



# San Jose Arena Authority

**Regular Meeting of the Board of Directors  
SAP Center at San Jose  
President's Room  
525 W. Santa Clara Street  
San Jose, CA  
September 27, 2017  
4:00 pm**

## **Agenda**

### **Expected Board Attendees**

|                  |                  |
|------------------|------------------|
| Matthew Bright   | John Kennett     |
| Scott Bruner     | Colleen Reilly   |
| David Buchholz   | Donald Rocha     |
| Jonathan Clough  | Dylan Simon      |
| Eileen Consiglio | Kathy Sutherland |
| Devora Davis     | Eva Terrazas     |
| Loren Haley      | Vinni Walia      |
| Leslee Hamilton  | Rusty Weekes     |
| Carl Honaker     |                  |

### **Staff**

Chris Morrisey (Executive Director)  
Shelly Wang (Administrative Assistant)  
Elizabeth Klotz (Deputy City Attorney)

### **Guests**

Rich Sotelo (Sharks Sports & Entertainment)  
Ken Caveney (Sharks Sports & Entertainment)

### **1. Call to Order/Roll Call/Introductions**

### **2. General Business**

- a. Review and Approve August 2017 Board Meeting Minutes
- b. Accept Report on Downtown Transit and Development Projects (Haley)

### **3. Executive Director and Staff Reports**

#### **3.1. Executive Director (Morrisey)**

- a. Accept Reports on Arena Authority Oversight
  - SAP Center at San Jose
  - Solar4America Ice at San Jose (Verbal)
  - San Jose Municipal Stadium (Verbal)
- b. Accept Verbal Report on Arena Authority Administrative Issues
  - South Campus Operations Team

#### **3.2. Administrative Assistant (Wang)**

- a. Accept Report on Recent and Upcoming Events at SAP Center at San Jose
- b. Accept Verbal Report on Activities at Solar4America Ice at San Jose
- c. Accept Report on the Arena Authority Ticket Distribution Program

**4. Committee Reports**

- 4.1. *Standing Executive Committee (Chair: Hamilton)*
  - a. Accept Report on FY 2016-17 Arena Authority Executive Summary
  - b. Accept Verbal Report on Upcoming Board Meetings
- 4.2. *Standing Finance Committee (Chair: Bright)*
  - a. Review and Approve June 2017 Financial Statement
- 4.3. *Standing San Jose Sports Hall of Fame Committee (Chair: Reilly)*
  - a. Accept Verbal Report on 2017 San Jose Sports Hall of Fame Program
- 4.4. *Standing Facilities Committee (Co-Chairs: Buchholz, Clough)*
  - a. Accept Verbal Report on Capital Budget Preparations for FY 2018-19
- 4.5. *Standing San Jose Municipal Stadium Committee (Co-Chairs: Honaker, Kennett)*
  - a. Accept Verbal Report on Stadium Capital Budget Preparation for FY 2018-19
- 4.6. *Ad Hoc Board Recruitment Committee (Chair: Sutherland)*
  - a. Accept Verbal Report on Current Board Vacancy
  - b. Review and Approve Recommended Board Candidate
- 4.7. *Standing Community Programs Committee (Co-Chairs: Bright, Terrazas)*
  - a. Accept Report on Recent City and Community Events Program Activity

**5. Open Forum**

**6. Adjournment**

All public records relating to an open session on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the office of the San Jose Arena Authority, SAP Center at San Jose, 525 W. Santa Clara Street, San Jose CA 95113 at the same time that the public records are distributed or made available to the legislative body.

To request an accommodation or alternative format for City-sponsored meetings, events or printed materials, please contact the San Jose Arena Authority at 408-977-4780 or 408-977-4779 (TTY) or contact [wang@sjaa.com](mailto:wang@sjaa.com) as soon as possible but at least three business days before the meeting/event.

September 18, 2017



# San Jose Arena Authority

**Regular Meeting of the Board of Directors  
SAP Center at San Jose  
President's Room  
525 W. Santa Clara Street  
San Jose, CA  
August 23, 2017  
4:00 pm**

## Meeting Minutes

### Board Members in Attendance

|                  |                  |
|------------------|------------------|
| Matthew Bright   | Carl Honaker     |
| Scott Bruner     | John Kennett     |
| David Buchholz   | Colleen Reilly   |
| Eileen Consiglio | Kathy Sutherland |
| Leslee Hamilton  | Rusty Weekes     |

### Board Members Not in Attendance

|                 |               |
|-----------------|---------------|
| Jonathan Clough | Donald Rocha  |
| Devora Davis    | Eva Terrazas  |
| Sarah Finn      | Vinni Walia   |
| Loren Haley     | Leland Wilcox |

### Staff in Attendance

Chris Morrissey (Executive Director)  
Shelly Wang (Administrative Assistant)  
Elizabeth Klotz (Deputy City Attorney)

### Guests

Phillip Fernandez (City Council District 6)  
Scott Hughes (City Council District 9)  
Dylan Simon (Mayor's Office)  
Rich Sotelo (Sharks Sports & Entertainment)

1. **Call to Order/Roll Call/Introductions.** The Arena Authority convened the Regular Meeting of the Board of Directors at SAP Center at San Jose at 4:03 pm.
2. **General Business**
  - a. Review and Approve June 2017 Board Meeting Minutes. Approved with the following amendment to Item 2.a.: SAP Center at San Jose parking lots ABC are part of the Google Downtown property negotiating framework approved by the San Jose City Council. 9 approvals, 0 abstentions, 0 disapprovals (Sutherland not yet arrived). 1<sup>st</sup>: Honaker, 2<sup>nd</sup>: Weekes.
  - b. Accept Report on Downtown Transit and Development Projects (Haley). See agenda item 2.b.
3. **Executive Director and Staff Reports**
  - 3.1. Executive Director (Morrissey)
    - a. Accept Reports on Arena Authority Oversight.
      - SAP Center at San Jose. Construction projects in the vicinity of the Center include the St. John Street improvements, including new sidewalks, disabled access ramps, paving, and lighting; medium and sidewalk improvements along The Alameda north of Race Street; the St. James Street realignment; and high-density housing and retail adjacent to the Whole Foods Market on The Alameda. The next BART Community Working Group meeting is on September 12 at 4:00 pm.

The Board packet includes City Council memos in relation to the Google property acquisition and development in the San Jose Diridon Station area. The Sharks begin preseason games in September and open the regular home season on October 4.

- Solar4America Ice at San Jose (Verbal). Preseason training camp for the Sharks will soon begin at Solar4America Ice at San Jose.
- San Jose Municipal Stadium (Verbal). Preliminary discussions are underway for the new lease with the City and the San Jose Giants for Municipal Stadium. The October Arena Authority Board meeting will be held at the stadium.

b. Accept Verbal Report on Arena Authority Administrative Issues.

- South Campus Operations Team. There are a number of simultaneous events being held in the south campus area on Saturday, August 26. San Jose State University is currently planning and constructing new athletic facilities for tennis, softball, and soccer.

3.2. Administrative Assistant (Wang)

- a. Accept Report on Recent and Upcoming Events at SAP Center at San Jose. Sharks Prospect Showcase will take place September 9-12 at both SAP Center at San Jose and Solar4America Ice at San Jose.
- b. Accept Verbal Report on Activities at Solar4America Ice at San Jose. Sharks Prospect Showcase will take place September 9-12 at both Solar4America Ice at San Jose and SAP Center at San Jose.
- c. Accept Report on FY 2017-18 Arena Authority Board Meetings. See agenda item 3.2.c.

4. Committee Reports

4.1. Standing Executive Committee (Chair: Hamilton)

- a. Accept Verbal Report on Arena Authority Project Engagement. The Arena Authority will continue to engage the appropriate organizations to address arena-vicinity projects. In October, the Arena Authority Board will conduct a meeting and tour at Municipal Stadium.

4.2. Standing Finance Committee (Chair: Bright)

- a. Review and Approve April and May 2017 Financial Statements. Approved: 10 approvals, 0 abstentions, 0 disapprovals. 1<sup>st</sup>: Bright, 2<sup>nd</sup>: Kennett

4.3. Standing San Jose Sports Hall of Fame Committee (Chair: Reilly)

- a. Accept Verbal Report on 2017 San Jose Sports Hall of Fame Program. No report.

4.4. Standing Facilities Committee (Co-Chairs: Buchholz, Clough)

- a. Accept Verbal Report on Recent Facilities Activities. No report.

4.5. Standing San Jose Municipal Stadium Committee (Co-Chairs: Honaker, Kennett)

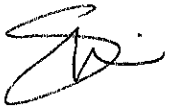
- a. Accept Verbal Report on Recent Stadium Activity. No report.

4.6. Ad Hoc Board Recruitment Committee (Chair: Sutherland)

- a. Accept Report on Current Board Vacancy. Board member Sarah Finn has relocated out of the area and has resigned from the Board. The Board Recruitment Committee will soon be meeting to interview the applicants for the current vacancy.

- b. Accept Report on Board Member Reappointments. The Mayor's office has reappointed Board members Carl Honaker, Kathy Sutherland, and Matthew Bright for their final terms with the Arena Authority Board.
- 4.7. Standing Community Programs Committee (Co-Chairs: Bright, Terrazas)
- a. Accept Report on City and Community Events Program. The Youth Connections Foundation of San Jose hosted their Comedy for Kids fundraiser at SAP Center at San Jose, which provides assistance to City of San Jose music and recreation programs for youth. Kristi Yamaguchi's Always Dream Foundation will host their Golden Moment event on September 3, 2017 at SAP Center at San Jose. The foundation supports reading programs to kids in various Title I schools.
5. **Open Forum.** Autumn Street Way between Coleman Avenue and Julian Street is operational. VTA has completed building the pedestrian undercrossing between the Santa Clara Caltrain station and Avaya Stadium. Some of the playground equipment at Arena Green was removed due to safety concerns.
6. **Adjournment.** The meeting adjourned at 4:28 pm.

Submitted by:



Shelly Wang

# Downtown San José Construction Brief

A monthly update on active construction projects in Downtown San José that affect public streets

06/02/17

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## Upcoming Downtown Events:

- Downtown Farmers Market, - San Pedro St (between Santa Clara and St. John) May 5 thru November 17
- SubZERO festival - SoFA District, Parque de Pobladores, June 2 & 3
- The Equality March for Unity and Pride, San Jose City Hall, Plaza de Cesar Chavez, June 11
- Music in the Park 2017, Plaza de Cesar Chavez, June 23
- Fountain Blues Festival, Plaza de Cesar Chavez, June 23 thru June 25

## Upcoming Coordination Efforts:

- Downtown Construction Coordination Mtg (July 12)
- Interactive Online Downtown Construction Map (forthcoming)
- Downtown Construction Guidelines (forthcoming)
- Barrier Beautification

## Questions or Concerns:

### Eilbret Mirzapour

Associate Engineer  
Downtown Construction  
City of San José  
Public Works Department  
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(408) 793-5505

## SparQ:

An exciting addition to the South First Area District (SOFA) is gearing up for construction. Core Development Company's SparQ project will bring a 5-story, 105-unit apartment complex with approximately 3,000 sq ft of ground floor retail space to a 0.56 acre property at the corner of South First and Reed Streets at 598 S. First Street. Designed to be a creative tech venue for residents, this development will include unique outdoor and rooftop common spaces for both socializing and creative collaboration, will showcase a smart Internet of Things living environment and provide opportunities for partnerships with local artists.

The project site is close to public transportation such as the SCVTA's DASH Downtown Area Shuttle the Light Rail and is walking distance to the Downtown core and the Diridon Station. SparQ makes it easy to walk, bike or take public transportation and has notably been pre-approved for GreenTrip Platinum Certification. Construction is planned to start mid-July 2017 and should last 22 months.



## Greyhound:

The former Greyhound Bus Station located at 70 S. Almaden Avenue is being re-developed by KT Urban into a significant high-rise residential project in Downtown San José. The project, also known as Platinum Towers, includes the construction of two residential towers (23-story and 24-story) offering a total of 708 new residential units to our City Center. Residences will include a range of studios to three bedroom units and the third level will feature a planted community deck with fitness spaces and lounge areas. The ground floor uses include 20,000 sq ft of retail spaces fronting S. Almaden Avenue and Post Streets and 195 bicycle parking spaces. Additionally, parking for this development will be hidden from street view on the first and second levels with two more levels of subterranean parking. Construction is planned for early 2018.



## Julian Re-alignment (Project Update):

Since our last report on this project in April 2017 the Julian Re-alignment has achieved milestones, many of which are now visible to the public. Completion of this project is expected by the end of this summer. Below is a list of upcoming construction as it heads towards the finish line:

### ◆ Beginning of June:

- Construction of the sidewalk at the intersection of Market and St. James (in front of the old Superior Court) will begin.
- Construction of the sidewalk along St. James Street from San Pedro Street to the Notre Dame/St. James/Julian/87 intersection will begin.

◆ Mid/Late June: Sanco Pipelines will begin the tie in work for the new 54-inch sanitary sewer main this month. A flyer will be distributed explaining the construction work and what to expect as far as needed street closures, hours of work and noise.

With the volume of construction in this area, City Staff is actively working with the San José Downtown Association, Council District 3, the Contractor (Barry Swenson Builders), and other projects in the vicinity to minimize impacts and respond to resident and company inquiries. We ask for your patience as the highly valued public infrastructure project moves towards completion.



# Downtown San José Construction Brief

*A monthly update on active construction projects in Downtown San José that affect public streets*

City of San José - Department of Public Works

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## Forthcoming Construction Projects

| <b>Project Name</b>                 | <b>Project Location</b>     | <b>Project Description</b>  |
|-------------------------------------|-----------------------------|---|
| Enterprise                          | 598 South 1st Street        | 7 Story Residential Tower, 105 units, approx. 2,100 square feet of ground floor commercial  |
| Gateway Tower                       | 470 South Market Street     | 24 Story Residential Tower, 275 units with ground floor commercial  |
| Greyhound Station                   | 70 South Almaden Avenue     | Two approx. 23 Story Residential Towers, 708 total residential units with ground floor commercial   |
| Park View Towers                    | 252 North 1st Street        | 19 Story Residential Tower, 216 units, approx. 18,500 square feet of ground floor commercial  |
| San Jose Water Co<br>(Trammel Crow) | 402 West Santa Clara Street | Planned development for 1.04 million square feet of office/retail and 325 residential units   |
| SJSC Towers                         | 39 North 5th Street         | Two 23 Story Residential/Office Towers, 350 total residential units, approx. 380,000 square feet of office, and approx. 16,000 square feet of ground floor commercial |
| Sobrato Block 3                     | 150 South 2nd Street        | 23 Story Residential Tower, 399 units with ground floor commercial  |
| S 4th Residential                   | 439 South 4th Street        | 10 Story Residential Tower, 108 units, approx. 7,500 square feet of ground floor commercial   |
| Post/San Pedro Tower                | 0 Post Street               | 21 Story Residential Tower, 182 units , approx. 9,000 square feet of ground floor commercial  |
| 333 W. San Fernando                 | 333 W. San Fernando         | 18 Story Office Tower, approx. 12,000 square feet of ground floor commercial  |
| 138 Stockton                        | 138 Stockton Ave            | 7 Story mixed-used Tower, 164 residential units, 37,500 square feet of commercial use.  |
| I-55-99 Almaden Blvd                | I-55-99 Almaden Blvd        | Public improvements along Almaden Blvd including sidewalk and driveways.  |
| Our Lady of La Vang                 | 389 E Santa Clara St.       | Demolition of existing fire damaged church, construction of new single story church with subgrade parking.  |
| The Graduate @ SOFA                 | 80 E San Carlos St.         | 19 Story mixed use Tower, 260 residential units, ground floor retail and parking structure.   |



# Downtown San José Construction Brief

A monthly update on active construction projects in Downtown San José that affect public streets

City of San José - Department of Public Works

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## Active Construction Projects

| Project Name   | Project Location  | Description of Impact   |
|--|---|---|
| Silvery Towers   | 180 W. St. James St.  | <b>Approx Construction Timeline: April 2015 - September 2018</b><br><b>Long-term</b> street impacts:<br>- E/s Terraine St (along project frontage): Lane shift, No Ped/No Parking<br>- W/s N San Pedro St (along project frontage): No Ped/No Parking   |
| Marshall Squares   | St. John St. from N. 1st St. to N. 2nd St.  | <b>Approx Timeline: April 2016 - December 2018</b><br><b>Long-term</b> sidewalk impacts:<br>- E/s N 1st St; partial sidewalk take adjacent to VTA tracks<br>- W/s N 2nd St; partial sidewalk take adjacent to VTA tracks  |
| San Pedro Streetscape Project (Julian St. Realignment)       | St. James St. from Highway 87 to N. Market St.  | <b>Approx Construction Timeline: November 2015 - September 2017</b><br><b>Long-term</b> impacts:<br>- S/s of St James Street from Highway 87 to N 1st Street<br>- Varying closures  |
| 180 Balbach  | 180 Balbach St  | <b>Approx Construction Timeline: November 2015 - April 2018</b><br><b>Long-term</b> sidewalk impacts:<br>- E/s Balbach St (along project frontage): No Ped/No Parking   |
| San Jose Water Co. Pipeline Replacement                      | N. Almaden Blvd, Carlisle, Notre Dame (St. John - W Santa Clara), W. St. John (N San Pedro - N. Almaden Blvd), San Pedro St. ( St. John - Santa Clara St) | <b>Approx Construction Timeline: November 2016 - Summer 2017</b><br><b>Short-term</b> impacts:<br>- Varying sidewalk and travel lane closures   |
| Facebook Terragraph  | Various Streets in Downtown San Jose.   | <b>Approx Construction Timeline: November 2016 - Summer 2017</b><br><b>Short-term</b> impacts:<br>- Varying sidewalk, parking lane and travel lane closures (short duration of time)  |
| Modera San Pedro Square                                      | 45 N. San Pedro St.   | <b>Approx Construction Timeline: March 2017 - Summer 2019</b><br><b>Long-term impacts:</b><br>-Sidewalk closed along project frontage on Almaden Ave.<br>-Parking removed on both sides of Almaden Ave, road re-stripped to allow one travel lane in each direction<br>- Construction fencing and gates along Almaden Ave at project frontage |
| St. John Multi-Modal & Bike/Pedestrian Improvements Projects | St. John St. ( N. 1st St. - Montgomery St.)   | <b>Approx Construction Timeline: March 2017 - Fall 2017</b><br><b>Short-term impacts:</b><br>- Varying sidewalk and travel lane closures  |





# Memorandum

**TO:** HONORABLE MAYOR AND CITY COUNCIL  
**FROM:** Jim Ortbal  
Kim Walesh  
**SUBJECT:** BART PHASE II CITY PRIORITIES AND PREFERRED ALTERNATIVES  
**DATE:** September 7, 2017

Approved D. D. S. L. Date 9/8/17

COUNCIL DISTRICT: 3, 4 & 6

## RECOMMENDATION

Adopt the following City of San José priorities and locally preferred alternatives for the BART Phase II project, as guidance to the City's VTA Board members in determining the final project description, completion of environmental clearance, and initiation of final design:

- a. Support the West Station Option for the Downtown Station location
- b. Support the North Station Option for the Diridon San José Central Station location
- c. Support continued efforts by VTA, with the collaboration and support of BART, to determine a way to enable the Single Bore Tunnel method to be used in construction of the subway tunnel under Downtown San Jose to partially mitigate the significant construction impacts associated with Twin Bore, cut and cover construction methods
- d. Emphasize the need for VTA to continue detailed levels of coordination with the City of San Jose on station access planning, integration with surrounding urban areas, and final station design to ensure that the stations and station areas appropriately represent San Jose.
- e. Establish as a priority the effective integration of the BART project, station location, and portal entrances into the Diridon San José Central Station planning and area development
- f. Emphasize the importance for VTA to develop an extensive Construction Outreach and Management Program (COMP).

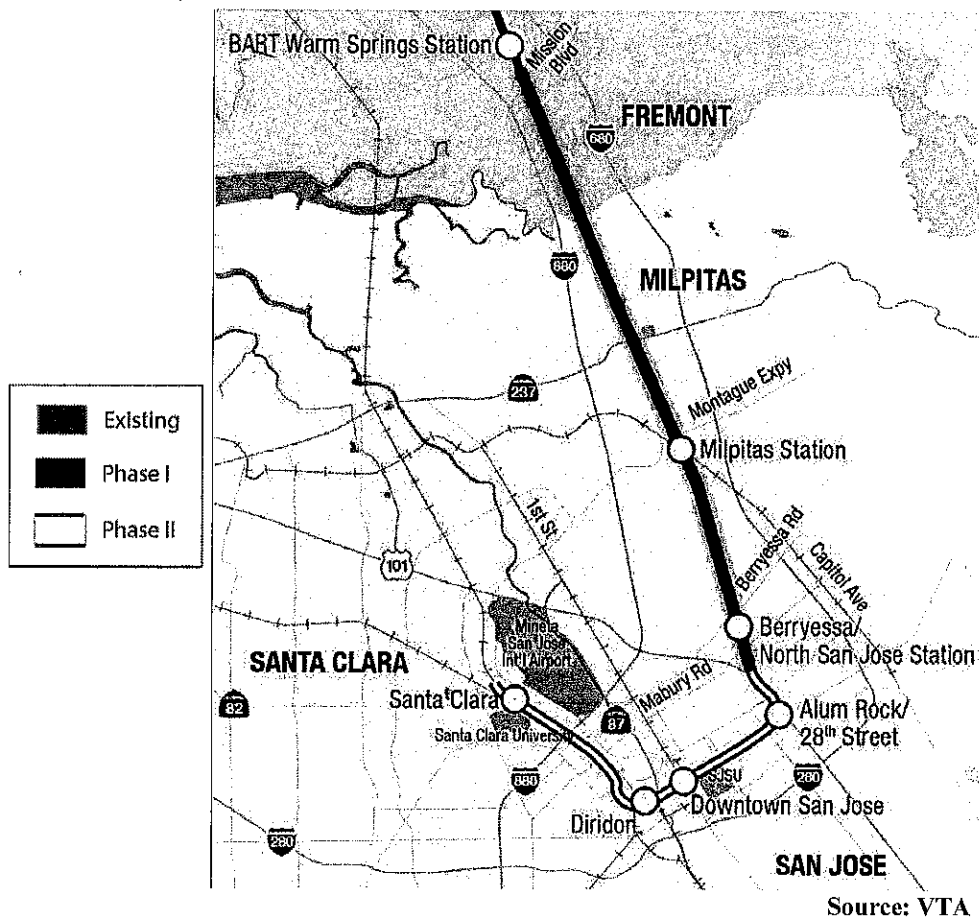
## OUTCOME

To establish the City of San José's priorities and locally preferred alternatives for the BART Phase II project and provide guidance to the City Council's five appointed representatives to the VTA Board of Directors to effectively represent the City interests as the VTA selects a preferred alternative to include in the Final Environmental Impact Report/Statement at the VTA Board Meeting on October 5, 2017.

**BACKGROUND**

The VTA's BART Silicon Valley Extension is a planned 16-mile, six-station extension of the existing 104-mile Bay Area Rapid Transit (BART) system into San José and Silicon Valley. The project will bring travelers into San José and Silicon Valley with convenient connections to numerous transit systems, including commuter rail, light rail and bus services that serve major employment districts, residential areas, and other City and regional destinations. Figure 1 below depicts a map of the 16-mile, two phase extension.

**Figure 1 – Phase I and Phase II BART Extensions**



BART Phase I, the Berryessa Extension, is a 10-mile, two-station extension south from the Warm Springs Station in Fremont, through Milpitas and to the Berryessa/North San José Station. Phase I construction is nearing completion, systems testing is underway, with an anticipated opening for revenue service by June 2018.

BART Phase II is a 6-mile extension from the Phase I terminus at the Berryessa/North San José station to the City of Santa Clara, including a 5-mile long subway tunnel under Downtown San

José. Four stations are planned for Phase II: 28th Street (Alum Rock), Downtown San José, Diridon Station, and the City of Santa Clara.

The estimated cost of the Phase II project is approximately \$4.7 billion, and the funding plan includes a mix of local (2000 Measure A & 2016 Measure B), State (Cap & Trade, TCRP), and Federal (Federal Transit Administration (FTA) New Starts) funds.

**Table 1 – Targeted Revenue Sources to Fund \$4.7 Billion BART Phase II Extension**

| <b>Funding Status</b> | <b>Source</b>                              | <b>Revenue Target</b>             |
|-----------------------|--|-----------------------------------|
| Expended              | Measure A Sales Tax & State TCRP           | \$160 Million                     |
| Projected             | 2000 Measure A Sales Tax                   | \$1 Billion                       |
| Projected             | 2016 Measure B Sales Tax                   | \$1.5 Billion                     |
| Projected             | Transit and Intercity Rail Capital Program | \$750 Million <sup>1</sup>        |
| Projected             | FTA New Starts                             | \$1.5 Billion                     |
| <b>Total</b>          |  | <b>\$4.91 Billion<sup>2</sup></b> |

Source: VTA

**Current Status of the BART Phase II Project**

BART Phase II is currently in the environmental review stage. The VTA issued the Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report and Draft Section 4(f) Evaluation in December 2016. City staff submitted a formal comment letter in March 2017, with a focus on the following items:

- Diridon San José Central Station Access and Parking
- Construction Impact Mitigation Measures
- Transit-Oriented Joint Development (TOJD)
- Compatibility with historic buildings adjacent to and in the vicinity of the construction work for the BART Phase II project.
- City’s preferences on BART construction methods and station locations would be forthcoming in advance of VTA Board action in October 2017.

After receiving the City’s comment letter, the respective staffs of each agency have been working collaboratively to mutually understand and address the City’s comments. VTA will provide formal responses in the Final EIR/EIS. In addition, VTA and their consultants, and City staff, have been coordinating on various project alternatives (e.g. tunnel construction method - Single or Twin Bore, working to identify and resolve potential project impacts, and planning access to the new stations and future transit-oriented development).

<sup>1</sup> VTA is targeting \$750 million in State Cap & Trade funding through the Transit & Intercity Rail Capital Program. This program is competitive and any allocation awarded to VTA could be less than the targeted amount.

<sup>2</sup> The amount included in the funding strategy assumes a level of additional contingency resulting from the future risk assessment results.

