

VTA's BART Silicon Valley Phase II Extension Project

Alum Rock Community Working Group

February 8, 2017



Agenda

- Follow-up Items & Work Plan
- Measure B Update
- Next Network Transit Redesign Update
- Embark! Community On-boarding Plan
- Project Updates
- Draft SEIS/SEIR Public Circulation Update
- Next Steps



Role of the CWG

- Be project liaisons
- Receive briefings on technical areas
- Receive project updates
- Build an understanding of the project
- Collaborate with VTA
- Contribute to the successful delivery of the project



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Your Role as a CWG Member

- Attend CWG meetings
 - Bring your own binder (BYOB)
- Be honest
- Provide feedback
- Get informed
- Disseminate accurate information
- Act as conduits for information to community at large



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Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Angela Sipp	Primary Outreach Contact
Leyla Hedayat	Phase II Project Manager
Erica Roecks	Technical Lead
Rosalynn Hughey	City of San Jose – Planning Liaison
Jessica Zenk	City of San Jose – DOT Liaison
John Ristow	City of San Jose – DOT Liaison



Upcoming Meetings

VTA Board of Directors

- March 2, 2017 at 5:30 PM
- April 6, 2017 at 5:30 PM

VTA's BART Silicon Valley Program Ad Hoc Committee

- TBD

Public meetings on specific technical topics - TBD



Follow-Up Items & Work Plan



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Follow-Up Items

- Sent 2017 CWG meeting dates with Meeting Summary
- Clarified PowerPoint link for Business Diversity slide in Meeting Summary
- Follow up on legal disclaimer question related to license plate technology – in progress
- Research maximum solar power output at the station.
 - The Berryessa Station parking garage solar installation would provide 152 kW-DC
 - Note: It was provided at the parking garage, not the station
- Milpitas has 180 typical sized spaces in the bike room and 40 lockers. Berryessa has 120 typical sized spaces in the bike room as well as an area to accommodate odd-sized bicycles and 40 lockers.



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Measure B Update

Brandi Childress, VTA



BART Phase II – Program Description

- \$1.5 Billion
- Capped at 25% of Program Tax Revenues
- Planning, engineering, construction, and delivery costs
- Extend BART from Berryessa in San Jose to Santa Clara
- Station locations:
 - Alum Rock/28th Street
 - Downtown San Jose
 - San Jose Diridon
 - Santa Clara



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BART Phase II – Proposed Guidelines



- Allocation based on funding plan to be developed as part of Federal Full Funding Grant Agreement



Next Steps

Measure B Implementation Committee Work Plan

	December 2016	January 2017	February-April 2017	April-May 2017	June 2017
Schedule & Work Plan Overview	█				
TAC Workshop on Program Structures		█			
Program Guidelines Development			█		
Review Program Guidelines			█		
Review Final Draft Program				█	
Approve Final Draft Program					█
Submit Draft Measure B FY18/FY19 Allocation					█
Approve Measure B FY18/FY19 Allocation with VTA Budget					█



Next Network Transit Redesign Update

Jim Unites, VTA



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Draft Transit Service Plan



VTA's Next Network

BART Community Working Group



Three Project Goals


- 1 Increase Transit Ridership
- 2 Improve Farebox Recovery (Efficiency)
- 3 Connect to BART at Milpitas and Berryessa



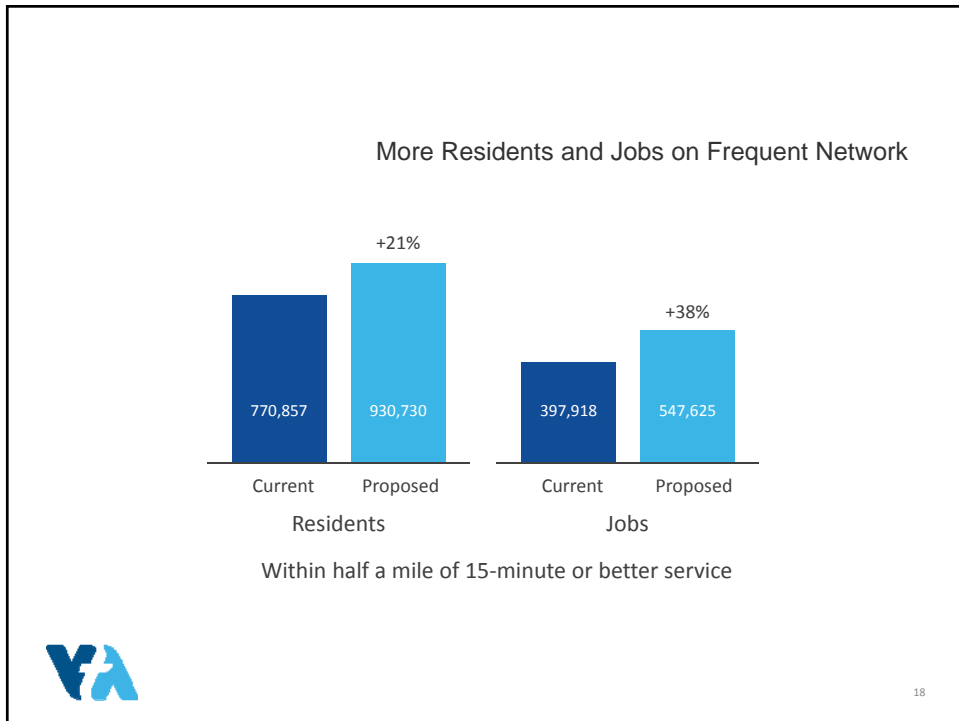
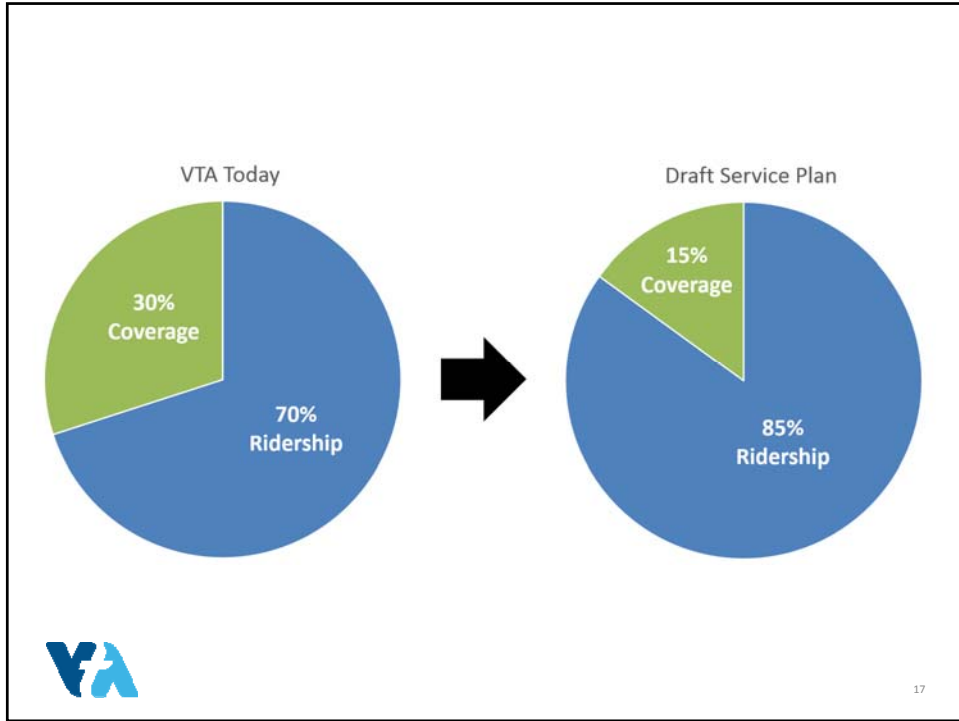
Solutions that move you 15

