

VTA's BART Silicon Valley Phase II Extension Project

28th Street Little Portugal
Community Working Group Meeting

November 16th, 2022



Agenda

- Welcome & Introduction
- Role of BSV External Affairs Team (EAT)
- Phase II Update
- Real Estate and Acquisitions Update
- Five Wounds Urban Village Plan and 28th Street/Little Portugal Design Development Framework
- Station Refinement Update
- Outreach & Engagement
- CWG Member Report Out
- Next Steps



- Bill Rankin, *Friends of Five Wounds Trail*
- Carlos Diaz, *Alum Rock Business Network*
- Chris Patterson-Simmons, *East Santa Clara Street Business Association*
- Connie Alvarez, *Alum Rock Santa Clara Street Business Association*
- Danny Garza, *Plata-Arroyo Neighborhood Association*
- **Davide Vieira**, *Five Wounds Portuguese National Parish*
- Dee Barragan, *Roosevelt Park Neighborhood Association*
- Elma Arredondo, *Alum Rock Urban Village Advocates (ARUVA)*
- Ed Berger, *Northside Neighborhood Association*
- Helen Masamori, *Five Wounds / Brookwood Terrace Neighborhood Action Coalition*
- Justin Trano, *Ride East Side San Jose (Ride ESSJ)*
- Marcos Manriquez, *Cristo Rey San Jose Jesuit High School*
- Matt Gustafson, *Somos Mayfair*
- Ricardo Agredano, *Portuguese Organization for Social Services & Opportunities (POSSO)*
- Terry Christensen, *CommUniverCity*

Upcoming Meetings



- Upcoming CWG Dates
 - 28th Street Little Portugal CWG Meeting: February 15th, 2023
- VTA Board of Directors vta.org/about/board-and-committees
 - Board of Directors' Meeting: December 1, 2022, 5:30 PM
 - Board of Directors' Meeting: January 5, 2023, 5:30 PM
 - Board of Directors' Meeting: February 2, 2023, 5:30 PM
- Kristen will email alerts for other meetings

Follow Up: Interchange



Can we get updates on conversations/plans between San Jose DOT, VTA, and Caltrans about the interchanges between Santa Clara and McKee?

Any improvements to the interchange are outside of the scope of VTA's BART Phase II Project. The ramps were included in the traffic analysis of the Project's environmental document and no impacts due to the project were identified. Improvements to the ramps would be a separate project.

At this time, the VTA Highway Program has no planned improvements at these interchanges.

The City has various active transportation improvement projects surrounding Highway 101 and is expected to present at the next CWG meeting.



Role of BSV External Affairs Team

Erica Roecks, VTA



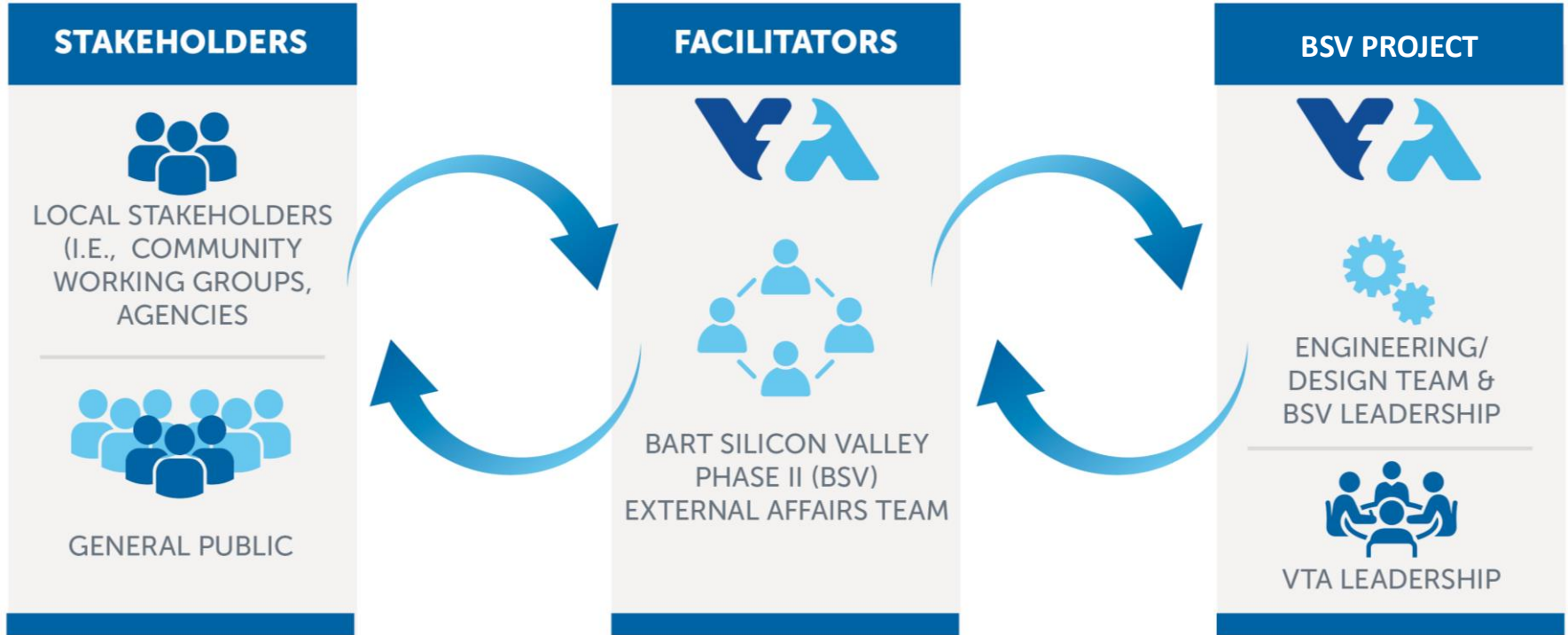
Community Outreach:

- Develop and manage communications content and platform
- Coordinate and facilitate VTA-hosted community outreach activities
- Develop & Implement Construction Outreach Management Program (COMP)
- Manage Construction Community Outreach

Stakeholder Coordination:

- Coordinate with design teams and support project design and requirements
- Incorporate community feedback into project design considerations
- Manage coordination with cities, public agencies, and adjacent development projects
- Lead development review coordination along alignment
- Manage development of contract-specific CTMPs

BSV External Affairs Team & CWG Relationship





Phase II Update

Bernice Alaniz, VTA

CWG Facilitator Update



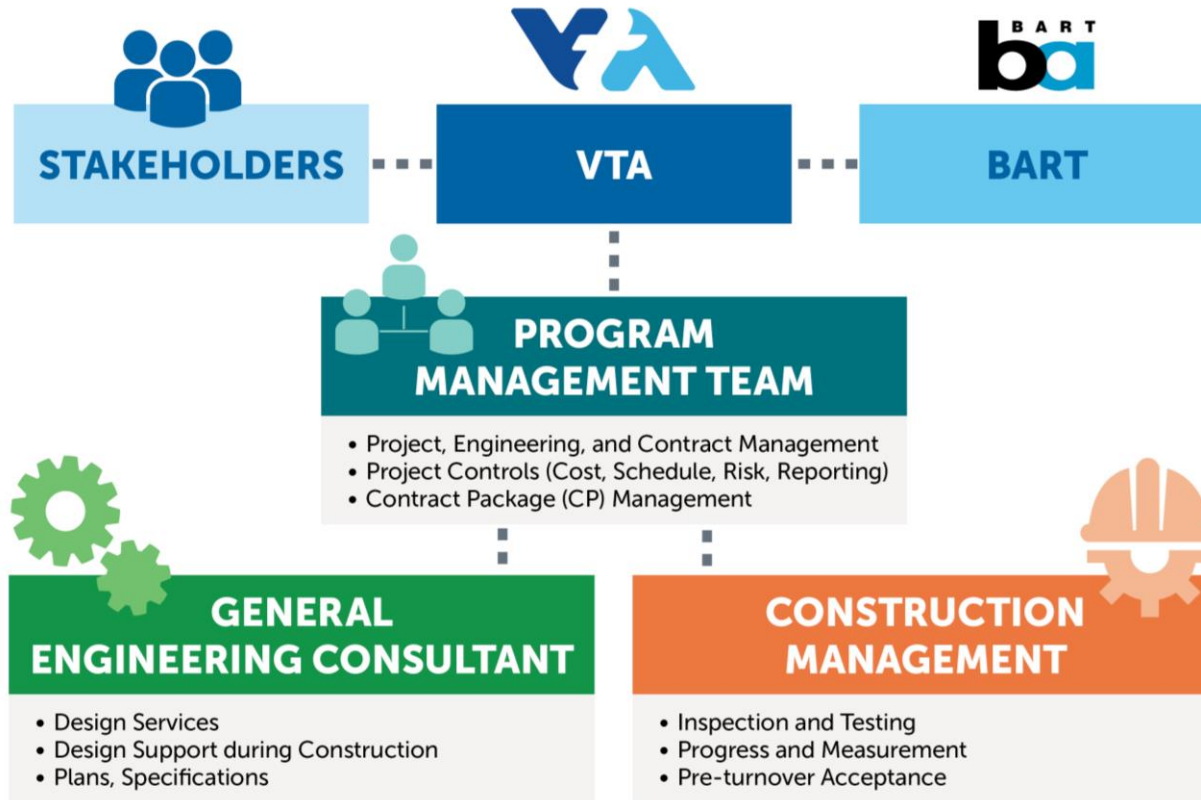
- Coordinated with potential CWG facilitators over the past few months
- Met with CWG chairs to discuss potential CWG facilitators
- Currently coordinating contract scope and fee with potential CWG facilitators and anticipate bringing them on for next year