VTA plans to schedule VTA Board consideration of a Final EIR/EIS in January 2018. The project is in the “Project Development” phase of the Federal Transit Administration (FTA) New Starts grant program process, and is on schedule to receive an environmental Record of Decision by Spring 2018. The project would then move into the New Starts engineering phase with the goal of receiving a Full Funding Grant Agreement (FFGA) from the FTA in 2019. Pre-construction work, such as boring or utility relocations, could begin as early as 2019, with the goal to complete the project and open for revenue service in 2026.

## **ANALYSIS**

The analysis section of this report is organized into the following sections:

- A. BART Station Characteristics, Locations, and Options in San José
- B. BART Project Integration with Diridon San José Central Station Planning
- C. Subway Tunnel and Station Construction Methods
- D. Public Safety Planning and Design
- E. Future Construction Planning and Impact Mitigation

### **A. BART Station Characteristics, Locations, and Options in San José**

This section of the report describes the general station characteristics, location options, and future station access design considerations. For the Downtown San José and Diridon San José Central Station, the station location options studied in the formal environmental process are evaluated and a recommendation of the City’s preferred location is provided.

BART stations include the following system elements: entrance portals, vertical circulation elements (escalators, stairs, and elevators), fare gates and ticketing machines, train platforms, power systems, emergency evacuation systems, and retail facilities in some stations. The actual design of each station would differ based on whether a Single Bore or Twin Bore tunnel and station construction method is used. Each station would include a minimum of two entrances, but may include more, depending upon expected ridership and peak demands.

### **Future Station Access and Design Considerations**

Stations are key gateways to a City and should be designed as great and welcoming places. As environmental clearance is completed, and over the next 18 to 24 months, VTA and BART will engage in the final design of stations. The future design and location of the BART entrances and exits, whether on City street right-of-way or integrated into future transit-oriented development, will need the active participation of the City. As the owner of the street right-of-way and the lead agency for land development in San José, the City needs to be an equal partner with VTA and BART in developing the location, orientation, and design of BART entrances and exits at all three station sites. Coordinating City and VTA access planning with the design of BART access facilities will ensure the stations are

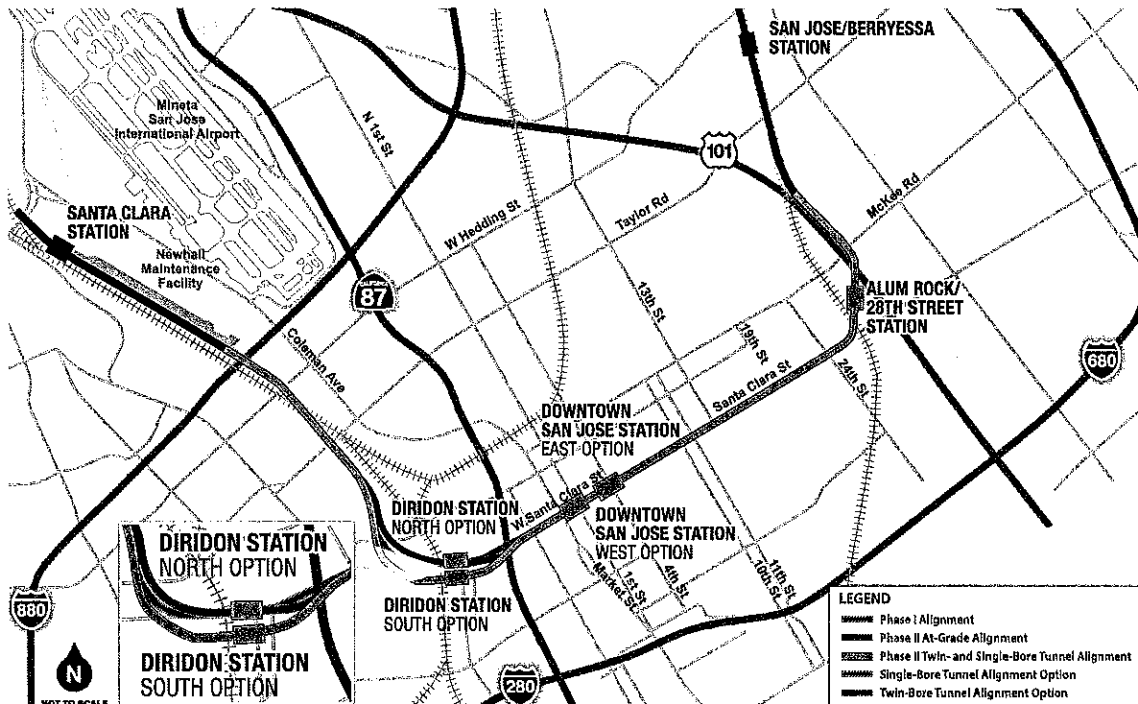
optimally integrated with the broader transportation and development initiatives in the City. Several station access design matters of special importance to the City include:

- Entrances and wayfinding that allow passengers to enter/exit in continuous directions to existing destinations and future development.
- Establish station access planning areas (approximately ¼ to ½ mile radius) around station entrances/exits.
- Design compatibility of new stations and ancillary structures with existing historic buildings.
- Ensure community participation as one of the key inputs into station design.

Figure 2 below depicts the three future San José stations included in BART Phase II:

1. 28th Street (Alum Rock) Station
2. Downtown San José Station (West and East Options)
3. Diridon San José Central Station (North and South Options).

**Figure 2 – Phase II Extension Station Locations and Options**



Source: VTA

**1. 28th Street (Alum Rock) Station**

The community around the 28th Street (Alum Rock) Station and the City have proactively planned for the opportunities created by a BART station. These plans include the Five Wounds Urban Village Plan and the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan. The adopted Five Wounds Urban Village Plan calls for the 28th Street Station to be the center of a new public plaza and mixed-use, transit-oriented development (TOD). The Five Wounds Plan also envisions a new pedestrian and bicycle trail connecting residential neighborhoods located to the north and south, while the East Santa Clara Street/Alum Rock Avenue corridor connects points from the east and west.

**a. Location 28<sup>th</sup> Street**

There is only one proposed location for the 28th Street Station (previously referred to as the Alum Rock Station). The 28<sup>th</sup> Street Station will run south from East St. James and 30<sup>th</sup> Streets to 28<sup>th</sup> Street just north of Five Wounds Lane (Attachment 1 conceptually depicts the station, platform, potential entrances, and other station equipment and facilities). For both the Single Bore and Twin Bore designs, two entrances would be located off-street: within the block at 28<sup>th</sup> Street north of Five Wounds Lane and centered in the block just south of East St. James Street.

**b. 28<sup>th</sup> Street Station Access Recommendations**

Staff recommendations for access listed below are based on the extensive community planning efforts mentioned above. Staff recommends that the City request that VTA and BART consider:

- Locating the southern entrance on 28<sup>th</sup> Street as close to the corner with Five Wounds Lane as possible. This will maximize visibility and pedestrian connections to East Santa Clara Street and Bus Rapid Transit.
- Re-orienting both entrances to face south, towards East Santa Clara Street and the new public plaza respectively. For Single Bore, this requires shifting the concourse to the south side of the tunnel.
- Relocating or adding a permanent Bus Rapid Transit (BRT) station at 28<sup>th</sup> and East Santa Clara Street to improve connectivity to the BART station.
- Rebuilding 28th Street to City Complete Street Standards including the section of Five Wounds Trail from East Santa Clara Street to Julian Street.

**2. Downtown San José Station**

Downtown is the economic, and cultural center of San José and the focus for a significant amount of future employment, housing, and visitor growth. As such, the best option in terms of station location is evaluated by determining how both the core Downtown area

and the BART system can mutually support and reinforce the success of each other. The information below describes the specific locations of the West and East station options under both the Single Bore and Twin Bore construction methods.

**a. Location - West Option**

The West Station Option would be located under Santa Clara Street between Market Street and 3rd Street (Attachment 2 conceptually depicts the station, platform, potential entrances, and other station equipment and facilities). Under the Single Bore design, potential entrances would be located on the north side of Santa Clara Street (on the VTA-owned block between Market and 1<sup>st</sup> Streets) and between 1<sup>st</sup> and 2<sup>nd</sup> Streets. Under the Twin Bore design, potential entrances would be located along Santa Clara Street at Market Street, on the VTA Block, in Fountain Alley, at 2<sup>nd</sup> Street, between 2<sup>nd</sup> and 3<sup>rd</sup> Streets, and on 3<sup>rd</sup> Street.

**b. Location – East Option**

The East Station Option would be located under Santa Clara Street between 3rd Street and 7<sup>th</sup> Street (Attachment 3 conceptually depicts the station, platform, potential entrances, and other station equipment and facilities). Under the Single Bore design, potential entrances would be located off-street on the south side of Santa Clara Street in the City Hall Plaza at the corner of 4<sup>th</sup> Street and the southeast corner of 6<sup>th</sup> and Santa Clara Street. Under the Twin Bore design, potential entrances would be in the sidewalk along Santa Clara Street between 2<sup>nd</sup> and 3<sup>rd</sup>, 4<sup>th</sup> Streets, and between 6<sup>th</sup> and 7<sup>th</sup> Streets.

**Staff Recommends the West Station Location**

The West Station location is recommended as the City's preferred Downtown Station location for the following reasons:

- *Better Supports Future Urban Development in the Downtown Core* – The area within a five-minute walk of the West location is zoned to accommodate 64% more square-feet of future development, and within ten-minute walk 27% more square feet of future development, compared to the East location. High intensity employment areas are the most effective drivers of transit ridership. Approximately one-third of the ten-minute walk watershed of the East station location contains low density residential neighborhoods with limited opportunities for dense transit supportive development in the future.
- *Supports Greater Current Land Use Density (Jobs and Housing)* – The entire core of Downtown San José, with the highest land use densities, is contained within a ten-minute walk of the West station location. The West Station location includes the most direct access to the main visitor district—the hotels, museums, and event/entertainment sites near Cesar Chavez Plaza and the Convention Center.

- *Greater Transit Connectivity* – The West station location has direct or closer connections to VTA Light Rail and Bus Transit in the Downtown Transit Mall (at 1<sup>st</sup> & 2<sup>nd</sup> Streets) than the East station location. Convenient connections are key when making trips involving multiple transit systems.
- *Placemaking* – Reinforces the central area of Downtown, between Almaden Boulevard and 4<sup>th</sup> Street, as the core of Downtown. VTA ownership of the block north of Santa Clara between Market and 1<sup>st</sup> Streets creates a prime transit oriented development site.
- *Preferences Employee Users* – Research shows that locating regional rail service closest to workplaces maximizes ridership.
- *Community and Stakeholder Support* – Supported by the San José Downtown Association, SPUR San José, and Horace Mann Elementary School.

Attachment 4 compares the two Downtown station options.

### **Downtown Station Access Recommendations**

The Downtown San José station is projected to be the highest ridership station along the BART Phase II extension with an estimated weekday ridership in 2035 of more than 24,000, compared to a lower range at the other Phase II stations (e.g. 10,300 at 28<sup>th</sup> St. and 7,871 at Santa Clara). Staff recommends that the City communicate the following expectations to VTA and BART:

- Constructing sufficient station entrances to serve the diversity of Downtown destinations including commercial office buildings west of Market Street, the intermodal connections to light rail and bus transit on 1<sup>st</sup> and 2<sup>nd</sup> Streets, City Hall, and San José State University (SJSU).
  - If Single Bore, consider an entrance at the corner of 3<sup>rd</sup> and Santa Clara Streets.
  - If Twin Bore, consider entrances at the corners of Market, 2<sup>nd</sup> and 3<sup>rd</sup> Streets in addition to the VTA block.
  - Work with the City and SJSU staff to make the walking environment between the BART entrances and SJSU intuitive, active, and safe.
- Proactive and collaborative process where VTA, BART, and the City of San José work together as equal partners to further refine the precise locations, orientation, and design of the BART station entrances.
- Rebuild the Downtown and City Hall Bus Rapid Transit (BRT) stops as full, permanent stations.

### **3. Diridon San José Central Station**

By 2030, Diridon San José Central Station will be the Bay Area's most important intermodal hub, a place where more high-capacity transit services converge than anyplace



else in Northern California – creating a key node in California’s rapidly expanding statewide rail network. The station must fulfill a prominent role as a major statewide and regional transportation facility and a desirable destination that shapes Downtown San José’s character.

**b. Location - North Option**

The North Station Option would be located under Santa Clara Street between White Street and Autumn Street (Attachment 5 conceptually depicts the station, platform, potential entrances, and other station equipment and facilities). Under the Single Bore design, two potential entrances would be located south of and directly adjacent to Santa Clara Street just east of the Caltrain tracks (closest Station connection to the Diridon Station) and at the southeast corner of Montgomery and Santa Clara Streets. Under the Twin Bore design, potential entrances would also be located south of and directly adjacent to Santa Clara Street a little further to the east of the Caltrain tracks and at the southwest corner of Montgomery and Santa Clara Streets.

**c. Location – South Option**

The South Station Option would run diagonally to the southwest between Santa Clara Street and the Vasona Light Rail Line (Attachment 6 conceptually depicts the station, platform, potential entrances, and other station equipment and facilities). The midblock location would be about 260 to 360 feet south of Santa Clara Street. Under the Single Bore design, potential entrances would be located about 200 feet north of the Caltrain station and off-street to the west of Autumn Street. Under the Twin Bore design, potential entrances would be located directly north of the Caltrain station main entrance and off-street to the west of Autumn Street.

**Staff Recommends the North Station Location**

The North Station location is recommended as the City’s preferred Diridon San José Central Station location for the following reasons:

*Facilitates Integrated Development of the Diridon Station Area Central Zone* – A 2016 report by Strategic Economics concluded that the North Station location would optimize the opportunity to masterplan and develop the entire core area in the front of the station, including attractive public spaces. Staff believes that the North Station location provides the best opportunity to maximize the development potential and placemaking opportunity.

*Avoids Conflicts between BART Alignment and Trammel Crow Planned Development* – The below grade infrastructure in the Trammel Crow planned development would require the BART tunnel to be lowered to a greater depth to create sufficient

separation. If the North Station is selected, conflicts with the Trammel Crow planned development are avoided.

Attachment 7 compares the two Diridon San José Central station options.

### **Diridon San José Central Station Access Recommendations**

BART will be the highest ridership transit system at Diridon San José Central Station. Locating the BART platforms at the north location begins to shift the center of gravity of Diridon San José Central Station towards Santa Clara Street. By doing so, the other rail services at Diridon should consider orienting their platforms and provide platform entrances to a new shared concourse towards Santa Clara Street at the north end of the current station. A shared concourse would provide convenient connections among the various rail systems. This first step towards laying the tracks and foundations of a new Diridon San José Central Station reinforces the need for a complete collaborative approach among the City, VTA, High Speed Rail, Caltrain, and property owners in the Diridon area to reach the full potential of the Diridon San José Central Station and surrounding Station Area development. The City requests that VTA and BART commit to:

- Bringing the future BART station design work at Diridon into an integrated design process for all transit facilities at Diridon San José Central.
- Determining the final design of portal locations and entrances as a result of the integrated Diridon San José Central design process.

Ultimately, BART is an essential component of the greater whole at Diridon San José Central Station. Currently five public agencies and multiple developers are planning or advancing projects through the Diridon Station or Central Zone in a manner that is coordinated but not 100% integrated. As discussed in the following section of this report, the agencies recognize the need to transition project planning and design from a coordinated approach to a fully integrated systems approach.

### **B. BART Project Integration with Diridon San José Central Station Planning**

As discussed at the City Council Study Session on March 30, 2017, Diridon San José Central Station will become Northern California's most important intermodal transit hub with future BART and High Speed Rail, joining a diverse range of existing transit services including Caltrain, Amtrak Capitol Corridor, Altamont Corridor Express, VTA Light Rail and Bus Transit, and other transportation services. Attachment 8 depicts the preliminary projected transit passenger levels and transfers between systems in 2040, illustrating the significant ridership anticipated and the predominant transfer activity among the different transit systems.

Additionally, Google has entered into an exclusive negotiations agreement with the City to acquire public property and is contemplating the development of approximately eight million square feet of office and commercial space adjacent to the station that could make the Diridon station area a preeminent transit-accessible destination in Silicon Valley and the Bay Area. New transportation services and urban development will enhance Downtown San Jose, adding vitality from tens of thousands of new employees, doubling Downtown office capacity, and providing an opportunity to connect the Downtown core to Diridon Station.

In July 2017, following a study trip of central city train stations in the Netherlands and France funded by the Knight Foundation and organized by SPUR, officials from the Diridon public agency partners (City, VTA, BART, Caltrain, and High Speed Rail) developed a consensus that there is an urgent need for a “fresh and focused” approach to realize the full potential of Diridon and to effectively integrate the complex set of the planned projects to maximize this once-in-a century opportunity. In particular, the Diridon partners recognize the need to:

1. Align on a bold, collective, and unconstrained vision for the Station and Area.
2. Plan and design the new intermodal station from the rail platforms out. Effective station planning starts with the rail alignments and infrastructure so that the functionality of the station facility, rail systems, and passenger convenience is optimized. The rail alignments and rail/track infrastructure are a significant, defining investment and will not change for the next century. The rail alignments and station need to be considered in relation to the contribution they make to the effective, high quality urban design of the area.

As part of this fresh approach, the Diridon partners are focusing on the following activities:

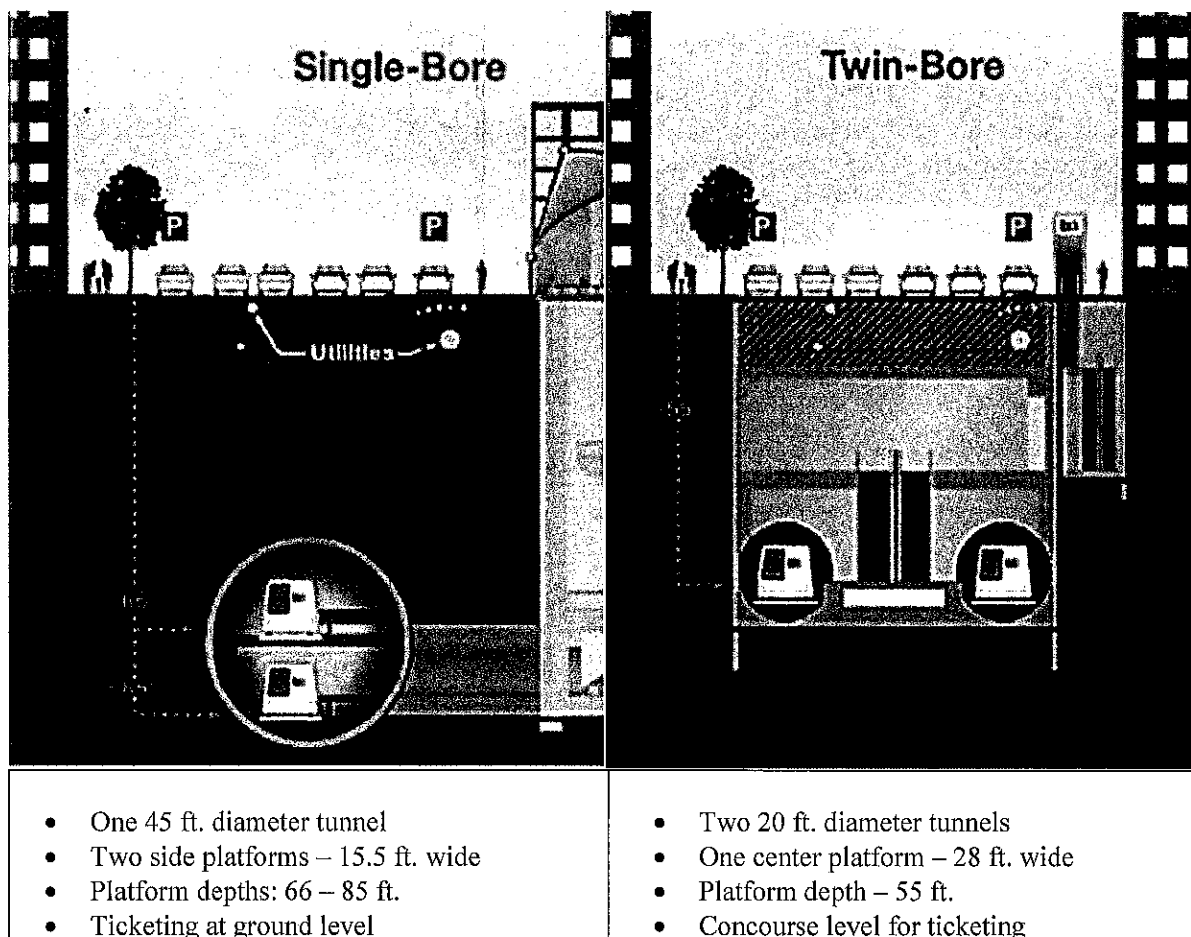
- Working to clarify and agree upon a bolder, more refined vision that all partners are fully committed to achieving.
- Infusing international experience in all aspects of station development from visioning, partnership development, and project implementation, to sequencing activities.
- Developing a more collaborative, integrated approach for the alignment of the rail and transit systems intersecting at Diridon, working together in the best possible way.
- At the right time, bringing property owners in the Diridon area into the planning process in an appropriate way, recognizing that station and rail planning influence the urban environment, its function and form.
- Hiring dedicated, experienced project management to guide the partnership work.

### C. Subway Tunnel and Station Construction Methods

As part of the restart of the environmental process for the Phase II extension, VTA explored new and innovative tunnel construction methods. Attachment 9 depicts a modern tunnel boring machine used to construct subway tunnels. Since much of the original design plans for the Phase II extension were developed back in 2008, there have been advancements in the tunneling technology that provided an opportunity to examine both the new Single Bore method and re-evaluate the Twin Bore method. VTA has extensively examined both tunnel construction methods to support the consideration of the most appropriate method to match the conditions and circumstances for BART Phase II and Downtown San Jose that would address construction impacts, passenger experience, and operations and maintenance.

VTA, along with BART, are examining two potential methods for construction of tunnels through San José: Single Bore and Twin Bore as depicted below in Figure 3.

Figure 3 – Single Bore and Twin Bore Schematic Station Comparison



Source: VTA

**Single Bore Tunnel Method** – The Single Bore method uses one large diameter tunnel that encompasses two tracks – one above the other or side-by-side. This allows station construction excavation to be limited to the station portals (stairs, escalators, and elevators) as access to the platforms can occur horizontally from the portal versus from above through cut and cover. Under Single Bore construction, the tunnel would be under Santa Clara Street, while excavation for station entrances would be limited to off-street areas on adjacent parcels. A single 45 feet diameter tunnel bore, similar to the new Barcelona, Spain Metro Line 9, would integrate station platforms, train storage, crossovers, bypass tracks, and utility corridors inside a single tunnel. Each underground station consists of off-street cut-and-cover entrance structures, and ventilation shafts that also serve as emergency exits. The excavations for the station structures and shafts can be done off one side of the street with nominal impacts on traffic and utilities, which have the largest negative effect on the surrounding community and environment. Attachments 10 and 11 provide actual and schematic depictions of Single Bore subway stations.

**Twin Bore Tunnel Method** – The Twin Bore tunnel method uses two side-by-side but separate bored tunnels, one for each track. Stations are built by excavating the entire area between the two tunnels from the surface. A platform is then built between the two tracks, which is accessed via a mezzanine one level above the tracks. This method of constructing the “station box” is called “cut and cover” construction. The concourse level allows multiple passenger entrances to be placed either on- or off-street along the edge of the concourse. Prior segments of the BART system have been constructed in this manner. Cut-and-cover construction in the street right of way typically creates significant, widespread disruption at the surface level during construction. Additionally, the project will require approximately 33 cross-passages between the twin tunnels to meet the safety and emergency evacuation requirements. The cross-passage would require street level cut and cover or street level ground treatment to mine the cross-passages. Attachment 12 provides a schematic depiction of a Twin Bore subway station.

### **VTA Technical and Engineering Analysis of Single and Twin Bore Methods**

VTA has been working on BART Phases I & II for a number of years. The design of Twin Bore tunnel was advanced to 65% completion in 2008 when the focus shifted to Phase I project delivery. As part of the Phase II project evaluations, and its impact during construction, and the lessons learned from other transit projects, VTA explored other available construction methods that would minimize the impact to Santa Clara Street and surrounding properties around stations. VTA embarked on the following three studies to thoroughly evaluate other tunneling methods:

1. Single Bore Feasibility Study – The Single Bore Feasibility Study, commissioned in 2016, examined the feasibility of using a single tunnel bore construction method with station platforms in the tunnel to reduce surface disruption at the stations. The study concluded that a single tunnel bore construction method was technically feasible for the prevailing ground conditions, and did not reveal any fatal flaws.

2. Single Bore Technical Review – In October 2016, VTA initiated Single Bore Tunnel Technical Studies to provide detailed verification of the findings of the prior Single Bore Feasibility Study, especially in relation to tunnel diameter, track alignment, depth of stations, passenger vertical circulation, operations, tunnel and station ventilation, and emergency egress. Project elements studied include the project alignment, station configurations, emergency egress and ventilation. Key findings of the study included:
  - The Single Bore methodology for tunneling and use at the Downtown San Jose Station is feasible and practical.
  - BART Facilities Standards (BFS) can be met.
  - BART comments were addressed, and no fatal flaws are identified in terms of BART Facilities Standards compliance.
3. Comparative Analysis – VTA prepared a comparative analysis of twin bore and single bore options in order to assess and compare the risks associated with each option. The scope of work included:
  - Review of Project Information: Single Bore and Twin Bore designs
  - Interviews with Subject Matter Experts & Peer Agencies
  - Assess Base Costs and Schedule – Both Options
  - Develop Risk Registers – Both Options
  - 2 Day Risk Assessment Workshop
  - Preliminary Assessment & Quantitative Analysis

The study found that the Single Bore cost to construct is slightly less (\$70 million), however the Single Bore does present a higher cost risk (\$521 million) due to uncertainties of the level of design completed for the option. The report does describe that the higher risk can be minimized as the design of the Single Bore is advanced to a higher level.

The Study also identified a number of other advantages of Single Bore over the Twin Bore Option:

- Additional train operational flexibility: pocket tracks, additional train storage capacity, additional crossovers
- Shorter construction schedule - revenue service could begin 10+ months earlier.
- As VTA has advanced its technical studies and comparative analyses on the Single Bore method, they have closely coordinated the scoping, analysis and findings of that work with BART. As the Single Bore construction method would be new to the BART system, BART staff is taking a very deliberate approach to reviewing the safety, operating and maintenance aspects of the new method. Dialogue and review between VTA and BART on the Single Bore approach is continuing.

