



MEMORANDUM

DATE: January 16, 2008

TO: Silicon Valley Rapid Transit Corridor Policy Advisory Board
BART Extension to Milpitas, San Jose and Santa Clara

FROM: Carolyn M. Gonot
Chief SVRT Program Officer

SUBJECT: Planning Update

FOR INFORMATION ONLY

The following activities are being conducted in support of policy and program level decisions for the SVRT project.

Station Area Planning

During the past year, VTA and city partners have been focused on developing the long-term land use visions for the station areas and making appropriate changes to the station campus engineering plans to support the cities' and communities' long-term visions. The consultant team completed a draft *Station Areas Vision Plan* document in December 2007. City partners have reviewed the draft plan and provided comments. VTA is working with the consultant to address comments, revise the draft, and finalize the plan by the end of January 2008. A draft of the companion document, *A Toolkit for Assessing SVRT Station Parking Supply*, is currently under city partner review, and will also be finalized by the end of January 2008.

VTA continues to work with city partners and the urban planning consultant team on the *Santa Clara Station Area Plan*. An administrative draft of the *Santa Clara Station Area Plan* will be available for VTA and city partner review in January 2008. A *Draft Santa Clara Station Area Plan Environmental Impact Report* (EIR) is planned for public review in late February 2008.

VTA is also a participant in the Diridon Station Area TOD Planning Grant, which is being lead by the City of San Jose's Department of Transportation. The grant application for \$750,000 is due to MTC by February 8, 2008.

BART Core Modification Study

In 2001, BART and VTA entered into an agreement to identify BART core system improvements to support the SVRT project. Under this agreement, two studies were completed: “BART Core Systems Impact” and “Systems Integration Modification Analysis”. BART, in coordination with VTA is updating the evaluation for core stations and systems due to a change in planning horizon from 2025 to 2030 and new regionally adopted land use projections. In addition, the updated analysis will include additional core stations. BART and VTA began this evaluation in August 2007 and it is anticipated to be completed in December 2008.

During the last quarter the study team moved forward on several activities related to the Station Profile Study Task of the evaluation, including finalizing a survey questionnaire, conducting a pre-test of the survey, and confirming geocoding methodology. Additionally, BART and VTA, in conjunction with the consultant, identified an initial list of stations to study. Further study activity will resume once projected 2030 ridership data is finalized with ABAG and MTC.

In October, BART concurred with the proposed BART operating plan for the study years of 2015 and 2030. The operating plan is a key element for ridership forecasting, operating cost estimation and vehicle fleet size.

Travel Forecast

Update of SVRT ridership projections using the FTA accepted travel forecast model is pending, based on verification of the land use inputs from the Association of Bay Area Governments (ABAG) Projections 2007. MTC and VTA have had discussions with ABAG regarding the land use projections as it relates to the diverse changes from the previously adopted set of projections. Once the issue regarding the land use inputs is resolved, VTA will finalize the ridership projections and the modeling team will conduct a sensitivity analysis. The Federal EIS and BART Core Modification Study will use the updated projections.

Economic Impact Analysis

VTA is conducting a study of the economic effects of the BART extension at the regional and local levels. This work will be used in the FTA New Starts submittal as part of the economic development discussion.

In December, Wilbur Smith Associates (WSA) made revisions to the study’s Technical Memorandum based on input from the previous presentation to VTA executive staff and the BART Economic Impact Study Technical Advisory Committee (BEIS TAC). WSA also presented preliminary results of the study’s Transit User Benefits, Construction Impacts, and Competitive Analysis sections; and provided the framework for a Fiscal Impacts Methodology Summary of Findings. Based on input received during December meetings with the BEIS TAC and executive staff, WSA will make some minor refinements to the study and issue a preliminary report in late January.

Financial Plan

To secure federal funding for the SVRT Project, VTA will have to prepare a number of financial plans and related documents for submission to FTA. These documents will be based on the most

current cost, planning, and financial information available at the time of submission. VTA has engaged AECOM Consult, Inc. (AECOM) to develop a financial model that will support the development of this information.

In November, the VTA Board of Directors approved a new contract for AECOM. This contract allows the consultant to complete the financial model and apply it to other efforts in support of VTA's New Starts application. AECOM has continued to refine the financial model for the SVRT Project, based on updated SRTP and 2000 Measure A capital construction costs, and updated documentation of VTA operating and capital financial information. VTA expects the model to be completed in late January.