BSV Program Delivery Organization:

- Combination of VTA, BART, Program Management Team (HNTB/WSP), and General Engineering Consultant (Mott Macdonald/PGH Wong)
- Advancing design to keep pace with BSV Program, especially Tunnel and Trackwork interfaces
- Tunnel and Trackwork driving the BSV Program
- Reviewing contract packaging and delivery methods
- Preparing construction management services RFP

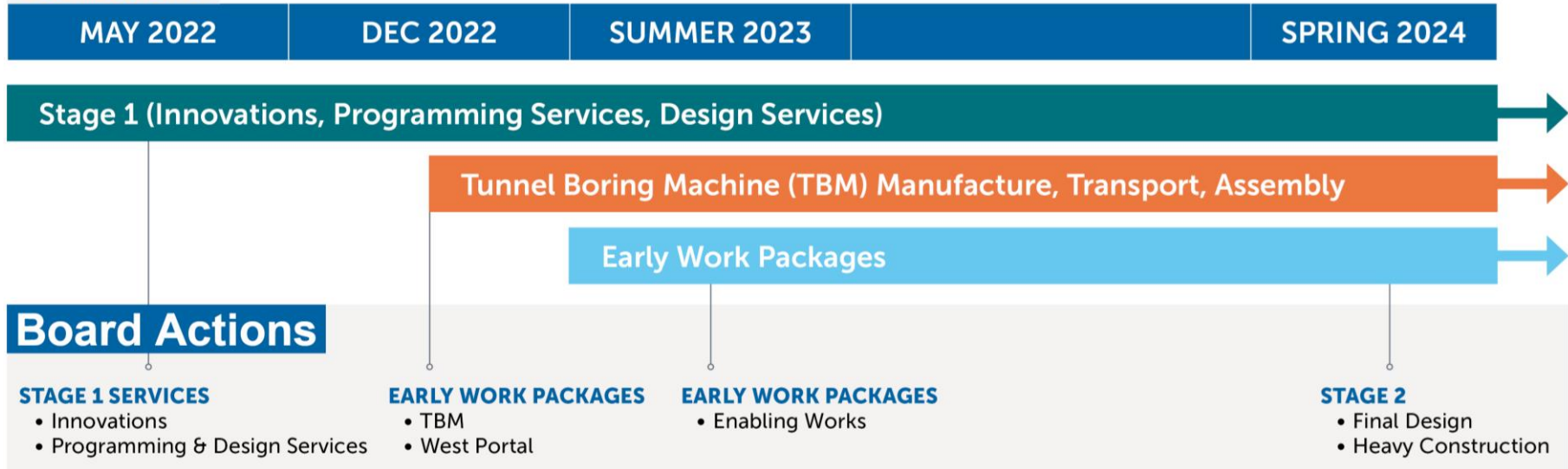
Program Delivery Organization



Tunnel & Trackwork Upcoming Schedule



Schedule





Station Design Refinement

- Anticipated to be shared during December VTA Board Meeting
- Downtown & Diridon alternatives evaluation
- Santa Clara West Side Underground Concourse

FTA Meetings and Site Visit



- FTA Headquarters, Region IX, and FTA Program Management Oversight Consultant
- Topics included project status update including cost, schedule, and risks
- Full Funding Grant Agreement (FFGA) Roadmap
- Included a tour of the alignment



Infrastructure Advisor Visit



- October 5th, 2022 - CA infrastructure advisor toured the Diridon station
 - Included BART Phase II Project Updates and improvements to Diridon Station
- Former LA Mayor was appointed by Governor Newsom to work with local, state, and federal leaders to maximize access to federal funding across all regions of the state for priority projects
 - One of the priority projects in the region is VTA's BART Phase II Project



Cost, Schedule, and Risk



- FTA 2021 Risk Assessment (\$9.1 Billion, 2034 revenue service date)
- Given CP2 in place and further project definition
 - Program team updating cost and schedule estimates (re-baselining)
 - Previous estimates from January 2021
- An independent cost estimate will also be prepared
- Per contract KST is preparing their own open-book estimate for CP2 work
- Major risks:
 - Multiple contract interfaces and timing for progress of CP2
 - Market conditions (competition, escalation, resources)

Government Affairs & Funding



- \$1.5 billion allocated projects outside of Southern CA
 - MTC will recommend projects, but CalSTA will grade them
- MTC decision voted unanimously for projects of most interest:
 - BSV Phase II Extension
 - BART's core capacity
 - Caltrain electrification
- Submitted request to MTC for additional \$750 million from state's Transit and Intercity Rail Capital Program (TIRCP) to fully fund the Project
- Request letters of support by beginning of evaluation process (by December 2nd)
- CalSTA Call for Projects – November 15, 2022
- Existing Projects Preliminary Information Submittal – December 6, 2022

APTA Peer Review Summary



- Single-bore tunnel
 - **Feasible and appropriate**
 - Will reduce above-ground and street disruption as compared to twin-bore
- Regardless of which tunnel option is selected, construction risk cannot be eliminated, but measures can be taken to account for it.
 - Adit construction requires certainty that the ground is safe for excavation
 - The island platform proposal is a significant improvement and risk mitigation measure
- KST has assembled a highly experienced and skilled team
- A design change to twin-bore tunnels at this stage will cause a significant delay and cost to this project



VTA has submitted a request to FTA to transition the project into New Starts allowing a higher federal funding contribution



Letter of No Prejudice (LONP) requested to allow for continued pre-award authority and uninterrupted project activities



Discussions with FTA continue developing a roadmap to a Full Funding Grant Agreement (FFGA)

Proposed Innovations



Contract Package 2 (CP2) contractor, Kiewit Shea Traylor (KST), is completing configuration design and confirming proposed innovations:

- Space-proofing
- Alternative ventilation configuration
- Side-by-side, center platform configuration
- Tunnel boring at 28th Street/Little Portugal BART station
- Station layout, access, and egress
- Others

Innovation Phase: Goals & Criteria



1



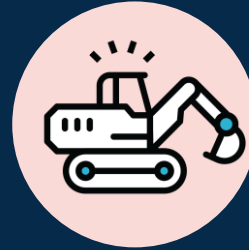
Operations
Maintenance
Safety

2



Passenger Experience

3



Constructability

4

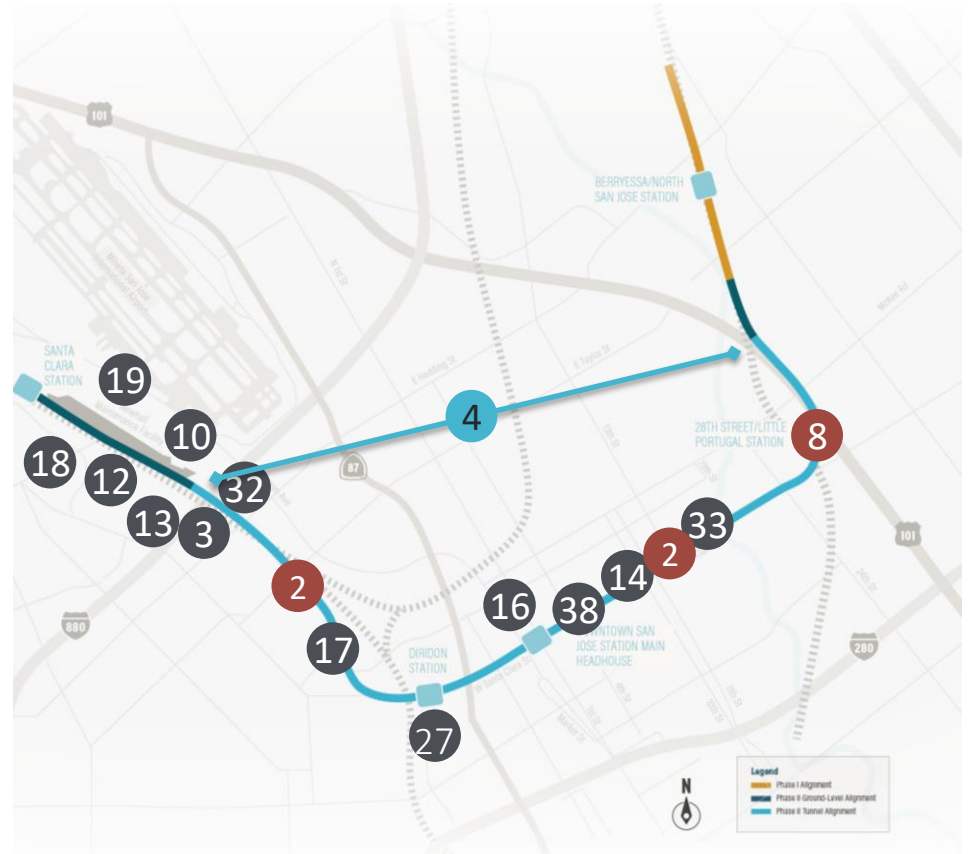


Improve Cost and
Schedule

Key Proposed Innovations



- 4 Single Bore Tunnel w/ Side-by-Side Tracks & Center Platform
- 8 28th Street/Little Portugal Station Reconfiguration
- 2 Ventilation Optimization