### **Staff Recommends VTA Move the Single Bore Method Forward**

Staff recommends that the City support continued efforts by VTA, with the collaboration and support of BART, to determine a way to enable the Single Bore Tunnel method to be used in construction of the subway tunnel under Downtown San José for the following reasons:

*Significantly Reduces Construction Impacts Downtown Station Area* – The Single Bore station avoids the disruption, costs, and risks associated with utility relocations, street closures, excavation, and cut and cover construction in the heart of Downtown San José.

*Potential to remove the 13<sup>th</sup> Street and Stockton Avenue ventilation structures* – The Comparative Analysis identified the potential to eliminate mid-line ventilation structures while retaining emergency first responder access points at those locations, if Single Bore is chosen.

*Faster Design and Construction Schedule* – The Comparative Analysis identified potential to design and construct the Phase II extension over nine months sooner with Single Bore rather than Twin Bore.

Attachment 13 compares the Single Bore and Twin Bore construction methods.

## **D. Public Safety Planning and Design**

### **1. Fire Life Safety**

The design and construction of the both the Phase I and Phase II BART extensions to and through San José are required to meet all applicable national and state codes and standards, including the National Fire Protection Association (NFPA) Standard for Fixed Guideway Transit and Passenger Rail Systems (NFPA 130), California Building Code (CBC), and BART Facility Standards (BFS). These governing standards provide the prescriptive and performance-based criteria that ensures transit systems, like BART, to provide proper Fire Life Safety features and functionality.

The San José Fire Department is responsible for providing technical reviews, construction inspections, and T19 (Public Safety) and California Fire Code enforcement to maintain public safety on existing structures within City of San José. For many years, the Fire Department has been coordinating with both VTA and BART on the Fire Life Safety design features of the planned system extension. The main areas of focus for Fire Life Safety systems are as follows:

- Station evacuation
- Fire containment
- Tunnel design for safe rescue areas and the safe, rapid arrival of rescue train(s)

Over the past three years, VTA has met with staff multiple times during the development of both the single bore and twin bore design. Based on the input from the Fire Department, if the project meets the NFPA 130 requirements and secures resources such as staffing and equipment necessary to respond, both tunneling methods will meet their requirements. As system design progresses, the Fire Department will continue coordinate with VTA and BART to ensure systems are properly addressed in the final design.

Once design is complete and construction begins on the system's tunnels through San José, a dedicated Fire Rescue company will be needed. VTA is exploring how best to provide for that resource, including considering contracting for those services, as part of the overall project procurement, recognizing the limited resources and capacity of the San José Fire Department. When the BART Phase II extension opens for revenue service, currently projected in 2026, the Fire Department will need to acquire appropriate resources to address Fire Life Safety incidents, including proper station company staffing levels and advanced and specialized equipment for subway tunnel response.

## **2. Security and Police Services**

The BART system and stations in Santa Clara County will be policed by both BART's own Police Department and the Santa Clara Sheriff's Office, which polices the VTA transit system. The San José Police Department has been coordinating with both the BART Police and the County Sheriff's Office around the policing of the BART extension to the Berryessa/North San José Station, which includes a BART police substation on-site. Experience from the opening and operations of the first station in North San José and from other stations on the BART system, especially the subway stations in San Francisco and Oakland, will provide valuable input into future station and system designs. As the Phase II extension proceeds into final design, the Police Department will be coordinating with VTA to incorporate Crime Prevention Through Environmental Design (CPTED) into the design of stations.

## **E. Future Construction Planning and Impact Mitigation**

The multi-billion-dollar investment in the BART Phase II extension, including a 5-mile subway tunnel through Downtown, will inevitably involve multiple years of major construction. Accordingly, VTA, in collaboration with the City, will need to undertake development of an extensive Construction Outreach and Management Program (COMP) that effectively plans and anticipates potential impacts, identifies effective mitigations, and ensures timely and effective outreach, communication, and issue resolution. In addition, the City will require VTA, and its contractors, to comply with the San Jose Municipal Code provisions outlining the permit requirements for construction in the street right-of-way (Chapter 13.36) and Construction Impact Mitigation Plans (CIMP) for major construction projects in the street right of way (Section 13.36.200).



## **1. Community Outreach**

For the past three years, VTA has engaged the station area communities through the 28<sup>th</sup> Street (Alum Rock) and Downtown/Diridon BART Project Community Working Groups on a wide range of project topics, including construction approaches and mitigation strategies. As the project moves from environmental review, through final design, to construction, VTA will need to systematically increase its outreach efforts to proactively inform affected residents, businesses, and property owners in advance of construction so that impacts can be avoided as much as possible, prepared for, and be resolved as expeditiously as possible when issues arise. VTA has discussed its intent at community meetings in San José to open field offices at each station location to perform community outreach and resolve issues that arise.

## **2. Mitigation Plans, Monitoring, Management**

As outlined in the City's comment letter to VTA on the BART Phase II Draft Environmental Impact Report, the City and VTA expect to enter into a mutually-beneficial master cooperative agreement that would include broad construction outreach and impact mitigation plans and measures. The comment letter further outlined examples of the types of plans and actions the City expects VTA to take, to plan for, mitigate, and manage BART construction, including, but not limited to:

- A traffic/transportation management plan that outlines the timing of street, trail and transit service closures and alternative routes for all travelers.
- A detailed outreach and impact mitigation approach that proactively addresses the needs of businesses, residents, employees, and visitors, with clear, culturally competent, and multilingual communication channels, processes, and points of contact.
- Advance information about the processes for construction easements and/or damages, including for landlords and businesses that are concerned about leasing their properties in anticipation of the project.
- Truck haul routes that avoid further exacerbating construction impacts, an issue of particular importance under a twin-bore configuration where stations, cross-over tracks, and other underground facilities are built via cut-and-cover construction.
- New provisions and safeguards VTA will include in a CIMP based on lessons learned from BART Phase I and Alum Rock BRT projects.
- Obtaining permits and approvals required by the City and
- Surveying baseline conditions of historic resources, obtaining historic preservation permits where required under the San Jose Municipal Code, and repairing any new or expanded cracks in historic structures.

In follow up meetings with VTA staff about the City's comment letter, VTA has expressed their intention to undertake a proactive construction mitigation strategy, reaching out to understand business and resident access needs during construction and to

plan around them as much as possible rather than reacting to complaints as impacts occur. The City endorses this approach and expects the construction outreach and impact mitigation elements to be well-planned and coordinated, such that negative impacts, anticipated or not, can be responsibly, quickly, and thoroughly addressed. This will provide greater assurance and certainty for the City, community, and particularly the businesses, institutions, and residents most impacted by construction of this project. Attachment 14 describes preliminary estimated construction timeframes from the draft BART EIR.

### **EVALUATION AND FOLLOW-UP**

Staff from the Department of Transportation provides quarterly reports to the Transportation and Environment Committee on Regional Transportation Funding and Projects, including updates on the BART Phase II project and integrated planning efforts around Diridon San José Central Station. City staff anticipates returning to City Council in Spring 2018 for Council consideration of a Master Cooperative Agreement, and associated reimbursement agreements, to appropriately fund City design review, permitting, and construction oversight and inspection activities that the City will need to provide.

### **PUBLIC OUTREACH**

The City of San José has worked in close coordination with VTA as it conducted outreach on the BART Phase II extension. City staff participated in Community Working Groups for the 28<sup>th</sup> Street (Alum Rock) and Downtown/Diridon stations over the past three years. These covered a wide range of project topics, including tunneling, construction approaches, and mitigation strategies. On August 24, 2017, City staff participated in a joint San José Downtown Association and VTA public meeting on Phase II.

### **COORDINATION**

This report has been coordinated with the City Attorney's Office, the Fire Department, Police Department, the Departments of Planning, Building and Code Enforcement, and Public Works. Given that this is a project of the Valley Transportation Authority, significant coordination has occurred with the project and technical staff at VTA.

### **COMMISSION RECOMMENDATION/INPUT**

No commission recommendation or input is associated with this action.

**NEXT STEPS**

After Council takes action, City staff will work with both VTA and BART staff to ensure that the staff and boards of both agencies are informed of the City's priorities and preferences. As of now the VTA timeline for adoption of the Final Supplemental Environmental Impact Report/Statement is:

- **September 22:** VTA Board Workshop – Review Single and Twin Bore Construction Method Comparative Analysis, VTA Staff Recommendation on preferred Station Locations for the Final Environmental Project Description.
- **September 28:** Joint VTA/BART Board Workshop
- **October 5:** VTA Board Meeting – VTA Staff Recommendation on BART Phase II Environmental Project Description (selection of location for Downtown San José and Diridon Stations and Single-Bore or Twin- Bore Tunnel Construction Method).
- **January 2018:** VTA Board to consider Final SEIS/SEIR
- **March/April 2018:** FTA issues Record of Decision (ROD) and project exits New Starts Project Development (2-year period) and enters New Starts Project Engineering.

As the BART Phase II project approaches New Starts Project Engineering, staff expects to bring forth for City Council consideration a Master Cooperative Agreement, and associated reimbursement agreements, to appropriately fund City design review, permitting, and construction oversight and inspection activities that the City will need to provide. Prior to the commencement of any construction activities, including pre-construction utility relocation in 2019, staff will bring forward VTA's project construction and sequencing plan and the Construction Outreach and Management Program for City Council review in the fall of 2018.

**CEQA**

Not a Project, File No. PP17-009. Staff Reports, Assessments, Annual Reports, and Informational Memos that involve no approvals of any City action.

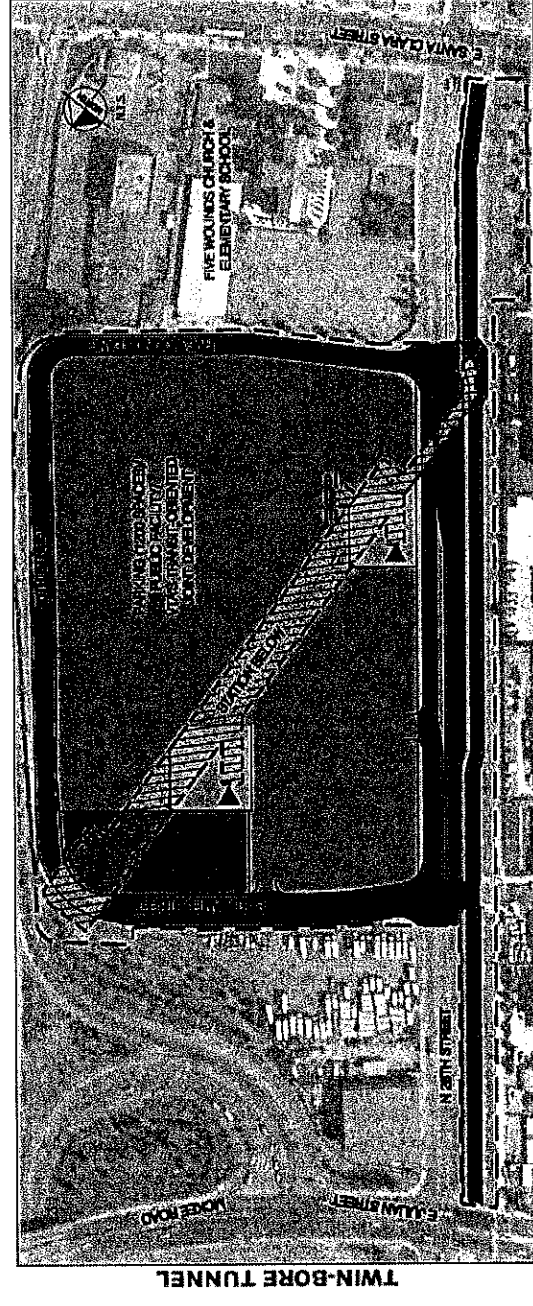
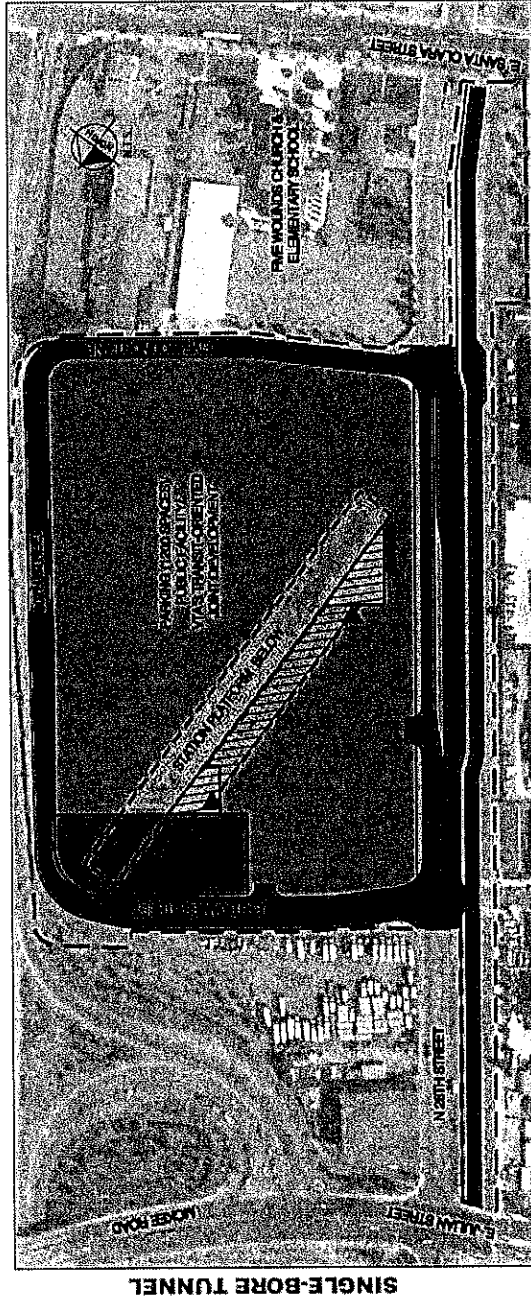
/s/  
JIM ORTBAL  
Director of Transportation

/s/  
KIM WALES  
Director of Economic Development, Deputy  
City Manager

For questions, please contact Brian Stanke, Senior Transportation Specialist, at (408) 795-1834.

**Attachment 1**

**28<sup>th</sup> Street Station – Conceptual Layout**

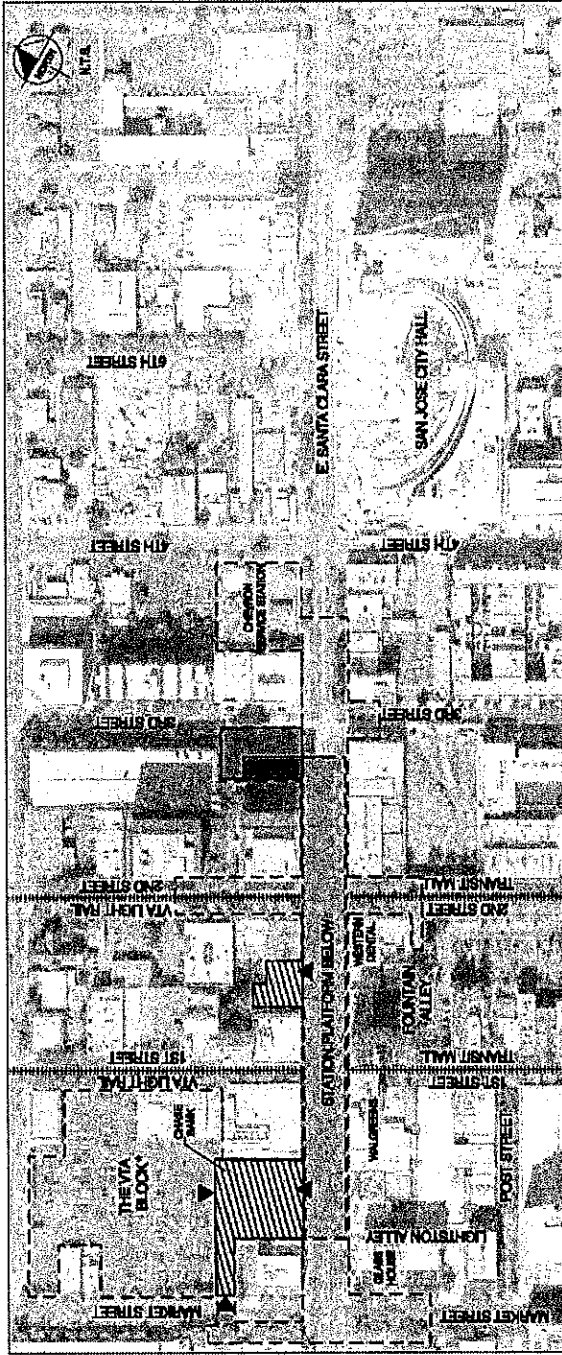


- LEGEND**
- STATION ENTRANCE
  - UNDERGROUND STATION & SYSTEM FACILITIES
  - ABOVE AND BELOW GROUND SYSTEMS FACILITIES
  - PUBLIC FACILITY/VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
  - ROADWAY MODIFICATIONS
  - CUT AND COVER (TO BE REMOVED TO ALLOW THE CONSTRUCTION OF A STRUCTURE BELOW)
  - CONSTRUCTION STAGING AREA
  - PROPERTY OWNED BY VTA

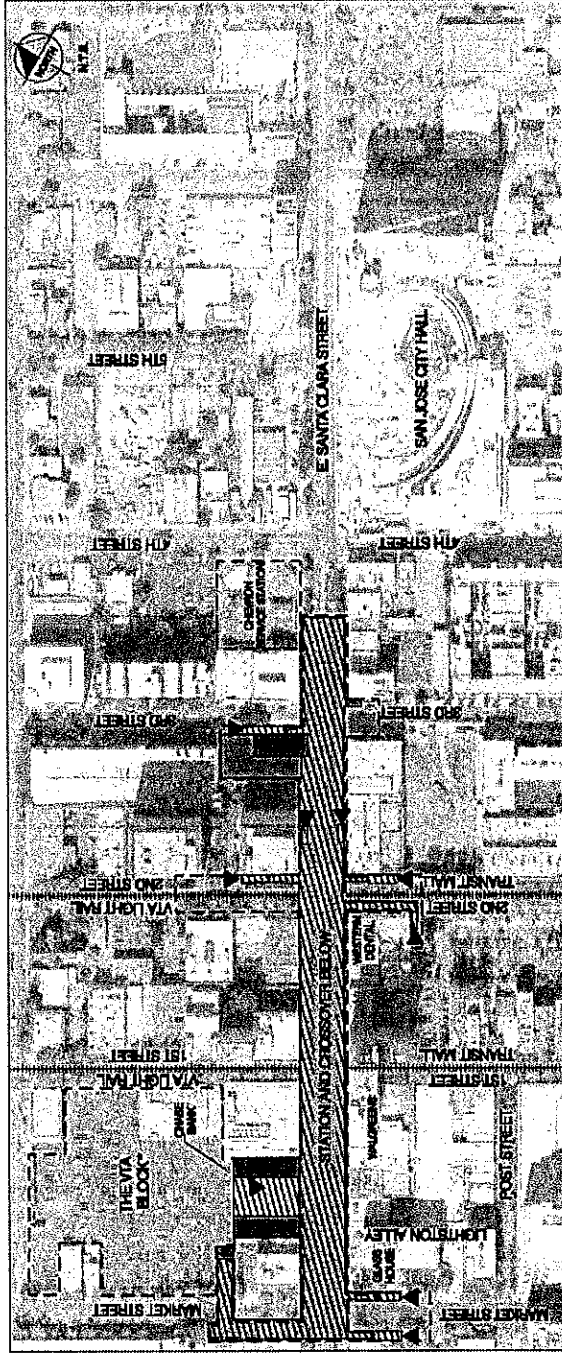
**CONCEPTUAL EXHIBITS**  
**ALUM ROCK/28TH STREET STATION**  
 05/02/2017

Source: VTA

Downtown San José – West Option



SINGLE-BORE TUNNEL



TWIN-BORE TUNNEL

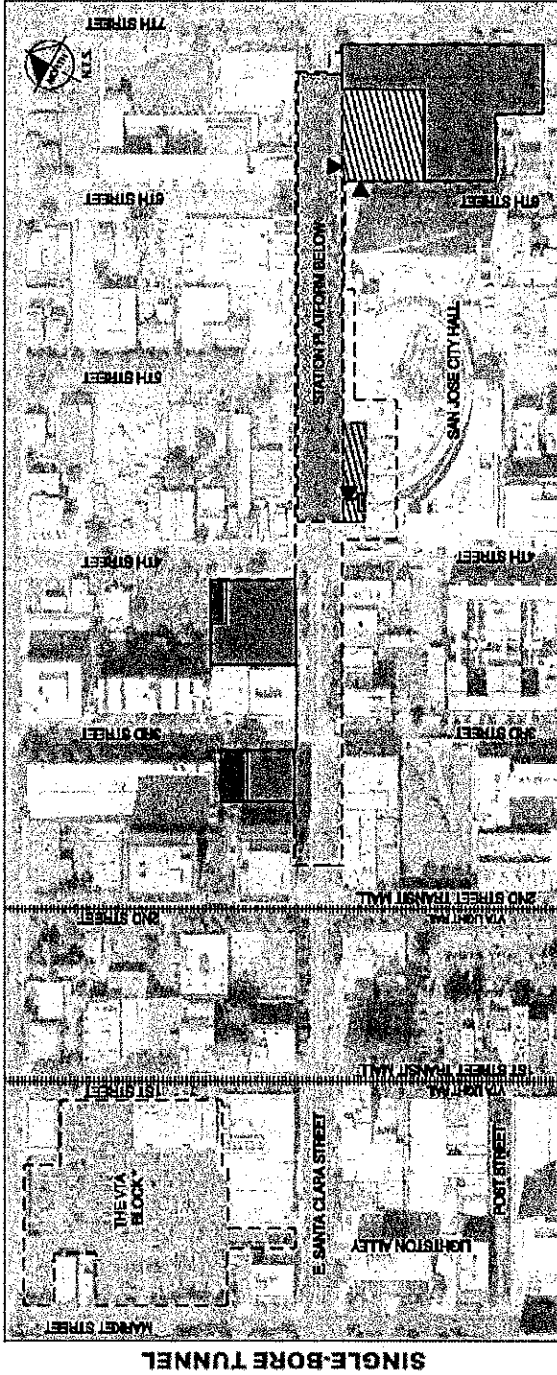
LEGEND

- STATION ENTRANCE OPTIONS
- UNDERGROUND STATION & SYSTEM FACILITIES
- ABOVE AND BELOW GROUND SYSTEMS FACILITIES
- PUBLIC FACILITY/VIAS TRANSIT-ORIENTED JOINT DEVELOPMENT
- CUT-AND-COVER (INDICATING THE GROUND TO ALLOW THE CONSTRUCTION OF A STRUCTURE BELOW)
- EXISTING TRACKS
- CONSTRUCTION STAGING AREA
- PROPERTY OWNED BY VTA

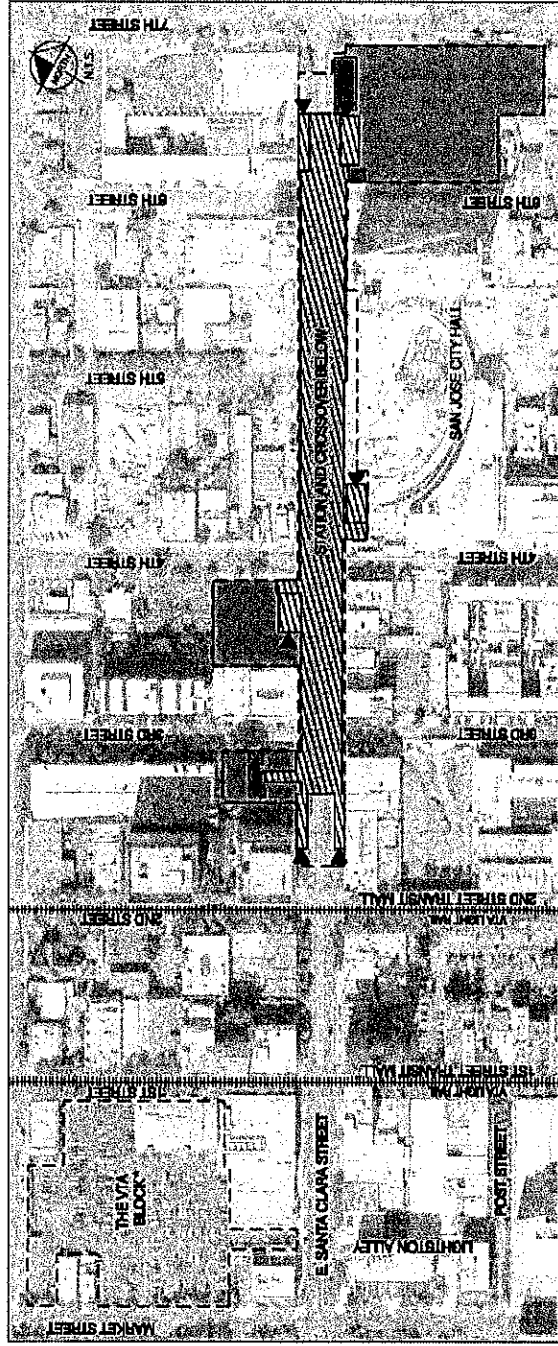
CONCEPTUAL EXHIBITS  
DOWNTOWN SAN JOSE STATION  
WEST OPTION  
4/27/2017

Source: VTA

**Downtown San José – East Option**











**SINGLE-BORE TUNNEL**



**TWIN-BORE TUNNEL**

**LEGEND**

-  STATION ENTRANCE OPTIONS
-  UNDERGROUND STATION & SYSTEM FACILITIES
-  ABOVE AND BELOW GROUND SYSTEMS FACILITIES
-  PUBLIC FACILITY; VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
-  CUT-AND-COVER (PACKING INTO THE GROUND TO ALLOW THE CONSTRUCTION OF A STRUCTURE BELOW)
-  EXISTING TRACKS
-  CONSTRUCTION STAGING AREA
-  PROPERTY OWNED BY VTA

