

VTA's BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group

February 8, 2018



Agenda

- Follow-up Items
- Trails Overview
- Phase I Update
- Phase II Update
- Financial Update
- San Jose Diridon Integrated Station Concept Plan
- Transit Oriented Development Strategy & Access Planning Studies Update
- Caltrain Construction Update
- CWG 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



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



Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Karen Gauss	Primary Outreach Contact
Leyla Hedayat	Phase II Project Manager
Erica Roecks	Technical Lead
John Davidson	City of Santa Clara – Planning Liaison



Solutions that move you 5

Upcoming Meetings

New CWG Dates

- April 26, 2018 4:00-6:00 PM
- June 14, 2018 4:00-6:00 PM
- September 13, 2018 4:00-6:00 PM
- November 15, 2018 4:00-6:00 PM

VTA Board of Directors

- March 1, 2018 at 5:30 PM
- April 5, 2018 at 5:30 PM



Solutions that move you 6

Follow-Up Items



Solutions that move you 7

Follow-Up Items

- Request is being considered to move up tour of Concord Maintenance facility to May 2018.
- Suggested new CWG members will be collected today during the CWG Next Steps update.
- The BART Phase II brochure will be created after the project definition is finalized at the April 2018 Board Meeting.
- A map of land uses around the station will be provided to the group when completed through the TOD Strategy & Access Planning Updates.



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Trails Overview

Yves Zsutty, City of San Jose



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Trail Development



SAN JOSE
PARKS, RECREATION &
NEIGHBORHOOD SERVICES



Vision

The **national leader** for trail integration in the urban environment



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Outcomes

One of nation's largest Trail Networks
59.5 mile Trail Network now open
Commuter share; up to 55%



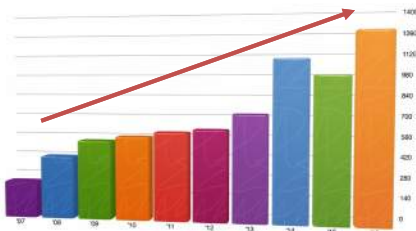
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Approach