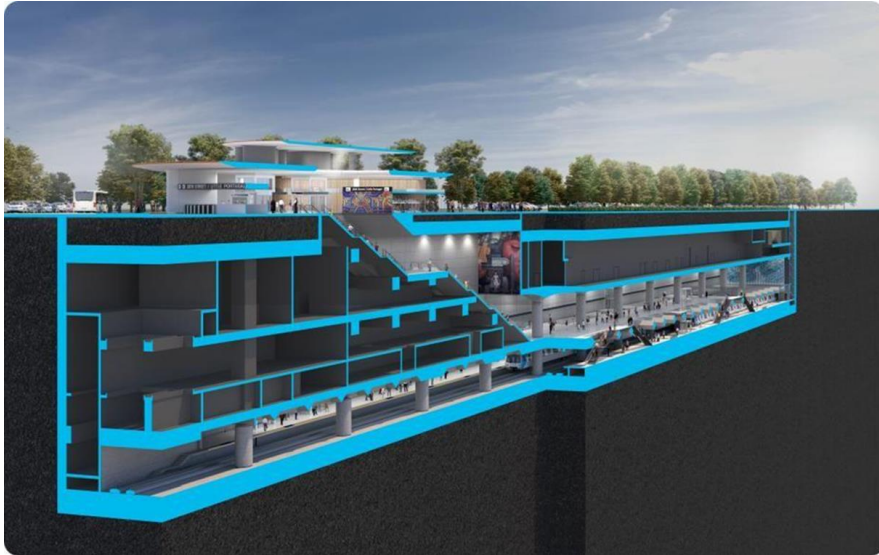


28th Street/Little Portugal Station Reconfiguration



ORIGINAL DESIGN

ORIGINAL DESIGN - CONSTRUCTION

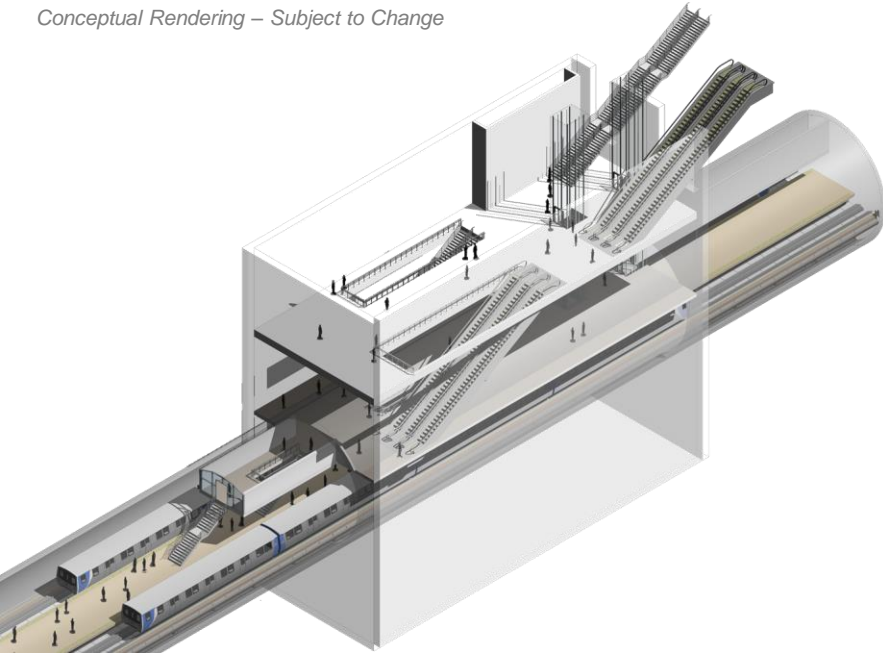


28th Street/Little Portugal Station Proposed Innovations



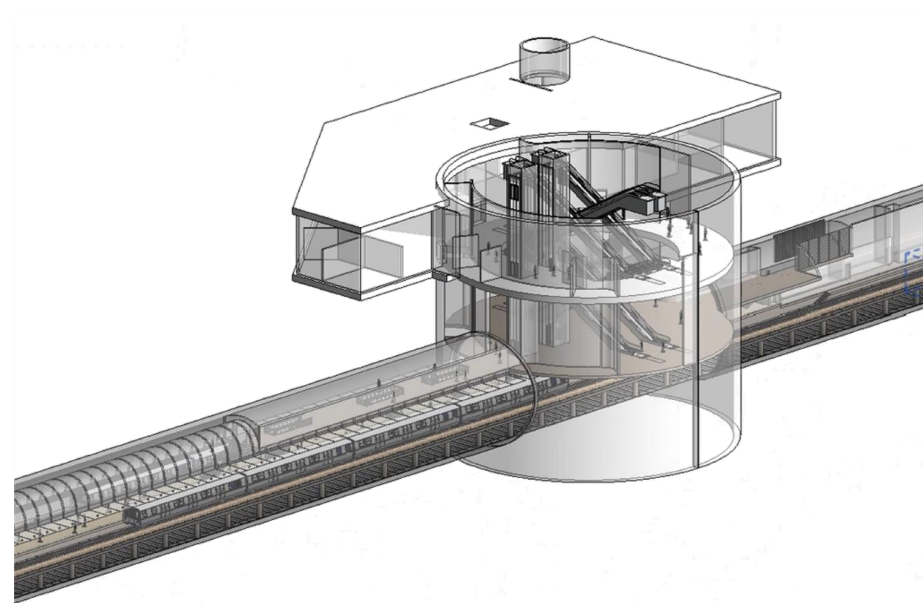
Option 1 – Rectangular Excavation of Station Shaft with Cylindrical Station Entrance Building

Conceptual Rendering – Subject to Change



Option 2 - Cylindrical Excavation of Station Shaft with Cylindrical Station Entrance Building

Conceptual Rendering – Subject to Change



Both options are much more implementable than the previous design

Rectangular shaft option is better for passenger experiences



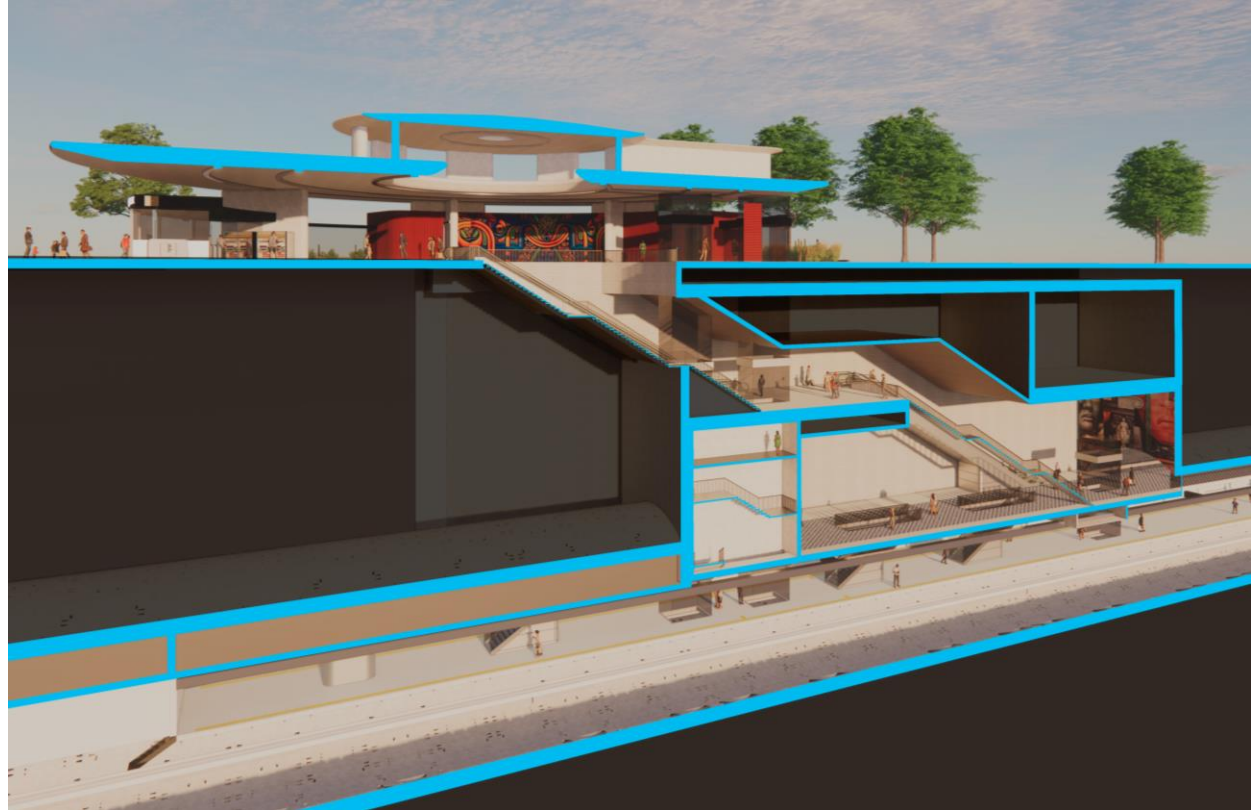
- **More direct and legible travel routes**
- **Better safety and security through more visibility**
 - less alcoves and areas that are not within people's paths of travel
- **Perception of faster travel times through the station**
- **Better locations for art**
 - includes a location where art can be viewed more pleasurably by people while they ride down the escalator

