



# Memorandum

**TO:** BUILDING BETTER  
TRANSPORTATION COMMITTEE

**FROM:** James R. Helmer

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

**DATE:** 11-21-06

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Approved

Date

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## **RECOMMENDATION**

1. Accept status report on BART extension to San José/Silicon Valley
2. Propose a staff presentation to the full City Council on the BART project at the January 9, 2007 Council meeting.

## **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 has significant benefits for the Silicon Valley community related to improved regional mobility, interconnectivity with light rail, bus, Caltrain, and Mineta San José International Airport, and enhanced access to major job centers, universities, and cultural venues.

The cost of the project is \$4.7 billion (in 2005\$) and funding for 80% of the project cost is currently identified from local, state and federal sources. Preliminary design for the project is complete and major project construction is proposed for 2009 through 2015. Project completion and start of revenue service is planned for 2016. Further information about the project location, scope, funding, benefits and status is attached. This information is also available and kept current on the VTA's website for the BART project at [www.svrta-vta.org](http://www.svrta-vta.org).

Over the next six months, numerous policy issues related to the scope and progress of the BART project are proposed to be addressed by the VTA Board. For key issues of San José interest, staff plans to provide recommendations to the City Council to establish a San José advocacy position. The purpose of this report to the Building Better Transportation (BBT) Committee is to increase awareness of upcoming policy decisions. In this regard, it is also recommended that staff provide a BART update presentation to the full City Council in January.

## ANALYSIS

### Environmental Clearance

An Environmental Impact Report (EIR) for the BART project was approved in December 2004. A Supplemental EIR (SEIR) is being prepared to address refinements to the project scope. Key near-term issues for San José include the following:

- *Downtown Station Design and Access Portals* - The BART subway station in the Downtown core area is proposed to be located under Santa Clara Street between 2<sup>nd</sup> Street and Market Street. A major access portal is planned for the Transit Mall area and includes three design options: 1) within the historic lobby of the old Bank of America building, 2) within the Kotansky/Firato Deli building (currently being redeveloped for retail uses), and 3) within the Western Dental building. The SEIR addressed all three options. A structural and historic feasibility study is being prepared for the Bank of America building and will be completed by March 2007. A VTA Board selection of a preferred alternative is planned for June 2007. Staff proposes to recommend a City position to the Council in April 2007.
- *BART System Parking* – To support “drive up” access to the BART stations, over 10,000 parking spaces are planned at various locations. Previous parking requirements included 3800 spaces at the Berryessa Station, 2500 spaces at the Alum Rock Station, and 1300 at the Diridon Station (on HP Pavilion site). The VTA is preparing a parking reevaluation study that is considering reduced parking options, including no parking at Diridon Station. VTA Board selection of a preferred BART parking plan is proposed for June 2007. Staff proposes to recommend a City position to the Council in April 2007.

Following the SEIR completion, the VTA plans to prepare a federal environmental document to facilitate federal funding for the BART extension to Silicon Valley. It is noted that on October 24, 2006, the Federal Transit Administration (FTA) approved a Record of Decision (ROD) to environmentally clear the BART extension from Fremont to Warm Springs. The BART Warm Springs Extension project is planned for completion in 2013.

### Design Progress

The design for the BART project is currently 35% complete and includes preliminary engineering design work for the BART alignment, station facilities, maintenance yard, utility relocation, and land acquisition. The next project design milestone, referred to as 65% design, will address more specific details related to BART facilities. For the December 14<sup>th</sup> VTA Board meeting, VTA staff is recommending approval of 6 consultant design contract amendments valued at \$135 million to facilitate completion of 65% plans. Key near-term issues for San José in the 65% design phase include the following:

- *Station Architecture and Public Art* – The currently proposed BART plans have a “functional” level of architecture and no allocation for public art. Due to project funding constraints, VTA staff is proposing that local cities with direct BART service provide

funding for enhanced architecture and public art, if locally desired. In order to maintain design progress for the BART project, the following issues need to be addressed by June 2007: 1) formalize VTA's funding policy on BART aesthetic design and public art, 2) identify San José preferences for BART architecture and art, and 3) address funding gaps (if any) between cost of San José preferences and BART project funding resources. Staff proposes to recommend a City position to the Council in April 2007.