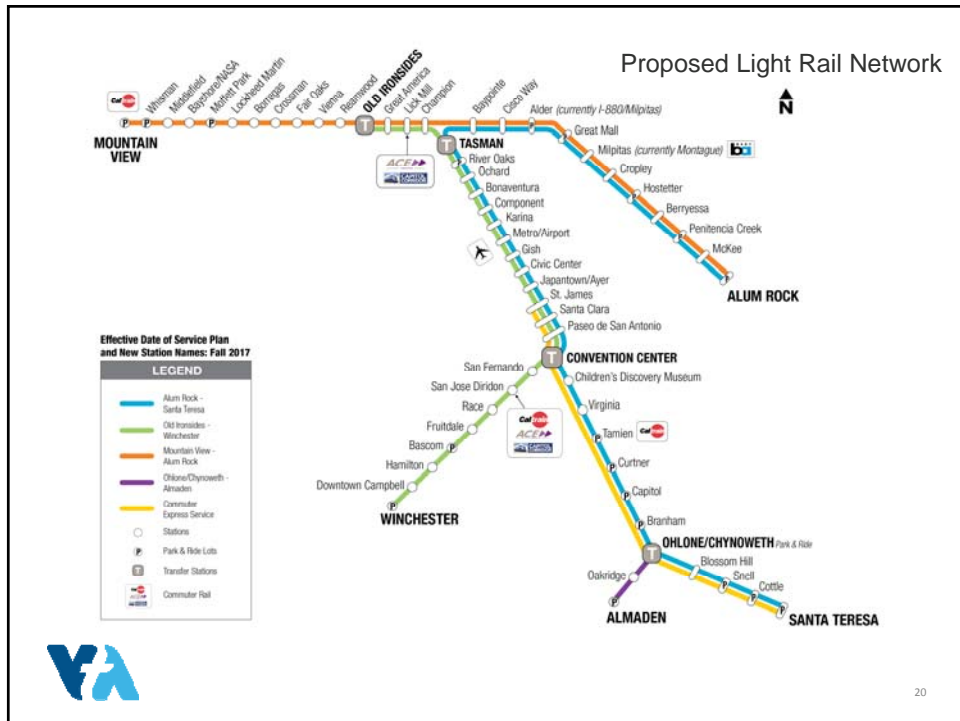
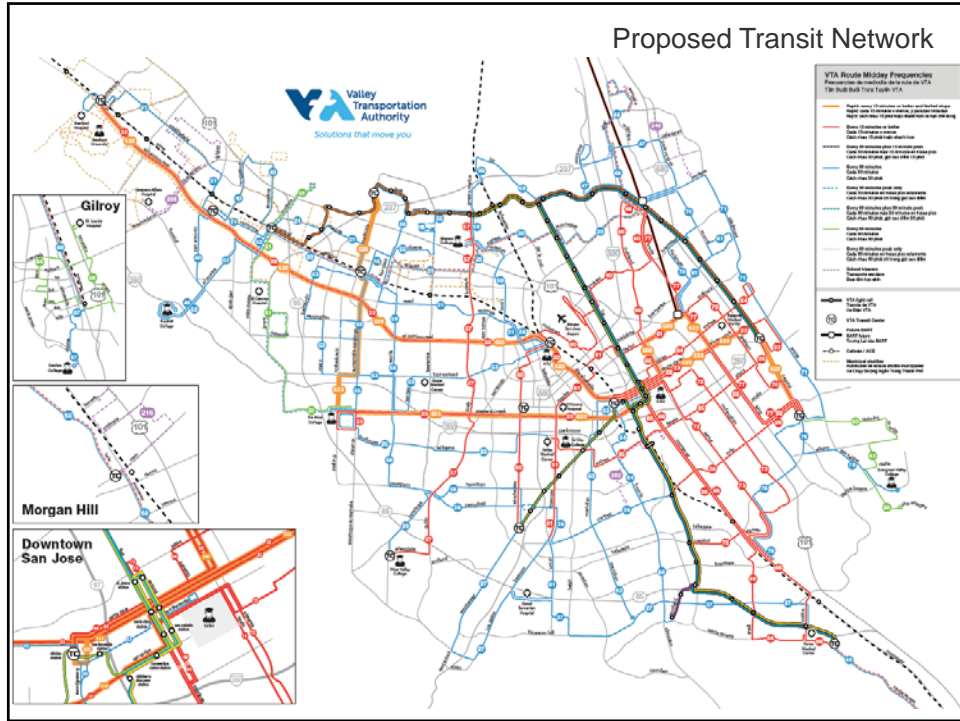
Project Schedule

