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 2nd in region
  - I-680 Southbound 8th 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

<table>
<thead>
<tr>
<th>Effect</th>
<th>BART</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Riders</td>
<td>83,600</td>
</tr>
<tr>
<td>New Transit Riders</td>
<td>39,300</td>
</tr>
<tr>
<td>Daily Travel Time Savings (hours)</td>
<td>66,900</td>
</tr>
<tr>
<td>Peak Period Trips Removed</td>
<td>25,500</td>
</tr>
<tr>
<td>Improved Air Quality</td>
<td>High</td>
</tr>
</tbody>
</table>
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

2005

JAN - JUL
Review of Value Engineering Proposals

2006

JUL - MAR
Prepare Revised Draft EIS/Supplemental EIR

APR - MAY
Circulate Draft EIS/Supplemental EIR

JUN - NOV
Prepare Final Draft EIS/Final Supplemental EIR

NOV
Release Final EIS/Supplemental EIR

DEC
VTA Board Certification of Supplemental EIR

2007

JAN
BART Board Approval of the Project

FEB
Request for Record of Decision

* 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)