- Construction Impact Mitigation Plans – During the 65% design process, further details will be developed concerning the construction of the BART project. The details will include impacts and mitigation related to traffic, noise, construction staging areas, and time of work. VTA staff has committed to conducting public outreach meetings during 2007 to provide information and solicit input concerning BART construction impact mitigation. One key issue currently being addressed is the impact to parking in the HP Pavilion area during BART construction. Approximately 600 surface parking spaces are estimated to be impacted for at least five years of construction at the Diridon Station across from the arena.

### Land Acquisition

A “critical path” schedule issue for the BART project is the acquisition of property needed for station areas and construction operations. During 2007, the VTA will need to develop a land acquisition strategy for identifying priority property acquisitions and securing funding resources. A significant issue is that current development interest around future BART stations is increasing the value of land needing to be acquired for the BART project.

### Station Area Land Use and Development

The Metropolitan Transportation Commission (MTC) has adopted a policy (Resolution 3434) requiring appropriately planned housing development densities in the vicinity of mass transit stations, as a condition for obtaining state and federal funds for transit expansion projects. For the BART extension to Warm Springs and Silicon Valley, 30,800 housing units need to exist or be planned for within ½ mile of the eight BART station planned in Fremont (2), Milpitas (1), San José (4) and Santa Clara (1) – an average of 3,850 housing units per station.

The following is a summary of planning activities occurring in the vicinity of BART station areas in San José:

- Santa Clara BART Station Area Plan – VTA, Santa Clara and San José obtained an MTC grant to develop a transportation and land use plan for the Santa Clara BART station area. The planning effort is underway (led by the VTA) and a Cooperation Agreement has been prepared to define responsibilities and funding contributions. The respective funding shares for consultant services are: MTC (\$600,000), VTA (\$150,000), Santa Clara (\$50,000) and San José (\$50,000). Staff plans to submit the cooperative agreement for City Council approval in January 2007.

- Downtown Station – Market Street Condominiums – A development proposal has been submitted to the City for a high rise residential tower (308 units) at the southwest corner of Market Street and Santa Clara street. This site is the planned location of a BART access portal serving the Chavez Plaza and San Pedro Square areas of Downtown. Despite advance coordination by VTA with the developer, the preliminary building plan does not show any accommodations for planned BART facilities. Staff is addressing this concern as part of the formal project review process.
- Berryessa Flea Market Development Plan - A development proposal is under review for redeveloping the San José Flea Market site into a transit village adjacent to the planned Berryessa BART station. A total of 2,855 residential units are proposed.
- Route 101/Mabury Interchange – Traffic access to the planned Berryessa BART station and station area development is dependant upon improving traffic capacity to and from Route 101. A new interchange on Route 101 at Mabury Road is planned as part of the City’s General Plan and the VTA’s regional transportation plan (Valley Transportation Plan 2030). City and VTA staff are preparing a Cooperative Agreement to develop the 101/Mabury project and seek regional transportation funds for construction. Staff plans to submit the cooperative agreement for City Council approval in January 2007.

## **COORDINATION**

The development of the BART project is being closely coordinated between the City and VTA. The VTA has formal “BART Partnership” meetings twice a month with San José representatives to provide timely communications and address project issues. The City of San José has two staff members fully dedicated to the project and have offices co-located with VTA BART project staff and consultants. The City has monthly BART Executive Committee meetings to provide internal “one-voice” coordination between the City Manager’s Office, Transportation, Redevelopment, Economic Development, Public Works, Planning, Building and Code Enforcement, Fire and Police.