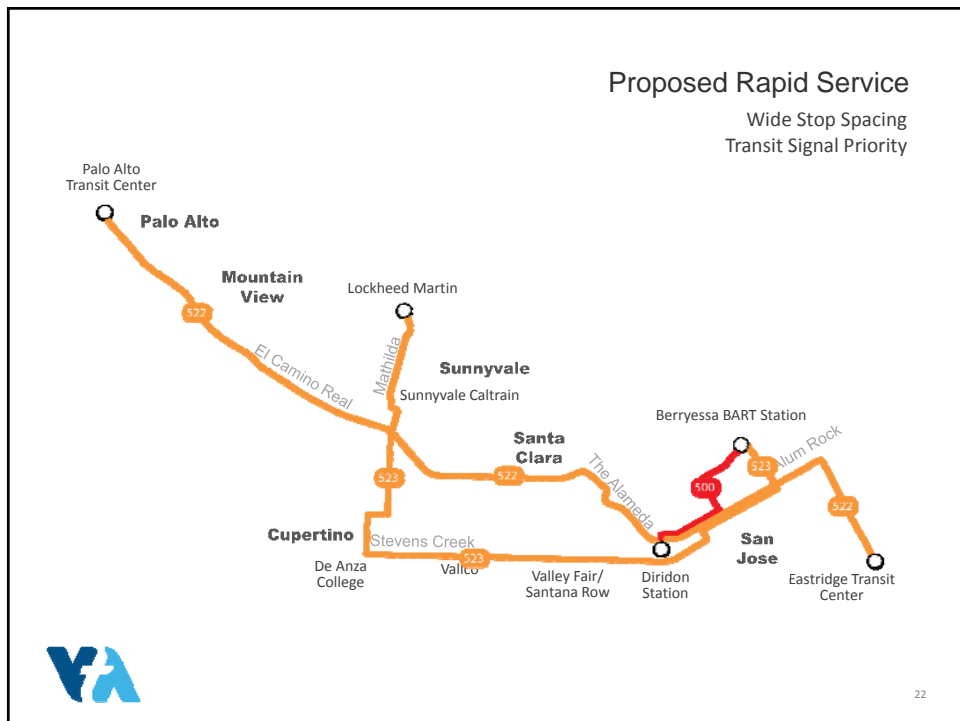
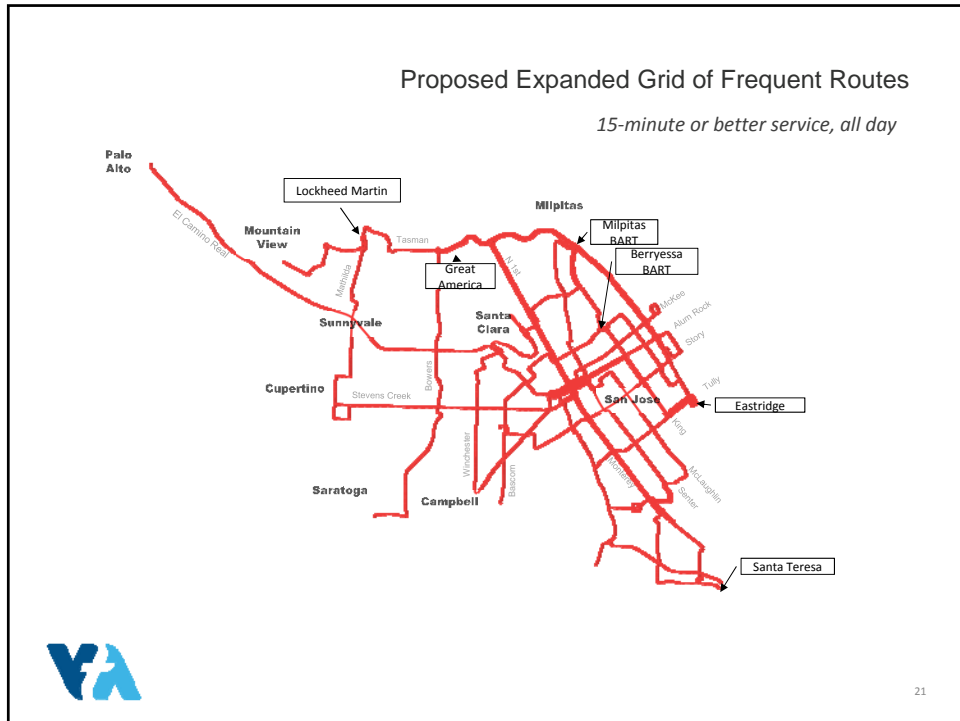
January 2016	Project Begins
March 2016	Choices Report released
April 2016	Three network concepts released for public review
May – Sept. 2016	Community Engagement on 3 concepts
Nov. 18, 2016	VTA Board: Design 85/15 Network
Jan. 5, 2017	Release of Draft Next Network Plan
Jan. 6 – Feb. 20 2017	Community Engagement
Feb. 20-28, 2017	Staff revises Plan in response to public comment
March 2017	VTA Committee review of Final Plan
April 6 2017	VTA Board approval of Final Plan