Rectangular shaft option is also more similar to previous design than circular option

Framing Concepts Unchanged



- Direct routes to & from trains
- Fit with aesthetic of the neighborhood
- Complement the Five Wounds Portuguese National Parish
- Incorporate traditional Portuguese design treatments
- Similar opportunities for art





Real Estate and Acquisitions

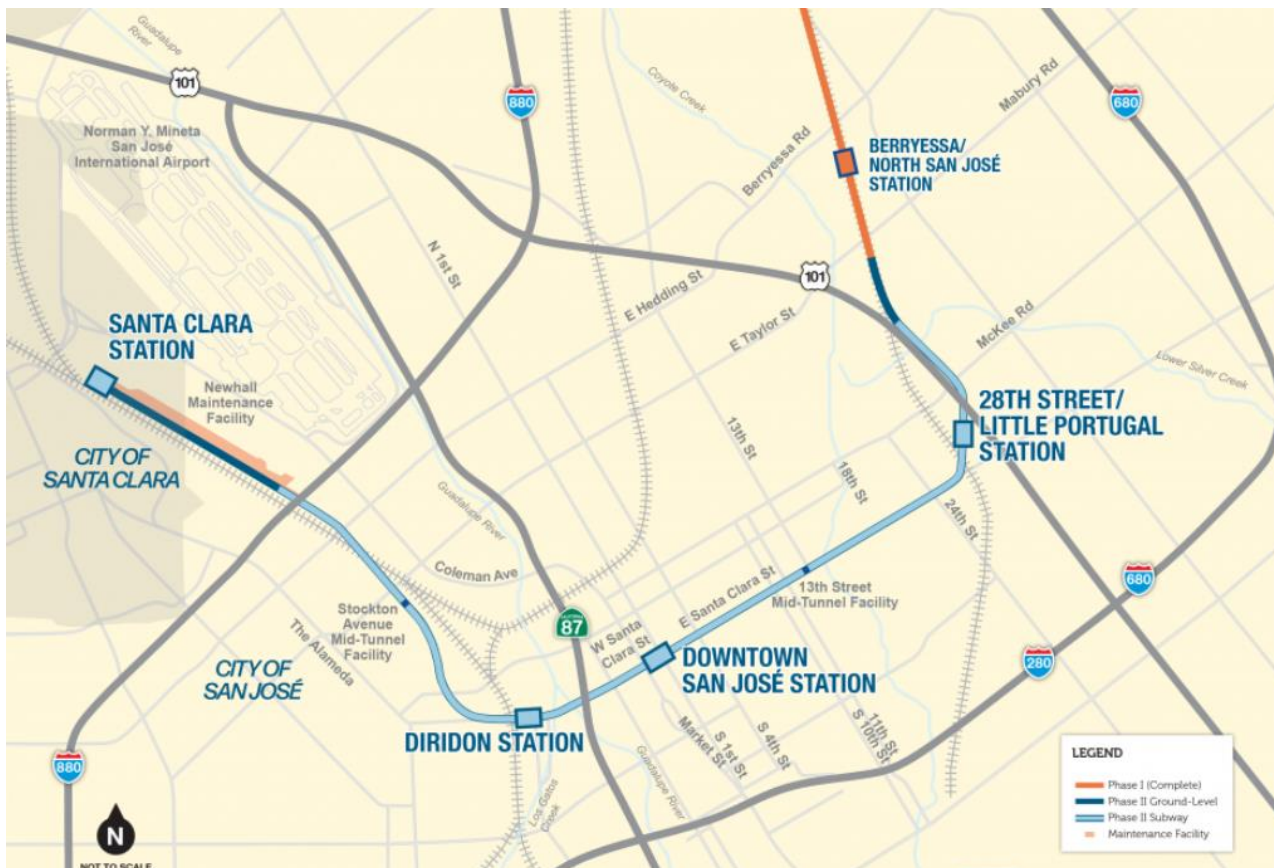
Ron Golem, VTA



- VTA retained Associated Right of Way Services, Inc. (ARWS) to support VTA in relocation activities.
- All property owners and potentially impacted occupants that were identified in the final environmental document for the Phase II Project received General Information Notices from VTA in June 2018.
- The General Information Notice introduced the ARWS team and invited property owners and occupants to meet with ARWS to better understand the Project, schedule, how the Project may impact them, and what assistance could be available under the Relocation Assistance Program.
 - The public review and comment period collected feedback to inform the Final Relocation Plan
 - The **Draft Relocation Plan** was prepared and made available for public review and comment
 - VTA also held four public forums to present the Draft Relocation Plan and receive comments
 - The **Final Relocation Plan** was adopted on December 6, 2018.
 - Includes: the project description, description of potential impacts, a summary of relocation resources for impacted occupants, the description of VTA's Relocation Assistance Program, and responses to comments received on the Draft Relocation Plan.
 - ***Allows the Phase II Project to enter into negotiations for the first phase of property acquisitions.***

For more information, please visit [VTA's BART Phase II Real Estate | VTA](#)

BSVII Project Map



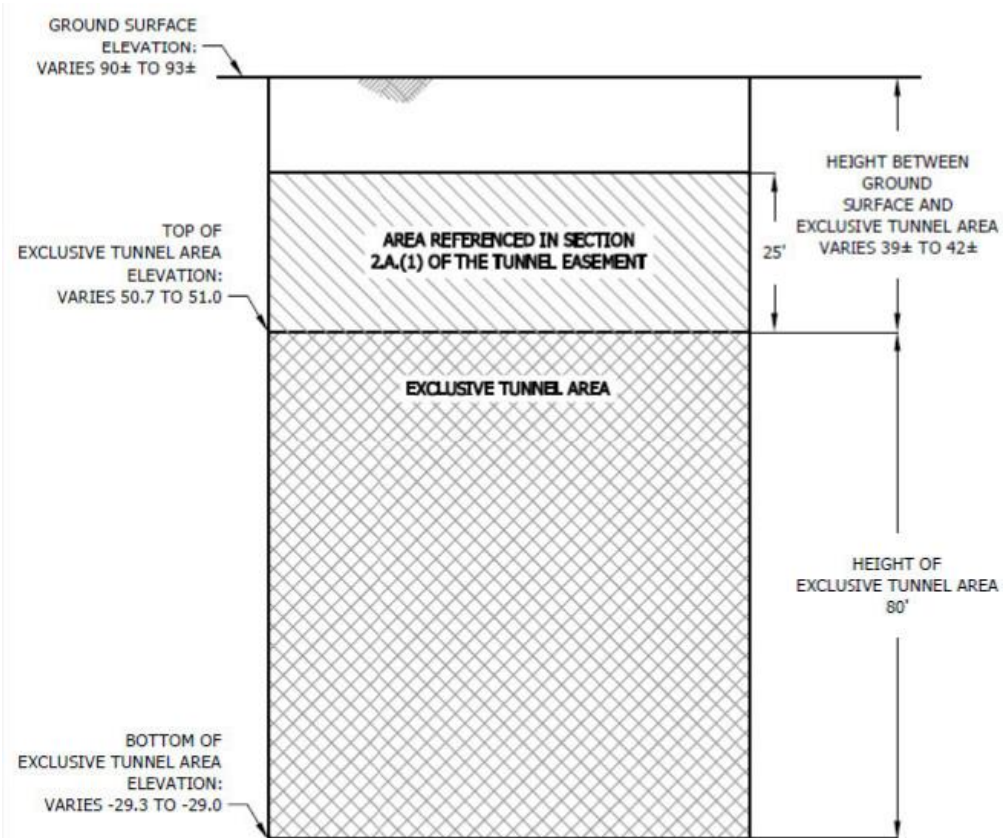
CURRENT as of 11/16/22 – FOR DISCUSSION ONLY

Update on BART Phase 2 Acquisitions



- 85 properties, with variety of required takes, from East Portal near Berryessa/NSJ BART to West Portal at Newhall Yard
 - Full fee (9), permanent easements (13), temporary easements (17), tunnel easements (46)
- Offers made to more than half (48); appraisals ordered for 74% (63)
- Expect similar experience to BART Ph. 1 on use of eminent domain
- Focused on possession; Possession & Use Agreements if price the issue
- On schedule on possession for early works construction in 2023, start of heavy construction and tunnel boring in 2024

