

# BART EXTENSION TO MILPITAS, SAN JOSE & SANTA CLARA

The Commonwealth Club  
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# Santa Clara Valley Transportation Authority (VTA)



- Independent special district
- Multi-modal Transportation Authority
  - Bus, light rail, commuter rail, shuttle & paratransit
  - Pedestrian & bicycle
  - Highway planning, programming & construction management
  - Congestion Management Agency
- 12 member board appointed from local City Councils & Board of Supervisors



# The Problem: Address Transportation System Capacity Needs



- Severely congested corridors (2003)
  - I-880 Southbound 2<sup>nd</sup> in region
  - I-680 Southbound 8<sup>th</sup> in region
- Projected growth 2000 to 2025
  - 39% more jobs
  - 27% more households
- Roadway expansion options are limited



# Need a Solution to . . .



- Alleviate traffic congestion
  - Corridor is one of the most congested corridors in Bay Area
- Accommodate future travel demand
  - Anticipated 52% growth in corridor travel over next 20 years
- Enhance regional connectivity through transit
  - Corridor represents gap in regional rail network



# The Process: Major Investment Study (MIS)



- Initiated in March 2001
- First step in FTA process
- Enables decision-makers & communities to focus on range of potential solutions
- Provides technical information
  - mode & alignment options
  - capital & operating cost estimates
  - engineering & environmental constraints



# MIS Alternatives Evaluated



- Baseline
- Exclusive Busway - Union Pacific Railroad (UPRR)
- Commuter Rail - Alviso Alignment
- Commuter Rail - Former Southern Pacific Railroad (SPRR)
- Commuter Rail - UPRR Alignment
- Diesel Light Rail - SPRR Alignment
- Diesel Light Rail - UPRR Alignment
- Light Rail (electric-powered) - SPRR Alignment
- Light Rail (electric-powered) - UPRR Alignment
- BART - SPRR Alignment
- BART - UPRR alignment



# MIS Evaluation Process



- 5 alternatives eliminated due to environmental & land use issues
  - Diesel technology & SPRR alignment
- Remaining alternatives compared
  - Ridership
  - Capital, operating & maintenance costs
  - Land use
  - Socioeconomic & environmental impacts
  - Financial strategies
  - Ability to meet goals
- Extensive public involvement program
- BART chosen as Preferred Investment Strategy
  - 11/9/01 VTA Board of Directors



# BART Alternative



- Regional connectivity with no transfers to BART
- Fastest travel times
- Significant carrying capacity
- Highest ridership
- Greatest congestion relief
- Significant transit oriented development opportunities
- Serves large number of residents, with good service to those people dependent on transit
- Support for BART Extension remains high with voters in Santa Clara County



# Project Overview



- 16.3-Mile Extension of Existing BART System
  - Serves Silicon Valley, Fremont, Milpitas, San Jose and Santa Clara
  - Fully Grade Separated
  - 4.8 Miles of Subway
  - 7 Stations (plus 1 future)
  - Intermodal Connections
  - 6-Minute Headways
  - New Maintenance Facility
- \$4.2 Billion Total Project Cost (2003\$)



# Milpitas Stations Overview



- Future South Calaveras Station
  - Medium density residential & heavy industrial
  - Milpitas City Hall, Community Center & Library
- Montague/Capitol Station
  - Milpitas Vision Study (on-going)
  - Intermodal Transfer Center
  - Great Mall, 2 Marriott Hotels, The Crossing at Montague (high-density housing)



# East San Jose Stations Overview



- **Berryessa Station**
  - Single family & high density residential & light industrial
  - US 101 Access
  - Industrial Park, San Jose Flea Market
- **Alum Rock Station**
  - Industrial, low-medium density residential, some high density residential
  - Intermodal Transfer Center
  - US 101 Access
  - Five Wounds National Portuguese Church