2004: **26.0 miles**
 2018: **59.5 miles** Class I Trails



Usage



Guadalupe River Trail – Coleman Avenue Count Station







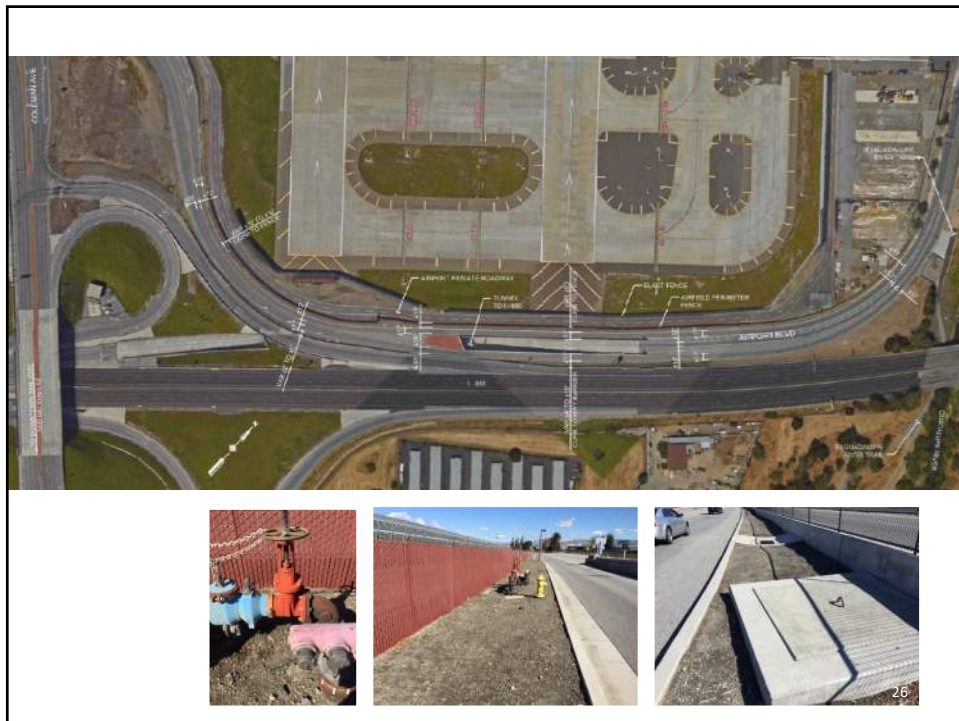


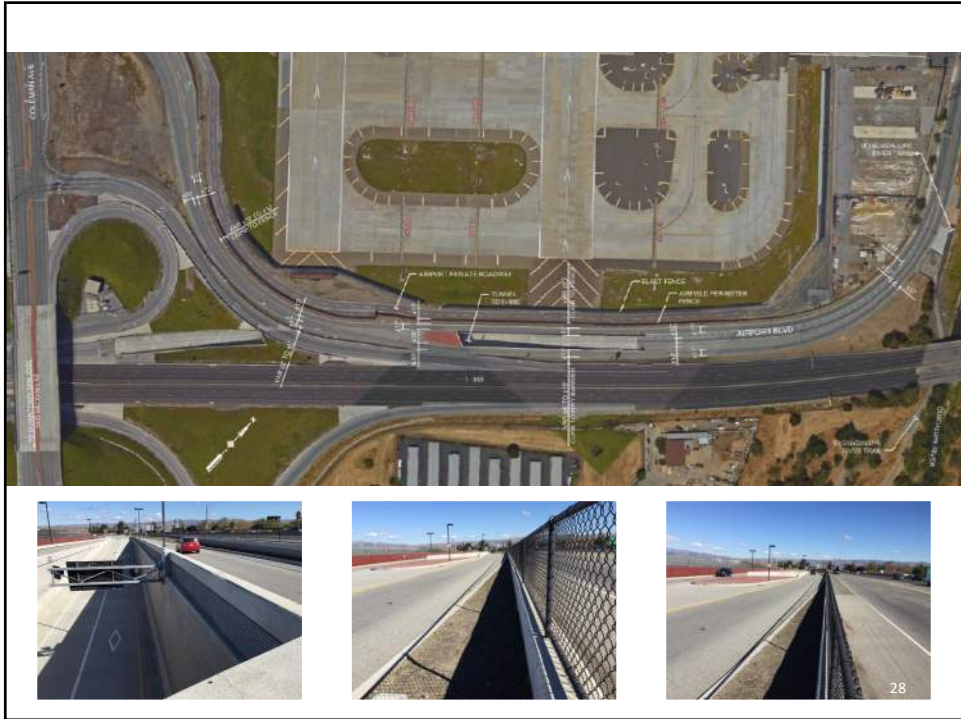




TRAIL DEVELOPMENT





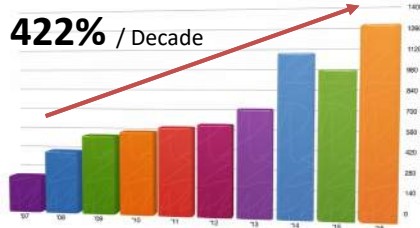




Usage



422% / Decade



Guadalupe River Trail - Coleman Avenue Count Station



878,000 Annual Users
 Guadalupe River Trail
 at River Oaks Parkway
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More information



QUESTIONS & ANSWERS

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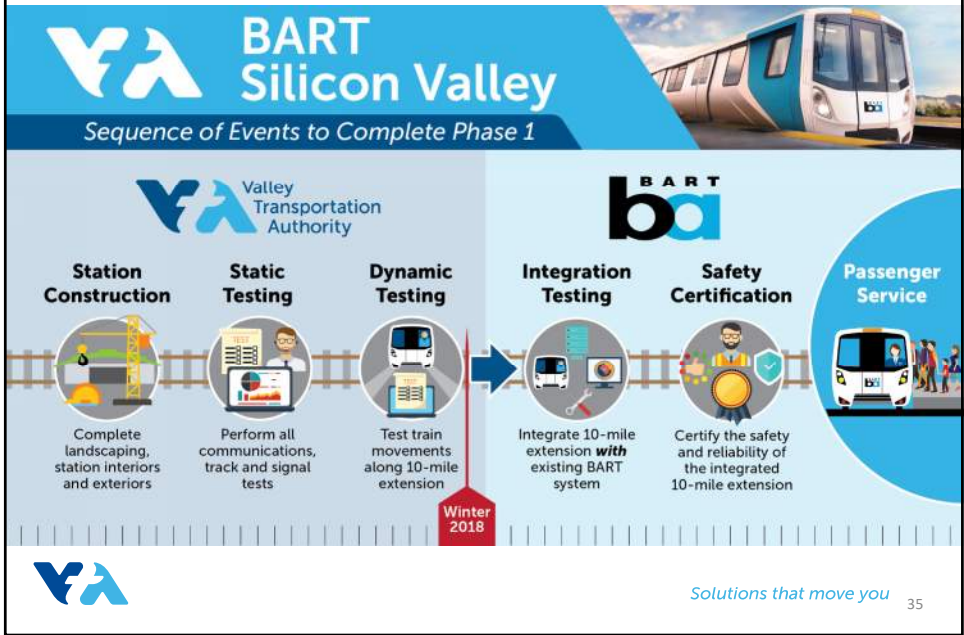
Phase I Update

Karen Gauss, VTA



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Key Milestone Schedule: BART Silicon Valley Phase I



Questions?

