara. The project cost is \$4.2 billion at current dollar values (\$5.3 billion in year of expenditure dollars). 67% of the project funding is planned from the 2000 Measure A program. The balance of funding is proposed from State and Federal sources. The schedule for the project proposes start of construction in 2008 and completion in 2016. A Final Environmental Impact Report for the project was approved in December 2004.

The City has two full-time employees that work together with the BART project staff, and they are co-located at VTA offices to provide close coordination of issues for the San José segment of the project. The VTA conducts regular meetings with a San José Project Development Team (which includes representatives from Transportation, Public Works, Redevelopment Agency, and Planning). Also, the City has a BART Executive Committee that meets monthly to help facilitate issue resolution and “one voice” communications.

This report provides an update to the Building Better Transportation Committee about the BART project. Information is presented on project activities related to:

- Preliminary engineering
- Value engineering
- Project funding.

## ANALYSIS

### Preliminary Engineering

The VTA authorized \$170 million from Measure A bond proceeds to prepare preliminary engineering (35%) design work for the BART project. This phase of the project: 1) conducts geotechnical testing for soil and water conditions, 2) establishes the basic design of the trackway (including bridges and tunnels), stations (including access portals, parking, bus access, and pedestrian linkages), BART maintenance yard and modifications to local facilities (streets, sewers, and utilities), and 3) identifies property needed for acquisition. The preliminary engineering phase started in mid-2004 and will continue through 2006.

### Value Engineering

Value engineering (VE) studies are being conducted to identify cost savings while enhancing the project design. As VE proposals are identified, VTA reviews them with key city staff and stakeholders, and the general public for discussion and to receive community input. VE proposals have been identified throughout the BART corridor in Milpitas, San José and Santa Clara, and for the planned BART maintenance yard. It is anticipated that costs saving in the order of \$250 million or more could be obtained.

The major VE proposal in San José involves evaluating the consolidation of the Civic Center/ San José State University and the Market Street stations into a single Downtown San José Station located between Market Street and Second Street. The planned station at Diridon/Arena would remain as currently planned. The single Downtown Core station concept results in a cost savings of approximately \$125 million and reduces construction impacts. The primary negative impact is reduced convenience of access to the new City Hall and San José State University (SJSU). The walking distance to SJSU from the BART station would increase by about 5 minutes but would still be less than a 10-minute walk away.

City staff is currently evaluating the single Downtown Core station proposal and the VTA is conducting outreach with the public and key stakeholders, such as the Downtown Association, SJSU, and the Downtown BART Community Working Group. A public meeting was held on April 20, 2005. Staff will provide further information on this topic to the Building Better Transportation Committee at the Committee meeting.

### Project Funding

The VTA and the Federal Transit Administration (FTA) have been working closely together to better position the BART project to qualify for Federal New Starts funding. Agreement has been reached on a proposal to pursue Federal funds for a portion of the 16.3-mile project with the remainder completed with State and local funds. The entire project would be constructed simultaneously. The "Federal" portion of the project would include the segment from Warm Springs in Fremont to the Berryessa Station in San Jose. This northern segment has a relatively

low cost since it doesn't include tunnel construction. As a result, the northern segment can better compete for limited Federal funds.

Another funding issue is the identification of a long-term revenue source for BART operating costs. The VTA is considering a new transportation sales tax measure, possibly for November 2006. The VTA Board is reviewing various proposals as part of the VTA's Long-Term Transit Investment Program.

In support of a potential new sales tax measure, the Silicon Valley Leadership Group (SVLG) recent conducted a public survey on the topic. The survey revealed very strong countywide support for the BART project. BART continues to be the highest priority project in the 2000 Measure A program; 75% support the full extension of BART to Downtown San José and to the Santa Clara/ Airport Station; 61% support a new ¼ cent tax for transportation.

JAMES R. HELMER  
Director of Transportation