JAMES R. HELMER  
Director of Transportation

Attachments

# BART TO SILICON VALLEY

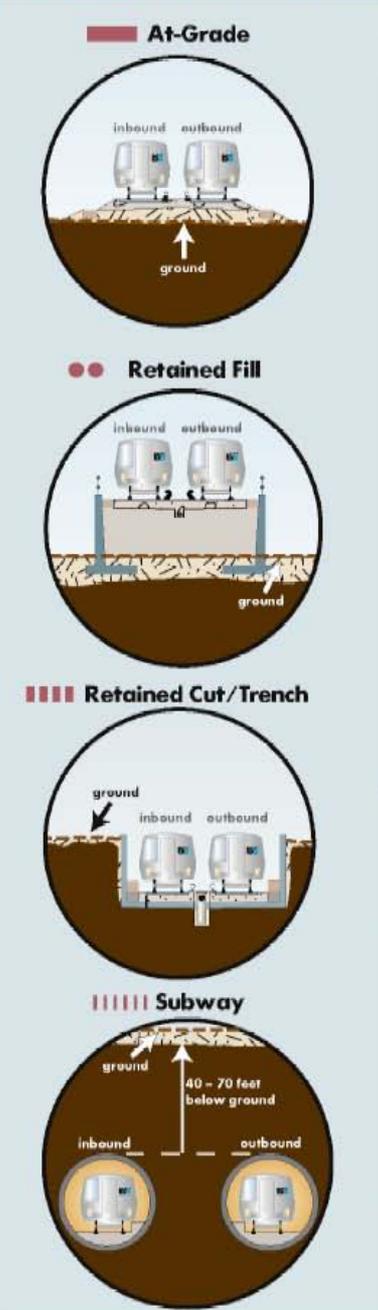


## Project Description Map

### LEGEND

- Proposed BART Station
- BART Intermodal Transit Center
- +++++ Existing & Planned VTA LRT
- Caltrain Station
- Light Rail Transfer Station
- San Jose International Airport Automated People Mover (APM)
- Proposed BART Operations & Maintenance Facility
- 2 Downtown San Jose Stations Option
- 1 Downtown San Jose Station Option
- XXX Alignment or Station Design Option

### ALIGNMENT PROFILE LEGEND



# BART TO SILICON VALLEY

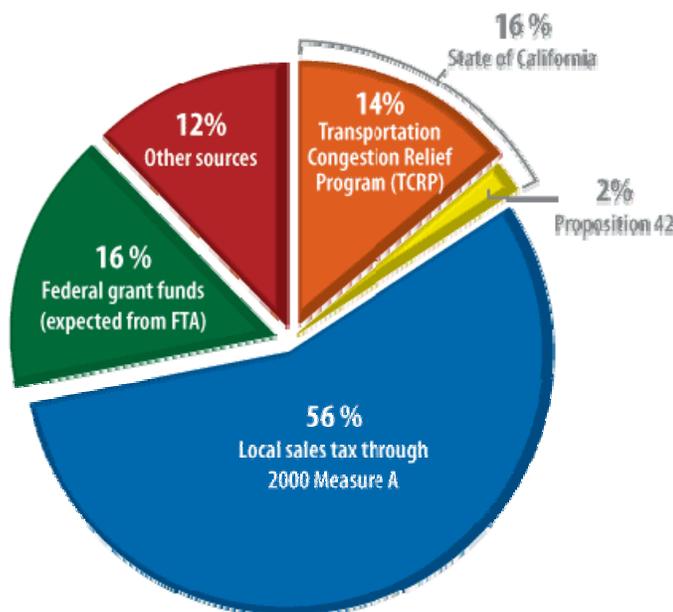


## FUNDING

The total project cost in 2005 dollars is estimated at \$4.7 billion. The project benefits from a large local funding commitment as local sales tax through 2000 Measure A will contribute 56%.

## SCHEDULE

- Currently preparing the Supplemental Environmental Impact Report (SEIR) with scoping meetings in Summer 2006.
- Complete Preliminary Engineering (December 2006)
- Final design (2007 – 2010)
- Construction (2008 – 2015)
- Begin Revenue Service (2016)



## COMMUNITY BENEFITS

**BART to Silicon Valley** is about more than getting from one place to another. It will create options for where we live, work and play. The project will connect Silicon Valley residential and employment centers to the rest of the San Francisco Bay region, and offer a new transit option for many who spend over two hours in commuter traffic.

### **Improves Mobility**

- Connects to VTA light rail and buses, Greyhound, Caltrain, ACE, Capitol Corridor, Amtrak
- Potential future connection to High Speed Rail and Airport People Mover
- New transit option for disabled citizens, low-income and no-car households
- Serves 3 international airports (Mineta San Jose, Oakland and San Francisco)

### **Supports Our Economy**

- Increases transit options to support economic development
- Moves the most people to major job centers (111,500 people are expected to ride BART daily in 2030)
- Supports new jobs and housing around stations
- Supports an average of 15,000 jobs per year, 45% would be locally based

### **Enhances Our Communities**

- Improves links to regional destinations
  - Cultural, entertainment and sports venues
  - Retail centers, schools, and universities
- Reduces travel time
- Reduces smog (23,600 car trips a day (year 2030) will be taken off the roads during commute hours)

## TOP 10 QUESTIONS

- **How does the recent defeat of Santa Clara County's proposed 1/2-cent sales tax increase impact the BART to Silicon Valley project?** Measure A was one of many options considered to fund transportation improvements; VTA will continue to pursue other possibilities in the coming months. The BART project remains a top priority, and VTA's responsibility is to deliver, all the projects specified in 2000 Measure A.