Valley Transportation Authority

Solutions that move you 36

Phase II Update

Jill Gibson, VTA



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Tunneling Methodology Peer Review

VTA and BART conducted a peer review:

- November 13th-15th 2017
- Panelists from public transit agencies that operate subway systems with deep stations
- Panel opined that with some adjustments to address BART's operational safety concerns: **the single-bore tunnel can be operated safely as an extension of the BART system**
- Resulted in technical work to further refine design consideration for tunneling methodologies



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FTA's New Starts Funding Program Update

- FTA granted VTA's request to extend the Project Development phase of FTA's New Starts Funding Program to June 2018
- 3 month extension will be used to refine the design considerations for twin-bore and single-bore tunneling methodologies
 - Updated cost estimate and schedule needed to enter New Starts Engineering



Refining Phase II Design Considerations – **To Date**

- In January, VTA and BART staff met with VTA's tunnel design teams to review:
 - design and studies developed to date;
 - Current codes, standards, and design criteria requirements
- VTA is working on refinements to both configurations:
 - Twin-bore to bring the design up to current codes, standards, and design criteria
 - Single-bore to address observations from the peer review panel



Refining Phase II Design Considerations – **Next Steps**

- In early February a workshop will be held with industry experts to review the proposed approach and sequence for construction of the Downtown San Jose Station in the twin-bore configuration
- VTA is conducting a series of technical meetings with BART in February



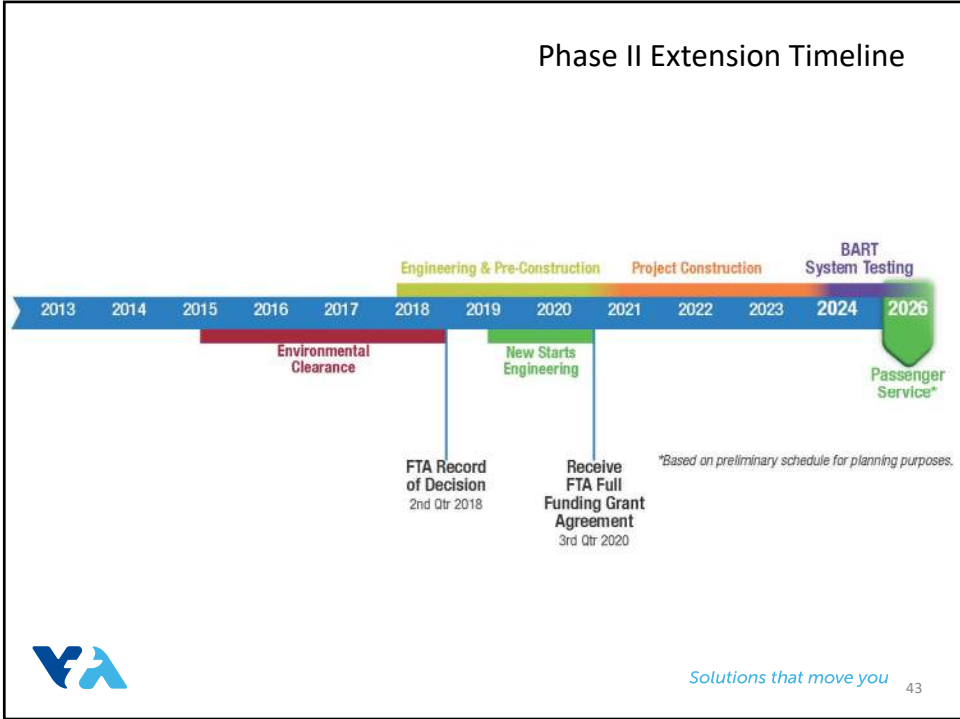
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Phase II Environmental Process Update


- Final SEIS/SEIR will be published mid-February
 - Final document will include all comments and responses received on the draft document
- VTA Board will be asked to approve the Project Description in April 2018
- BART Board action on Project in April 2018
- Record of Decision anticipated in June 2018



Solutions that move you 42



Questions?



Solutions that move you 44

Financial Update

Mike Smith, VTA



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Phase II Extension Project Funding Strategy

Project Cost:	\$4.69 Billion¹
○ Expended Funds:	\$160 Million
<input checked="" type="checkbox"/> Measure A Sales Tax & TCRP	
○ Projected Local & State Funds:	\$3.25 Billion
<input checked="" type="checkbox"/> Existing Measure A Sales Tax	
<input checked="" type="checkbox"/> 2016 Sales Tax Measure B	
<input type="checkbox"/> State Transit & Intercity Rail Capital Program ²	
○ Projected Federal Funds:	\$1.5 Billion
<input type="checkbox"/> FTA New Starts	
Projected Funding:	\$4.91 Billion³

¹ As part of the Federal New Starts review process, FTA will conduct a risk evaluation and establish with VTA the contingency levels for the project.

² VTA is targeting the maximum State Transit & Intercity Rail Capital Program amount of \$750 million. The current program is competitive and any allocation awarded to VTA could be less than the target amount.

³ The amount included in the funding strategy assumes pre-risk assessed cost and excludes finance costs.



Solutions that move you 46

Progress Since Last Update

- **FTA New Starts –**
 - Moving toward Record of Decision
- **Cap and Trade/TIRCP –**
 - Legislation extended program life to 2030
- **SB-1 Gas Tax –**
 - Will provide significant funding to TIRCP
- **Value Capture –**
 - Analysis and discussions continue
- **Regional Measure 3 –**
 - Possible additional funding from bridge tolls, if voters approve



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State of California Transit and Intercity Rail Capital Program

What is TIRCP?