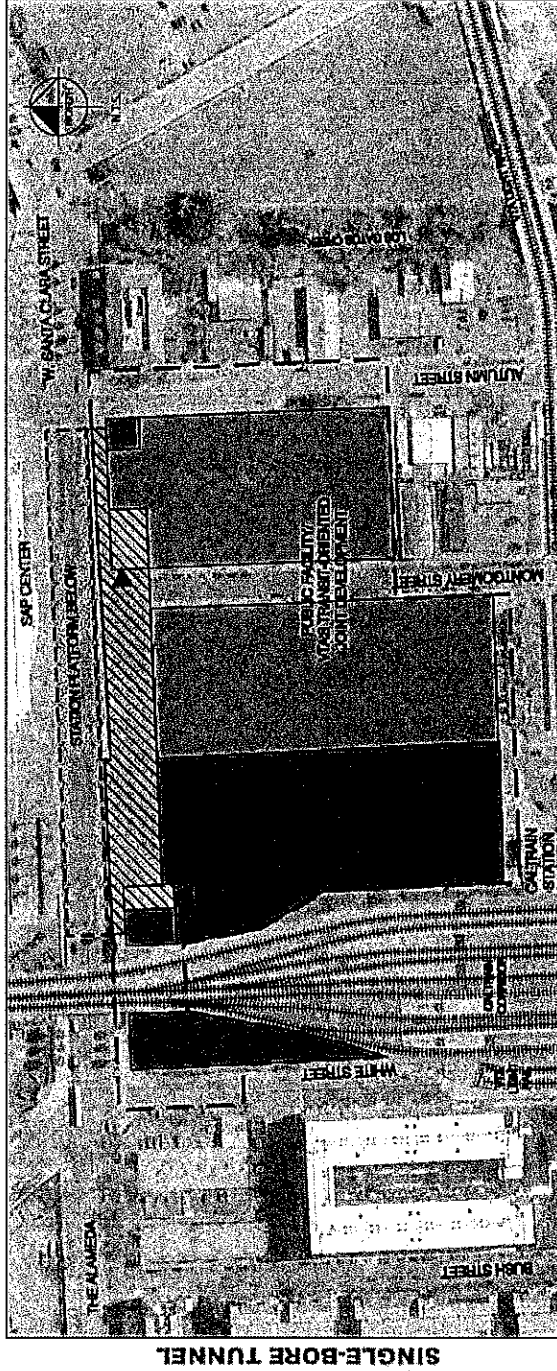
**CONCEPTUAL EXHIBITS**  
**DOWNTOWN SAN JOSE STATION**  
**EAST OPTION**  
 4/27/2017



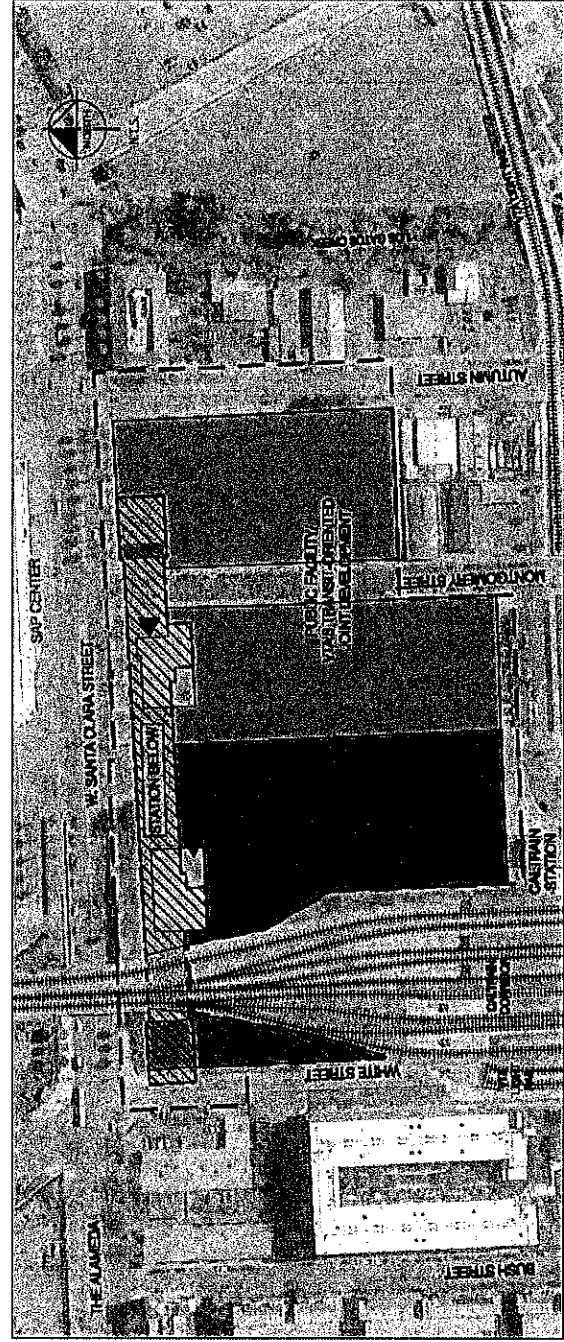
**Downtown San José – Station Location Considerations**

|  |   | WEST OPTION   | EAST OPTION   |   |   |   |  |  |  |                       |  |
|--|---|---|---|---|---|---|--|--|--|-----------------------|--|
| <b>LONGER TERM CONSIDERATIONS</b><br><br>Support for Long Term Urban Development<br><br>Existing Land Use Density (Jobs and Housing)<br><br>Connectivity | + | The area within a 5-minute and 10-minute walk of West station option is zoned to accommodate 64% and 27% more square feet of development respectively, compared to the East location.   | -   |   |   |   |  |  |  |                       |  |
|  | + | The entire core of Downtown San Jose, with the highest land use densities, are contained within a 10-minute walk of the West station location.  | -   |   |   |   |  |  |  |                       |  |
|  | + | The West station location has closer connections to the Downtown Transit Mall (VTA Light Rail and Bus) than the East station location, a key consideration by commuters when making trips involving multiple transit systems. Reinforces the central area of Downtown, between Almaden Blvd. and 4th Street, as the core of Downtown. | =   |   |   |   |  |  |  |                       |  |
| Placemaking<br><br>Community and Stakeholder Support   | + | VTA ownership of the block north of Santa Clara between Market and 1st Streets creates prime transit oriented development site.<br>Supported by Downtown Association, SPUR San Jose, and Horace Mann Elementary School PTO  | =   |   |   |   |  |  |  |                       |  |
|  | + |   | -   |   |   |   |  |  |  |                       |  |
| <b>NEAR TERM CONSIDERATIONS</b>  |   |   |   |   |   |   |  |  |  |                       |  |
| Constructability & Construction Staging Areas<br><br>Construction Impacts, to sensitive locations and VTA Infrastructure                                 | = | Allows for direct access to VTA-owned Mitchell block property as a key Construction Staging Area.<br><br>Construction will be impactful to downtown core.   | -   |   |   |   |  |  |  |                       |  |
|  | - | If cut and cover excavation is used rerouting of buses and temporary light rail closure (bus bridges).  | -   |   |   |   |  |  |  |                       |  |
|  |   | <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 2px;"><b>More Favorable</b></td> <td style="padding: 2px;">+</td> <td style="padding: 2px;">=</td> <td style="padding: 2px;">-</td> </tr> <tr> <td colspan="3"></td> <td style="padding: 2px;"><b>Less Favorable</b></td> </tr> </table>   | <b>More Favorable</b>   | + | = | - |  |  |  | <b>Less Favorable</b> |  |
| <b>More Favorable</b>  | + | =   | -   |   |   |   |  |  |  |                       |  |
|  |   |   | <b>Less Favorable</b>   |   |   |   |  |  |  |                       |  |
|  |   |   | <p style="text-align: center;"><b>EAST OPTION</b></p> <p>The area within a 5-minute and 10-minute walk of East station option has a large portion zoned low-density residential, reducing potential for transit-oriented development around the station.<br/>Approximately one-third of the area within a 10-minute walk of the East station option contain low density residential neighborhoods with limited opportunities for dense transit supportive development.<br/><br/>Several-block connection to Downtown Transit Mall (at 1st &amp; 2nd Streets) (VTA Light Rail and Bus), direct connection to Santa Clara BRT.<br/><br/>Opportunity to activate the City Hall plaza, but fewer opportunities for placemaking.<br/><br/>Supported by San José State, opposed by Horace Mann Elementary School PTO.</p> <p style="text-align: center;"><b>EAST OPTION</b></p> <p>Major construction conflict with the SISC Tower Development (at 4th/5th and Santa Clara), may require building redesign and financial impact. Partial demolition of City Hall garage may be required.<br/>Construction will be impactful to downtown core, Horace Mann Elementary School, and City Hall.<br/><br/>Impacts Santa Clara BRT and buses.</p> |   |   |   |  |  |  |                       |  |

Diridon San José Central Station – North Option











SINGLE-BORE TUNNEL



TWIN-BORE TUNNEL

LEGEND

-  STATION ENTRANCE
-  UNDERGROUND STATION & SYSTEM FACILITIES
-  ABOVE AND BELOW GROUND SYSTEMS FACILITIES
-  PUBLIC FACILITY VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
-  TRANSIT FACILITY
-  CUT-AND-COVER (DIGGING INTO THE GROUND TO ALLOW THE CONSTRUCTION OF A STRUCTURE BELOW)
-  EXISTING TRACKS
-  CONSTRUCTION STAGING AREA

**CONCEPTUAL EXHIBITS**  
**DIRIDON STATION**  
**NORTH OPTION**  
 4/27/2017



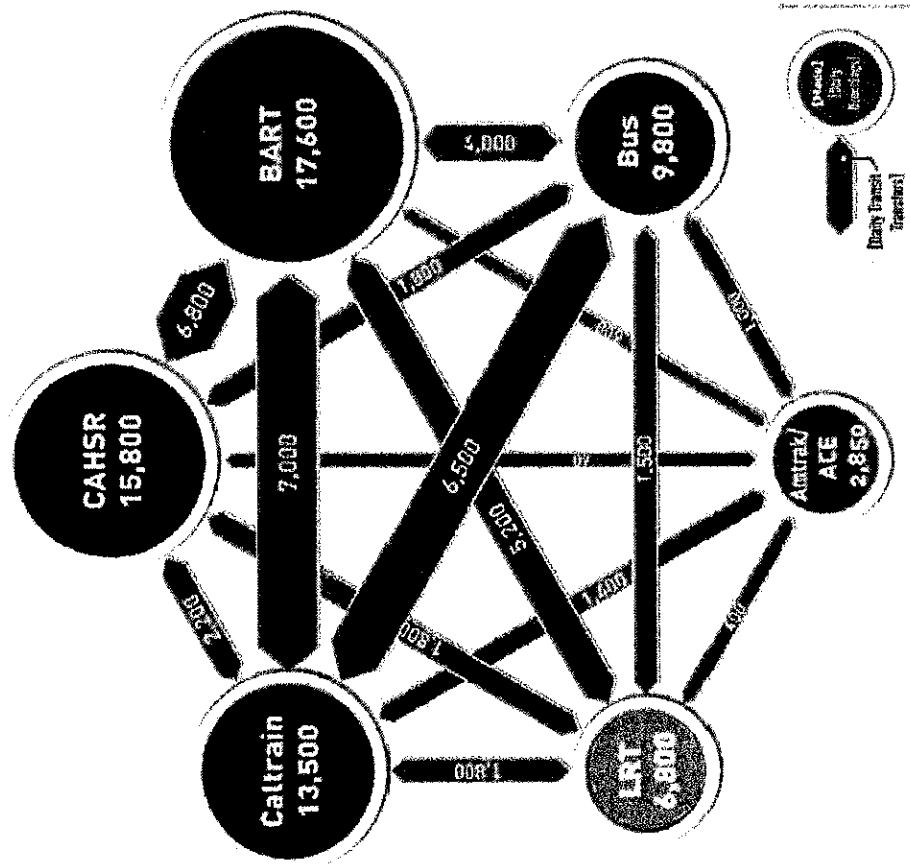


**Diridon San José Central Station – Station Location Considerations**

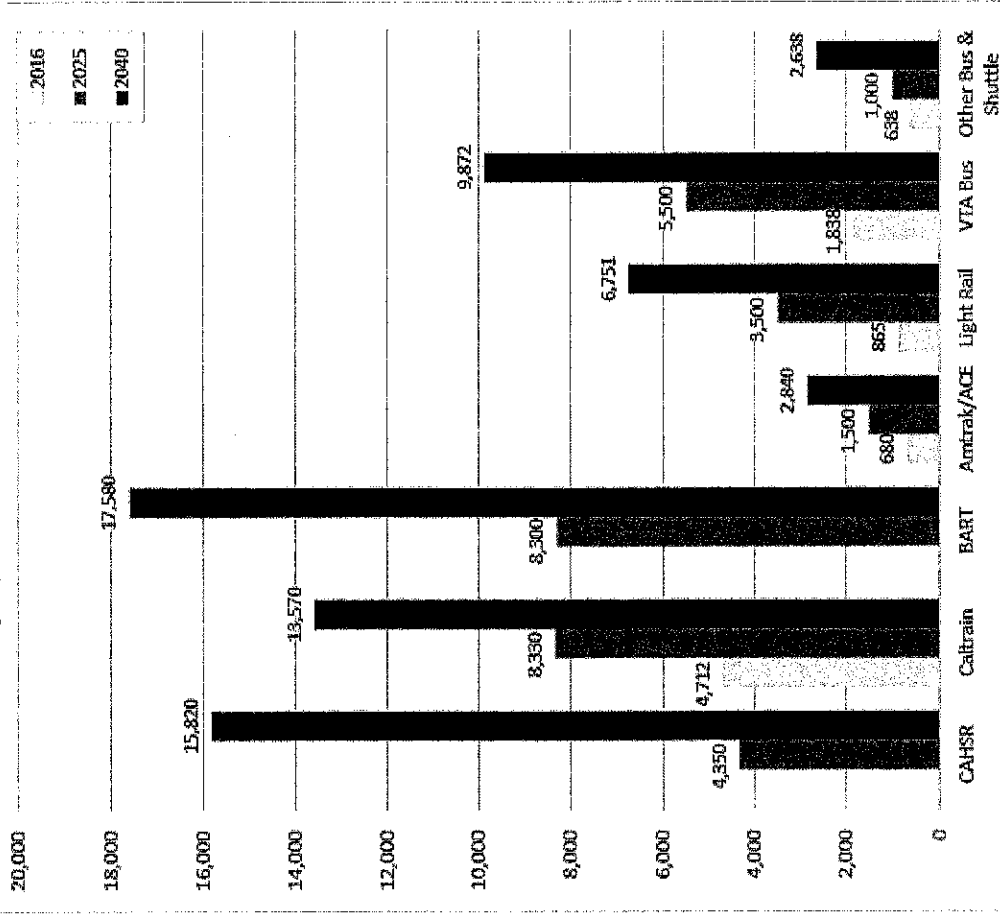
| <b>LONGER TERM CONSIDERATIONS</b>                                   |   | <b>NORTH OPTION</b>   | <b>SOUTH OPTION</b>   |
|---|---|---|-----------------------|
| Support for Long Term Urban Development                             | + | Maximizes development potential and flexibility by consolidating transit infrastructure along Santa Clara Street.   | -                     |
| Existing Land Use Density (Jobs and Housing)                        | + | Central Zone, Innovation District and most of Southern Zone are contained within a ten-minute walk.   | =                     |
| Connectivity  | + | Integrated rebuilding of Diridon station, including new entrances from regional rail/HSR platforms to BART concourse on south side of Santa Clara Street would create new transit transfer hub. Direct connection to BRT. | =                     |
| Placemaking   | + | Can created unified hub at Diridon and Santa Clara street.<br>Across the street from SAP Center   | =                     |
| <b>NEAR TERM CONSIDERATIONS</b>                                     |   | <b>NORTH OPTION</b>   | <b>SOUTH OPTION</b>   |
| Constructability & Construction Staging Areas                       | = | Station construction and potential excavation located south of Santa Clara Street.  | -                     |
| Construction Impacts, to sensitive locations and VTA Infrastructure | = | Construction will impact Cahill, Autumn, and Monterey.<br>Impacts to buses using Diridon station bus loop.  | =                     |
|   |   | <b>More Favorable</b>   | <b>Less Favorable</b> |
|   |   | +   | -                     |

### Diridon Transit Transfers and Ridership

Preliminary Projections of Total Station Transfers

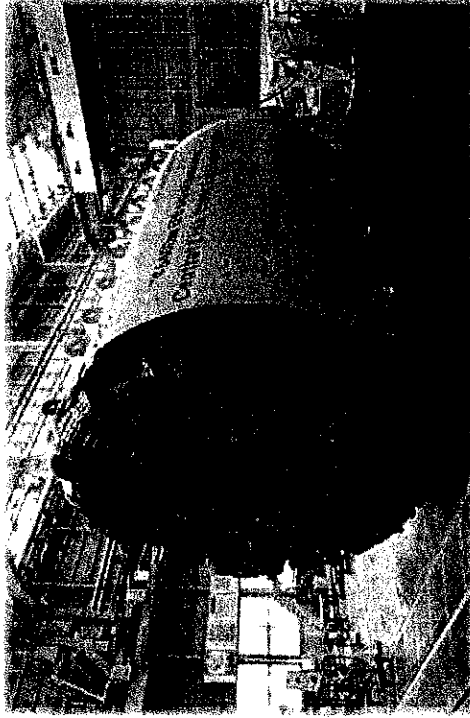


Diridon Station Boardings by Mode

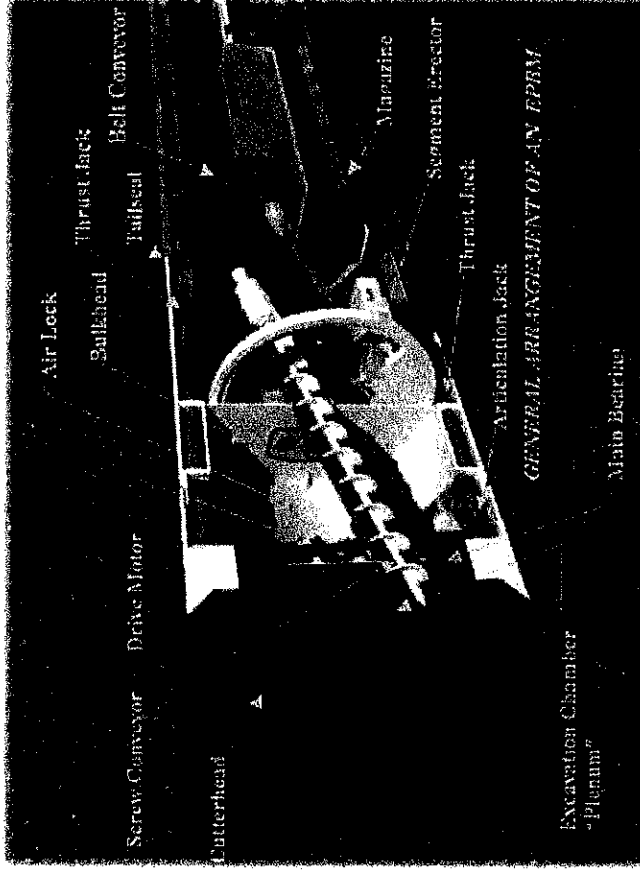


Note: No CAHSR or BART ridership data for 2016 (future services only)

## Tunnel Boring Machines



- Excavates ground material
- Creates tunnel structure
- Removes excavated material

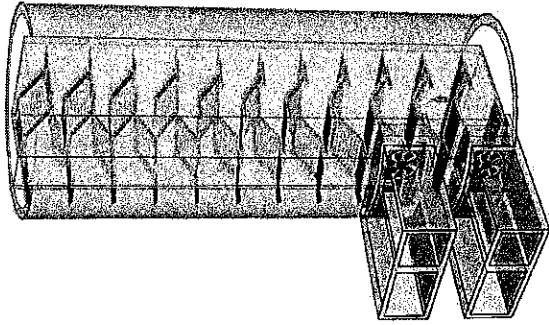


Source: VTA

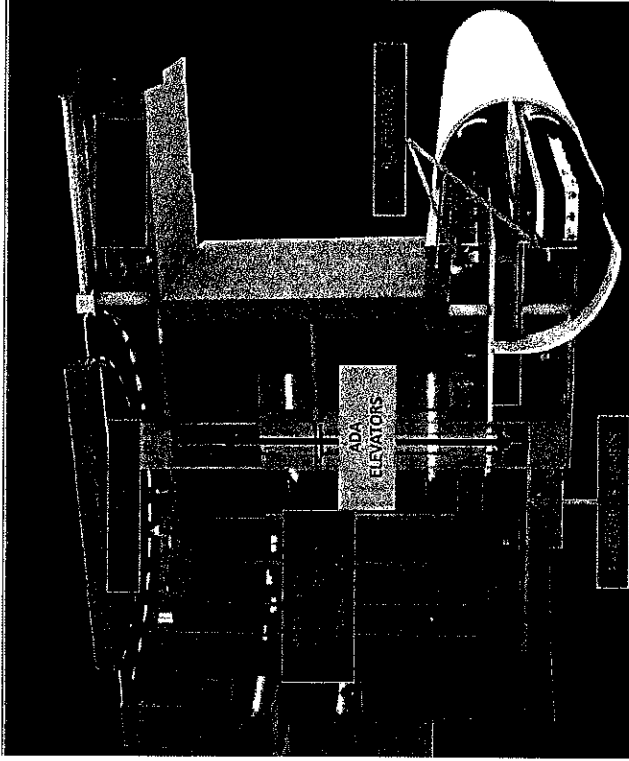
Single-Bore Stations



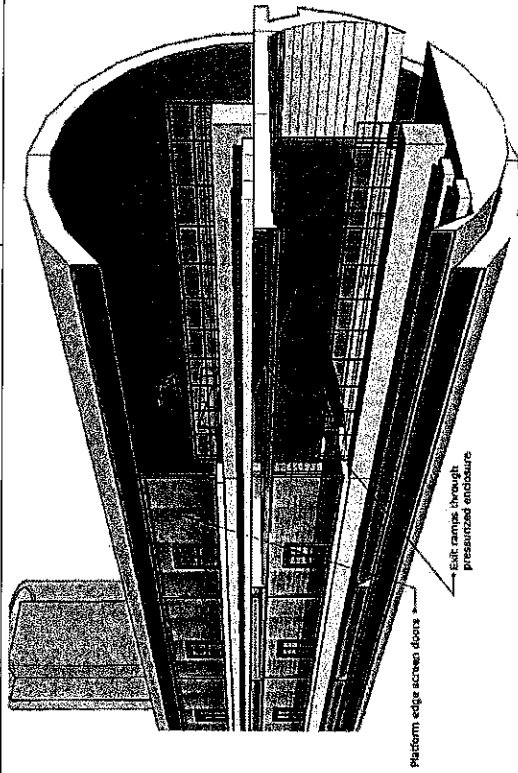
Barcelona station platform (inside single-bore)



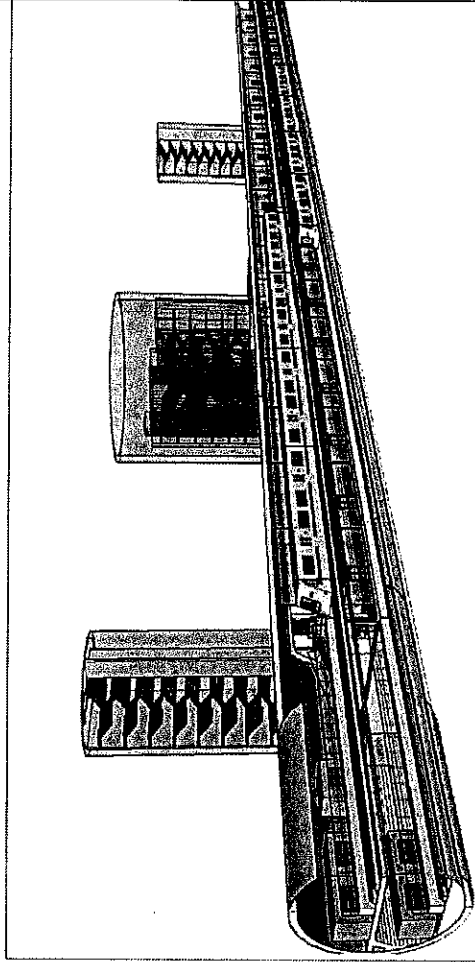
Pressurized emergency access stairs and tunnel ventilation shaft



Barcelona - Deep Station with high-speed elevators



Emergency Egress ramps at the end of the platform



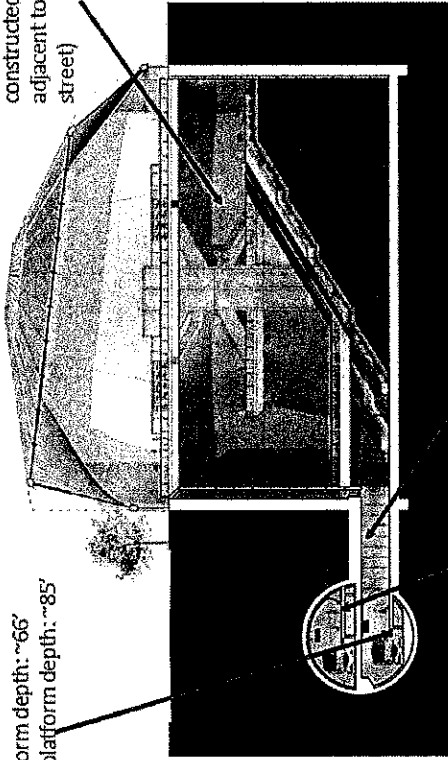
Station with platforms, access shafts, and emergency stairs/ventilation shaft

**Single-Bore Stations**

Downtown San Jose Station

Top platform depth: ~66'  
Bottom platform depth: ~85'

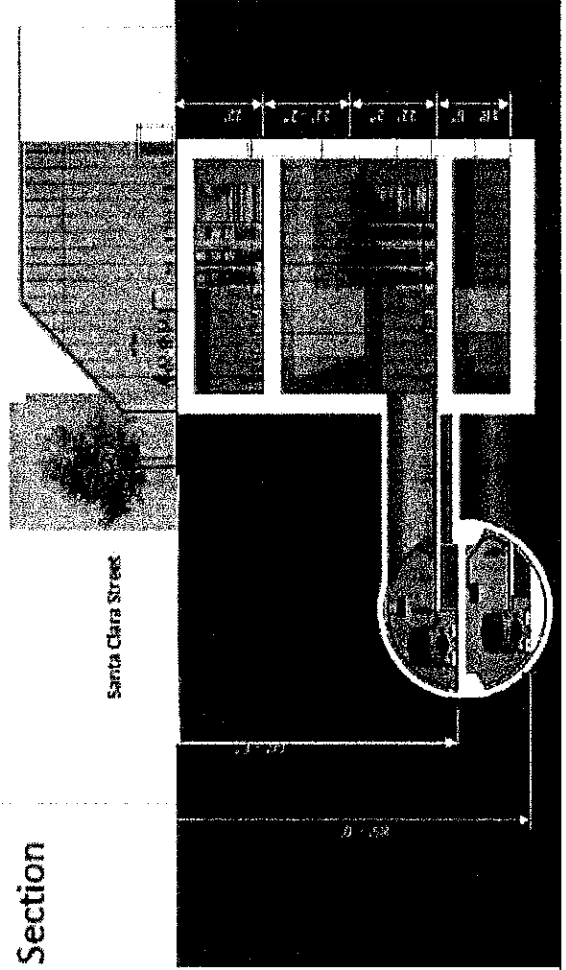
Station facilities, stairwells, escalators, elevators, etc. constructed via cut & cover adjacent to tunnel (off street)



Underground connection to platform

15'-6" wide unobstructed platforms

**East Entrance Section**

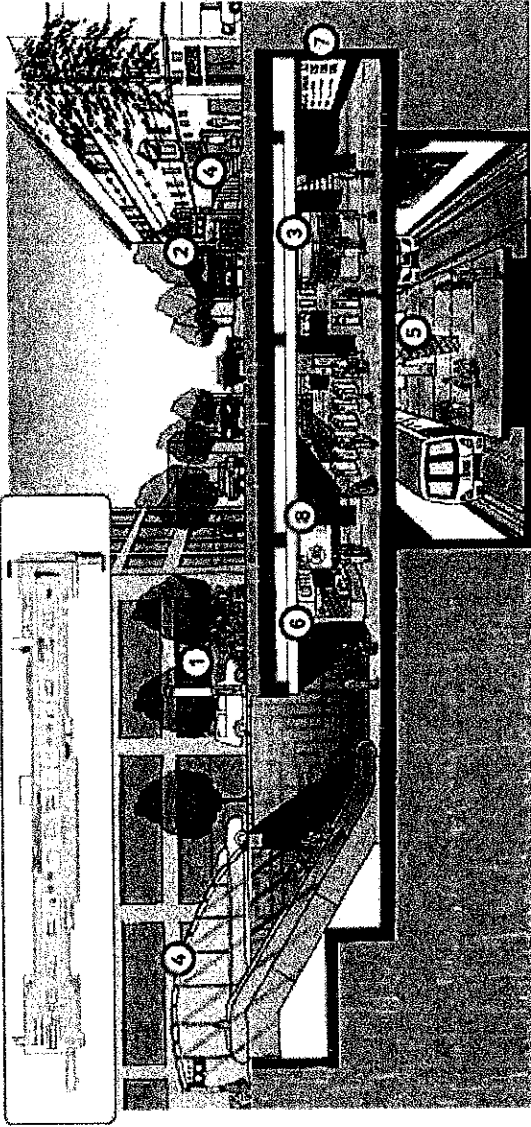


**Example Single-Bore Station**  
(without concourse)

Downtown San José – Santa Clara between 1<sup>st</sup> and 2<sup>nd</sup> Streets

- Two separate side platforms, one per direction
- Each entrance is a separate structure. Passengers descend from surface to platform without concourse.
- Number of entrances decided in design. Separate off-street, cut and cover shafts needed for each entrance.