# Downtown San Jose Stations Overview



- Civic Plaza/SJSU Station
  - Single & multi-family residences & office/commercial
  - SJSU, new San Jose Civic Plaza
- Market Street Station
  - High density business district, office & general commercial, medium-density residential units
  - Several theaters, major hotels & San Pedro Square
- Diridon/Arena Station
  - Diridon Strategic Plan
  - Regional Intermodal Transfer Center
  - HP Pavilion



# Santa Clara Station Overview



- Santa Clara Station
  - Mix of public, office, commercial & industrial
  - Santa Clara Station, Santa Clara University, Mineta San Jose International Airport
  - Maintenance yard & shop facilities



# Project Status EIR Certified in 2004



## 2002

### MAY

PAB  
Recommends  
Locally  
Preferred  
Alternative

### SEP

FTA Approves  
Entry into PE with  
"Recommended"  
Rating

## 2003

### FEB

FTA  
Appropriates  
New Starts  
Funding for  
PE

## 2004

### MAY

PAB Recommends  
Refinements to  
Locally Preferred  
Alternative

### NOV

VTA Releases Final EIR

### DEC

VTA Board Certifies EIR

# Environmental Findings

## *Significant Impacts*



- Construction-related traffic in Downtown San Jose & Milpitas
- Long-term traffic impacts at 17 intersections
- Vibration impacts at 13 residences located north of Berryessa Road in San Jose



# Environmental Findings

## *Beneficial Effects*



- Increased transit trips from Alameda & Santa Clara Counties, Contra Costa County & portions of Central Valley
  - Access & mobility improvement
  - Improvement in enhanced regional connectivity
  - Reduced congestion on highways & supporting road networks
  - Improvements in air quality
  - Support of local economic & land use plans



# Environmental Findings

## *Beneficial Effects*



Effect	BART
Average Weekday Riders	83,600
New Transit Riders	39,300
Daily Travel Time Savings (hours)	66,900
Peak Period Trips Removed	25,500
Improved Air Quality	High