The TIRCP is a competitive state grant for capital improvements relating to California's intercity rail, bus, ferry, and rail transit systems. The grant is administered by Caltrans, in collaboration with CalSTA.

Why is it important to our Project?

The VTA BART Phase II Extension Project's funding strategy includes \$750 Million from the TIRCP grant.



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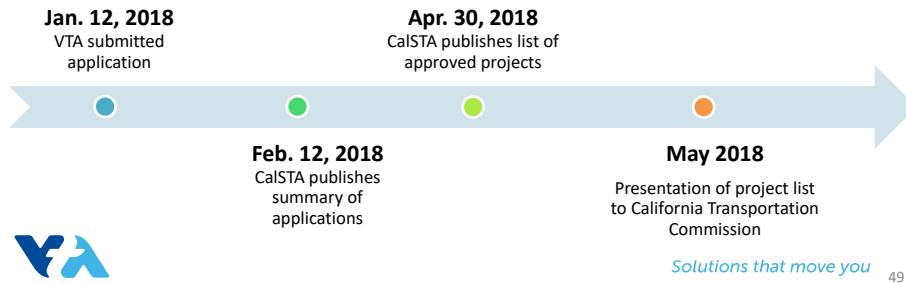


State of California Transit and Intercity Rail Capital Program

How is VTA pursuing TIRCP funding?

*VTA has already secured \$20 Million in previous funding cycle
In January 2018, VTA applied for the remaining \$730 Million*

What happens next?




Questions?





San Jose Diridon Integrated Station Concept Plan

Jill Gibson, VTA
Bill Ekern, City of San Jose





Cooperation Agreement & Funding Agreements

Purpose:

- Work as a cohesive group
- Fresh, bold look at the Station
- Review whole Station Area (tracks, station, access)
- Partner commitments

Includes:

- Guiding Principles
- Concept Plan Deliverable
- Roles & Responsibilities
- Organization

Status:

- Finalizing language and establishing individual funding agreements
- VTA Board Authorization: Spring 2018

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Request for Proposal (RFP) for Concept Plan

Schedule:

- Consultant Selection in Progress
- Next Steps:
 - Scoping workshops with City of San Jose, HSR, and Caltrain
 - Continue to pursue joint funding with partners
 - Coordinate with stakeholders and regional agencies
- VTA Board Authorization: Spring 2018



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BART Phase II CWG Diridon Station Area Development



City of San José
February 2018

Downtown Expansion and Integration



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High-Level Central Zone Goals

1. Expand Diridon Station to create a well-integrated **intermodal station** of architectural significance.
2. Develop a **high-density office and entertainment** destination development.
3. Create a highly active and lively **pedestrian environment**.
4. Develop high-intensity land uses that **support high ridership levels** on public transportation investments.

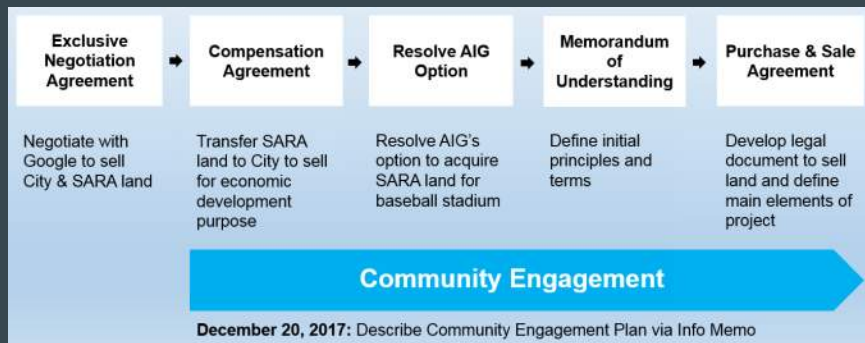
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Diridon Station Area: Google Sites of Interest



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Potential Google Development Phase I: Land Sale



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Phase II: Development Approval



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Role of Civic Engagement

- Clarify community interests, aspirations and concerns
- Help identify potential options and solutions
- Serve as sounding board for development concepts

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Station Area Advisory Group (SAAG) Roster: 38 Members

Adobe Systems	San Jose Downtown Residents Assoc. #1	SPUR
Alameda Business Association	San Jose Downtown Residents Assoc. #2	St. Leo's Residents
Cahill & Georgetown Homeowners Assoc.	San Jose Downtown Residents Assoc. #3	SV Rising
California High-Speed Rail	San Jose State University	SV@Home
Caltrain	San Jose Unified School District	The Silicon Valley Organization
Delmas Park NAC	Santa Clara & San Benito Counties Bldg. & Construction Trades Council	Working Partnerships
Gardner Neighborhood Association	Santa Clara County	Silicon Valley Law Foundation
Google	Santa Clara Valley Transp. Authority	PACT
Greenbelt Alliance	Santa Clara Valley Water District	Minority Business Consortium
Guadalupe River Park Conservancy	SAP at San Jose	
Lofts on the Alameda	Shasta Hanchett Park Neighborhood Assoc.	
Market Almaden NAC	Silicon Valley Bike Coalition	
North Willow Glen Neighborhood Assoc.	Silicon Valley Leadership Group	
Plant 51	South Bay AFL-CIO Labor Council	
San Jose Downtown Assoc.		