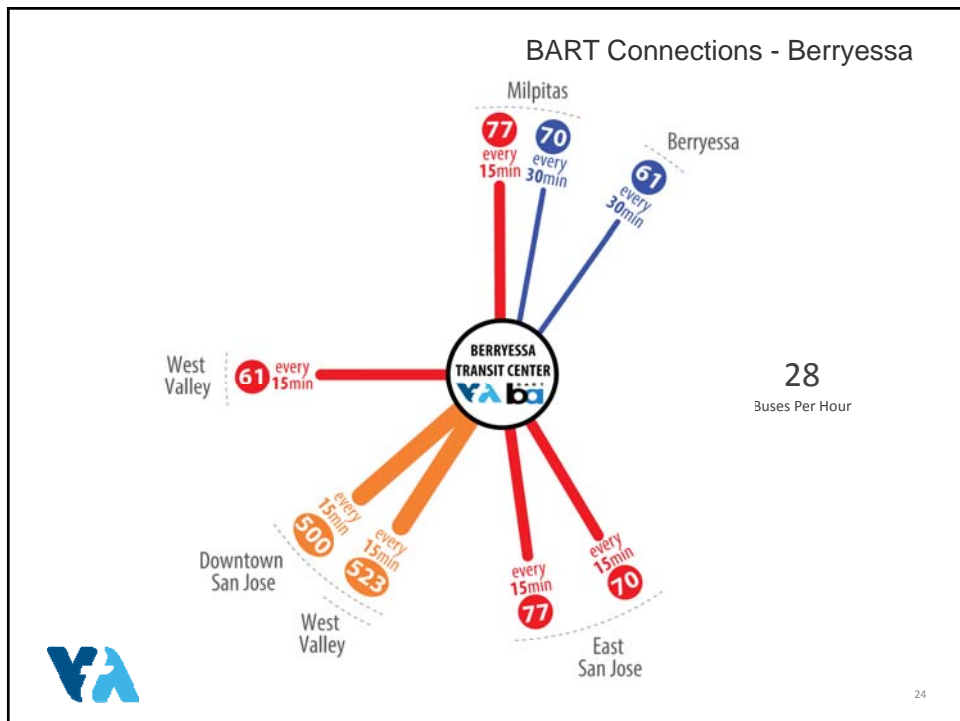
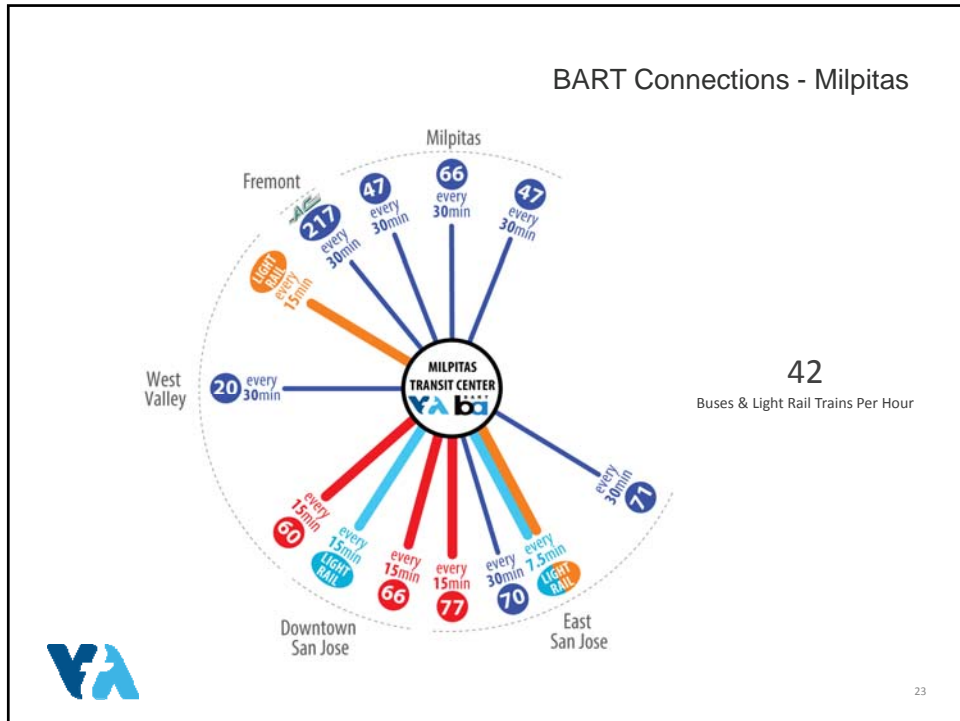


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VTA Fare Study

VTA is *considering*:

- Reduced or free VTA-to-VTA transfers to support VTA's new transit service plan
- Further discounted fares for Youths
- Continuation of TAP Program for eligible low-income persons
- Discontinuation of Community Bus fare type
- Adjusting all fares by approximately 12.5% to 25%
 - Adult base fare: \$2.00 -> \$2.25 or \$2.50