# Environmental Justice

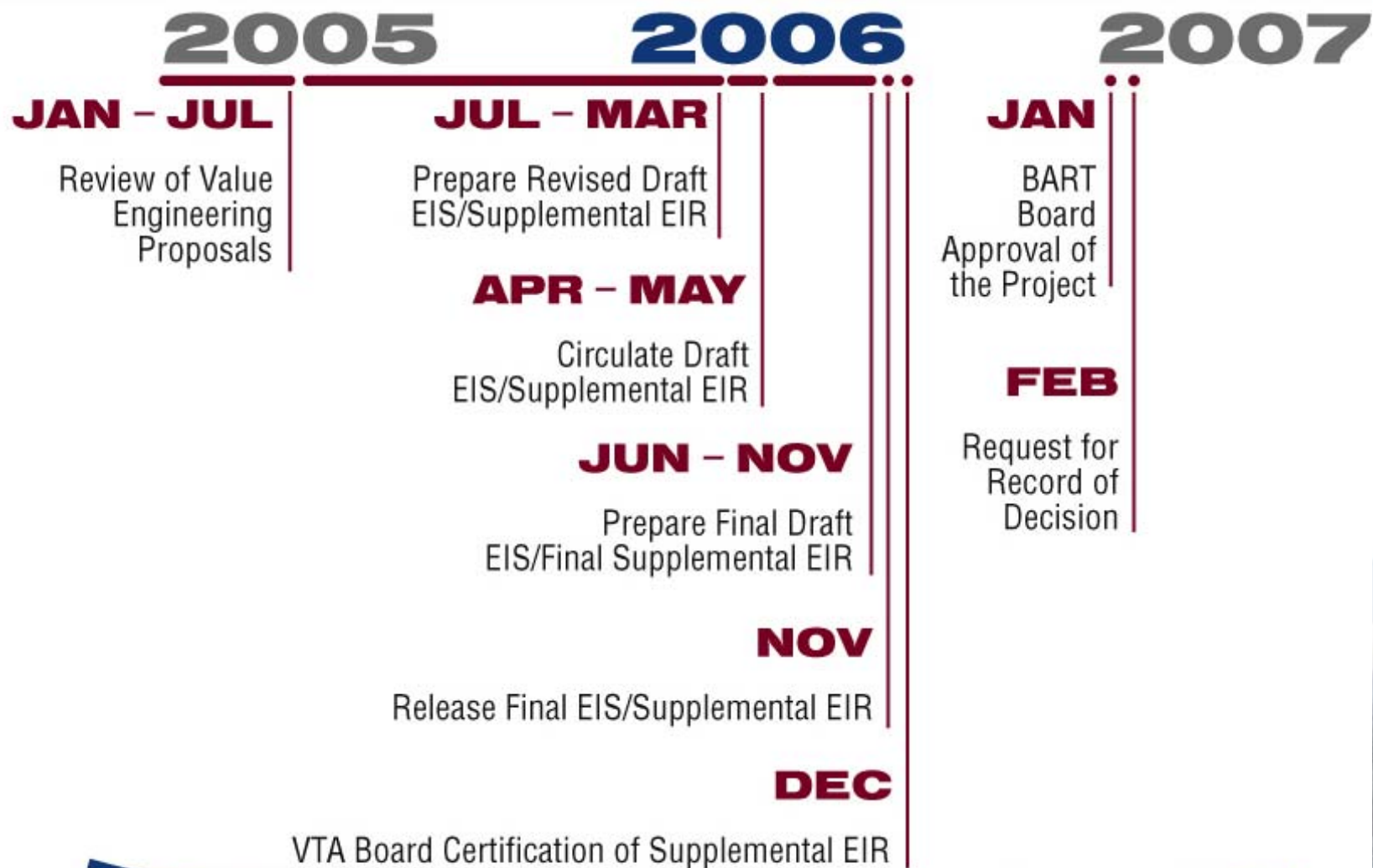
## *Beneficial Effects*



- Additional transit option provided to transit-dependent, low-income & minority populations; mobility & access increased to jobs & services
  - 13% of all households do not have access to a car
  - 32% have access to only one car
  - Minorities are more than 60% of residents along alignment
  - 11% of households currently live in poverty
  - Low-income populations focused in East & Downtown San Jose



# Environmental Process Targeted Next Steps



\* If supplemental EIR is required

FINAL EIS (NEPA) & SUPPLEMENTAL EIR \*

# FTA New Starts Criteria Rating



- Currently rated “Not Recommended”
  - Shortage of long-term operating funds
- Project scores well in:
  - Environmental benefits (medium/high)
  - Transit supportive land use (medium/high)
  - Local capital funding (high)
- Rating occurs annually & are updated to reflect new information



# Recent FTA Agreement



- VTA will build entire 16.3-mile project
- FTA will evaluate providing funding for Warm Springs – Berryessa segment
- Project evaluation will be based on Federally funded portion of project

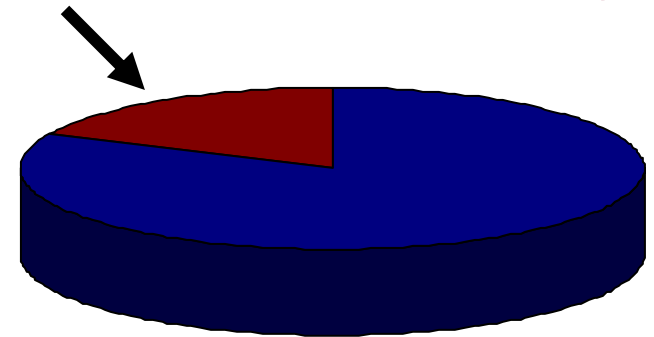


# Capital Funding



- Supported by ½ cent sales tax Measure A
- Included in 2001 Regional Transportation Plan
- Total Cost \$4,200 million
  - Measure A \$2,610 M
  - TCRP \$649 M
  - Federal New Starts \$550-\$750 M
  - Proposition 42 (state) \$107 M
  - Other (TBD) \$84-\$284 M

