



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow

SUBJECT: REGIONAL TRANSPORTATION
ACTIVITIES QUARTERLY REPORT

DATE: June 25, 2020

Approved

/s/ Jim Ortbal

Date

6/30/2020

INFORMATION

The purpose of this report is to provide a status update on Regional Transportation Activities. This report had been scheduled for inclusion at the June 1, 2020 Transportation and Environment Committee meeting. Since City Committee meetings have been cancelled due to the COVID-19 pandemic, this report is being provided as an informational memorandum to the City Council.

BACKGROUND

The Transportation and Environment (T&E) Committee work plan includes quarterly reports on current activities related to regional transportation funding, programs, and projects. This includes transportation funding, programs, and projects of interest to the City of San José involving other regional, state, and federal agencies such as the Santa Clara Valley Transportation Authority (VTA), the Peninsula Corridor Joint Powers Board (Caltrain), the Metropolitan Transportation Commission (MTC), the California High Speed Rail Authority, and the State Department of Transportation (Caltrans).

ANALYSIS

I) REGIONAL RAIL PROJECTS

A) High Speed Rail

Approximately 21 miles of the California High-Speed Rail (HSR) project is within San José City limits, extending from the Santa Clara Caltrain station in the north along the Caltrain line through Diridon Station, Tamien Station, Communications Hill, and along Monterey Corridor through South San José and Coyote Valley.

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

B) Caltrain Electrification and Service Vision

The Caltrain Electrification Project will electrify the rail corridor from San Francisco to San José. The project features within the City limits include installation of overhead catenary wires, support poles, traction power facilities, bridge barrier screens, and other appurtenances to convert services from the existing diesel-locomotives to electric trains.

The electrification project is currently under construction; the contractor is installing conduit and equipment on the rail, locating underground utilities, and removing abandoned cables. Construction within the City limits is anticipated to be completed by mid-2021 and passenger service provided by the end of 2022.

C) BART Silicon Valley

1) Berryessa/North San José Extension (Phase 1)

BART Phase I is the first phase of the 16-mile BART Silicon Valley extension of the regional BART system to downtown San José and the City of Santa Clara. Phase I extends from Fremont (Warm Spring Station) south to the Berryessa/North José Station via Milpitas. The BART Phase I opened to the public on June 13, 2020.

2) Downtown/Santa Clara Extension (Phase II)

BART Phase II will extend six miles from the Berryessa/North San José Station into downtown San José and terminate in the City of Santa Clara. It will include three underground stations in San José, 28th Street/Little Portugal, Downtown, and Diridon; and one at-grade station in the City of Santa Clara adjacent to the Santa Clara Caltrain Station. Most of the alignment in San José will be underground in a single-bore tunnel containing double tracks.

VTA aims to apply for and is poised to receive a federal funding commitment later in 2020. City staff have been engaged with VTA for over a year on development of station access principles and plans, and visions for Transit-Oriented Communities and joint development integrated with the station sites. Staff is working with VTA to develop the first cooperative agreement, planned to be executed by the end of 2020.

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

D) Diridon Station

The HSR Authority, Caltrain, VTA, and the City of San José (Partner Agencies) are working together on a plan to expand and redesign Diridon Station. In the coming years, electrified Caltrain, BART, and high-speed rail will add to the current mix of trains, buses, and light rail that currently serve San José Diridon Station. This is expected to increase the daily number of passengers at the station from 17,000 today to 140,000 in 2040.

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

II) LOCAL TRANSIT PROJECTS

A) Eastridge to BART Regional Connector

This project, designed and constructed by VTA, will extend light rail services from the Alum Rock Station to the Eastridge Transit Center with elevated structures along the alignment and grade separations at Capitol Avenue, Story Road, Ocala Avenue, Cunningham Avenue, and Tully Road. The project includes stations at Story Road and the Eastridge Transit Center.

The project, estimated at approximately \$468 million, is currently in the final design stage with construction anticipated to beginning 2021 and passenger service by 2026.

B) New Transit Options Request for Information

San José Diridon Station to Mineta San José International Airport and along the West San Carlos Street/Stevens Creek Boulevard Corridor

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

III) HIGHWAY PROJECTS

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

Project Location and Scope	Estimated Project Cost	Status and Schedule
1. US 101/Blossom Hill Road Interchange will provide additional roadway, bicycle, and pedestrian capacity by widening the overcrossing and freeway ramps and adding a connection to the Coyote Creek Trail.	\$38 million	VTA awarded construction of the project to O.C. Jones & Sons, Inc. in June 2020.
2. Charcot Avenue extension over I-880 starts near Paragon Dr on the west side of I-880 and continues to the intersection of Silkwood Ln and Old Oakland Rd on the east side of I-880; it will provide a safe, separated multi-modal facility and improve roadway network connectivity in the area.	\$50 million	In June 2020, City Council certified the final EIR and selected “Alternative F” as the preferred alternative, minimizing right-of-way needs.
3. US 101/Trimble Road/De La Cruz Boulevard Interchange will reconstruct the interchange and widen and improve the overcrossing with complete street features, including a fully separated bicycle and pedestrian connection to the Guadalupe River Trail.	\$68 million	Project is in the final design stage with construction expected to start in early 2021.
4. US 101/Mabury Interchange will alleviate traffic congestion at the nearby US 101/Oakland and US 101/McKee interchanges and improve local traffic circulation and freeway access in the area; it will also provide access from US 101 to the Berryessa BART Station.	\$95 million	Consultant services are being procured for completion of environmental phase, with selection and negotiations of terms completed in late 2020.
5. US 101/Zanker Road will construct a new overcrossing across US 101, connecting Zanker Rd and Old Bayshore Highway with North Fourth St and/or Skyport Dr and explore the possibilities of consolidating the ramps at Old Bayshore Road and Brokaw Rd.	\$162 million	Project is in the environmental phase with final design expected to start in mid-2022.
6. I-280 Winchester Boulevard Interchange will provide access from NB I-280, improve traffic operations, reduce congestion on the local roadways, and improve bicycle/pedestrian access in the project area.	\$140 million	Project is in the environmental phase with final design expected to start in 2023.

HONORABLE MAYOR AND CITY COUNCIL

June 25, 2020

Subject: Regional Transportation Activities Quarterly Report

Page 5

EVALUATION AND FOLLOW-UP

Staff will resume regular reports to the T&E Committee on regional transportation activities as part of the fall 2020 work plan.

/s/

JOHN RISTOW

Director of Transportation

For questions, contact Jessica Zenk, Deputy Director for Transportation Planning and Project Delivery at (408) 535-3543.