Any fare changes would at least maintain current revenue



nextnetwork.vta.org

HOME ABOUT EXPLORE THE PLAN OUTREACH RELATED EFFORTS BLOG

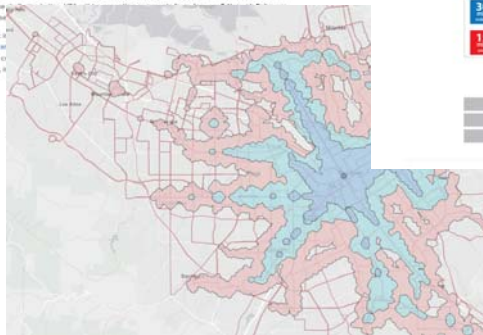
VTA's Next Network DRAFT PLAN

[Home](#)
[What's New?](#)
[Map](#)
[FAQ](#)
[Contact](#)

About the Plan

VTA is planning to change its transit service in the fall of 2017 to coincide with the start of BART service to Santa Clara County. Beginning January 8, 2018, VTA's Draft Next Network Plan will be available for review and public input to share your recommendations to make the plan better. Please use the links below to get more information.

The Draft Plan incorporates public input from 2016 with an extensive outreach plan to increase ridership and improve frequent routes across the county.



project website

60 ROUTE 60

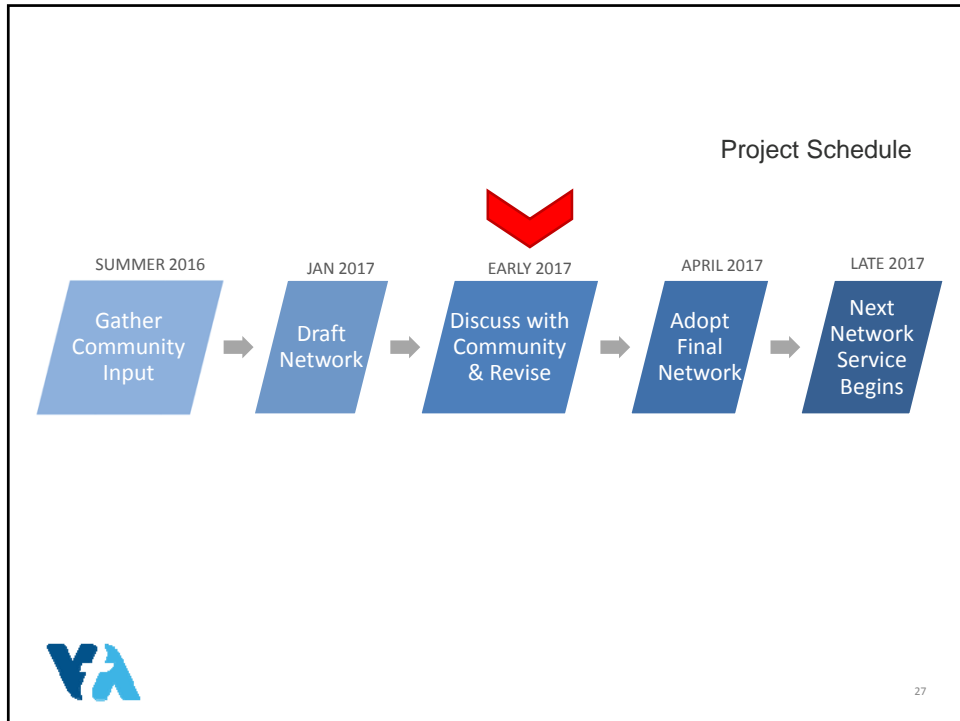
Combine with Route 10 to create new Route 60, which would connect Mountain View, San Jose Airport to Mission BART Station, Valley Fair, Saratoga Hill and Downtown Campbell. Increase weekend frequency.

Weekday Frequency	Saturday Frequency	Sunday Frequency
30 min	30 min	30 min
15 min	20 min	20 min

Hours of Operation

WEEKDAY:	5:00AM to 11:00PM
SATURDAY:	5:00AM to 11:00PM
SUNDAY:	5:00AM to 11:00PM





EMBARK!

Community On-boarding Plan for BART Silicon Valley

February 2017

The image features a woman with blonde hair wearing large white headphones, looking towards a train platform. The background shows a blurred train and other passengers. The text is overlaid on a blue background.

VTA Santa Clara Valley Transportation Authority
Solutions that move you

Objectives of EMBARK? Educate and Promote

Who?	When?
What?	How?
Where?	Why?



Tier 1 vs. Tier 2 Stakeholders



Educate: Late Spring - Fall 2017



Campaigns / Themes:

- System Testing
- Service
- Operations
- Safety and Security

Delivering the Message *(in many languages)*:

- Public Meetings / Webinars / Telephone Town Halls
- Quarterly Mailed Newsletter / Brochures
- "How to" Videos / Tutorials
- Digital Communications
- Station Tours



Come and Kick the Proverbial Tires!

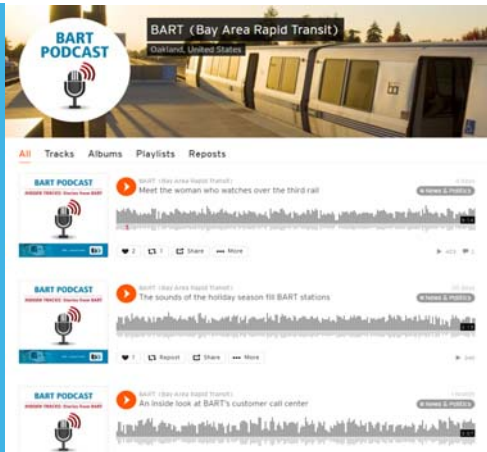


- Station Tour Educational Program
- Monthly to Bimonthly Schedule
 - Prioritize Tier One Stakeholders
 - Virtual Tours



Promote: Fall - Late 2017

- Leverage Partnerships:
 - ✓ BART TV, Podcasts
 - ✓ Cities, County, Greater Bay Area
 - ✓ Community Working Groups
 - ✓ Neighborhood Associations
 - ✓ Transit/Bicycle Advocacy Groups
- Billboards along 680 and 880
- Massive Online Campaign
- Transit Fairs
- Media Days
- Radio Ads
- Videos



EMBARK!