**Twin-Bore Stations**

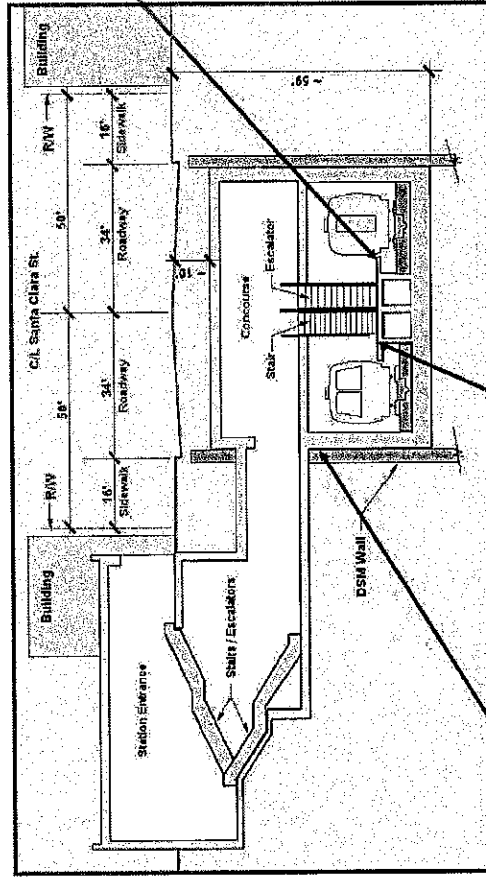


**Example Twin-Bore Stations**

Oakland 19<sup>th</sup> street and

- Shared island platform
- Concourse level for ticketing, wayfinding, and retail
- Currently 5 on-street and 1 off-street entrances
- Ability to add reconfigure on and off-street entrances to concourse over time

**Downtown San Jose Station Configuration**



Platform depth:  
~55'

28' wide center platform (serving both directions of travel)

Built via cut-and-cover

9'3" unobstructed width per side of platform

- Downtown San José
- Shared island platform – 28 feet across

**Tunnel Construction Methodology – Considerations**

| LONGER TERM CONSIDERATIONS                   |   | SINGLE – BORE   | TWIN – BORE           |
|--|---|---|-----------------------|
| Construction Impacts and Constructability    | + | Station construction in tunnel bore reduces street and utility disruptions.   | -                     |
|  | + | Construction of station entrances and ventilation shafts will be located off-street.  | -                     |
|  | + | No mined cross passages needed  | -                     |
|  | + | Opportunity to remove ventilation structures at 13 <sup>th</sup> St. and on Stockton Ave. while retaining emergency access.   | -                     |
| Passenger Experience / Station Accessibility | - | Station platforms 66 -88' below ground.   | =                     |
|  | = | Without concourses: Passengers exiting use one entrance from platform all the way to surface.<br>With concourse: Passengers can use concourse to orient their travel the desired direction. | =                     |
| Operating Costs                              | - | Operating cost over 30 years is 2.8% higher than twin-bore  | +                     |
|  | = | Without concourses: Entrances and fare gates are separated, necessitating an additional Station Agent at each station.  | +                     |
| Construction costs                           | + | Base Cost estimate \$70 million less  | -                     |
|  | - | Total Potential Risk Cost \$521 million more.<br>Risk can be reduced through advancing the design of the project beyond current 15 to 20%   | +                     |
| Program Risk Schedule Risk                   | = | Nine of top ten risks are technical capacity risks  | =                     |
|  | + | Heavy Civil Construction finishes 293 days sooner   | -                     |
|  |   | <b>More Favorable</b>   | <b>Less Favorable</b> |

Downtown Station construction will impact Santa Clara Street intermittently over the course of six years for utility relocation, shoring walls and excavation, and station construction

Cut and cover construction Downtown will impact VTA light rail and bus operations, require significant alterations to transit operations and station/stop locations.

Cross passages between bores may require soil treatment from surface and introduce construction risks

Station platforms 50-55' below ground level.  
Passengers can use concourse to orient their travel the desired direction.

Operating cost over 30 years is 2.8% lower than single bore

Base Cost estimate \$70 million more  
Total Potential Risk Cost is \$521 million less.  
Twin Bore project has advanced design to 65%

Three of top ten risks require financial contingencies  
Heavy Civil Construction finishes 293 days later

**More Favorable** + = - **Less Favorable**

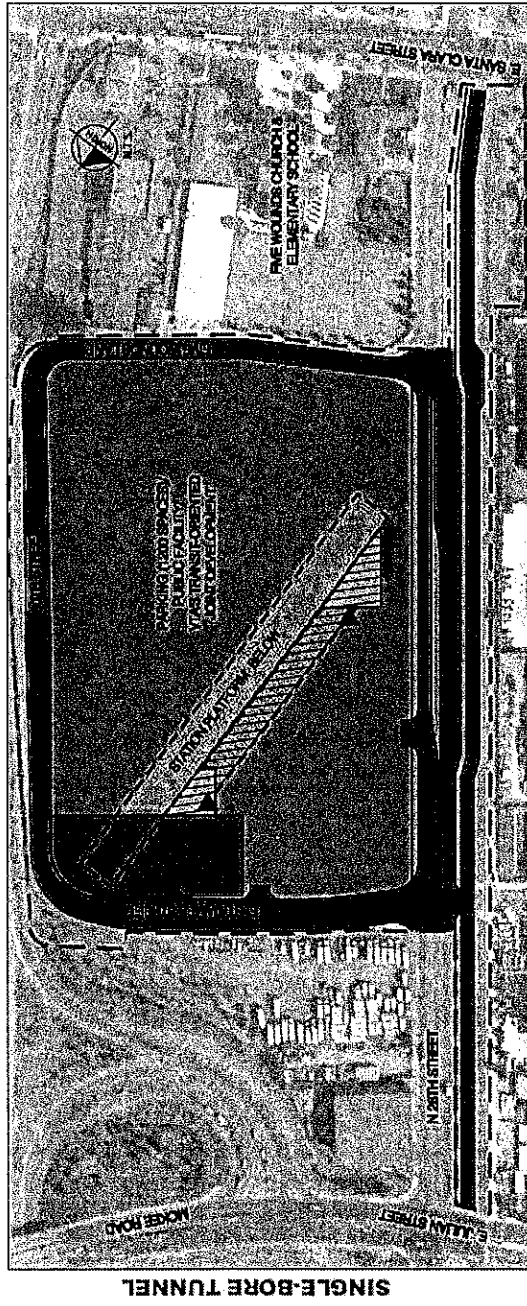


**Downtown San José Station – Twin-Bore Roadway Construction Impacts**

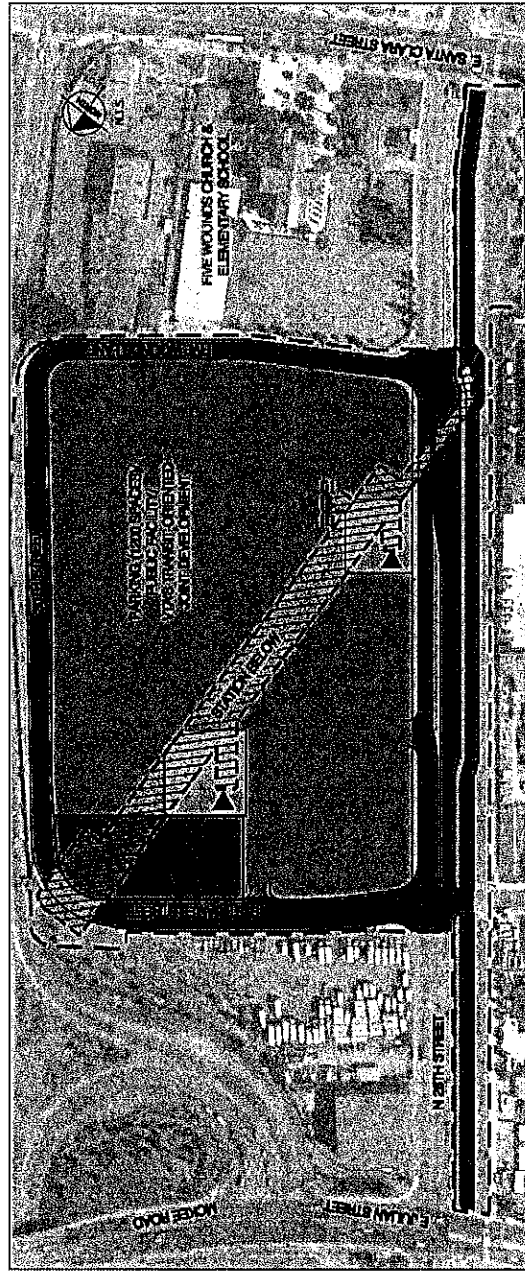
| ACTIVITY  | DURATION     | ADVERSE EFFECTS ON ROADWAYS  |
|---|--------------|--|
| Advanced Utility Relocations  | 16–24 months | Temporary lane closures and some street closures along Santa Clara Street – one block, or one block and one intersection, or two blocks and one intersection at a time – for periods of up to 3 months at a time.  |
| Support of Excavation Wall Installation   | 12–18 months | Temporary street closures along Santa Clara Street – one block or one block and one intersection, or two blocks and one intersection at a time – for periods of up to 3 months at a time. Light Rail Transit will require bus bridges at 1st and 2nd Street intersections for up to 3 months at each intersection. |
| Decking Installation  | 1–6 months   | Temporary street closures along Santa Clara Street – one block or one block and one intersection, or two blocks and one intersection at a time – for approximately 2 weeks to 1 month at a time.   |
| Station Box Excavation  | 10–18 months | Intermittent lane closures along Santa Clara Street.   |
| Tunnel Boring Machine Removal   | 2–4 weeks    | Intermittent lane closures on each end of the station – up to 4 weeks four times.  |
| Station Structure Construction  | 18–30 months | Intermittent lane closures along Santa Clara and up to 2-month street closure of Market Street.  |
| Decking Remove, Backfill and Street Restoration (Includes Street Resurfacing, Landscape, Sidewalk, Signals, Lighting) | 18–24 months | Temporary one-block or one block and one intersection street closures of 1 to 2 months, with intermittent lane closures along Santa Clara Street and the effected cross street.  |

Source: VTA 2016. Table 5-2 in Draft SEIS/SEIR.

**28<sup>th</sup> Street Station – Conceptual Layout**



**SINGLE-BORE TUNNEL**



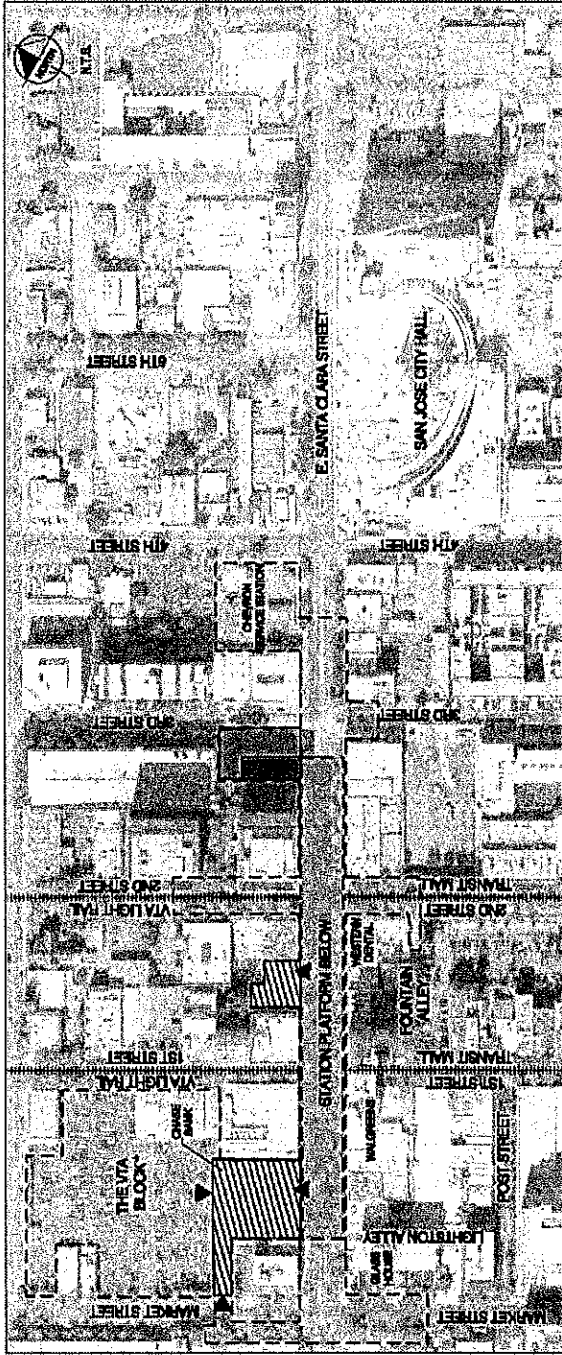
**TWIN-BORE TUNNEL**

**LEGEND**

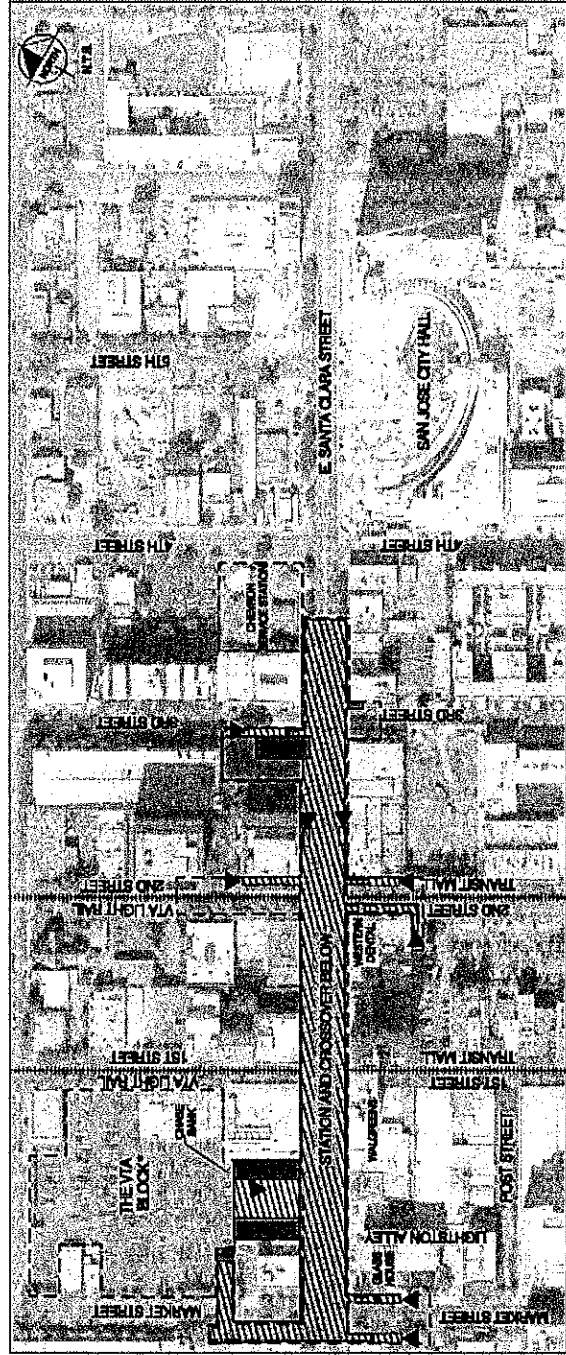
|  |   |
|--|---|
|  | STATION ENTRANCE  |
|  | UNDERGROUND STATION & SYSTEM FACILITIES   |
|  | ABOVE AND BELOW GROUND SYSTEMS FACILITIES   |
|  | PUBLIC FACILITY/<br>VTA'S TRANSIT-ORIENTED DEVELOPMENT                                  |
|  | ROADWAY MODIFICATIONS   |
|  | CUT AND COVER<br>EXCISING AND/OR GRADING TO ALLOW THE CONSTRUCTION OF A STRUCTURE BELOW |
|  | CONSTRUCTION STAGING AREA   |
|  | PROPERTY OWNED BY VTA   |

**CONCEPTUAL EXHIBITS**  
**ALUM ROCK/28TH STREET STATION**  
 05/02/2017

**Downtown San José – West Option**



**SINGLE-BORE TUNNEL**



**TWIN-BORE TUNNEL**

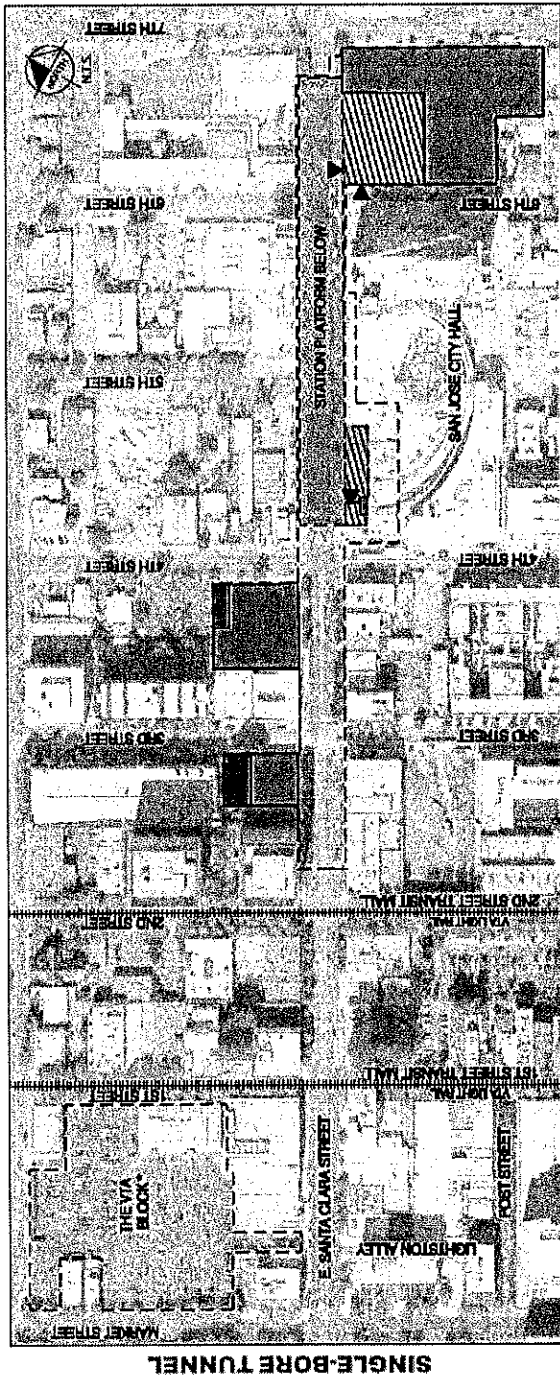
**LEGEND**

|       |   |
|-------|---|
|       | STATION ENTRANCE OPTIONS  |
|       | UNDERGROUND STATION & SYSTEM FACILITIES   |
|       | ABOVE AND BELOW GROUND SYSTEMS FACILITIES   |
|       | PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT                                 |
|       | CUT-AND-COVER (INDICATING INTO THE GROUND TO ALLOW THE CONSTRUCTION OF A STRUCTURE BELOW) |
| ##### | EXISTING TRACKS   |
| ---   | CONSTRUCTION STAGING AREA   |
| •     | PROPERTY OWNED BY VTA   |

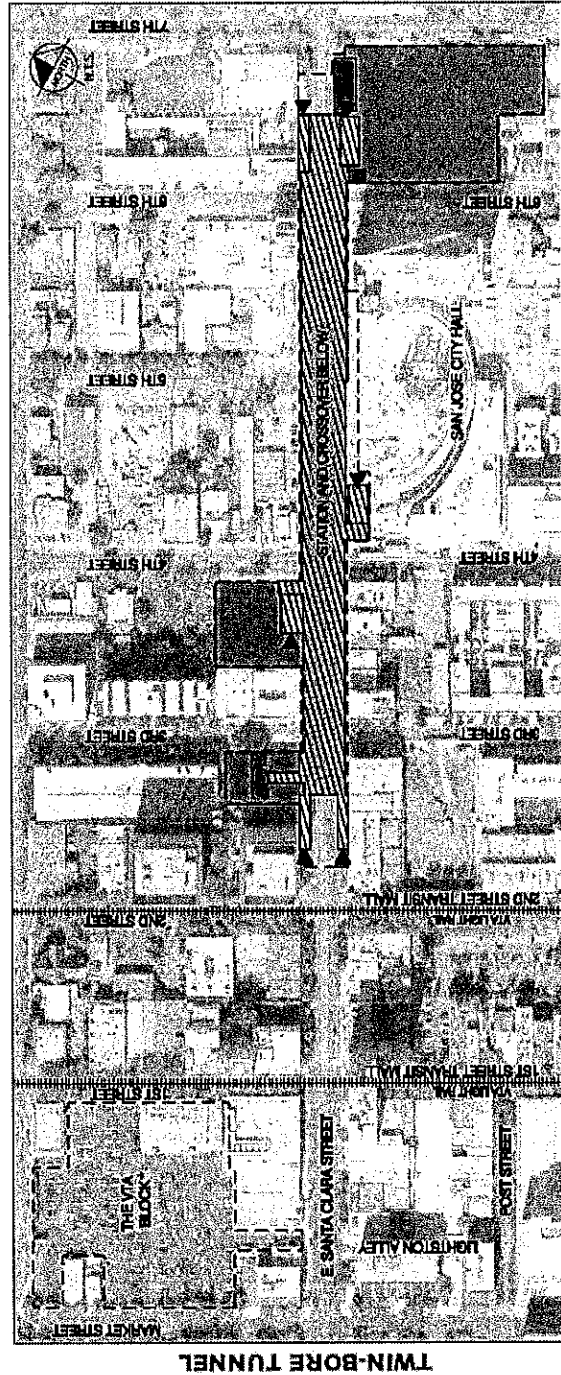
**CONCEPTUAL EXHIBITS**  
**DOWNTOWN SAN JOSE STATION**  
**WEST OPTION**  
 4/27/2017