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Next Steps

- Final Selection of Civic Engagement Firm – mid-February
- Continue to Refine and Communicate Civic Engagement Program
- SAAG primary and alternative representative names due to City – Wednesday, February 21
- SAAG Orientation – Wednesday, February 28

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Questions?



Solutions that move you 63

Transit Oriented Development Strategy & Access Planning Studies Update

Jill Gibson, VTA

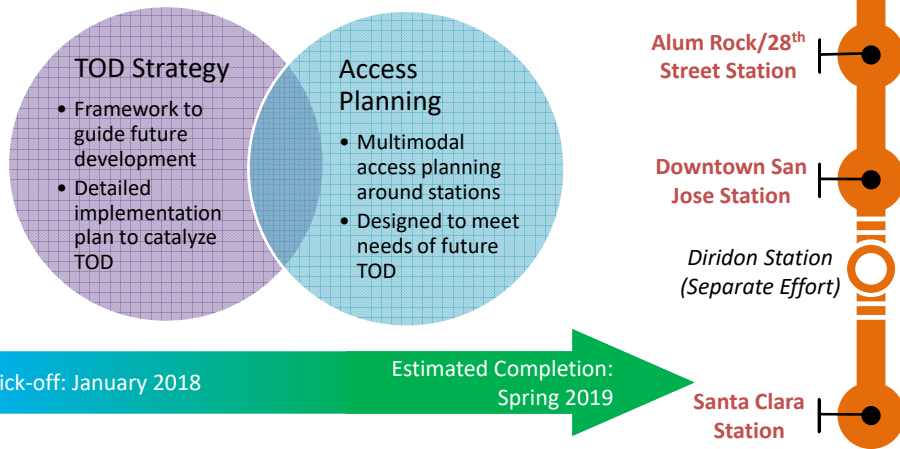


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Planning Areas Along BART Phase II Alignment



TOD Corridor Strategies and Access Planning Study



TOD Corridor Strategies and Access Planning Study

Project Goals

- Build upon existing transportation and land use plans and policies
- Provide specific recommendations to enhance access to the stations and TODs
- Focus on feasible and implementable land use strategies and financing tools



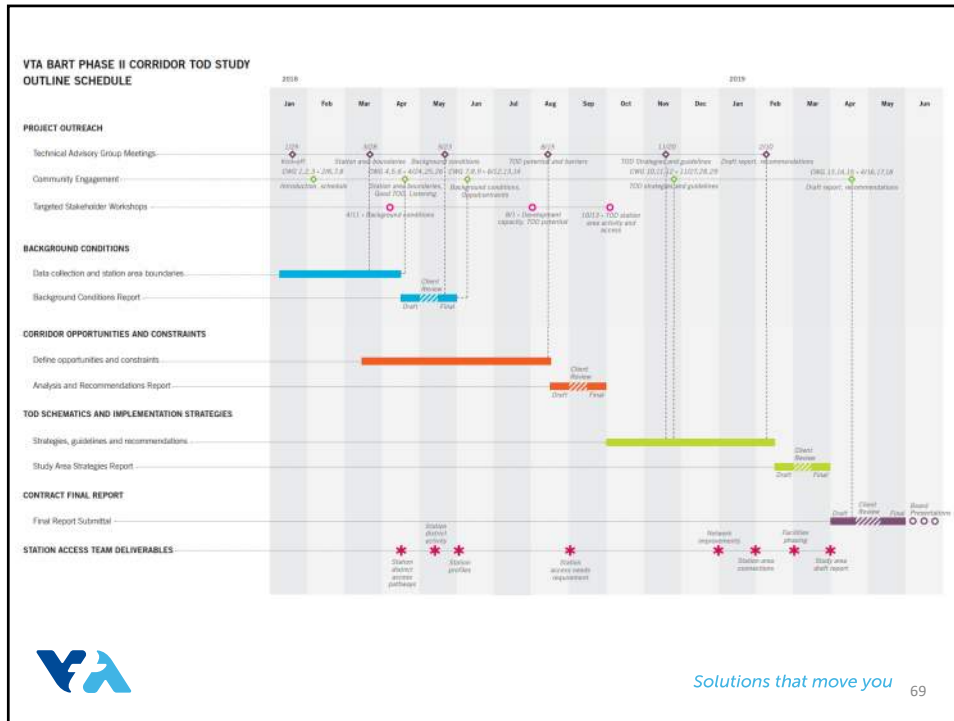
Project Kick-off

- Held January 25th with Technical Advisory Group (TAG) Members
- Discussed:
 - Project Structure
 - Public involvement
 - Desired outcomes
 - Concurrent studies/efforts
- Conducted Site Tour