- Your Connection to the South Bay (BARTable campaign) – BART riders
- Freedom to Roam/Explore the Bay Area – New riders
- Upgrade your Commute Portfolio – VTA riders



The Big Show



Cutting the Ribbon on the Largest Infrastructure Investment in Santa Clara County

- Late 2017 celebration highlighting PARTNERSHIPS
- Phase II Record of Decision, good timing!



Measuring Success

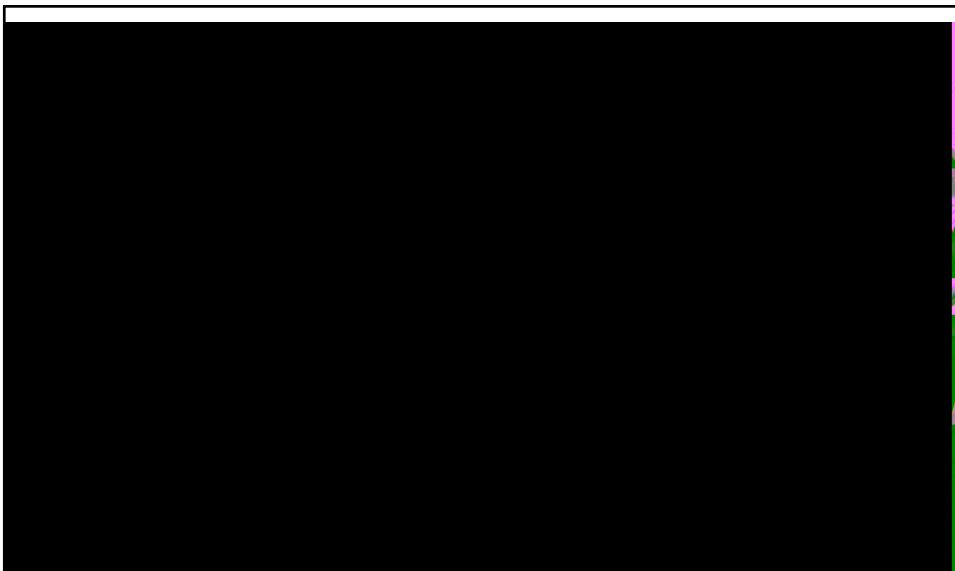
**Santa Clara Valley Transportation Authority
Laying the Foundation for Economic Growth:**

**FOUR DECADES OF TRANSPORTATION
INVESTMENT IN SANTA CLARA COUNTY**

1976-2016



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Solutions that move you 36

Suggestions? Questions?

Thank you for being our partner in delivering BART Silicon Valley!



Project Updates

Leyla Hedayat, VTA



Phase II Planning/Engineering Technical Studies Update

Single-Bore Tunnel Technical Study

- Key areas of focus:
 - Tunnel profile: diameter, depth, and alignment
 - Station configuration
 - Emergency egress and response
 - Ventilation
- Topic specific workshops conducted with BART in January to review prepared concepts and receive input and feedback
- Draft report anticipated February 2017
- Study completion anticipated March/ April 2017



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Phase II Planning/Engineering Technical Studies Update

Independent Risk Assessment of Tunneling Alternatives

- Assessment to evaluate risks associated with tunneling alternatives, including:
 - Interviews with technical experts and stakeholders
 - Qualitative & quantitative assessment
 - Risk report
- Proposals received in early January and are under evaluation by a joint VTA/BART review panel.
- Study anticipated to be completed in the Summer 2017



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Status of Phase II Real Estate Acquisition

Leyla Hedayat, VTA



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Status of Federal Involvement and Related Issues


Leyla Hedayat, VTA



Solutions that move you 42


VTA's Process for Recommendation

Leyla Hedayat, VTA




Solutions that move you 43

Considerations for Station Locations	
Construction Impacts	<ul style="list-style-type: none">• Impacts to existing infrastructure and sub-surface easements• Impacts to businesses, institutions and key destinations• Impacts to existing utilities
Connectivity	<ul style="list-style-type: none">• Connections to other transit modes• Connections to key activity centers• Station access
Long-term Economic Development	<ul style="list-style-type: none">• Compatibility with City's long-range plans• Compatibility to timing of area development• Transit Oriented Joint Development
Ridership	<ul style="list-style-type: none">• Increases/decreases due to station location
Cost	<ul style="list-style-type: none">• Overall magnitude of cost due to impacts to existing infrastructure, sub-surface easements, construction staging areas, engineering, etc.
Right of Way	<ul style="list-style-type: none">• Availability of "right" ROW for entrance and construction staging• Impacts to historic resources
Alignment	<ul style="list-style-type: none">• Optimization of horizontal and vertical alignments



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Considerations for Tunneling Methodology	
Constructability	<ul style="list-style-type: none"> • Risk profile • Complexity • Staging requirements • Impacts to existing infrastructure
Environmental	<ul style="list-style-type: none"> • Construction impacts • Impacts to ground surface activities and circulation, e.g. vehicle, bike/ped and transit detours • Impacts to historic resources
System Operations	<ul style="list-style-type: none"> • Routine operations and maintenance • Ventilation systems
Long-term Economic Development	<ul style="list-style-type: none"> • Impacts to businesses, institutions and key destinations • Transit Oriented Joint Development
Cost	<ul style="list-style-type: none"> • Overall magnitude of cost due to impacts to existing infrastructure, sub-surface easements, construction staging areas, construction elements, utility relocations, engineering, etc.