Source: VTA

**Downtown San José – East Option**



**SINGLE-BORE TUNNEL**



**TWIN-BORE TUNNEL**

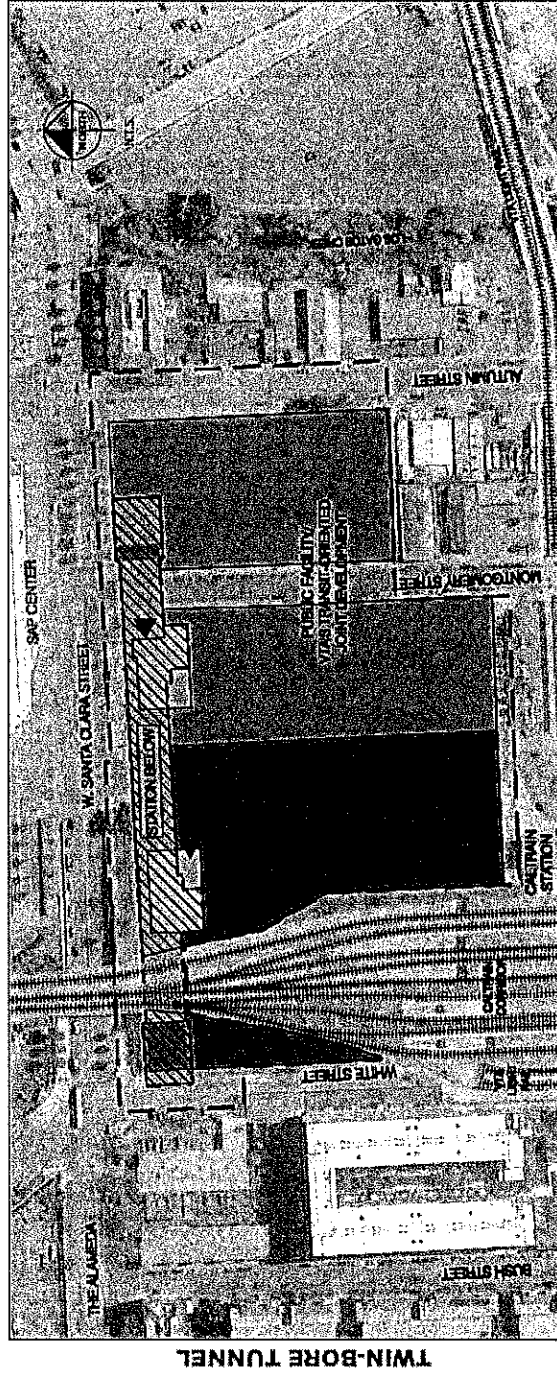
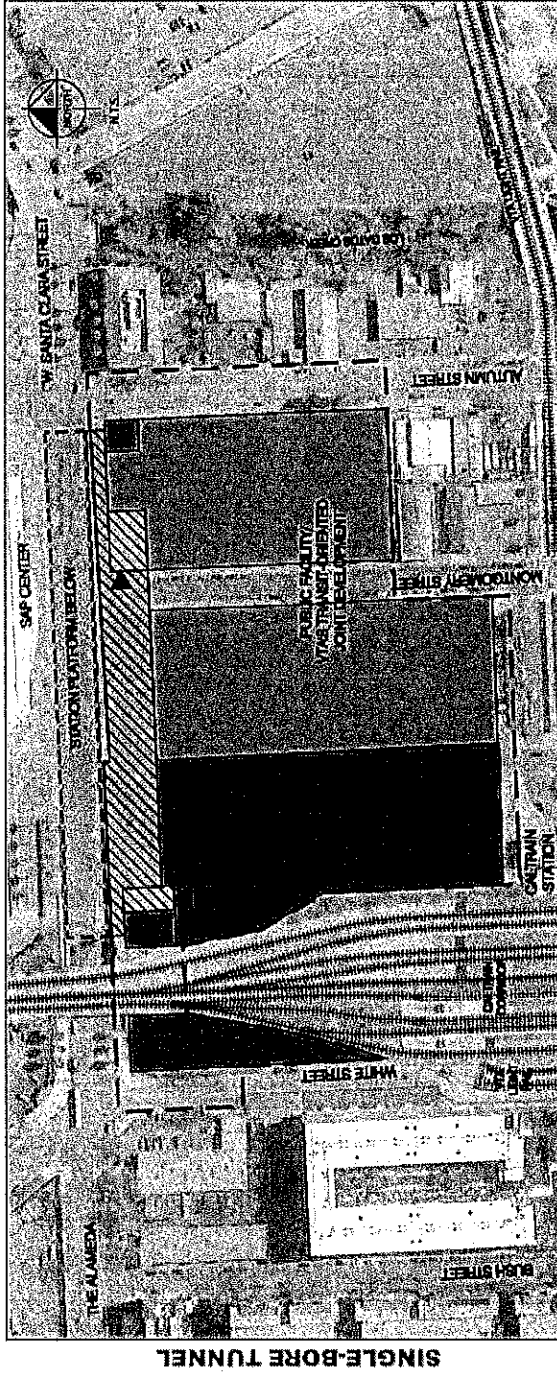
**CONCEPTUAL EXHIBITS**  
**DOWNTOWN SAN JOSE STATION**  
**EAST OPTION**  
 4/27/2017

**Downtown San José – Station Location Considerations**

| LONGER TERM CONSIDERATIONS  | WEST OPTION   | EAST OPTION   |   |   |   |                       |
|---|---|---|---|---|---|-----------------------|
| Support for Long Term Urban Development                             | The area within a 5-minute and 10-minute walk of West station option is zoned to accommodate 64% and 27% more square feet of development respectively, compared to the East location.   | The area within a 5-minute and 10-minute walk of East station option has a large portion zoned low-density residential, reducing potential for transit-oriented development around the station.           |   |   |   |                       |
| Existing Land Use Density (Jobs and Housing)                        | The entire core of Downtown San Jose, with the highest land use densities, are contained within a 10-minute walk of the West station location.  | Approximately one-third of the area within a 10-minute walk of the East station option contain low density residential neighborhoods with limited opportunities for dense transit supportive development. |   |   |   |                       |
| Connectivity  | The West station location has closer connections to the Downtown Transit Mall (VTA Light Rail and Bus) than the East station location, a key consideration by commuters when making trips involving multiple transit systems. Reinforces the central area of Downtown, between Almaden Blvd. and 4th Street, as the core of Downtown. | Several-block connection to Downtown Transit Mall (at 1st & 2nd Streets) (VTA Light Rail and Bus), direct connection to Santa Clara BRT.  |   |   |   |                       |
| Placemaking   | VTA ownership of the block north of Santa Clara between Market and 1st Streets creates prime transit oriented development site.   | Opportunity to activate the City Hall plaza, but fewer opportunities for placemaking.   |   |   |   |                       |
| Community and Stakeholder Support                                   | Supported by Downtown Association, SPUR San Jose, and Horace Mann Elementary School PTO   | Supported by San José State, opposed by Horace Mann Elementary School PTO.  |   |   |   |                       |
| <b>NEAR TERM CONSIDERATIONS</b>                                     | <b>WEST OPTION</b>  | <b>EAST OPTION</b>  |   |   |   |                       |
| Constructability & Construction Staging Areas                       | Allows for direct access to VTA-owned Mitchell block property as a key Construction Staging Area.   | Major construction conflict with the SJC Tower Development (at 4th/5th and Santa Clara), may require building redesign and financial impact. Partial demolition of City Hall garage may be required.      |   |   |   |                       |
| Construction Impacts, to sensitive locations and VTA Infrastructure | Construction will be impactful to downtown core. If cut and cover excavation is used rerouting of buses and temporary light rail closure (bus bridges).   | Construction will be impactful to downtown core, Horace Mann Elementary School, and City Hall. Impacts Santa Clara BRT and buses.   |   |   |   |                       |
|   | <table border="1"> <tr> <td><b>More Favorable</b></td> <td>+</td> <td>=</td> <td>-</td> </tr> </table>  | <b>More Favorable</b>   | + | = | - | <b>Less Favorable</b> |
| <b>More Favorable</b>   | +   | =   | - |   |   |                       |



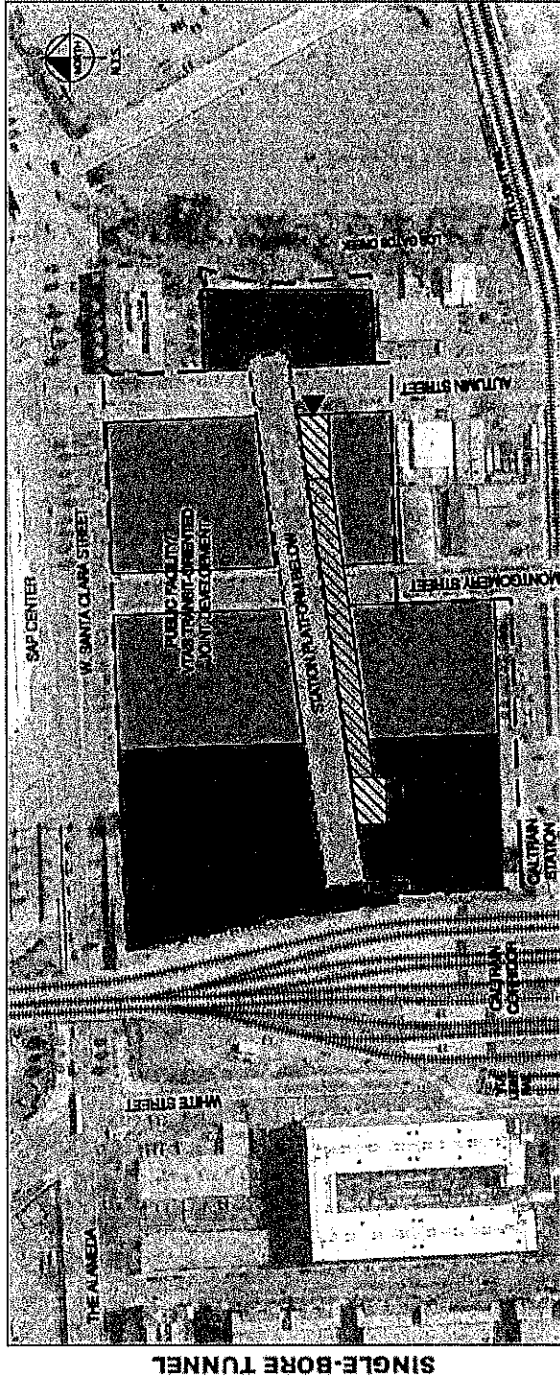
**Diridon San José Central Station – North Option**



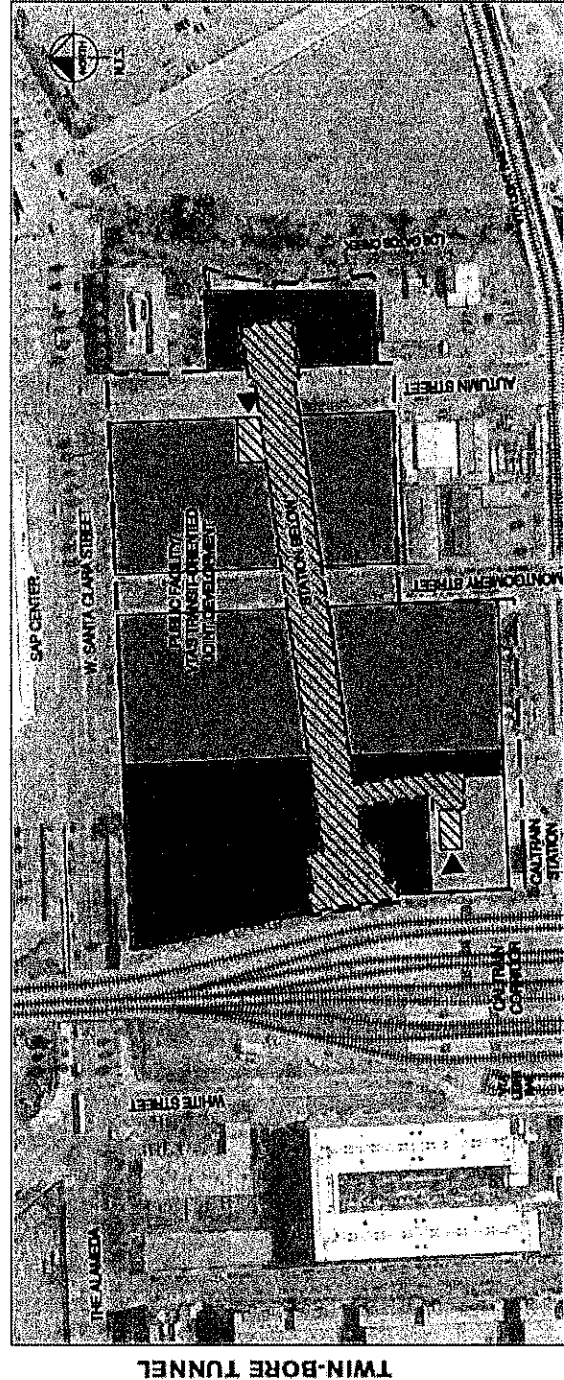
**CONCEPTUAL EXHIBITS**  
**DIRIDON STATION**  
**NORTH OPTION**  
 4/27/2017

Source: VTA

**Diridon San José Central Station – South Option**











**SINGLE-BORE TUNNEL**



**TWIN-BORE TUNNEL**

**LEGEND**

-  STATION ENTRANCE
-  UNDERGROUND STATION & SYSTEM FACILITIES
-  ABOVE AND BELOW GROUND SYSTEMS FACILITIES
-  PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
-  TRANSIT FACILITY
-  CUT-AND-COVER LOCATIONS (AS SHOWN TO ALLOW FOR CONSTRUCTION OF A STRUCTURE BELOW)
-  EXISTING TRACKS
-  CONSTRUCTION STAGING AREA

**CONCEPTUAL EXHIBITS**  
**DIRIDON STATION**  
**SOUTH OPTION**  
 04/27/2017

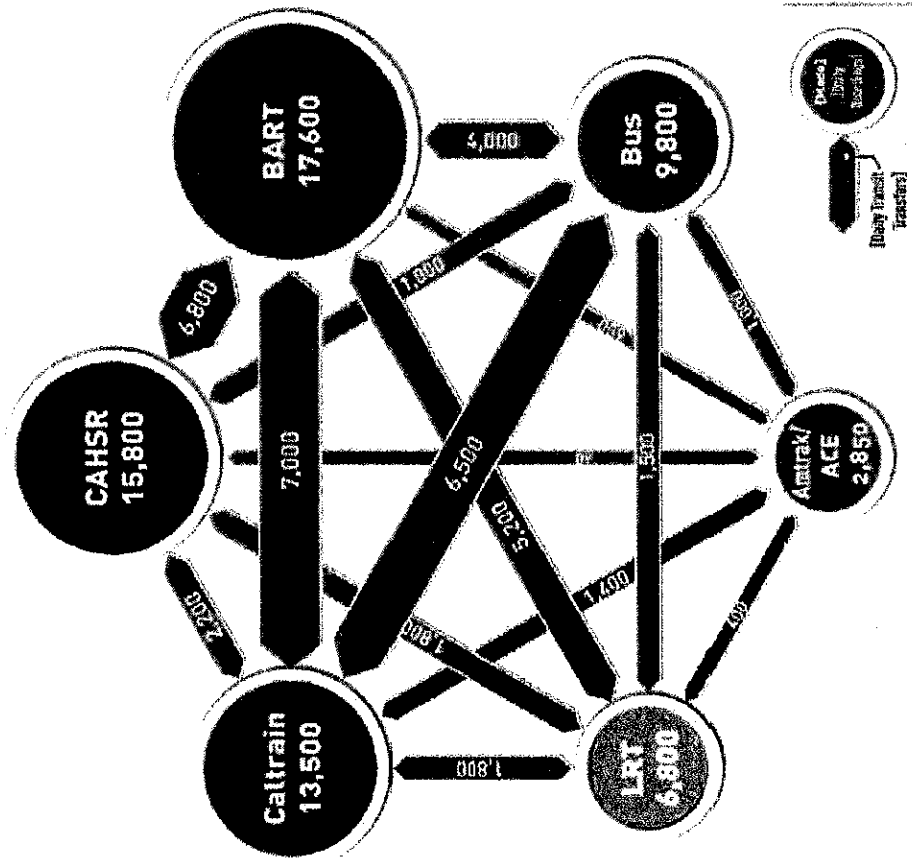
**Diridon San José Central Station – Station Location Considerations**

|                                   | <b>NORTH OPTION</b>         |   | <b>SOUTH OPTION</b>   |   |
|-----------------------------------|-----------------------------|---|-----------------------|---|
| <b>LONGER TERM CONSIDERATIONS</b> | +                           | Maximizes development potential and flexibility by consolidating transit infrastructure along Santa Clara Street.   | -                     | Location cuts diagonally across Diridon Central Zone. Light rail and BART alignments through core development area complicates site planning.   |
|                                   | +                           | Central Zone, Innovation District and most of Southern Zone are contained within a ten-minute walk.   | =                     | Central Zone, most of Innovation District, and Southern Zone are contained within a ten-minute walk.  |
|                                   | +                           | Integrated rebuilding of Diridon station, including new entrances from regional rail/HSR platforms to BART concourse on south side of Santa Clara Street would create new transit transfer hub. Direct connection to BRT. | =                     | West entrance located next to historic station and existing bus loop.   |
|                                   | +                           | Can created unified hub at Diridon and Santa Clara street. Across the street from SAP Center  | =                     | One-block connection to light rail and BRT on Santa Clara Street.<br>One-block walk to SAP Center   |
| <b>NEAR TERM CONSIDERATIONS</b>   | <b>NORTH OPTION</b>         |   |                       |   |
|                                   | =                           | Station construction and potential excavation located south of Santa Clara Street.  | -                     | Major construction conflict with the Trammel Crow development. Requires substantially deeper station or building redesign and financial impact. |
|                                   | =                           | Construction will impact Cahill, Autumn, and Monterey. Impacts to buses using Diridon station bus loop.   | =                     | Construction will impact Cahill, Autumn, and Monterey.<br>Impacts to buses using Diridon station bus loop.                                      |
|                                   | <b>More Favorable</b> + = - |   | <b>Less Favorable</b> |   |

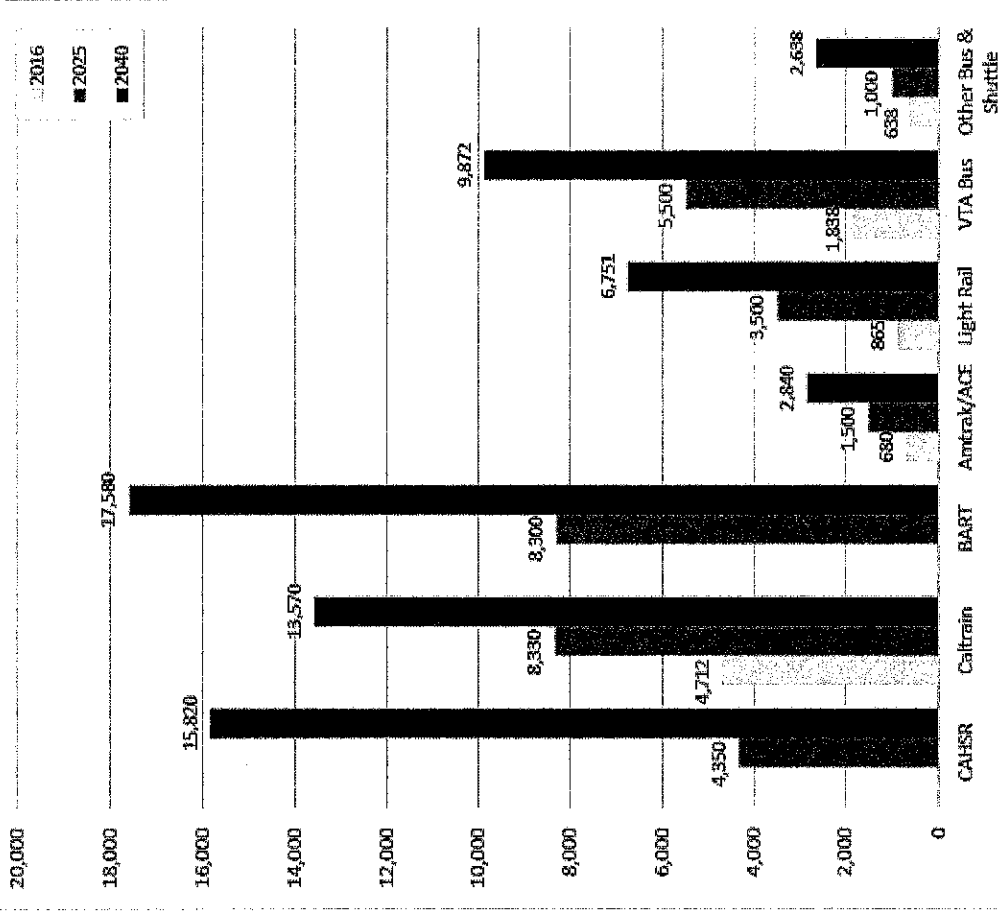


### Diridon Transit Transfers and Ridership

Preliminary Projections of Total Station Transfers

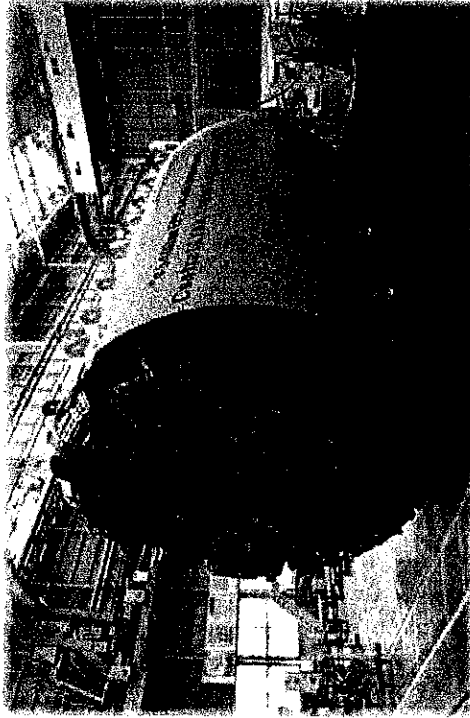


Diridon Station Boardings by Mode

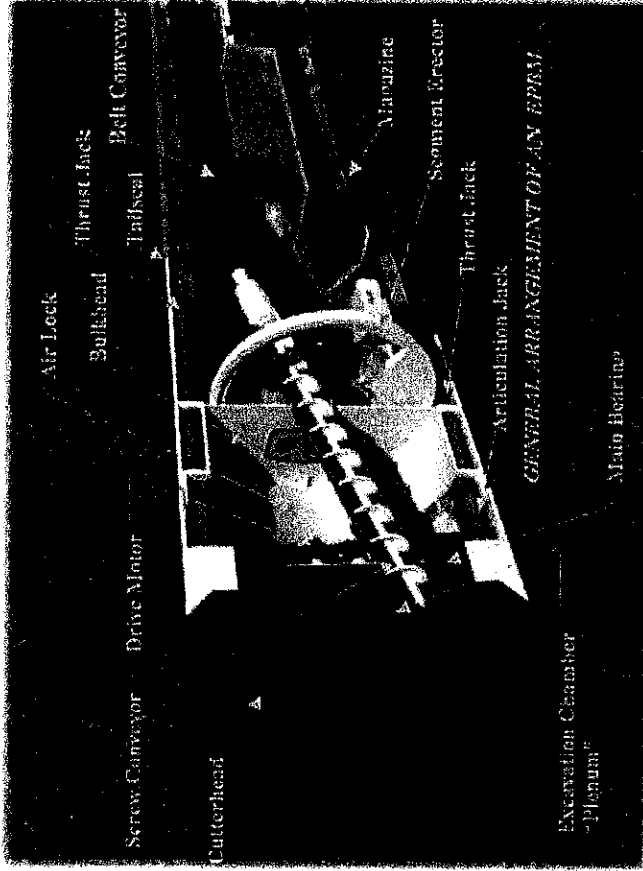


Note: No CAHSR or BART ridership data for 2016 (future services only)

## Tunnel Boring Machines



- Excavates ground material
- Creates tunnel structure
- Removes excavated material

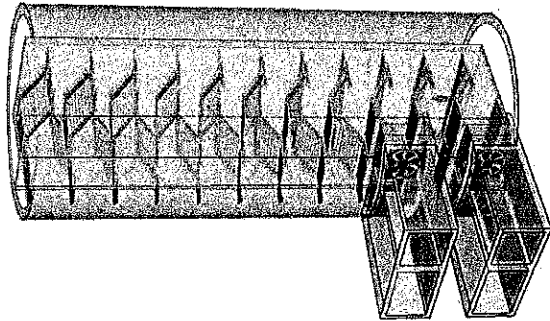


Source: VTA

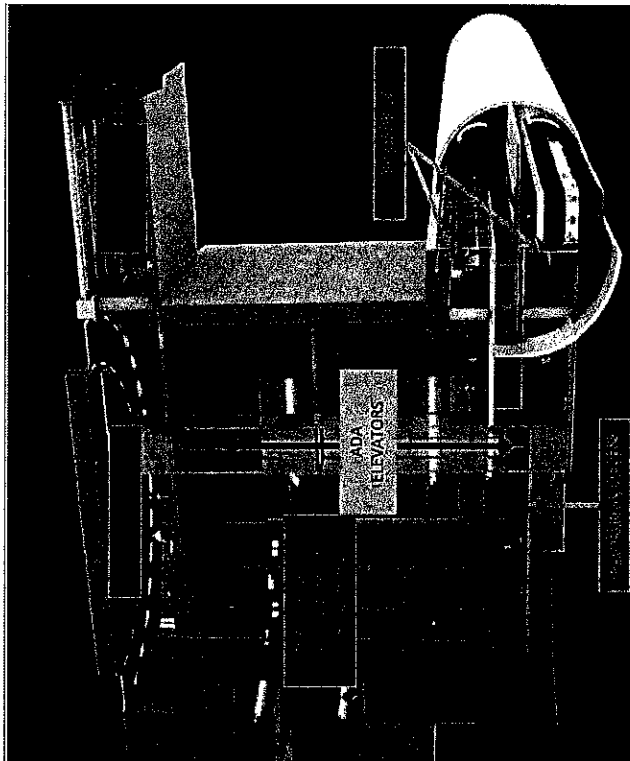
Single-Bore Stations



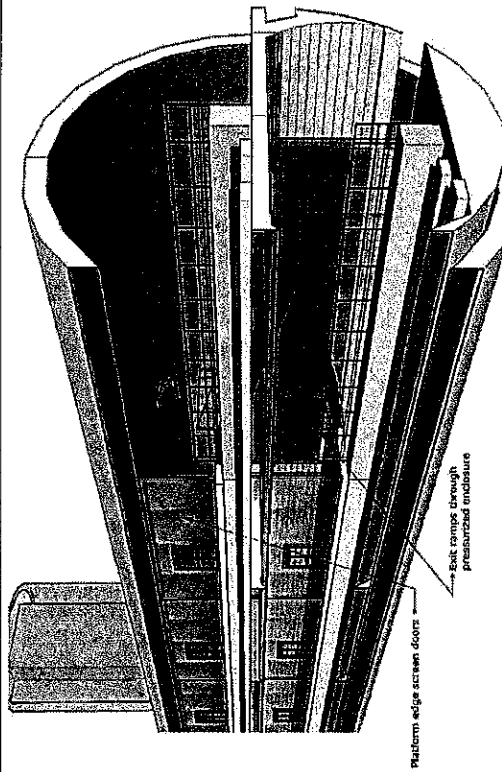
Barcelona station platform (inside single-bore)