Cross Section of Tunnel Easement





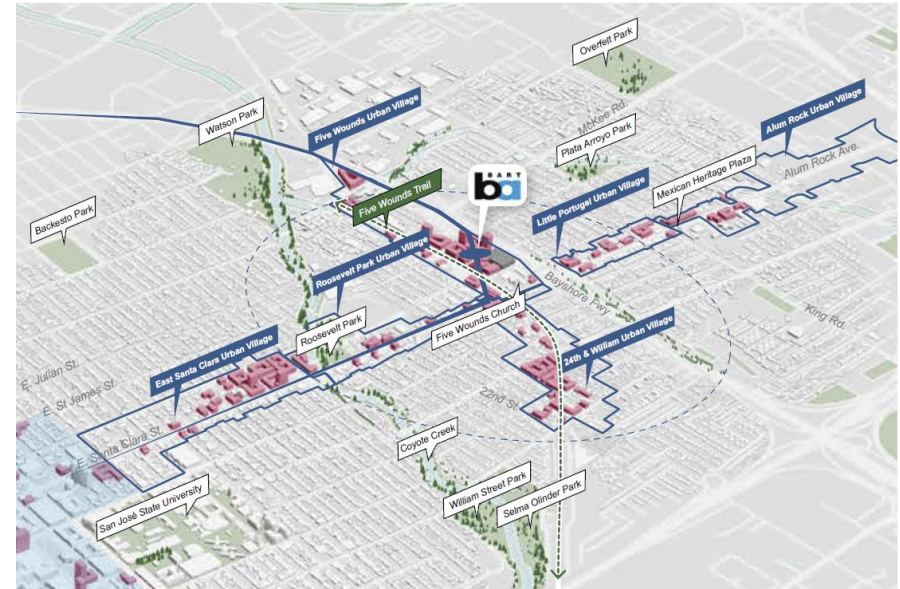
Five Wounds Urban Village Plan & Design Development Framework (DDF)

Christina Gotuaco & Roy Mann, VTA

Five Wounds Urban Village Plan Update: CSJ



- Scope focus:
 - Small Business
 - Affordable Housing
 - Transportation
 - Stakeholder Engagement
- Study Area – ½ mile radius around future 28th Street/Little Portugal BART Station
 1. **Five Wounds**
 2. **Little Portugal**
 3. **Roosevelt Park**
 4. **24th & William**
 5. Alum Rock
 6. East Santa Clara Street
- Updates are specific for the four urban villages in bold
- Certain aspects, like transportation cover all six urban villages



Transit-Oriented Community Strategies: VTA



Vision for the Future: Vibrant, mixed-use, mixed-income, pedestrian-oriented

- [VTA's Transit Oriented Communities Strategy Study \(28th Street "Playbook"\)](#) completed 2019
- **Recommendations:** New plans, policies, funding, and infrastructure investments
- **Top 6 Strategies** needed to establish successful TOC



Five Wounds (5W) Kickoff in Sept 2022



Five Wounds (5W) Kickoff in Sept 2022



Site Visit/ Walk with local community leaders. Thank you to:

- CommUniverCity
- SOMOS Mayfair
- Five Wounds Portuguese National Parish
- Others

Additional speakers and attendees from the City of San José and VTA:

- Transportation, Housing, Office of Economic Development, Parks, Planning, BART Silicon Valley, and Real Estate/Transit-Oriented Development Teams

E. Santa Clara St. at Highway 101



N. 28th Street at Five Wounds Lane



N. 27th Street at E. St James St.



Final Reflections



Challenges



**Concerns about
displacement**

**Overcrowded
housing**

**Reliance on
private vehicles**

Freeway noise

**Disconnect from
parks and trails,
no dog park**

**Preservation of
historical sites**

Opportunities



**Inspiring
neighborhood
history to build
from**

**Five Wounds Trail
as a 'lifeline' to
other amenities**

**Buffering freeway
noise with new
developments and
other treatments**

**People-friendly
design and space
opportunities**

**Multimodal
transportation
system
improvements**

**Creativity and
passion within the
community**

Words from Local Community-Based Organizations



“Strongest neighborhood for creativity”

“Community preservation is important”

“Good to know what you didn’t know”



“Listen, listen and don’t harm”

“Appreciate that all these departments came”



ACTIVITIES – COMMUNITY WORKSHOPS

MAJOR MILESTONES

#	Purpose	Timeline	Presence
1	Project Intro/Identify Opportunities & Constraints	December 8, 2022	In Person
2	Displacement: Residential & Business	March 2023	Online (and hybrid option)
3	Conceptual Plans	July 2023	In Person
4	Transportation, Parking, Open Space	September 2023	In Person
5	Final Plans Open House	November 2023	In Person