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Station Location Options Decision Making Milestones	Date
City of San Jose Staff Recommendation	February 2017
VTA Staff Recommendation	Summer 2017
VTA's BART Silicon Valley Program Ad Hoc Committee	August 2017
VTA Board of Directors Approval	Sept. 7, 2017

Tunneling Methodology Options Decision Making Milestones	Date
VTA Staff Recommendation	Summer 2017
VTA's BART Silicon Valley Program Ad Hoc Committee	August 2017
VTA Board of Directors Approval	Sept. 7, 2017



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City of San Jose's Process for Recommendation

John Ristow, City of San Jose



City of San Jose's Process for Recommendation

San Jose's Station Location Recommendation Process	Date
San Jose Transportation and Environment Committee	March 6, 2017
San Jose City Council Study Session	March 30, 2017
San Jose City Council Action on Project Preferences	Will be discussed at CWG meeting



Diridon Transportation Facilities Master Plan Update

Jill Gibson, VTA



Solutions that move you 49

Diridon Transportation Facilities Master Plan Update

Community Working Group
February 2017



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Project Goals



Transportation Performance

- A station that works
- A plan that fits
- Flexible, adaptable concepts



Passenger Experience

- Convenient, comfortable energetic, inspiring

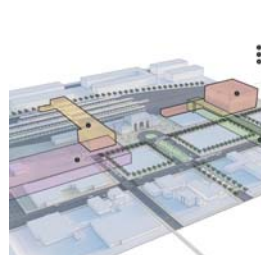
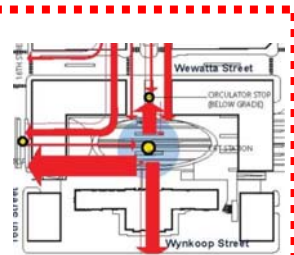


A Good Neighbor & Civic Gateway

- Compatible with existing neighborhoods and future development
- Respect an historic setting
- A new landmark

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Primary Activities: Master Plan Study



Pedestrian Connections

- Walking Distances
- Level changes
- Weather protection
- Roadway Crossings
- Wayfinding/Clarity

Define Functional Needs

- Functional Space Needs
- Multi-Modal Connections
- Access Requirements

Develop Alternatives

- Fit the required program elements to the site
- Accommodate wide range of outcomes

Evaluate the Alternatives

- Develop transparent, measurable criteria
- Determine strengths and weaknesses

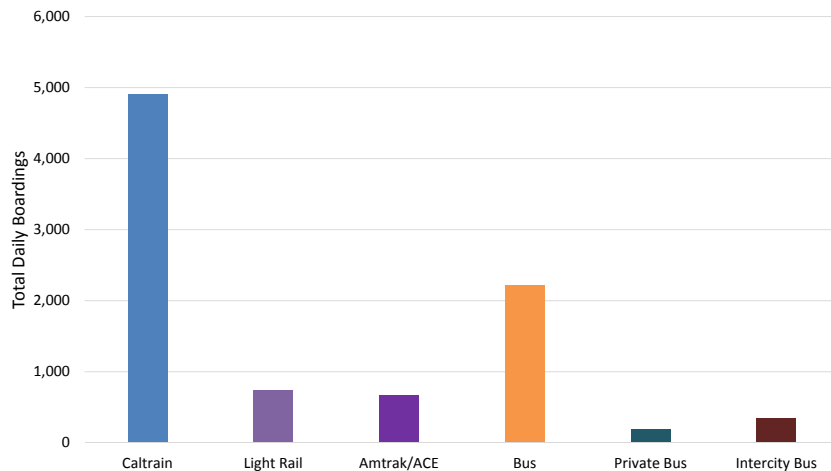
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Define Functional Needs Thoroughly *Horizon Year 2040*

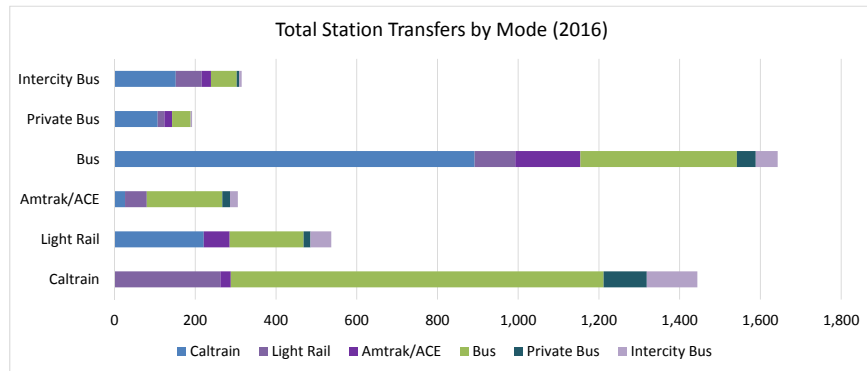
- **Multi-Modal Service Needs:** ridership, service plans, mode of access, intermodal transfers, vehicular volumes, future forecasts
- **Space Programming:** Passenger Services, Back of the House, Ticketing, Police, Access Facilities, Retail, Passenger Loading
- **Access Study:** auto, bicycle, pedestrian, drop off/pick up, shuttles, special event circulation paths