Technical Advisory Group

- VTA Real Estate & Joint Development
- VTA Operations (Service Planning)
- VTA Planning & Programming Development
- City of San Jose DOT
- City of San Jose Planning
- City of San Jose Office of Economic Development
- City of Santa Clara Community Development
- BART Planning
- BART Silicon Valley Phase II Program Team





Next Steps:

Background Conditions

- Review of Existing Conditions
 - Transportation Elements, Land Uses, Planned Developments
- Review of Parking Conditions
 - Parking supply at stations, parking utilization, TOD best practices
- Review of Recent Planning Studies/Efforts
 - Key efforts include:
 - Santa Clara Station Area Plan
 - Adjacent ongoing redevelopment projects
 - El Camino Real Specific Plan (in progress)
 - City of Santa Clara Bicycle Plan Update (in progress)

VTA Solutions that move you 70

CWG Engagement

Role of CWGs

- Provide input on:
 - Approach and elements for upcoming tasks
 - Technical work
- Encourage public engagement and represent public interests

Upcoming CWGs

- *April 2018*
 - Evaluation and input on study area boundaries
 - Introduction to elements of TOD and contextual discussion
- *June 2018*
 - Review: Background Conditions Report
 - Input: Opportunities and Constraints Task
 - Corridor Analysis, Market Trends, Affordable Housing, etc.
- *Fall 2018*
 - Review: Analysis and Recommendations Report (Opportunities and Constraints)
 - Input on TOD Strategies and Guidelines
- *Spring 2019*
 - Present Draft Final Report



Questions?



Caltrain Construction Update

Brent Tietjen, Caltrain



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CalMod



Peninsula Corridor Electrification Update Meeting

BART Phase II Community Working Group
February 8, 2018



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Caltrain System

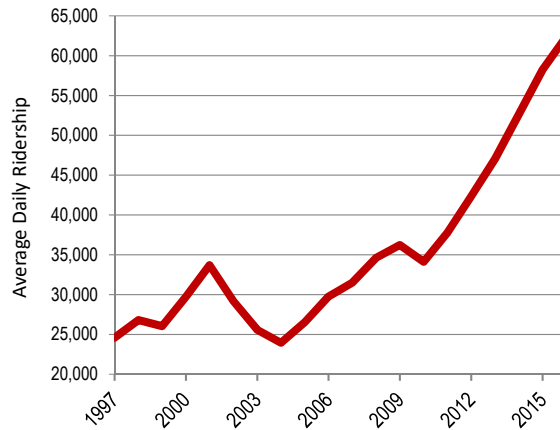
JBP owns right-of-way from SF to San Jose



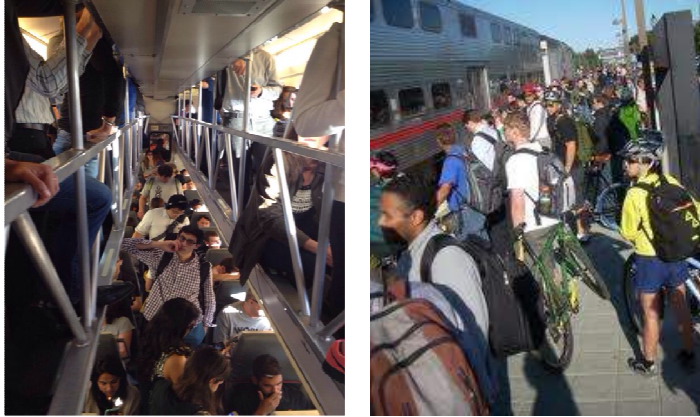
- 32 Stations Gilroy to San Francisco
- 92 Weekday Trains
- At-Grade Crossings, viaducts, and bridges
- Intermodal Connections
- Bike Commuters

Union Pacific owns

Ridership



At Capacity Today



Bi-directional commute with riders standing on trains going southbound and northbound

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Aging Fleet

Table 1.2: Caltrain Fleet Inventory

SERIES	QUANTITY	NUMBER OF SEATS	YEAR OF MANUFACTURE	MAKE	RETIRE DATE
Locomotives					
F40 PH-2	5	na	1985	GM - EMD	2015
F40PH-2-CAT	15	na	1985-1987	GM - EMD	2015-2017
F40 PH-2C	3	na	1998	Boise Locomotive	2028
MP36PH-3C	6	na	2003	Motive Power	2033
Passenger Cars					
Gallery Trailer	26	142	1985-1987	Nippon Sharyo	2015-2017
Gallery Trailer	16	148	1985-1987	Nippon Sharyo	2015-2017
Gallery Trailer	14	120	1999-2000	Nippon Sharyo	2030
Gallery Cab (Bike)	10	108	1985-1987	Nippon Sharyo	2015-2017
Gallery Cab (Bike)	6	78	1999-2000	Nippon Sharyo	2030
Gallery Cab (Bike)	21	97	1985	Nippon Sharyo	2015
Bi-Level Trailer*	16	149	1997	Bombardier	2027
Bi-Level Trailer	9	144	2002	Bombardier	2032
Bi-level Trailer (Bike)	2	114	2002	Bombardier	2032
Bi-level Trailer (Bike)	5	114	2001-2002	Bombardier	2031-2032
Bi-level Trailer (Bike)	2	114	2008	Bombardier	2038
Bi-level Trailer (Bike)	1	127	2002	Bombardier	2032
Bi-Level Trailer	6	140	2008	Bombardier	2038

*Trailers recently acquired from Metrolink with refurbishment ongoing.