Less than 20%  
Federal New Starts funding



Over 80%  
Local sales taxes, state  
funds & other sources



# Filling the Gap in Capital Funding



Capital Funding Gap:  
\$84 - \$284 million

- Local sales tax measure
- Value engineering
- Public/private joint development at stations
- Benefit assessment districts



# Development of Long-Term Transit Capital Investment Strategy



- Delivers entire 2000 Measure A Program
- Allows for bus & light rail service increases
- Provides for operation of new transit services, **including BART**
- Maintains existing & future capital requirements



# Comments on Draft Long-Term Transit Capital Investment Program



- No strong support for a ½-cent sales tax
- Interest in a ¼-cent sales tax (SVLG Poll)
- Federal & state funding concerns
- Continued support for the BART Project, but not at the expense of other 2000 Measure A projects.



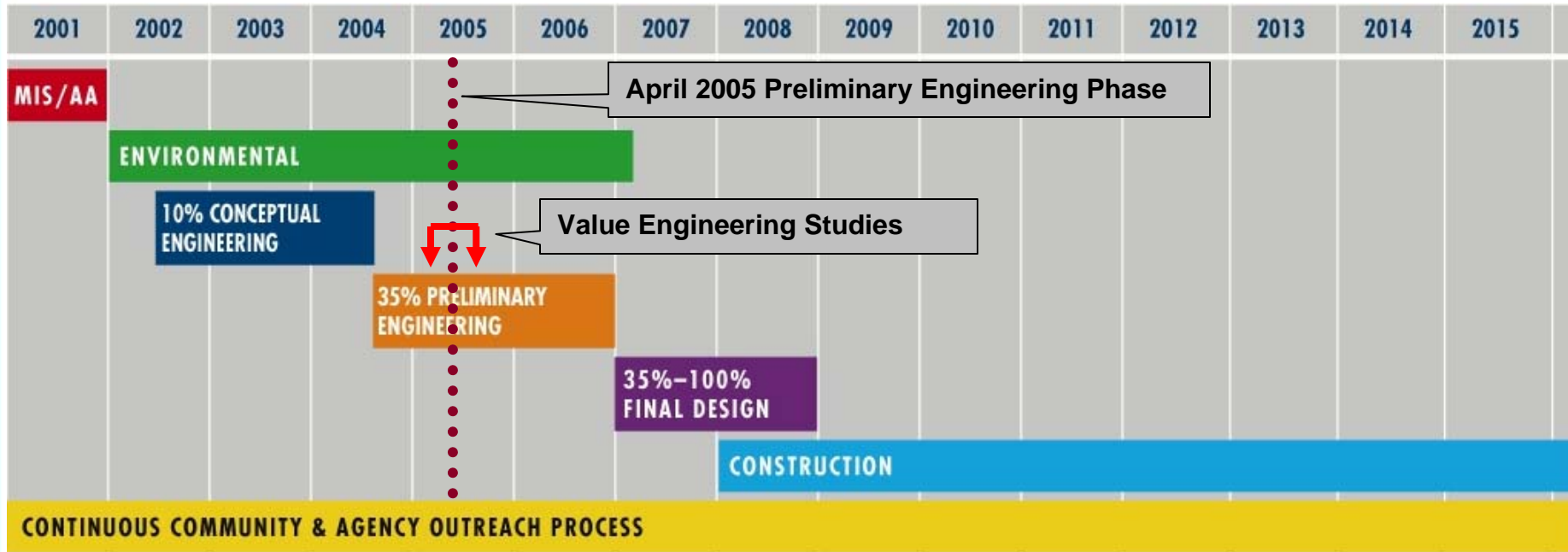
# Preliminary Engineering



- **Preliminary Engineering (35% design)**
  - Further develop facilities & system design
  - Analyze system function & operation
- **Value Engineering Analysis**
  - Find cost saving measures and/or operating/construction efficiencies
  - Enhance project design
- **Risk Management Evaluation**
  - Evaluate project construction risks
  - Develop management techniques



# Targeted Schedule



- Preliminary Engineering (completed end of 2006)
- Final Design (2007-2008)
- Construction (2008 – 2015)

