



BART Extension to Milpitas, San Jose and Santa Clara

Community Working Group

Status Report #8

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BART Extension to Milpitas, San Jose and Santa Clara *Status Report*

Introduction

This report provides an update for the Community Working Group on the BART Extension to Milpitas, San Jose, and Santa Clara. Information is presented for the following project activities:

- Project Development;
- Environmental Process;
- Public Outreach and Involvement; and
- Project Funding.

Project Development

Preliminary Engineering

Preliminary Engineering is underway, with an authorized budget of \$169 million. As of the end of June 2006, Preliminary Engineering was 91% complete. Preliminary Engineering is scheduled for completion by December 2006. The next design phase is Engineering Confirmation, which will result in a 65% design level.

The Value Engineering effort assesses the feasibility of a number of design options to reduce overall project costs. Suggestions have been identified through formal workshops and through the design development process. As of the end of the 2nd quarter of 2006, the SVRTC Policy Advisory Board (PAB) had approved \$267 million (2003\$) in Value Engineering savings. The second phase of VE studies has been initiated and is expected to conclude by the end of this year.

Station-Area Planning

VTA staff continues to work on station-area planning with the goal of further advancing the BART Extension project. Station-area planning for the Alum Rock and Downtown San Jose stations will be scheduled during the Engineering Confirmation phase. Key station-area planning activities are described below.

Milpitas Transit Sub-Area Concept Plan, Phase II

The City is continuing to move forward with their environmental evaluation of the Transit Sub-Area Concept Plan. The concept plan includes 7,200 dwelling units, 800 million square feet of retail, 500 hotel units, and 600,000 square feet of office space. Project scoping meetings were conducted in May 2006. The project is scheduled for completion in Spring 2007.

Berryessa Flea Market General Plan Amendment & Planned Development Rezoning

The City of San Jose has issued a revised NOP for a General Plan Amendment and Planned Development Rezoning Application submitted by the owner of the San Jose Flea Market property at the Berryessa BART Station. VTA staff is working with the City of San Jose on refining the proposed land uses and street network plan.

Santa Clara Station-Area Plan

In September 2005, VTA and the cities of Santa Clara and San Jose received a Metropolitan Transportation Commission (MTC) Transit Oriented Development (TOD) grant to develop a concept plan for the Santa Clara Station area. The project team is currently conducting stakeholder interviews in San Jose and completing an Existing Conditions Report. The team has scheduled the first of a series of public meetings for August 28, 2006.

Environmental Process

VTA issued a Notice Of Preparation (NOP) for a Supplemental Environmental Impact Report (SEIR) on July 21, 2006. The SEIR will focus on design changes from what was cleared in the Final Environmental Impact Report (FEIR) certified by the VTA Board on December 9, 2004. The public scoping period for the SEIR is being conducted between July and August 2006, with public scoping meetings scheduled for mid-August. The Final SEIR is scheduled for VTA Board certification in June 2007.

VTA will begin the federal environmental process in late 2006 with public scoping meetings anticipated for early 2007. The federal Environmental Impact Statement (EIS) is scheduled for VTA Board approval and FTA Record of Decision in December 2008.

Public Outreach & Involvement

In Spring 2005, VTA initiated a focused outreach effort regarding Value Engineering proposals concerning a consolidated Downtown San Jose station, the aerial alignment option for the Montague/Capitol station, and an at-grade option at Dixon Landing Road.

Public outreach activities were reduced while VTA concentrated on work associated with continued Preliminary Engineering, submittals to the Federal Transit Administration, and development and approval of the 2000 Measure A Expenditure Plan. During that time, VTA conducted on-going outreach with partner agencies through regularly scheduled coordination

meetings. VTA also met with the following stakeholders to provide input into continued technical studies:

- San Jose Downtown Association;
- HP Pavilion;
- Santa Clara Historic Landmarks Commission;
- South Bay Historic Railroad Society;
- Federal Express.

During August 2006, VTA will conduct a series of public scoping meetings for the SEIR. VTA will also schedule public scoping meetings in early 2007 for the federal EIS and for continued input on station design elements.

Project Funding

Financing Plan

In June 2006, the VTA Board approved the 2000 Measure A Revenue and Expenditure Plan. The Silicon Valley Rapid Transit Corridor (SVRTC) project is included in the adopted plan and revenue service is scheduled for 2016. The plan includes revenues programmed plus new revenues equivalent to a 30-year, ¼-cent sales tax to support construction and operations activities. The plan preserves the Board reserve policy of 15 percent and shows a positive ending balance of \$347 million.

With the defeat of a ½-cent Santa Clara County General Sales Tax measure in June 2006, VTA is exploring other funding strategies to solidify the financing plan, such as an additional transportation ¼-cent sales tax and revenues from joint development and parking.

Federal Funding

Federal Transit Administration's New Starts

In 2004, FTA rated the 16.3-mile SVRTC project "Not Recommended" for New Starts funding. The key reasons are related to the "Cost Effectiveness" and "Operating Financial Capacity" criteria. To address these issues, in Spring 2005, VTA and FTA agreed to evaluate New Starts funding for a 9.3-mile segment of the project, from Warm Springs to Berryessa.

In acknowledgement of the additional work necessary to receive a "Recommended" rating, in December 2005, VTA formally requested temporary withdrawal from the Preliminary Engineering phase of the New Starts process to improve the competitiveness of the project across all New Starts evaluation criteria outside of the formal New Starts process.

Following concentrated efforts on refining the travel forecast and solidifying the financial plan, VTA intends to re-enter the New Starts process for Final Design and Construction funding.

It should be noted that while VTA's funding approach is segmented, the project is not. VTA is environmentally clearing and constructing the full project in one phase. Federal funds would support the New Starts Candidate Project (NSCP) from Warm Springs to Berryessa, and state and local funding only would support the remainder of the extension from Berryessa to Santa Clara.

Economic Effects Evaluation

In response to the added Economic Effects criterion in the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), VTA will conduct an economic effects evaluation of the BART Extension project. The analysis will evaluate the economic effects of the project in the following key areas:

- Economic impact analysis at the county level;
- Economic impact analysis at the local level;
- Analysis of impacts on tax revenue, government spending, and government services;
- Competitiveness analysis;
- Sensitivity and risk analysis;
- Dynamic feedback impact analysis; and
- Evaluation of alternative financing strategies.

VTA has selected Wilbur Smith Associates to conduct this study over the course of approximately one year.