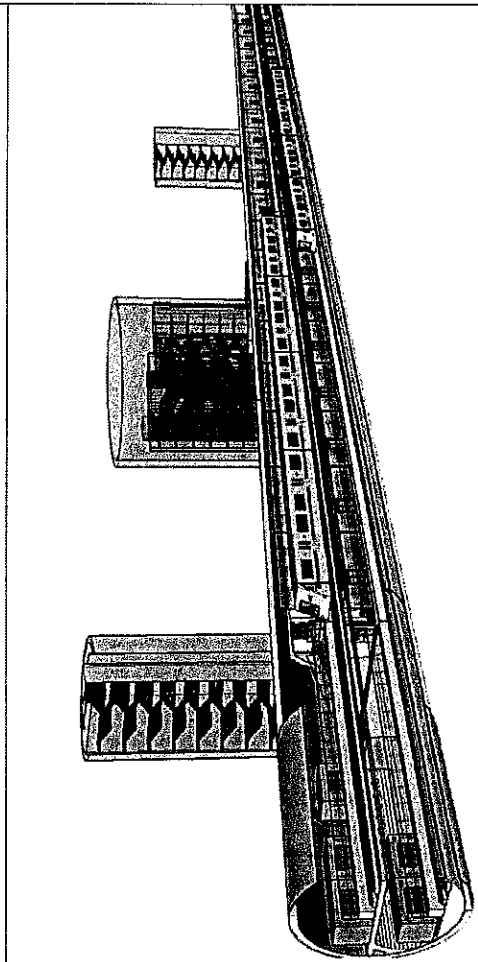
Pressurized emergency access stairs and tunnel ventilation shaft



Barcelona - Deep Station with high-speed elevators



Emergency Egress ramps at the end of the platform



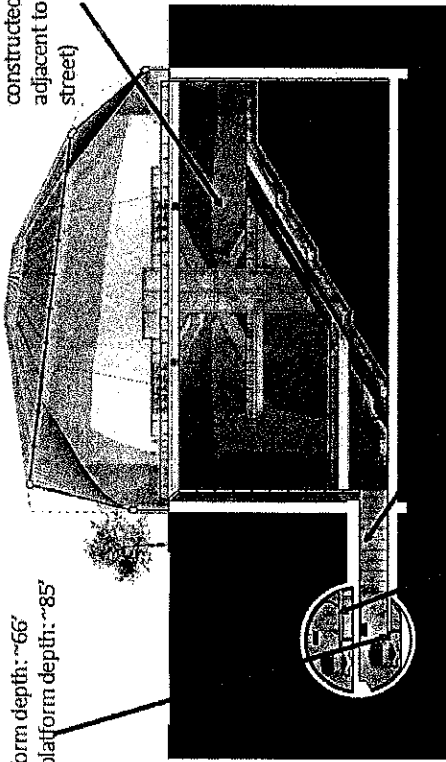
Station with platforms, access shafts, and emergency stairs/ventilation shaft

**Single-Bore Stations**

Downtown San Jose Station

Top platform depth: ~66'  
Bottom platform depth: ~85'

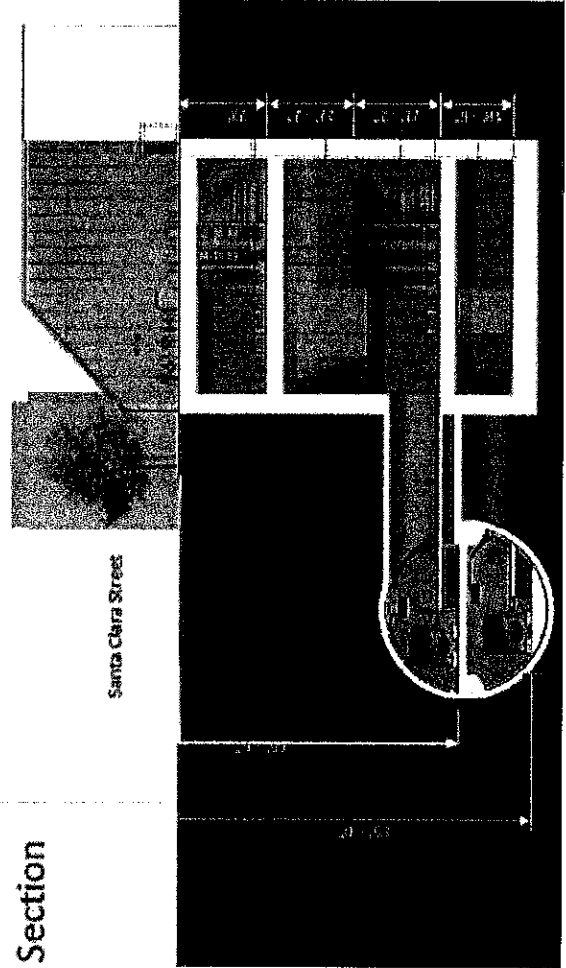
Station facilities, stairwells, escalators, elevators, etc. constructed via cut & cover adjacent to tunnel (off street)



Underground connection to platform

15'-6" wide unobstructed platforms

**East Entrance Section**



Santa Clara Street

**Example Single-Bore Station**  
(without concourse)

Downtown San José – Santa Clara between 1<sup>st</sup> and 2<sup>nd</sup> Streets

- Two separate side platforms, one per direction
- Each entrance is a separate structure. Passengers descend from surface to platform without concourse.
- Number of entrances decided in design. Separate off-street, cut and cover shafts needed for each entrance.



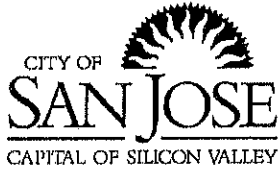
Tunnel Construction Methodology – Considerations

| LONGER TERM CONSIDERATIONS                   |   | SINGLE – BORE   | TWIN – BORE           |
|--|---|---|-----------------------|
| Construction Impacts and Constructability    | + | Station construction in tunnel bore reduces street and utility disruptions.   | -                     |
|  | + | Construction of station entrances and ventilation shafts will be located off-street.  | -                     |
|  | + | No mined cross passages needed  | -                     |
|  | + | Opportunity to remove ventilation structures at 13 <sup>th</sup> St. and on Stockton Ave. while retaining emergency access.   | -                     |
| Passenger Experience / Station Accessibility | - | Station platforms 66 -88' below ground.   | =                     |
|  | = | Without concourses: Passengers exiting use one entrance from platform all the way to surface.<br>With concourse: Passengers can use concourse to orient their travel the desired direction. | =                     |
| Operating Costs                              | - | Operating cost over 30 years is 2.8% higher than twin-bore  | +                     |
|  | = | Without concourses: Entrances and fare gates are separated, necessitating an additional Station Agent at each station.<br>Base Cost estimate \$70 million less                              | +                     |
| Construction costs                           | + | Total Potential Risk Cost \$521 million less.   | -                     |
|  | - | Risk can be reduced through advancing the design of the project beyond current 15 to 20%  | +                     |
| Program Risk Schedule Risk                   | = | Nine of top ten risks are technical capacity risks<br>Heavy Civil Construction finishes 293 days sooner   | =                     |
|  | + | Three of top ten risks require financial contingencies<br>Heavy Civil Construction finishes 293 days later  | -                     |
|  |   | <b>More Favorable</b>   | <b>Less Favorable</b> |

**Downtown San José Station – Twin-Bore Roadway Construction Impacts**

| ACTIVITY  | DURATION     | ADVERSE EFFECTS ON ROADWAYS  |
|---|--------------|--|
| Advanced Utility Relocations  | 16–24 months | Temporary lane closures and some street closures along Santa Clara Street – one block, or one block and one intersection, or two blocks and one intersection at a time – for periods of up to 3 months at a time.  |
| Support of Excavation Wall Installation   | 12–18 months | Temporary street closures along Santa Clara Street – one block or one block and one intersection, or two blocks and one intersection at a time – for periods of up to 3 months at a time. Light Rail Transit will require bus bridges at 1st and 2nd Street intersections for up to 3 months at each intersection. |
| Decking Installation  | 1–6 months   | Temporary street closures along Santa Clara Street – one block or one block and one intersection, or two blocks and one intersection at a time – for approximately 2 weeks to 1 month at a time.   |
| Station Box Excavation  | 10–18 months | Intermittent lane closures along Santa Clara Street.   |
| Tunnel Boring Machine Removal   | 2–4 weeks    | Intermittent lane closures on each end of the station – up to 4 weeks four times.  |
| Station Structure Construction  | 18–30 months | Intermittent lane closures along Santa Clara and up to 2-month street closure of Market Street.  |
| Decking Remove, Backfill and Street Restoration (Includes Street Resurfacing, Landscape, Sidewalk, Signals, Lighting) | 18–24 months | Temporary one-block or one block and one intersection street closures of 1 to 2 months, with intermittent lane closures along Santa Clara Street and the effected cross street.  |

Source: VTA 2016. Table 5-2 in Draft SEIS/SEIR.



# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** Mayor Sam Liccardo  
Councilmember Raul Peralez  
Councilmember Lan Diep  
Councilmember Dev Davis  
Councilmember Johnny Khamis

**SUBJECT:** BART PHASE II

**DATE:** September 15, 2017

Approved

Date

*[Handwritten signatures and date: 9/15/2017]*

**RECOMMENDATION**

*San Diep*

Accept staff recommendations for City priorities and locally preferred alternatives including strong support for the single bore tunneling method for the BART Phase II Project with additional direction to request the following of the VTA Board:

1. Request that VTA and the City work with San José State University (SJSU) to consider project elements and requests that include, but are not limited to: street signage and wayfinding, interim transit programs for impacted riders during construction, and a plan for pedestrian safety with respect to increased truck traffic due to construction.
2. Consider a station entrance at the corner of 3<sup>rd</sup> and Santa Clara Street for the Downtown Station – as identified and described in the staff report – under the west station location and single bore tunneling method.
3. Request that VTA in coordination with City staff present their Construction Outreach and Management Plan (COMP) to the City Council for review and adoption.
4. Further request that City staff report back to Council in early 2018 with an update on:
  - a. Interagency discussions related to future planning of Diridon San José Central Station.
  - b. VTA and the City’s discussions with BART on the locally preferred alternatives. This should happen as soon as information is available.
  - c. A strategy on the City’s preparation for future construction coordination.
  - d. The BART Station Security Plan with City staff review and input prior to any VTA action on an agreement between VTA and BART.



## **BACKGROUND**

We support the staff recommendations of single bore tunnel technology and the preferred station options.

### **Preference on Single Bore Tunneling**

The history of transit systems being built along major arterial streets in downtown has proven that major construction on street surfaces should be avoided as best as possible. In 1986, the construction of the light rail system through the Downtown Core on First and Second streets caused severe and historic impacts to the community. Those impacts included major loss of business revenue and, sadly, even the shuttering of businesses.

More recently, we saw the agonizing effects on businesses along Alum Rock and East Santa Clara Street during the construction of the Bus Rapid Transit (BRT) system. The twin-bore tunneling option would create a more severe impact since it requires “cut and cover” construction along Santa Clara Street in the heart of the Downtown Core. Simply put, this would cause significant and widespread disruption at the surface level during construction. Given our experience on construction impacts in the Downtown, we absolutely must advocate for the least intrusive technology available.

Single bore construction has been proven feasible and safe by VTA’s independent analysis<sup>1</sup>, *does not* require “cut-and-cover” on the public right-of-way, and potentially allows for a shorter construction schedule. We echo not only staff recommendations, but the strong response from our community, that it is in the best interest of Downtown San José to use single-bore tunneling technology.

### **Outreach & Construction**

The preferred west option for Downtown San José and north option for Diridon San José Central Station reinforces our plans for a significant amount of future employment, housing, and visitor growth.

While the completion of BART Phase II will be a celebratory moment when trains pull into downtown, we must ensure that the process to that moment is inclusive, smooth and met with as little impact as possible to our residents and business community. We expect that a world-class transit system should be accompanied with world-class construction management; and, as elected representatives of those who will be enduring the construction for years to come, we intend to work closely with VTA to maintain that expectation.

Furthermore, while the discussion of station branding is still far off into the future, we expect outreach should be conducted at the appropriate time since there are communities such as the Little Portugal/Roosevelt community already leading their own conversations.

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<sup>1</sup> VTA; BART Silicon Valley, Phase II Single Bore Tunnel Technical Studies; April 10, 2017

We also cannot ignore that we are in the middle of an exciting economic cycle in which our limited City staff resources are trying to keep up with. For example, our Department of Public Works currently has one staff member coordinating all the downtown construction activities including road closures, event impacts and construction schedule. With the number of high density developments in the pipeline and BART construction on the horizon, it would be beneficial for us to ensure that we are thoroughly prepared for a level of construction volume that downtown has never seen.

### Ongoing Discussions

With no San José presence on the current BART board, it would be prudent to continue engaging with BART on our priorities and preferences. We hope that continuous conversations will bring consensus and understanding between our City and the greater regional system.

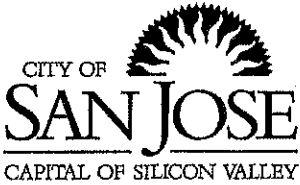
Following a study trip this past summer on transit station planning in Europe, we are encouraged to see our staff, agency and community partners energized about the future of Diridon Station. We agree that it is urgent for our City and partners to be coordinated on an iconic and sustainable vision for Diridon that allows for a high-caliber user experience. With the current development interests and planned infrastructure investment at Diridon, we must capitalize on this momentum as best we can.

### CONCLUSION

After multiple ballot measures spearheaded by the Silicon Valley Leadership Group, and approval by voters, persistent advocacy to secure funding by our local, state and federal delegation, and countless hours of VTA and city staff time, the train is closer to pulling into the station. It has been the City's longtime vision to bring BART into the heart of San José, and as we prepare to make these recommendations to the VTA board, we are cognizant of the work, time and effort placed into this endeavor by our staff, community members, partners, and predecessors. We are confident that our City's first underground transit system will bring positive change to Downtown and that public rail transit in the Bay Area will come full circle here in San José.

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*BROWN ACT: The signers of this memorandum have not had, and will not have, any private conversation with any other member of the City Council, or that member's staff, concerning any action discussed in the memorandum, and that each signer's staff members have not had, and have been instructed not to have, any such conversation with any other member of the City Council or that member's staff.*



# Memorandum

**TO:** CITY COUNCIL

**FROM:** Vice Mayor Carrasco

**SUBJECT:** BART PHASE II Priorities and Preferred Alternatives

**DATE:** September 14, 2017

Approved

Date

9/14/17

## RECOMMENDATION

Support the recommendations in the staff memo on item 6.1 in addition to mandate that VTA develop a robust outreach plan with our local business community, residents and stakeholders in multiple languages and work with the respective Council offices to address concerns.

## BACKGROUND

As the Alum Rock Bus Rapid Transit Project is in its final stages I have developed lessons learned from the project. One of the lessons is that we must have honest and open communication about the real impacts of the project to our businesses. Along the Alum Rock Corridor, I have seen too many businesses fail during and after the construction. Even after VTA committed millions of dollars to subsidies for the businesses it was not enough to stop the bleeding of our economic center. There must be coordination between the council districts and VTA. Council offices know their constituents and VTA would benefit from this expertise. VTA must understand the cultural context of the neighborhoods that will be impacted to determine the best way to communicate in these neighborhoods.

Another lesson learned is the need to coordinate with the businesses on the scheduling of construction and not impose upon them. Throughout BRT construction, we repeatedly heard our businesses that the biggest disruption was construction scheduling which did not coincide with the business hours or driveways and doors blocked during business hours making it impossible for clients to access their offices. Our merchants often reported receiving construction scheduled that were inaccurate causing them to close unnecessarily. It is imperative that construction coordination take place with businesses.

Newsletters, and emails do not work. In person, communication with the owners is critical to understand the business schedule including deliveries, holiday season, and high business times such as tax season. The ability to contract with the businesses that will be impacted to offset some of the losses is another great way to work together. It is my hope that we can learn from the BRT project missteps to improve the process for the BART Phase II project.

# Downtown San Jose

**GROCERYOUTLET**  
bargain market

SJAA Board Meeting  
September 27, 2017  
Agenda Item 3.1.a.

September 12, 2017

**Subject: Support the West Option - Downtown San Jose BART Station**

Mayor Liccardo, Vice Mayor Carrasco, and Councilmembers,

We are Chevonne and Darren Johst, the owner-operators of the Grocery Outlet store located at 272 East Santa Clara Street in downtown San Jose. We are writing to ask you to vote for the West Option as the location of the downtown San Jose BART station. The West Option is appropriately located in the heart of downtown San Jose and is supported by numerous community groups and business organizations. The East Option moves the station away from the downtown core and would result in the closure of our store.

As life-long San Jose residents and five-plus year San Jose business owners, we cannot tell you how concerned we are about the possibility of having our store closed. San Jose is where we decided to buy a business and raise our family but, due to the current real estate market, if our store is closed a suitable relocation alternative doesn't exist in the area. Therefore, it seems likely that if the East Option is selected we will lose our business and have to move our family out of the community we love.

Downtown San Jose has a bright future but is at risk of becoming a food desert. Access to low-cost, healthy, fresh, and organic fruits and vegetables is even more limited which is why the loss of Grocery Outlet would have so many negative effects. While five dollars might not be a lot of money to some people, to many of our customers five dollars is the difference between being able to afford extra, healthy food or not. Grocery Outlet may seem similar to other grocery retailers but our discounts and prices cannot be matched or compared. Our store is unique and, we believe, important to the community.

Recognizing that decisions like this are not made based on any single factor, below are just a few examples of the contributions our store makes to the community for you to consider when making your decision:

- Only value grocer located in downtown San Jose;
- Only source of low-cost organic fruits and vegetables in downtown San Jose;
- 35 San Jose resident jobs;
- 12 San Jose State University student jobs;
- Over \$100,000 in donations to schools, recovery programs, and youth groups.

Thank you very much for your time. We hope you will consider this letter when making your decision.

Sincerely,



Chevonne Johst  
Owner-Operators  
Grocery Outlet of Downtown San Jose



Darren Johst

CC: Bay Area Rapid Transit Board of Directors  
Valley Transportation Authority Board of Directors

# COMING EVENTS

Event Information: 408-287-9200  
Ticketmaster: 800-745-3000



SEPTEMBER

| SUN  | MON  | TUE                             | WED | THU                               | FRI | SAT   |
|--|--|---------------------------------|-----|-----------------------------------|-----|---|
|  |  |                                 |     |                                   | 1   | 2   |
| 3 Kristi Yamaguchi's Golden Moment<br>3:30pm<br>\$43.00 - \$231.00 | 4  | 5                               | 6   | 7                                 | 8   | 9 Pepe Aguilar<br>8:00pm<br>\$65.00 - \$99.50                       |
| 10   | 11   | 12                              | 13  | 14                                | 15  | 16 Marco Antonio Solis & Jesse & Joy<br>8:00pm<br>\$68.00- \$188.00 |
| 17 Hall & Oates<br>7:00pm<br>\$35.00 - \$149.50                    | 18 WWE Monday Night Raw<br>4:30pm<br>\$22.00- \$128.00 | 19 Sharks vs. Anaheim<br>7:00pm | 20  | 21 Sharks vs. Las Vegas<br>7:30pm | 22  | 23 Bellator MMA<br>3:30pm<br>\$32.00- \$753.00                      |
| 24   | 25   | 26                              | 27  | 28                                | 29  | 30 Barracuda vs. Stockton 1:30pm<br>Sharks vs. Arizona<br>7:00pm    |

OCTOBER

| SUN   | MON                             | TUE   | WED                                 | THU                             | FRI  | SAT  |
|---|---------------------------------|---|-------------------------------------|---------------------------------|--|--|
| 1   | 2                               | 3   | 4 Sharks vs. Philadelphia<br>7:30pm | 5                               | 6 Marc Anthony<br>8:00pm<br>\$64.00-\$174.00 | 7 Sharks vs. Los Angeles<br>7:30pm                                       |
| 8 Depeche Mode<br>7:30pm<br>\$49.50-\$149.50                      | 9                               | 10  | 11                                  | 12 Sharks vs. Buffalo<br>7:30pm | 13 Barracuda vs. Grand Rapids<br>7:00pm      | 14 Barracuda vs. San Antonio 1:15pm<br>Sharks vs. NY Islanders<br>7:30pm |
| 15  | 16                              | 17 Sharks vs. Montreal<br>7:30pm            | 18                                  | 19                              | 20   | 21 Professional Bull Riders<br>6:45pm<br>\$17.00-\$303.00                |
| 22 Professional Bull Riders<br>1:45pm<br>\$17.00-\$303.00         | 23                              | 24 Andre Rieu<br>8:00pm<br>\$41.00-\$102.00 | 25                                  | 26                              | 27   | 28 Disney on Ice: Dream Big<br>11a/3p/7p<br>\$35.00 - \$149.50           |
| 29 Disney on Ice: Dream Big<br>11a/3p/6:30p<br>\$35.00 - \$149.50 | 30 Sharks vs. Toronto<br>7:30pm | 31  |                                     |                                 |  |  |

NOVEMBER

| SUN                                  | MON                             | TUE   | WED                                    | THU                             | FRI                                     | SAT  |
|--------------------------------------|---------------------------------|---|--|---------------------------------|---|--|
|                                      |                                 |   | 1 Sharks vs. Nashville<br>7:30pm       | 2                               | 3                                       | 4 Sharks vs. Anaheim<br>7:30pm                                     |
| 5 Barracuda vs. Texas<br>5:00pm      | 6                               | 7   | 8 Sharks vs. Tampa Bay<br>7:30pm       | 9                               | 10 Mayday<br>7:30pm<br>\$91.00-\$331.00 | 11 Barracuda vs. Manitoba 1:15pm<br>Sharks vs. Vancouver<br>7:00pm |
| 12 Barracuda vs. Manitoba<br>3:00pm  | 13                              | 14 Katy Perry<br>7:00pm<br>\$50.50-\$200.50 | 15                                     | 16 Sharks vs. Florida<br>7:30pm | 17                                      | 18 Barracuda vs. Ontario 1:15pm<br>Sharks vs. Boston<br>7:30pm     |
| 19 Barracuda vs. Ontario<br>3:00pm   | 20 Sharks vs. Anaheim<br>7:30pm | 21  | 22 Barracuda vs. San Antonio<br>7:00pm | 23                              | 24                                      | 25 Sharks vs. Winnipeg<br>7:00pm                                   |
| 26 Barracuda vs. San Diego<br>3:00pm | 27                              | 28  | 29                                     | 30                              |   |  |

Group Tickets are available for groups of 15 or more to many events.  
For more information, please contact our Group Sales Department at 408-977-4715 or email [grouptickets@sharksports.net](mailto:grouptickets@sharksports.net).



**San Jose Arena Authority**

**Arena Ticket Distribution Program  
 Annual and Cumulative Ticket Distribution Totals  
 July 2017**

Below is a listing of annual totals and the cumulative number of tickets distributed throughout the history of the Arena Authority's Arena Ticket Distribution Program.

| <u>Year</u> | <u>Annual Totals</u>     | <u>Cumulative Totals</u> |
|-------------|--------------------------|--------------------------|
| 1993-94     | 3,500                    | 3,500                    |
| 1994-95     | 5,344                    | 8,844                    |
| 1995-96     | 5,994                    | 14,838                   |
| 1996-97     | 4,800                    | 19,638                   |
| 1997-98     | 5,616                    | 25,254                   |
| 1998-99     | 4,816                    | 30,070                   |
| 1999-2000   | 5,122                    | 35,192                   |
| 2000-01     | 4,680                    | 39,872                   |
| 2001-02     | 4,844                    | 44,716                   |
| 2002-03     | 4,856                    | 49,572                   |
| 2003-04     | 5,480                    | 55,052                   |
| 2004-05     | 3,940                    | 58,992                   |
| 2005-06     | 5,136                    | 64,128                   |
| 2006-07     | 4,960                    | 69,088                   |
| 2007-08     | 5,204                    | 74,292                   |
| 2008-09     | 3,958                    | 78,250                   |
| 2009-10     | 4,256 (704 tickets sold) | 82,506                   |
| 2010-11     | 4,224 (160 tickets sold) | 86,730                   |

San Jose Arena Authority  
Arena Ticket Distribution Program  
Annual and Cumulative Ticket Distribution Totals  
July 2017  
Page 2

| <u>Year</u> | <u>Annual Totals</u>     | <u>Cumulative Totals</u> |
|-------------|--------------------------|--------------------------|
| 2011-12     | 4,026 (112 tickets sold) | 90,756                   |
| 2012-13     | 4,058 (128 tickets sold) | 94,814                   |
| 2013-14     | 3,714 (128 tickets sold) | 98,528                   |
| 2014-15     | 3,968 (128 tickets sold) | 102,496                  |
| 2015-16     | 4,900 (128 tickets sold) | 107,396                  |
| 2016-17     | 4,832                    | 112,228                  |

Note: The 100,000th ticket was issued in December 2014.

Revised: July 2017

# San Jose Arena Authority

## Memorandum

**To:** Loren Haley, City Manager's Office  
**From:** Chris Morrisey, Executive Director and Leslee Hamilton, Board Chair  
**Subject:** Arena Authority Executive Summary for Fiscal Year 2016-17  
**Date:** September 13, 2017

CM/For

### Arena Authority Executive Summary Fiscal Year 2016-17

#### Executive Summary

On behalf of the Board of Directors and staff of the San Jose Arena Authority, we are pleased to submit an Executive Summary of activities undertaken by the Arena Authority during the 2016-17 fiscal year. Included in this Executive Summary are areas of responsibilities administered by the Arena Authority for its oversight of the management and operation of SAP Center at San Jose, Solar4America Ice at San Jose, and San Jose Municipal Stadium, as well as the organization's leadership with the South Campus Operations Team (SCOT). Information pertaining to the Arena Authority's community outreach programs is also provided in the summary.