- **Why is BART the best solution for this corridor?** A full evaluation of eleven different modes of travel (express bus, bus rapid transit, commuter rail, diesel and electric light rail, and BART) and various alignments and stations was completed. When compared with the other alternatives, the BART Alternative offered the fastest travel times to passenger destinations; the greatest congestion relief; the best access to jobs, education, medical, retail and entertainment centers throughout the Bay Area; regional connectivity with no transfers to the BART system; high community support and opportunities for transit-oriented development in conjunction with local land use planning efforts. The alternative also had the highest ridership projections.
- **Why not upgrade the existing commuter rail lines such as the Altamont Commuter Express (ACE) to the Caltrain line?** In addition to the technical data in support of BART, the community continues to favor BART over commuter rail. In 2000, over 70% of Santa Clara County voters approved a local sales tax measure for BART and survey results by the Silicon Valley Leadership Group in 2005 show that 69% of County voters would continue to support a local tax measure to fund the BART Extension. BART is a high-quality regional system, supporting a regional economy; the BART system currently carries over 310,000 daily trips. The BART extension would add 111,500 daily trips by 2030, more than today's Caltrain, light-rail, express bus and ACE ridership combined. With six-minute headways, BART would provide more frequent service and greater capacity than Caltrain or ACE.
- **Is BART to Silicon Valley really going to happen?** Yes, long-term thinking is going to pay off by providing the necessary transportation improvements for current and future Bay Area transit riders. The project is generally progressing on schedule through mandatory phases, which is typical for all capital projects of this magnitude. As of Spring 2006, preliminary engineering (PE) had reached over 80% completion, and is estimated to continue through 2006. Final design, which moves the project to the 100% engineering design level, will begin in 2007. Construction will follow with service targeted to begin in 2016.
- **Why did VTA temporarily withdraw the project from preliminary engineering in the federal New Starts process?** VTA elected to temporarily withdraw from the Preliminary Engineering phase of the New Starts funding process with the intention of re-entering the formal review process in Final Design/Construction, when federal funding is needed. During this time, VTA will work with FTA outside the formal process to improve the project's competitiveness against other New Starts projects. The project schedule should not be affected by this action. VTA will continue to move forward with preliminary engineering, environmental and planning work.
- **How many people will ride BART to Silicon Valley?** VTA is projecting that more than 111,500 weekday riders will use the 16.3-mile extension of BART to Silicon Valley in 2030. The project will attract more riders because it will save them time and money. These numbers are based on modeling data required by the Federal Transit Administration (FTA). FTA requires that VTA use the region's official population and employment forecasts produced by the Association of Bay Area Governments (ABAG). VTA used ABAG's 2003 Smart Growth projections.
- **The projected ridership numbers are great, but how can you be sure that people will ride BART?** BART provides a reliable, comfortable and fast way to travel. More people choose to ride BART than other modes. A recent University of California-Berkeley study commissioned by Caltrans found that 40 percent of people living near a BART station take BART.
- **Will the project solve our traffic problems?** No single approach can solve the problem. The only way to address the region's transportation challenge now and in the future is to provide an integrated solution that maximizes the choices people have to make their trips including investments in BART, buses, carpools, telecommuting and roadways. BART, which provides more capacity than any other transportation alternative in the corridor, is essential to that solution.
- **How much will the project cost and who's paying for it?** The total project cost in 2005 dollars is estimated at \$4.7 billion. The State of California will contribute 14% through the Transportation Congestion Relief Program (TCRP) and 2% through Proposition 42. Local sales tax through 2000 Measure A will contribute 56%, and federal grant funds (through the Federal Transit Administration) are expected to provide the remaining 16%. Another 12% will come from other sources.
- **How does funding for the BART Extension relate to other VTA transit services and projects?** In March 2006, the VTA Board established the Project Advisory Committee (PAC) to work towards a consensus 2000 Measure A plan. The PAC held six meetings throughout Santa Clara County between March and June 2006 to gather input from community members, stakeholders, and policy makers. Following the meetings, the PAC developed a plan that preserves all the 2000 Measure A projects, as well as some additional transportation projects. The VTA Board approved the PAC's recommended plan in June 2006.