How to Stay Involved



WEBSITES

www.sanjoseca.gov/5WSAP

www.vta.org/projects

CONTACTS

City of San José

- Charla.Gomez@sanjoseca.gov

VTA

- Christina.Gotuaco@vta.org
- Roy.Mann@vta.org





Station Refinements

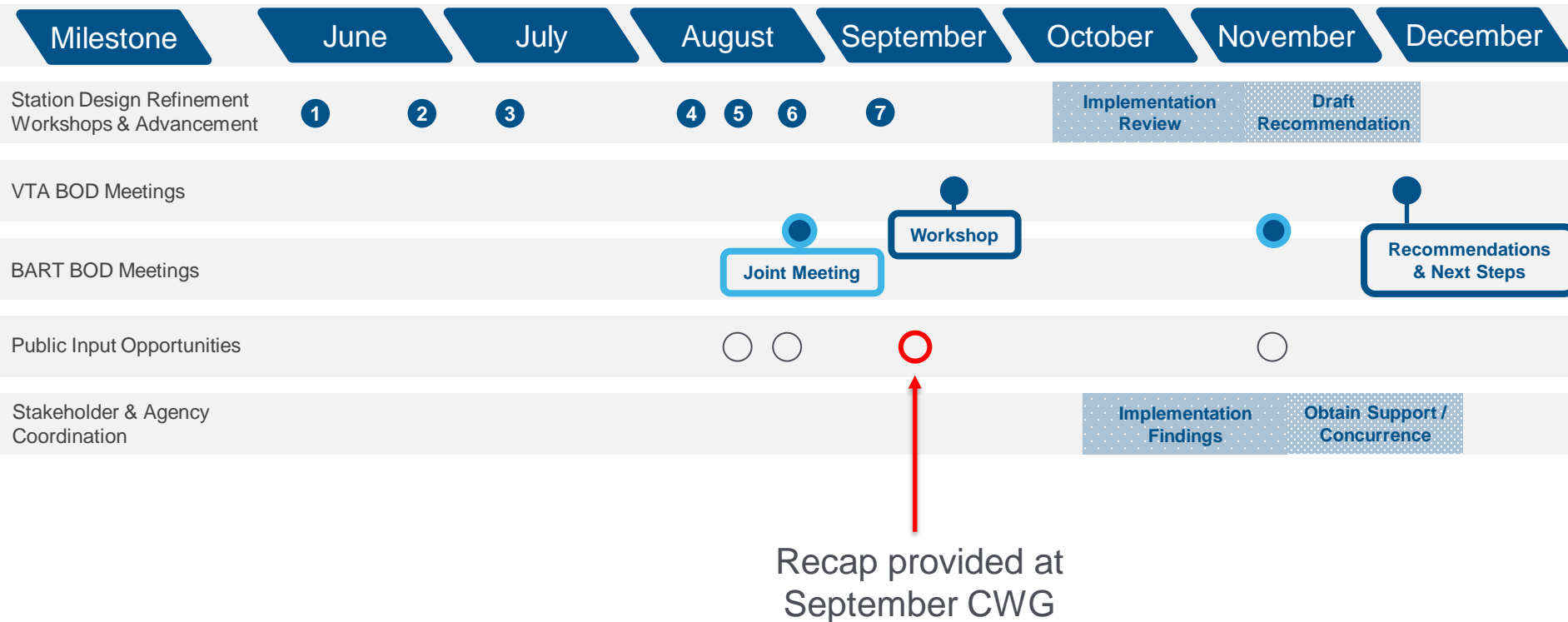
Adriano Rothschild, VTA

Station Design Refinement Overview

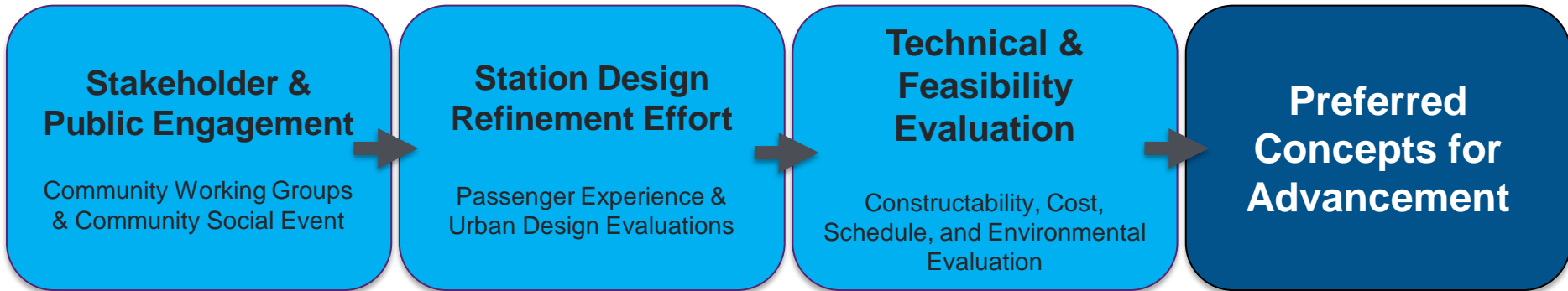


- The VTA Board requested that the Project “explore and make public the findings and trade-offs explicit in critical design options for the BART station design at Downtown and Diridon Stations” that are:
 - within the extents of the currently approved project including exploration of accommodations for future project elements, and
 - within the timelines determined by the Federal Transit Administration (FTA) that will enable the Project to move forward with a full funding grant agreement (FFGA).
- Goals
 - Improve connectivity & access
 - Improve passenger experience & circulation
 - Optimize TOD integration

Station Design Refinement Timeline



Evaluation Process





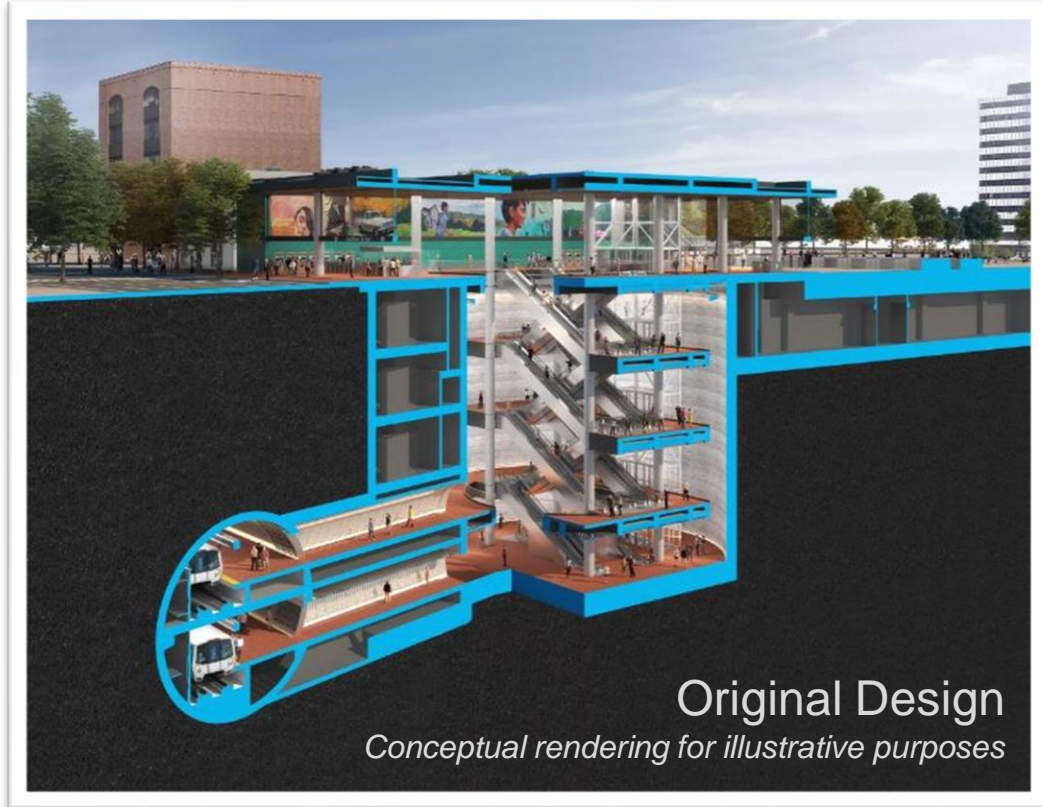
Downtown San José Station Refinements Under Consideration

Downtown Station Primary Entrance



Key refinements:

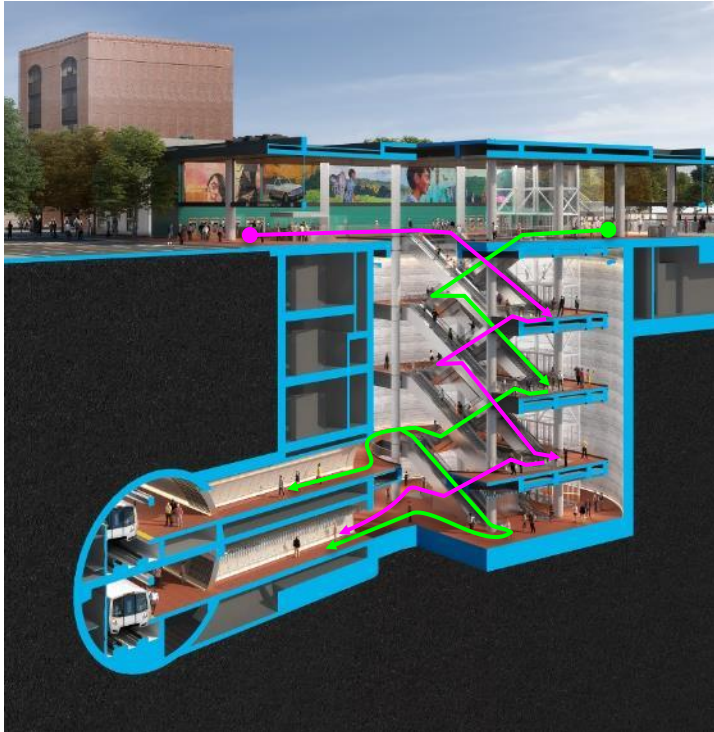
- Reduce number of escalator switchbacks
- Maximize potential for on-site and high-density TOD
- Explore opportunities for ground floor commercial



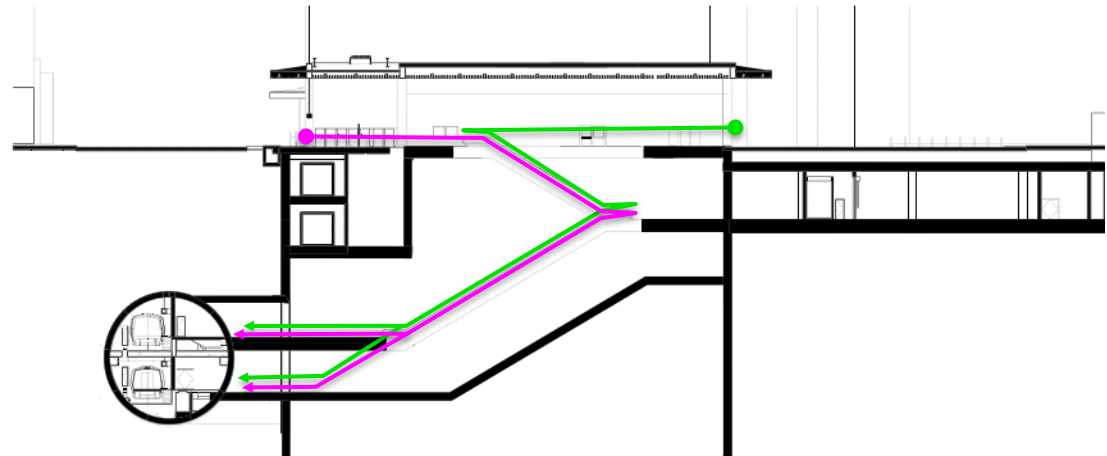
Primary Entrance – Circulation Refinement



Current Design



Design Refinement Section View



Refinement benefit is maximized by proposed center platform innovation.