#### Background

The Arena Authority was created by a resolution of the San Jose City Council and consists of a Mayor-appointed 19-member Board of Directors. Over the 25 years of service to the City, the Arena Authority's administrative oversight has been broadly expanded to support these three regional sports facilities and the area south of San Jose State University. Pursuant to the terms and conditions of the Amended and Restated San Jose Arena Management Agreement, the Arena Authority performs two major functions relating to the management and operation of SAP Center at San Jose. The two functions include (1) overseeing the arena manager's day-to-day operations of SAP Center at San Jose on behalf of the City; and (2) serving as the community liaison through public outreach relating to Center and Authority operations.

Under the terms of the Lease and Management Agreement for Solar4America Ice at San Jose, the Arena Authority conducts, among other duties, an annual evaluation of the manager's performance in the programming and operation of the ice training facility. And through the management agreement for San Jose Municipal Stadium, the City designated the Arena Authority to oversee the operation of the stadium facilities and to liaise with the broader community for ongoing stadium operations. In 2010, the Arena Authority created and currently facilitates the South Campus Operations Team (SCOT). Further information on SCOT is included under the *Community Outreach Programs* section of this Executive Summary.



In serving as community liaison, the Arena Authority continues to expand its outreach efforts to promote important community-based programs. These programs include the Arena Ticket Distribution program, the SAP Center at San Jose City and Community Events program, the San Jose Sports Hall of Fame, and the San Jose Giants Community Ticket program. Details of these programs are included later in the summary.

### **Facilities Oversight**

In overseeing facility operations at SAP Center at San Jose, the Arena Authority engages a number of City departments and other entities to facilitate the management of the Center's day-to-day operations. To that end, the Authority works collaboratively with the City's Departments of Transportation, Public Works, and Police, the Valley Transportation Authority, and Sharks Sports & Entertainment in the administration of a comprehensive SAP Center at San Jose Transportation and Parking Management Plan (TPMP). Through the regular implementation of this plan, critical vehicular traffic and pedestrian movement strategies, vicinity parking operations, public transit management issues, and neighborhood integrity concerns are addressed and managed in an efficient and well thought-out manner. During FY 2016-17 the Arena Authority continued to work cooperatively with these and other essential agencies in the planning and coordination of a host of critical, developing regional transit projects. These projects include the Autumn Parkway extension; the Bus Rapid Transit route along W. Santa Clara Street; the management of parking inventories in and around the Center; Bay Area Rapid Transit; High Speed Rail; Caltrain electrification; and the multimodal transit station at the San Jose Diridon Station.

A second feature to the Arena Authority's role in overseeing operations of SAP Center at San Jose as well as Solar4America Ice at San Jose involves the Authority's development, implementation, and management of a comprehensive capital repairs and replacements program. Working closely with Sharks Sports & Entertainment, the City Manager's Budget Office, and the Department of Public Works, the Arena Authority submits for City consideration annual capital repair and replacement budgets. For the current fiscal year, the Arena Authority worked with the City and Sharks Sports & Entertainment to draft and submit capital budgets for SAP Center at San Jose (\$1,501,000) and Solar4America Ice at San Jose (\$2,339,000), where the majority of funding has been designated to replace the aging ice chiller plant.

For San Jose Municipal Stadium, the Arena Authority continues to concentrate on essential capital replacements and upgrades for the 75-year old stadium. During FY 2016-17 the City worked with the Giants to repair and replace the aging perimeter fence and sections of seats and upgraded the function of the stadium concourse. For FY 2017-18, the City and the Giants agreed to upgrade the stadium concourse restrooms, replace aging seating in the main stadium seating area, and paint the stadium light standards. The Arena Authority continues to applaud the City's efforts in maintaining the aging stadium as a well-functioning community asset.

### Community Outreach Programs

The Arena Authority serves a critical function as the City's community liaison in identifying and addressing day-to-day operational issues at SAP Center at San Jose. In performing this task, the Authority has established essential community-based programs to serve those who live and work in San Jose.

To address any extraordinary elements to Center operations, the Arena Authority works directly with the City's Department of Transportation, the San Jose Police Department, and Sharks Sports & Entertainment to conduct outreach to local residents and business owners. This is accomplished through special notifications, direct public outreach, and participation in regional project meetings.

During the last fiscal year SAP Center at San Jose hosted a number of prominent events, including the 2016 United States Women's Olympic Gymnastic Trials, the NCAA Division I Men's Regional Basketball Tournament, and the 2017 Stanley Cup (Sharks) and Calder Cup (Barracuda) Playoffs. These events were planned and conducted with SAP Center Management and the appropriate City agencies to ensure safe and successful outcomes.

Additionally, the Arena Authority continues to administer the popular Arena Ticket Distribution program. From a total inventory of 4,832 tickets available to the Arena Authority during FY 2016-17, the Authority distributed all 4,832 tickets per the guidelines of City Council Policy 9-11. Since the ticket program was introduced in 1993, the Arena Authority has distributed well over 110,000 tickets to the San Jose community. Some of the community-based programs/organizations that received tickets during the year included the Japanese American Museum of San Jose, the Hispanic Foundation of Silicon Valley, the East Side Union High School District McKinney-Vento Education for Homeless Children and Youth Program, Somos Mayfair, and QueenHype.

Another active community program is the Arena Authority's City and Community Events program. During the last fiscal year, two service organizations implemented events at SAP Center at San Jose. From this activity, \$70,000 of City and Community Events program funding was allocated to program applicants to offset event expenses.

One of the approved City Events was the 22<sup>nd</sup> annual San Jose Sports Hall of Fame induction ceremony. As a program administrator, the Arena Authority maintains representation on the San Jose Sports Authority's Sports Hall of Fame Committee and participates in the selection of the annual inductees. The bronze plaques presented at the annual induction ceremony are eventually placed on permanent display along the public concourse at SAP Center at San Jose. To date, 100 athletes and coaches have been inducted into the San Jose Sports Hall of Fame.

For San Jose Municipal Stadium, the Arena Authority created program guidelines to ensure that complimentary San Jose Giants game tickets were made available to school districts throughout the city during the Giants regular season. In 2016 the Giants met their contractual obligation to make available 3,500 complimentary tickets to the San Jose community during the regular season.

The Arena Authority chairs the South Campus Operations Team (SCOT). Created by the Arena Authority in 2010 to provide a forum to share information and address conflicts, the team includes representatives from Kelley Park, Happy Hollow Park and Zoo, History Park, Solar4America Ice at San Jose, San Jose Municipal Stadium, San Jose State University Athletics, the Office of Cultural Affairs, and the Arena Authority. On a regular basis the South Campus park and facility operators convene to share event schedules and highlights, address event management and parking issues, discuss capital projects, and work jointly in managing simultaneous events. During the 2016 calendar year, over three million people visited San Jose's South Campus area parks, facilities, and events.

As this summary illustrates, the Arena Authority continues to work cooperatively to ensure that these City-owned assets are managed and operated in a fashion consistent with other first-class sports and entertainment facilities. From these efforts, SAP Center at San Jose is still recognized as one of the finest sports and entertainment venues in North America. Solar4America Ice at San Jose is one of the most active ice facilities in the United States. And after 75 years of operation, San Jose Municipal Stadium is considered a treasured community asset. The Arena Authority is dedicated to keeping these City-owned facilities as major regional attractions for sports, recreation, and entertainment.

*FY 2016-17 City and Community Events Program Funding Information*

|                               |   |
|-------------------------------|---|
| <b>Applicant:</b>             | Youth Connections Foundation of San Jose        |
| <b>Event:</b>                 | 12 <sup>th</sup> Annual Comedy Show for Kids    |
| <b>Event Date:</b>            | August 19, 2016                                 |
| <b>Program Funding:</b>       | \$20,000  |
| <b>Applicant:</b>             | San Jose Sports Authority                       |
| <b>Event:</b>                 | San Jose Sports Hall of Fame Induction Ceremony |
| <b>Event Date:</b>            | November 2, 2016                                |
| <b>Program Funding:</b>       | \$50,000  |
| <b>Total Program Funding:</b> | <b>\$70,000</b>                                 |

SAN JOSE ARENA AUTHORITY  
 Combined Balance Sheet  
 June 30, 2017

|   | CITY FUND           | UNRESTRICTED FUND   | EQUIPMENT FUND     | TOTAL               |
|---|---------------------|---------------------|--------------------|---------------------|
| <b>ASSETS</b>                             |                     |                     |                    |                     |
| Cash                                      | \$ 9,397.33         | \$ 25,712.48        | \$ -               | \$ 35,109.81        |
| Accounts Receivable                       | 0.00                | -                   | -                  | 0.00                |
| Prepaid Assets                            | 2,669.34            | -                   | -                  | 2,669.34            |
| Office Furniture & Fixtures, Net          | -                   | -                   | 3,543.80           | 3,543.80            |
| <b>TOTAL ASSETS</b>                       | <b>\$ 12,066.67</b> | <b>\$ 25,712.48</b> | <b>\$ 3,543.80</b> | <b>\$ 41,322.95</b> |
| <b>LIABILITIES AND FUND BALANCE</b>       |                     |                     |                    |                     |
| Accounts Payable                          | \$ 1,500.00         | \$ -                | \$ -               | \$ 1,500.00         |
| Accrued Liabilities                       | 10,904.88           | -                   | -                  | 10,904.88           |
| Deferred revenues                         | 0.00                | -                   | -                  | 0.00                |
| <b>TOTAL LIABILITIES</b>                  | <b>12,404.88</b>    | <b>0.00</b>         | <b>0.00</b>        | <b>12,404.88</b>    |
| Restricted                                | -338.21             | 0.00                | 0.00               | -338.21             |
| Unrestricted                              | 0.00                | 25,712.48           | 0.00               | 25,712.48           |
| Net investment in equipment               | 0.00                | 0.00                | 3,543.80           | 3,543.80            |
| <b>TOTAL LIABILITIES AND FUND BALANCE</b> | <b>\$ 12,066.67</b> | <b>\$ 25,712.48</b> | <b>\$ 3,543.80</b> | <b>\$ 41,322.95</b> |

SAN JOSE ARENA AUTHORITY  
Statement of Revenue, Expenses, and  
Changes in Fund Balance  
For the Year Ended June 30, 2017

|  | CITY<br>FUND<br>CURRENT<br>MONTH | CITY<br>FUND<br>ACTUAL<br>YTD | UNRESTRICTED<br>FUND<br>CURRENT<br>MONTH | UNRESTRICTED<br>FUND<br>ACTUAL<br>YTD | EQUIPMENT<br>FUND<br>CURRENT<br>MONTH | EQUIPMENT<br>FUND<br>ACTUAL<br>YTD |
|--|----------------------------------|-------------------------------|--|---------------------------------------|---------------------------------------|------------------------------------|
| <b>REVENUE</b>                           |                                  |                               |  |                                       |                                       |                                    |
| City Funding                             | \$ 11,883.37                     | \$ 194,200.00                 | \$ -                                     | \$ -                                  | \$ -                                  | \$ -                               |
| Additional Rent Sharks Ice               | 3,808.37                         | 45,700.00                     | -  | -                                     | -                                     | -                                  |
| Ticket Revenue                           | 0.00                             | 0.00                          | 0.00                                     | 1,164.00                              | -                                     | -                                  |
| Transfer between funds                   | 0.00                             | 0.00                          | 0.00                                     | -                                     | -                                     | -                                  |
| Interest Earnings                        | 0.30                             | 31.12                         | 3.84                                     | 45.17                                 | -                                     | -                                  |
| Total Revenue                            | <u>15,692.04</u>                 | <u>239,931.12</u>             | <u>3.84</u>                              | <u>1,209.17</u>                       | <u>0.00</u>                           | <u>0.00</u>                        |
| <b>PERSONNEL AND RELATED EXPENSES</b>    |                                  |                               |  |                                       |                                       |                                    |
| Salaries                                 | 19,782.96                        | 191,365.50                    | -  | -                                     | -                                     | -                                  |
| Payroll Taxes                            | 979.20                           | 13,363.53                     | -  | -                                     | -                                     | -                                  |
| Benefits                                 | 128.73                           | 4,043.94                      | -  | -                                     | -                                     | -                                  |
| Vehicle Operation                        | 197.62                           | 2,449.06                      | -  | -                                     | -                                     | -                                  |
| Subtotal                                 | <u>21,088.51</u>                 | <u>211,222.03</u>             | -  | -                                     | -                                     | -                                  |
| <b>PROFESSIONAL SERVICES</b>             |                                  |                               |  |                                       |                                       |                                    |
| Contractual Services                     | 0.00                             | 75.13                         | -  | -                                     | -                                     | -                                  |
| Bookkeeping Services                     | 250.00                           | 3,000.00                      | -  | -                                     | -                                     | -                                  |
| CPA/Annual Audit Services                | 0.00                             | 2,700.00                      | -  | -                                     | -                                     | -                                  |
| Subtotal                                 | <u>250.00</u>                    | <u>5,775.13</u>               | -  | -                                     | -                                     | -                                  |
| <b>PROGRAM EXPENSES</b>                  |                                  |                               |  |                                       |                                       |                                    |
| Staff/Board Development                  | 0.00                             | 0.00                          | -  | -                                     | -                                     | -                                  |
| Business Meetings/Meals                  | 505.97                           | 5,316.55                      | -  | -                                     | -                                     | -                                  |
| Subtotal                                 | <u>505.97</u>                    | <u>5,316.55</u>               | <u>0.00</u>                              | <u>0.00</u>                           | -                                     | -                                  |
| <b>GENERAL OPERATIONS</b>                |                                  |                               |  |                                       |                                       |                                    |
| Insurance                                | 491.81                           | 6,121.55                      | -  | -                                     | -                                     | -                                  |
| Equipment Lease/Maintenance/PO Box       | 0.00                             | 818.35                        | -  | -                                     | -                                     | -                                  |
| Supplies/Postage                         | 172.20                           | 2,003.33                      | -  | -                                     | -                                     | -                                  |
| Telephone/FAX                            | 105.86                           | 986.24                        | -  | -                                     | -                                     | -                                  |
| Subscriptions/Dues                       | 0.00                             | 99.99                         | -  | -                                     | 93.81                                 | 1,125.72                           |
| Depreciation                             | 0.00                             | 0.00                          | -  | -                                     | -                                     | -                                  |
| Miscellaneous Operating Reserve          | 346.44                           | 1638.89                       | -  | -                                     | -                                     | -                                  |
| Subtotal                                 | <u>1,116.31</u>                  | <u>11,668.35</u>              | -  | -                                     | <u>93.81</u>                          | <u>1,125.72</u>                    |
| Total Expenses                           | <u>22,960.79</u>                 | <u>233,982.05</u>             | <u>0.00</u>                              | <u>0.00</u>                           | <u>93.81</u>                          | <u>1,125.72</u>                    |
| Excess Revenue over (under) Expenses     | -7,268.75                        | 5,949.05                      | 3.84                                     | 1209.17                               | -93.81                                | -1,125.72                          |
| Fund Balance, Beginning                  | 6,930.54                         | -6,287.27                     | 25,708.64                                | 24,503.31                             | 3,637.61                              | 4,669.52                           |
| Prior Year AJE's Adj to Beg Fund Balance | 0.00                             | 0.00                          | 0.00                                     | 0.00                                  | 0.00                                  | 0.00                               |
| Fund Balance, Ending                     | <u>\$ -338.21</u>                | <u>\$ -338.21</u>             | <u>\$ 25,712.48</u>                      | <u>\$ 25,712.48</u>                   | <u>\$ 3,543.80</u>                    | <u>\$ 3,543.80</u>                 |

FINANCIAL STATEMENTS FOR INTERNAL PURPOSES ONLY

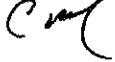
SAN JOSE ARENA AUTHORITY  
 Statement of Revenue, Expenses, and  
 Changes in Fund Balance  
 City and Unrestricted Fund  
 For the Year Ended June 30, 2017

|                                       | ACTUAL              | BUDGET             | YTD ACTUAL          | YTD BUDGET         | ANNUAL BUDGET      |
|---------------------------------------|---------------------|--------------------|---------------------|--------------------|--------------------|
| <b>REVENUE</b>                        |                     |                    |                     |                    |                    |
| City Funding                          | \$ 11,883.37        | \$ 16,183.33       | \$ 194,200.00       | \$ 194,200.00      | \$ 194,200.00      |
| Additional Rent Sharks Ice            | 3,808.37            | 3,808.33           | 45,700.00           | 45,700.00          | 45,700.00          |
| Ticket Revenue                        | 0.00                | 0.00               | 1,164.00            | 0.00               | 0.00               |
| Transfer between funds                | 0.00                | 0.00               | 0.00                | 0.00               | 0.00               |
| Interest Earnings                     | 4.14                | 8.33               | 76.29               | 100.00             | 100.00             |
| Total Revenue                         | <u>15,695.88</u>    | <u>20,000.00</u>   | <u>241,140.29</u>   | <u>240,000.00</u>  | <u>240,000.00</u>  |
| <b>PERSONNEL AND RELATED EXPENSES</b> |                     |                    |                     |                    |                    |
| Salaries                              | 19,782.96           | 15,575.00          | 191,365.50          | 186,900.00         | 186,900.00         |
| Payroll Taxes                         | 979.20              | 1,214.83           | 13,363.53           | 14,578.00          | 14,578.00          |
| Benefits                              | 128.73              | 1,091.67           | 4,043.94            | 13,100.00          | 13,100.00          |
| Vehicle Operation                     | 197.62              | 200.00             | 2,449.06            | 2,400.00           | 2,400.00           |
| Subtotal                              | <u>21,088.51</u>    | <u>18,081.50</u>   | <u>211,222.03</u>   | <u>216,978.00</u>  | <u>216,978.00</u>  |
| <b>PROFESSIONAL SERVICES</b>          |                     |                    |                     |                    |                    |
| Contractual Services                  | 0.00                | 0.00               | 75.13               | 0.00               | 0.00               |
| Bookkeeping Services                  | 250.00              | 291.67             | 3,000.00            | 3,500.00           | 3,500.00           |
| CPA/Annual Audit Services             | 0.00                | 225.00             | 2,700.00            | 2,700.00           | 2,700.00           |
| Subtotal                              | <u>250.00</u>       | <u>516.67</u>      | <u>5,775.13</u>     | <u>6,200.00</u>    | <u>6,200.00</u>    |
| <b>PROGRAM EXPENSES</b>               |                     |                    |                     |                    |                    |
| Staff/Board Development               | 0.00                | 0.00               | 0.00                | 0.00               | 0.00               |
| Business Meetings/Meals               | 505.97              | 583.33             | 5,316.55            | 7,000.00           | 7,000.00           |
| Subtotal                              | <u>505.97</u>       | <u>583.33</u>      | <u>5,316.55</u>     | <u>7,000.00</u>    | <u>7,000.00</u>    |
| <b>GENERAL OPERATIONS</b>             |                     |                    |                     |                    |                    |
| Insurance                             | 491.81              | 750.00             | 6,121.55            | 9,000.00           | 9,000.00           |
| Equipment Lease/Maintenance/PO Box    | 0.00                | 250.00             | 818.35              | 3,000.00           | 3,000.00           |
| Supplies/Postage                      | 172.20              | 250.00             | 2,003.33            | 3,000.00           | 3,000.00           |
| Telephone/FAX                         | 105.86              | 125.00             | 986.24              | 1,500.00           | 1,500.00           |
| Subscriptions/Dues                    | 0.00                | 0.00               | 99.99               | 0.00               | 0.00               |
| Miscellaneous Operating Reserve       | 346.44              | 250.00             | 1,638.89            | 3,000.00           | 3,000.00           |
| Subtotal                              | <u>1,116.31</u>     | <u>1,625.00</u>    | <u>11,668.35</u>    | <u>19,500.00</u>   | <u>19,500.00</u>   |
| Total Expenses                        | <u>22,960.79</u>    | <u>20,806.50</u>   | <u>233,982.06</u>   | <u>249,678.00</u>  | <u>249,678.00</u>  |
| Excess Revenue over (under) Expenses  | <u>-7,264.91</u>    | <u>-806.50</u>     | <u>7,158.23</u>     | <u>-9,678.00</u>   | <u>-9,678.00</u>   |
| City/Unrestricted Fund Balance, Beg   | 32,639.18           | 9,344.54           | 18,216.04           | 18,216.04          | 18,216.04          |
| Equipment/Furnishings                 | 0.00                | 0.00               | 0.00                | 0.00               | 0.00               |
| City/Unrestricted Fund Balance, End   | <u>\$ 25,374.27</u> | <u>\$ 8,538.04</u> | <u>\$ 25,374.27</u> | <u>\$ 8,538.04</u> | <u>\$ 8,538.04</u> |



# San Jose Arena Authority

## Board of Directors Application Notice

**From:** Chris Morrisey, Executive Director   
**Subject:** San Jose Arena Authority Board of Directors Vacancy  
**Date:** June 21, 2017

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The San Jose Arena Authority is seeking volunteer candidates to submit their resumes for one current vacancy on the Arena Authority Board of Directors. The 19-member San Jose Arena Authority Board of Directors convenes monthly to identify and address issues relating to the management and operation of SAP Center at San Jose (home of the San Jose Sharks and San Jose Barracuda); Solar4America Ice at San Jose (San Jose Sharks and Barracuda training facilities and public ice rinks); and San Jose Municipal Stadium (home of the San Jose Giants). The Arena Authority Board is seeking interested candidates with experience in transit/urban planning and advocacy work with nonprofit organizations. With two facilities located in City Council District 7 (Solar4America Ice at San Jose and San Jose Municipal Stadium) the Authority is also interested in candidates who may live or work within District 7. The Arena Authority invites candidates who are willing to attend and actively participate at the Authority's monthly Board meeting (typically the fourth Wednesday of the month at 4:00 pm) and a select number of committee meetings. This is an engaged, hands-on organization looking to fill one volunteer Board position due to a resignation related to a job relocation.

The vacancy is an At Large representative position appointed by the Mayor. The Board position has voting powers and is eligible to serve two full four-year terms. Please be advised that all individuals appointed to the Arena Authority Board of Directors are required to complete a Statement of Economic Interests (Form 700). Form 700 can be found on the following web site: [www.fppc.ca.gov/form700.html](http://www.fppc.ca.gov/form700.html)

If you know of any individuals who are interested in serving on the Arena Authority Board of Directors, please have them submit a resume along with two professional references to the following:

[board@sjaa.com](mailto:board@sjaa.com)

Or mail information to:

Chris Morrisey  
Executive Director  
San Jose Arena Authority  
P. O. Box 90207  
San Jose, CA 95109-3207

**The submittal deadline is August 31, 2017.** If you have any questions, please feel free to contact me directly at 408-977-4783 or at [morrisey@sjaa.com](mailto:morrisey@sjaa.com).



# San Jose Arena Authority

## Board of Directors Staggered Term Document September 2017

| <u>Board Member</u>                    | <u>2018 End of Term</u> | <u>End of Term</u> |
|--|-------------------------|--------------------|
| 1. Vacant (Vergara), At Large          | 6/30/18                 | 6/30/22            |
| 2. Colleen Reilly, Neighborhood Rep    | 6/30/18                 | 6/30/22*           |
| 3. Jonathan Clough, At Large           | 6/30/18                 | 6/30/22*           |
| 4. Rusty Weekes, At Large              | 6/30/18                 | 6/30/22            |
| <u>Board Member</u>                    | <u>2019 End of Term</u> | <u>End of Term</u> |
| 5. Leslee Hamilton, At Large           | 6/30/19                 | 6/30/23*           |
| 6. David Buchholz, SJDA Representative | 6/30/19                 | 6/30/23*           |
| 7. Eva Terrazas, At Large              | 6/30/19                 | 6/30/23*           |
| 8. Eileen Consiglio, At Large          | 6/30/19                 | 6/30/23*           |
| <u>Board Member</u>                    | <u>2020 End of Term</u> | <u>End of Term</u> |
| 9. Scott Bruner, At Large              | 6/30/20                 | 6/20/24*           |
| 10. Vacant (Finn), At Large            | 6/30/20                 | 6/20/24*           |
| 11. John Kennett, At Large             | 6/30/20                 | 6/30/24*           |
| 12. Vinni Walia, At Large              | 6/30/20                 | 6/30/24*           |
| <u>Board Member</u>                    | <u>2021 End of Term</u> | <u>End of Term</u> |
| 13. Matthew Bright, At Large           | 6/30/21*                | -----              |
| 14. Carl Honaker, At Large             | 6/30/21*                | -----              |
| 15. Kathy Sutherland, Neighborhood Rep | 6/30/21*                | -----              |

\* End of Last Term



# Bay Area's Olympic skating contenders performing at SAP

**By Elliott Almond**

*ealmond@  
bayareanewsgroup.com*

**SAN JOSE »** A figure skating season that will culminate with the 2018 Winter Games begins Sunday with the Bay Area's three Olympic contenders showcased in the Golden Moment exhibition at the SAP Center.

U.S. champion Karen Chen of Fremont, 2014 Olympian Polina Edmunds of San Jose and 2017 American silver medalist Vincent Zhou of Palo Alto will star in the show that begins at 3:30 p.m.

Barring unforeseen injuries, the talented trio will return to SAP Center the first week of January for the U.S. championships, where the Olympic team will be announced.

The Pyeongchang Games in South Korea are scheduled Feb. 9-25 next year.

The Bay Area skaters are performing for Kristi Yamaguchi's fundraising event for her Always Dream Foundation that promotes early childhood literacy.

The show has special meaning for the children's author Yamaguchi, who 25 years ago came out of Fremont to win the 1992 Olympic gold medal. The

event also features 1988 Olympic champion Brian Boitano, who grew up in the South Bay and now lives in San Francisco.

Boitano and Yamaguchi's appearances offer the connection between the region's ice skating past glory and future promise. Chen, Edmunds and Zhou are performing before starting the intense Grand Prix season where they will begin to build reputations they hope leads to Korea.

The show Sunday also features Mirai Nagasu, a 2010 Olympian who was fourth at the U.S. championships this year. Nagasu hopes to challenge for one of the three Olympic berths with Chen and Edmunds. They all will be competing against 2014 Olympians Ashley Wagner and Gracie Gold, but women's singles do not have a clear-cut favorite heading into the season.

Also performing in the show are Ekaterina Gordeeva, two-time Olympic pairs winner, defending U.S. ice dance champions Alex and Maia Shibutani, Olympian Jeremy Abbott, Ryan Bradley and 1994 world champion Yuka Sato of Japan.

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Contact Elliott Almond at 408-920-5865.



*Golden*  
M O M E N T

SAN JOSE 2017

# Golden MOMENT

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