2016: Total Diridon Station Boardings by Transit Mode



Transfers: 2016



Diridon Station Facilities Master Plan

Facilities Program Database

Functional Categories	Building Infrastruct	Passenger Services	Station Managmnt	Transit Operations	Police	Retail	Parking	Curbside Space	Bicycle Facilities
Sub-categories	Electrical	Info Desk(s)	Loading / Trash	Baggage Handling	Police Post(s)	By Category	Car Share	Employee Shuttles	Bicycle Storage
	HVAC	Lost & Found	Maintenance & Cleaning	Maintenance (BOH)	Police Substation		Electric Car Charging Stations	Private Autos	Bike Station
	Plumbing and Fire Protection	Seated Waiting Areas	Storage Terminal Admin.	Management (BOH)			Joint Development Parking	Taxi/Rideshare	
		Standing Waiting Areas		Operator Support (BOH)			Replacement Parking		
	Toilets		Staffed Ticketing			Short-Term Parking			
			Ticket Vending Machines (TVM)			Transit Parking ("Park & Ride")			
			Ticketing & Accounting Support (BOH)						

Diridon Station Facilities Master Plan


Facilities Program Database

Transit Categories	Commuter Rail	Light Rail	Intercity Rail	Heavy Rail	Transit Bus	Motorcoach	Shuttles	Auto Parking	Bicycle
Transit Providers	Altamont Corridor Express (ACE) Caltrain	Valley Transportation Authority (VTA)	Amtrak Capital Corridor Amtrak Starlight California High Speed Rail (CAHSR)	Bay Area Rapid Transit (BART)	Amtrak Thruway Bus Caltrain Weekend Shuttle Monterey-Salinas Transit (MST) Santa Cruz METRO VTA Bus VTA DASH	Amtrak Thruway Bus BoltBus California Shuttle Greyhound Megabus	Adobe Apple eBay/Paypal Google San Jose Water	Carshare Taxi	Bay Area Bike Share

1st December 2016
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Alternatives Analysis

- Develop Screening Criteria
- Develop Transportation Facility and Access Alternatives
- Evaluate Alternatives
- Refine Final Alternative(s)



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Objective and Transparent Screening Criteria Examples

- **Performance**
 - Transit Operations
 - Implementation

- **Passenger Experience**
 - Pedestrian Connections
 - Passenger Amenities
 - Neighborhood Connectivity

- **Urban Integration**
 - Adjacent Impacts
 - Community integration
 - Traffic Impacts
 - Historic Station/District Impacts



Technical Guidance

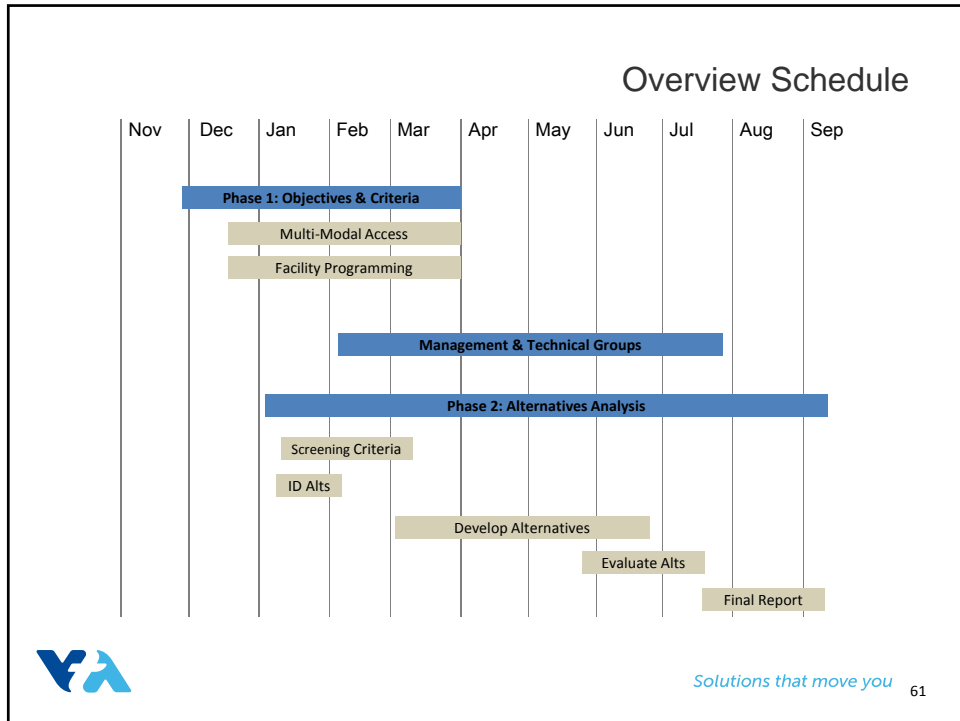
- Transit operators and City engaged on a monthly basis.

- Provided data, service plans, facility and operational needs, and technical criteria.

- Ensure that the facility design will function properly, and is integrated with current and future plans.

- Review, identify, and resolve conflicts among technical requirements.





Questions?



Santa Clara Valley
Transportation
Authority

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Draft SEIS/SEIR Public Circulation Update

Tom Fitzwater, VTA



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Draft SEIS/SEIR Public Circulation Update

Summary of Public Hearings

- 1/25 Mexican Heritage Plaza - 44 attendees, 5 speakers
- 1/26 Santa Clara Senior Center - 38 attendees, 2 speakers
- 1/30 San Jose City Hall - 90 attendees, 15 speakers

Comments Received as of 2/6

- Governmental Agencies - CA Transportation Commission
- Public - 19 individuals

Comment Period Ends 2/20



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Next Steps

Eileen Goodwin, Facilitator



Next Steps

- Next CWG meeting: Wednesday, April 5, 2017 ~ 4:00-6:00 PM, Mexican Heritage Plaza ~ BYOB
 - Measure B/Financial Update
 - Environmental Update
 - Single-Bore Technical Study Summary
 - Twin-Bore and Single-Bore Independent Risk Assessment Update
- Action Items



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