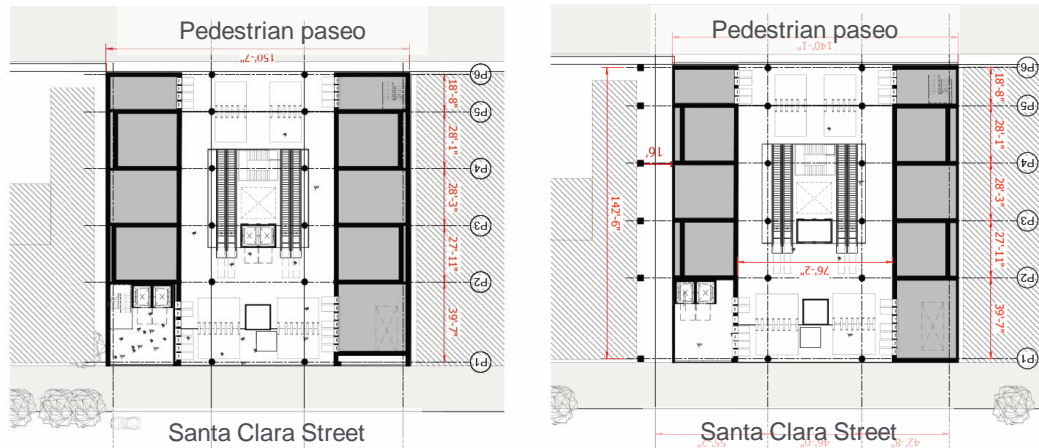
Primary Entrance – Additional Refinements



Refinement Opportunities & Considerations:

- providing structural support for on-site TOD,
- ground-floor retail space, and
- open (free) passageways between Santa Clara Street and the new paseo to the north

concepts under evaluation



CURRENT as of 11/16/22 – FOR DISCUSSION ONLY

Downtown Station South Entrance Options



Key Considerations:

- Provide entrance from the south of Santa Clara Street
- Provide entrance to the east
- South entrance locations not environmentally cleared



Option 1: Entrance Building on Santa Clara & Second Street



Option 2: Fountain Alley Sidewalk Entrance



Option 3: Santa Clara Street Sidewalk Entrance





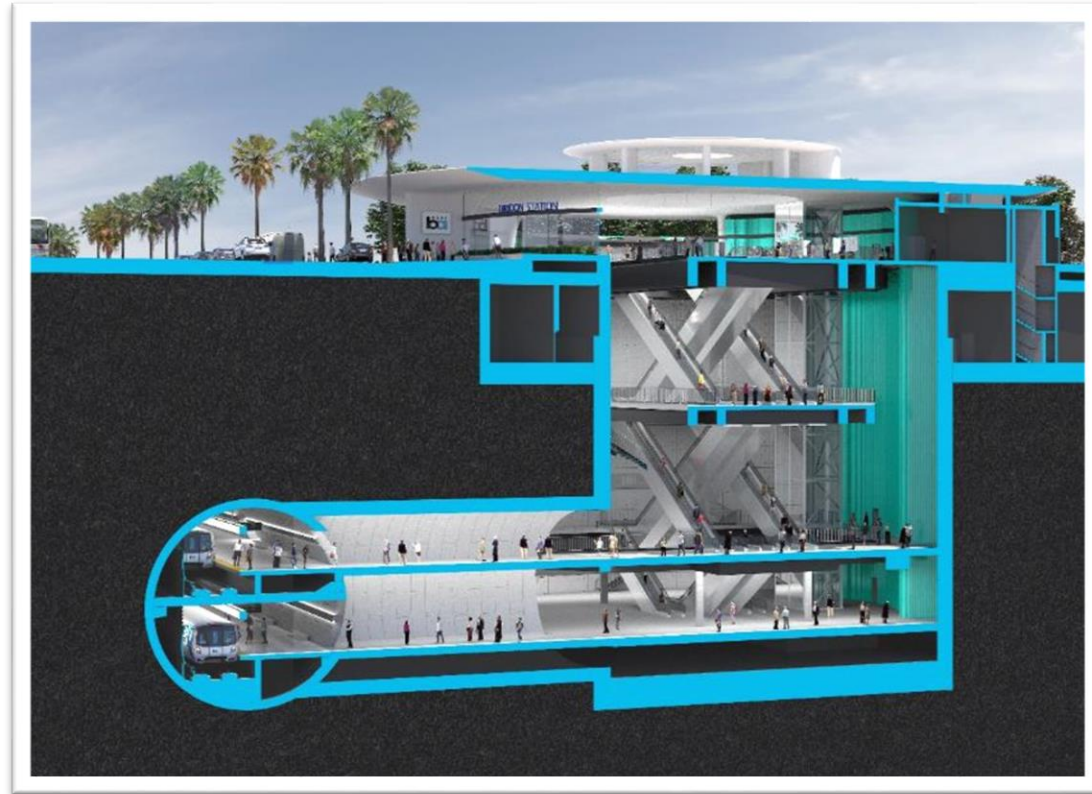
Diridon Station Current Design

Diridon Station Primary Entrance



Key refinements:

- Maximize potential for on-site and high-density TOD
- Identify opportunities for improved intermodal connectivity

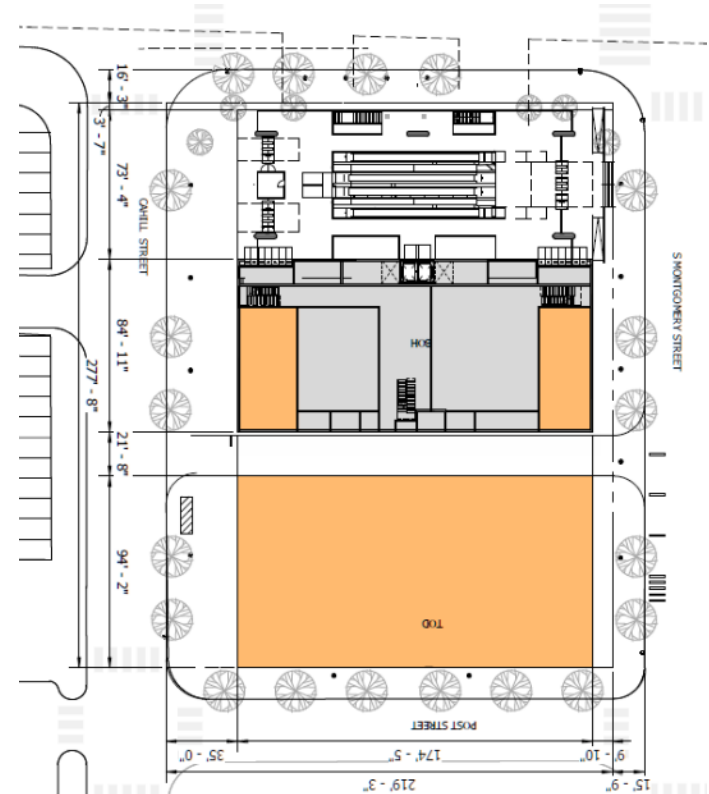


Diridon Station Primary Entrance



Primary Entrance Refinement Considerations:

- Rectangular shaft alternatives
- Potential for entrances fronting Santa Clara Street
- Opportunities for increased TOD along Montgomery Street

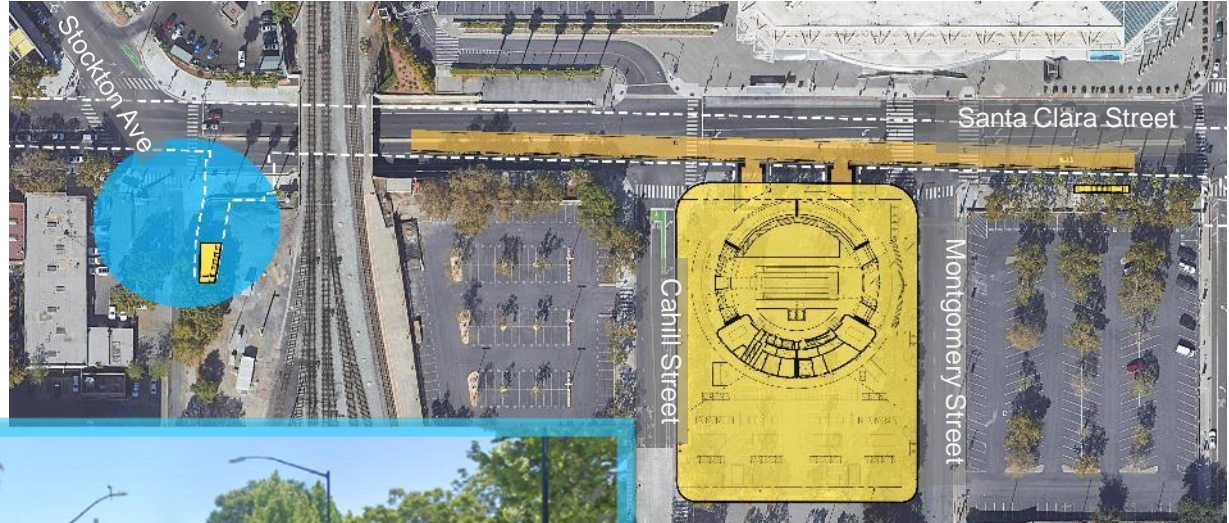


Station Design Refinements – West Entrance Options



Key considerations:

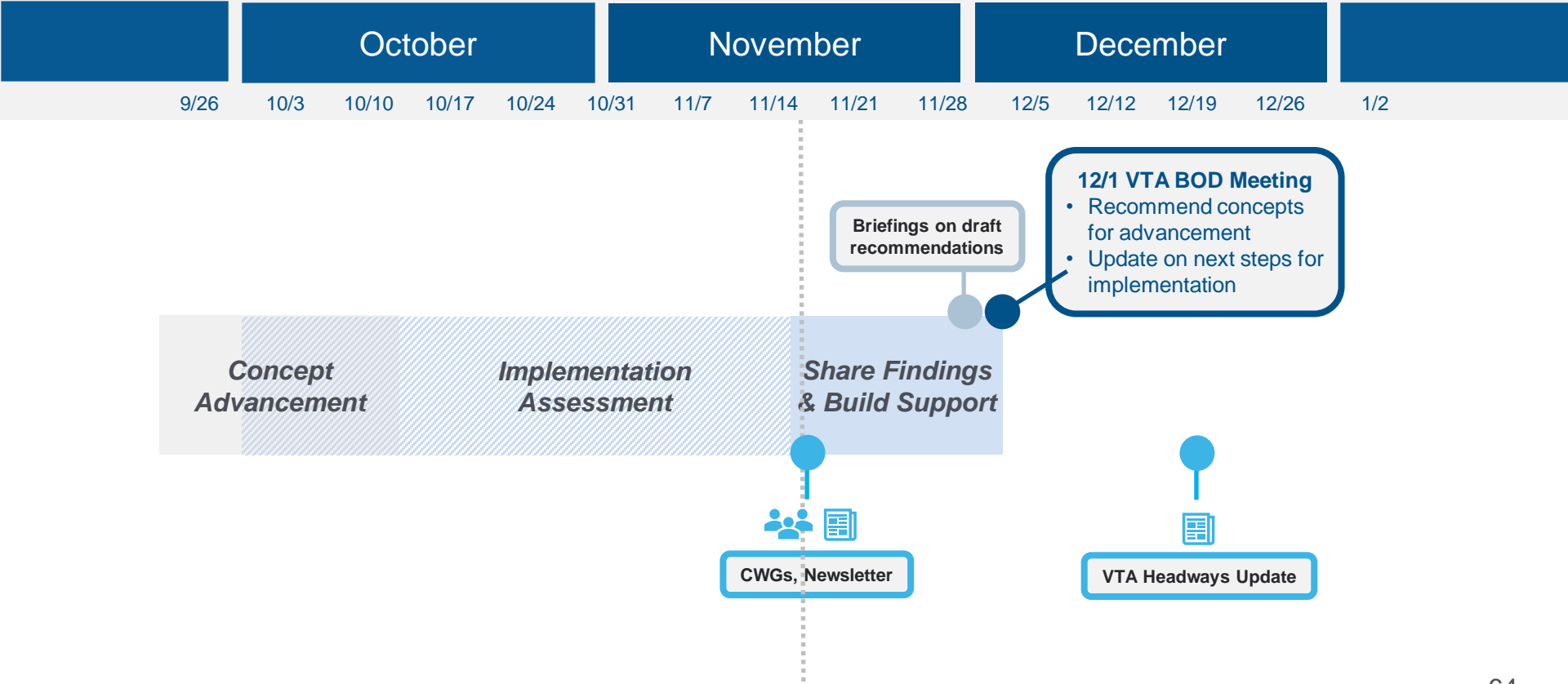
- Facilitate intermodal connection
- Explore opportunities for entrance to the west
- Secondary entrance locations not environmentally cleared





Next Steps

Station Design Refinement Timeline





Outreach & Engagement

Erica Roecks & Kristen Mei, VTA



Construction Education and Outreach Plan (CEOP): communication during construction between VTA, cities of San José and Santa Clara, and the public



Construction Transportation Management Plan (CTMP): coordinate circulation and access needs within and around the construction areas for all transportation options



Emergency Services Coordination Plan (ESCP): coordinate with local emergency services to minimize impact to emergency service routes and response times due to construction activities



The purpose is to:

- Coordinate access for all modes during construction
- Minimize and reduce to the extent possible construction-related transportation impacts
- Establish a basis for developing Traffic Control Plans (TCP)

The purpose is not to:

- Impede construction to eliminate travel and access disruptions

CP2 Specific CTMP Engagement



- Regular coordination meetings throughout development
- Review of Draft Contract-Specific CTMP



- Engagement with adjacent businesses and institutions
- Regular coordination meetings throughout development to provide input

- Draft Contract-Specific CTMP presented for input and consideration

CP2 CTMPs by Work Area



Additional CP2 Specific CTMPs will be developed and the work areas that will be covered in them will be determined as the project advances.



2022 Engagement Summary



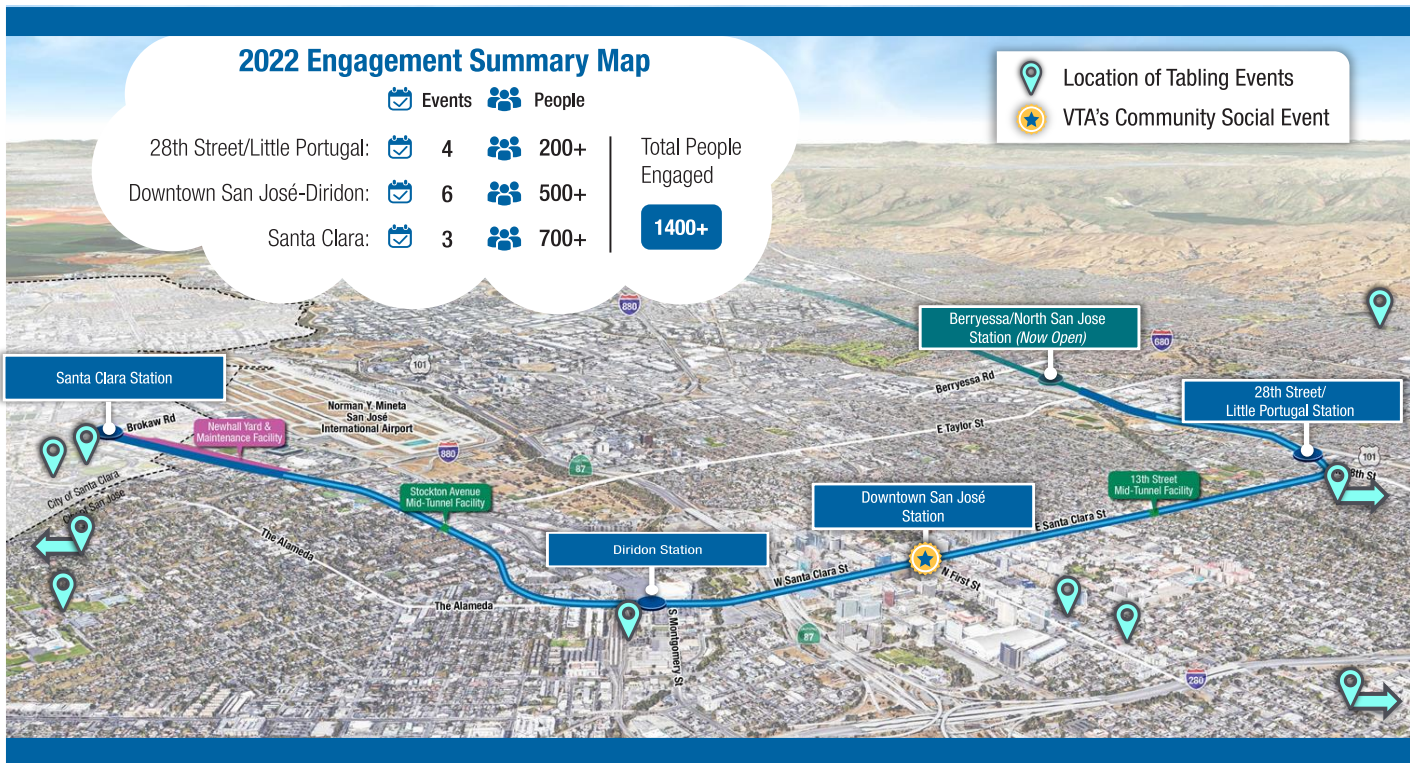
Santa Clara
Parade of Champions



Santa Clara
Art & Wine Festival



Diridon
Caltrain Station



Downtown San José
Farmer's Market



Viva Calle



Mexican Heritage Plaza:
Chile Mole Posole

Station Specific Engagement



- **Día de Portugal** – *June 11th*
- **Mexican Heritage Plaza: Mercadito**
– *July 27th*
- **Mexican Heritage Plaza: Chile Mole Posole** – *September 11th*
- **Alum Rock Farmer's Market** –
October 9th



- What other public engagement events should we be participating in?
- What are other community organizations/agencies/associations/etc. that we should be engaging?

Go to www.menti.com and use the code 8476 2505





CWG Member Report Back

Report Back – 28th Street / Little Portugal



- Bill Rankin, *Friends of Five Wounds Trail*
- Carlos Diaz, *Alum Rock Business Network*
- Chris Patterson-Simmons, *East Santa Clara Street Business Association*
- Connie Alvarez, *Alum Rock Santa Clara Street Business Association*
- Danny Garza, *Plata-Arroyo Neighborhood Association*
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- Matt Gustafson, *Somos Mayfair*
- Ricardo Agredano, *Portuguese Organization for Social Services & Opportunities (POSSO)*
- Terry Christensen, *CommUniverCity*

How have you been sharing information and updates on BSVII with your community?

What have you heard from the community?

Next Steps

- Next CWG meeting:
February 15th, 2023
 - Phase II Update
 - 2023 CWG Workplan Review
 - CWG Member Report Back