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Project Description

Area	Project	Service
51 miles San Francisco to San Jose (Tamien Station)	Electrification: <ul style="list-style-type: none"> Overhead Contact System (OCS) Traction Power Facilities Electric Trains (EMUs) <ul style="list-style-type: none"> 75 percent of fleet 	Up to 79 mph Service Increase <ul style="list-style-type: none"> 6 trains / hour / direction More station stops / reduced travel time Restore Atherton & Broadway service Mixed-fleet service (interim period) Continue tenant service <ul style="list-style-type: none"> ACE, Capital Corridor, Amtrak, Freight

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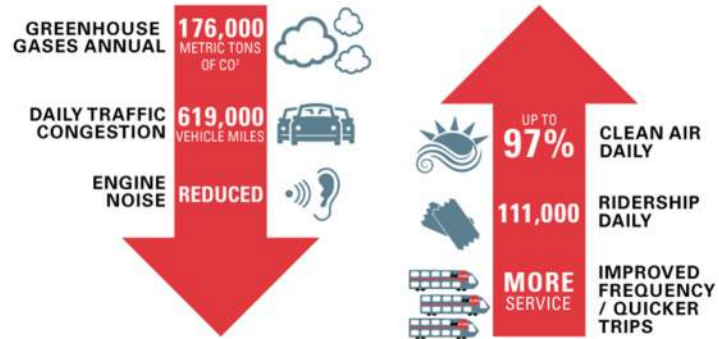
Service Benefits

Metric	Today	PCEP
Example Baby Bullet Train		
Retain 5-6 stops	60 minutes	45 minutes
Retain SF to SJ 60 minutes	6 stops	13 stops
Example Redwood City Station		
Train stops / peak hour	3	5

Note: Prototypical Train and Schedule

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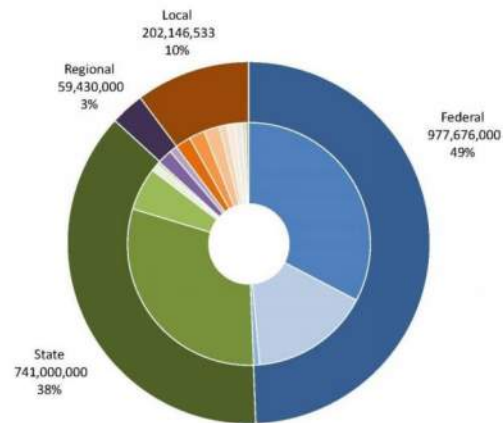
Key Regional Benefits (2040)



Note: 2013 BAC Report, generates \$2.5B economic activity and 9,600 jobs

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Fully Funded (\$1.9B)



FTA Core Capacity Grant (\$647m) Secured May 2017

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Schedule

MILESTONES



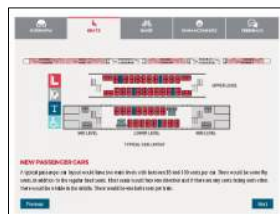
*Please keep in mind that testing and construction will overlap as each Segment will be tested individually, prior to final system testing.

Note: Schedule Subject to Change

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Electric Train

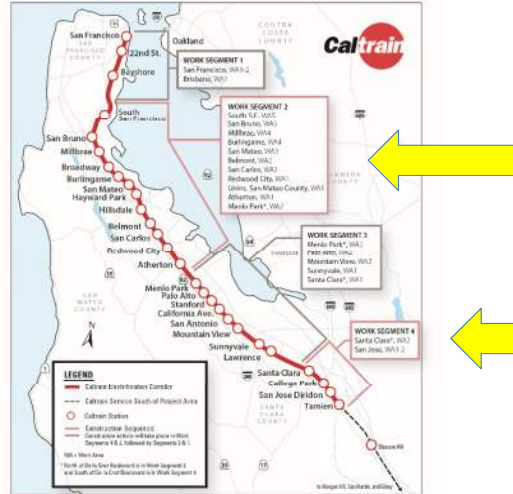
- 2016 Capacity Board Decision (bike to seat ratio, onboard bathrooms, upper doors 'not precluded')
- 2017 Design Progressing w/ Additional Public Input
 - Completed: Exterior design, Seat colors, Bike Storage, ADA restroom
- 2018 Virtual Reality 360 Tour



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Construction Phasing

- Segments 2 & 4 followed by 1 & 3
- Daytime work and night work from 8 p.m.- 6 a.m.
- Some 24 hour weekend work
- Crews will utilize acoustical barrier blankets and position lights away from homes



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General Field Work Status

Work Completed to Date	<ul style="list-style-type: none"> • Utility Survey • Geotechnical Investigations • Disposal of Soil from Geotechnical Investigations • Soil Resistivity Testing • Site Surveys • Signal Cable Inspections
Work In Progress and Upcoming	<ul style="list-style-type: none"> • OCS Foundation Potholing • Signal Cable Potholing • Tree Pruning and Removal • OCS Foundation Construction
Future Work	<ul style="list-style-type: none"> • OCS Pole Installation • OCS Wire Installation

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Santa Clara Activities

Segment 3 (North of De La Cruz Blvd.)

Date	Work Activity	Expected Duration
Mid 2018	Tree Pruning/Removal	1-2 months
Late 2018	Foundation Construction	3-4 months
Early 2019	Overhead Wiring Pole and Wire Installation	3-4 months

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Santa Clara and San Jose Activities

Segment 4 (South of De La Cruz Blvd in Santa Clara to Tamien Station)

Date	Work Activity	Expected Duration
Late 2017/Early 2018	Tree Pruning/Removal	1-2 months
Spring 2018	Foundation Construction	3-4 months
Late 2018	Overhead Wiring Pole and Wire Installation	3-4 months
Late 2018	Power Substation Installation	9-12 months

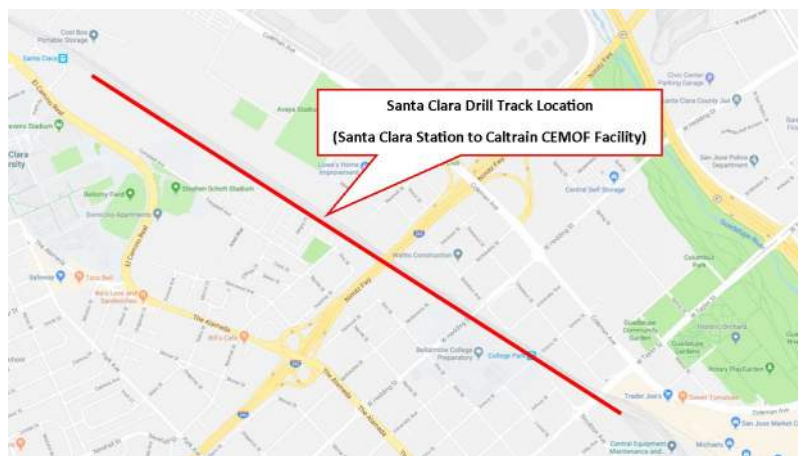
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Santa Clara Drill Track

- Approximately 1.5 miles of track
- Located between Santa Clara Station and Caltrain CEMOF facility
- Foundations, poles and wires to be installed prior to electric train testing

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Santa Clara Drill Track



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Santa Clara Drill Track Testing

- New electric trains will be tested on track
- Testing to occur between Summer 2019 to Fall 2021
- Testing anticipated to be during daytime

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Potholing



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Pole Foundation



DrillTech on track foundation train



DrillTech off-track OCS Drill Rig

Foundation size 30" to 42"; Foundation Every ~180 feet

Pole Installation



On/off-track crane for installation



Example Pole (30-50')

~60 poles to be installed in Santa Clara

Stringing Wire



Will take place on-track

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Public Outreach

- Subscribe to Weekly Updates
 - Visit calmod.org
- Additional Community Meetings
 - Pole and Wire Installation
- Construction Outreach Office

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Public Outreach

- Physical Notices

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Construction Contact Information

Email: calmod@caltrain.com

Phone: 650.399.9659

Toll Free: 800.660.4287

2121 S. El Camino Real, Suite A-100

San Mateo, CA 94403

9 a.m. - 6 p.m. Monday-Friday

www.caltrain.com/pcepconstruction

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Questions?



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CWG Next Steps

Gretchen Baisa, VTA
Eileen Goodwin, Facilitator



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CWG Potential New Members

February	Nominate and discuss new members
April	Construction Education Outreach Plan (CEOP) overview and first feedback/input
June	FTA Record of Decision
Summer	New member orientation
Fall	New members join CWG; Workshop CEOP



Collection of Nomination Forms



Questions?



Solutions that move you 103

Next Steps

Eileen Goodwin, Facilitator



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Next Steps

- Next CWG meeting:
Thursday, April 26, 2018~4:00-6:00 PM, Santa Clara
Police Department, 601 El Camino Real, SC ~ BYOB
 - Phase I & Phase II Updates
 - San Jose Diridon Integrated Station Concept Plan Update
 - Construction Education Outreach Plan
 - Final Environmental SEIS/SEIR & Project Description Update
 - Transit Oriented Development Strategy & Access Planning Studies Update
 - BART Phase II 2-Year Look Ahead
- Action Items

