• Follow-Up Items & 2020 Work Plan
• CWG Member Report Back
• Government Affairs
• Phase I Update
• Phase II Update
• Related Planning Efforts
• Construction Education & Outreach Plan
• Design Development Framework
• 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
• Be honest
• Report back and provide feedback
• Get informed
• Disseminate accurate information
• Act as conduits for information to community at large
## Role of the CWG Team

<table>
<thead>
<tr>
<th>CWG Team Member</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eileen Goodwin</td>
<td>Facilitator</td>
</tr>
<tr>
<td>Gretchen Baisa</td>
<td>Primary Outreach Contact</td>
</tr>
<tr>
<td>Jill Gibson</td>
<td>Phase II Planning Manager</td>
</tr>
<tr>
<td>Kate Christopherson</td>
<td>CWG Coordinator</td>
</tr>
</tbody>
</table>
Upcoming Meetings

• CWG Dates
  – February 11, 2020, 4:00-6:00 PM
  – May 12, 2020, 4:00-6:00 PM
  – September 15, 2020, 4:00-6:00 PM
  – November 17, 2020, 4:00-6:00 PM

• VTA Board of Directors
  (https://www.vta.org/about/board-and-committees)
  – December 5, 2019, 5:30 PM
  – January 9, 2020, 5:30 PM
  – February 6, 2020, 5:30 PM

• Joint Policy Advisory Board (JPAB)
  (http://santaclaravta.iqm2.com/Citizens/Board/1074-Diridon-Station-Joint-Policy-Advisory-Board)
  – November 15, 2019, 3:00 PM
Follow-Up Items & 2020 Work Plan
Follow-Up Items

• Links to the Downtown San José development tools were included in the September meeting summary.

• VTA staff will update CWG members today on when the TOCs Strategy Study is on the city council agenda.

• VTA staff will update CWG members on the project’s funding plan today.

• VTA staff will update CWG members on station naming for the Downtown San José Station at a future meeting.
CWG Member Report Back
Government Affairs
Aaron Quigley, VTA
FY 2020 Appropriations

• Federal government operating under Continuing Resolution through Nov. 21.

• H.R. 3055 passed U.S. Senate on October 31:
  – “Minibus” legislative package funding transportation and three other appropriations through FY 2020
  – Eliminates Rostenkowski Test and potential cuts to mass transit
  – Senate transportation bill provides $100 million for the Expedited Program Delivery Pilot (EPD) Program
Next Steps

• House and Senate conference to resolve differences between Transportation and Housing and Urban Development (THUD) funding bills

• House and Senate bills fund overall Capital Investment Grant (CIG) and EPD programs at different levels:
  – Senate: CIG: $1.9 billion, EPD: $100 million
  – House: CIG: $2.3 billion, EPD: $50 million

• Congress needs to resolve conflicts over topline spending in other programs before moving forward on THUD.
Questions?
Phase I Update
Gretchen Baisa, VTA
Opening Date Information

- The Milpitas and Berryessa Transit Centers are planned to open by the end of the year
  - BART started pre-revenue operations on 10/28
  - Opening date announcement expected by end of November
Milpitas Transit Center
Milpitas Transit Center Features

- BART Station
- Bike Lane
- Bike Storage
- Bus-only Lane
- Commercial Retail
- Drop off/Pick up
- Electric Vehicle Charging
- Employer Shuttles
- Food Truck Spaces
- Future Development Site
- Parking
- Pedestrian Bridge
- Rideshare/Taxis
- Transit Center Entry/Exit
- VTA Bus Transit Center
- VTA Milpitas Light Rail Station
The Milpitas Transit Area Specific Plan allows for:

- **191,000+** sq. ft. of retail space
- **9,000+** sq. ft. of office development
- **9,000+** housing units
  - **7,000** units already entitled
Berryessa Transit Center
Berryessa Transit Center Features

- BART Station
- Bikeshare Station
- Bike Storage
- Bus-only Lane
- Contemplative Garden
- Drop off/Pick up
- Electric Vehicle Charging
- Employer Shuttles
- Future Development Site
- Parking
- Plaza
- Police Facility
- Rideshare/Taxis
- Trail/Bike Paths
- Transit Center Entry/Exit
- VTA Bus Transit Center
The draft Berryessa Urban Village Plan allows for:

- **6.7M** sq. ft. of commercial development (or **22,100** jobs)
- **4,800** housing units
Parking at Milpitas & Berryessa Transit Centers

- **Auto parking rates**
  - $3/day
  - $7/day for long-term (2+ days)
  - $50/month

- **Three ways to pay**
  - VTA website
  - Passport mobile app
  - On-site at pay stations

- Electric vehicle charging $1/hour, in addition to parking fee

**Milpitas Transit Center**
- Garage: 1,200 spaces
- Surface lot: 450 spaces
- No reserved spaces
- Parking capacity for over 150 bicycles

**Berryessa Transit Center**
- Garage: 1,150 spaces
- Surface lot: 300 spaces
- No reserved spaces
- Parking capacity for over 150 bicycles
BART Fares from Santa Clara County

- One-way, Adult Fares, Purchased by Clipper Card

<table>
<thead>
<tr>
<th>BART Station</th>
<th>From Milpitas</th>
<th>From Berryessa/ North San José</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Merritt</td>
<td>$6.00</td>
<td>$6.30</td>
</tr>
<tr>
<td>Dublin/Pleasanton</td>
<td>$6.45</td>
<td>$6.70</td>
</tr>
<tr>
<td>Embarcadero</td>
<td>$7.90</td>
<td>$8.15</td>
</tr>
<tr>
<td>Walnut Creek</td>
<td>$7.45</td>
<td>$7.75</td>
</tr>
<tr>
<td>Millbrae</td>
<td>$9.20</td>
<td>$9.45</td>
</tr>
</tbody>
</table>

VTA – BART Fare

- Adults using Clipper e-cash who board VTA within one hour of exiting the BART station will automatically receive a one-time fare credit of $0.50.
Connections from Milpitas & Berryessa Transit Centers

36 buses and trains hourly from the Milpitas Transit Center
32 buses hourly from the Berryessa Transit Center
Questions?
Phase II Update
Jill Gibson & Erica Roecks, VTA
Single-Bore with Center Platforms

Center Platform at Stations

Side-by-Side Tracks in Tunnel

Inner Tunnel Diameter: 50’-2”
Outer Tunnel Diameter: 54’-2”
Tunnel Boring Machine Diameter: 55’-10”
Single-Bore Center Platform Configuration

Concourse & Platform in Tunnel
Station Configuration Concept - Diridon

- Station Entrance
- TOD above Station
- Concourse and Platform within Tunnel
28th Street/Little Portugal Station Concept

Station Overview:

- One station with a minimum of two entrances/exits
- Ticketing and fare gates at street level
- Parking garage on site
- Emergency egress and ventilation exhaust shaft facilities located near platform ends
- Final location of systems facilities: TBD
28th Street/Little Portugal Station
Station Access Design Principles

• **Bicycle Access**
  – Five Wounds Trail located as urban pathway on west side of 28th Street

• **Pedestrian Access**
  – Strong pedestrian connection along east side of 28th Street between the station entrance and Santa Clara Street

• **Transit Access**
  – Strong pedestrian connection to new BRT stations on E. Santa Clara Street at 28th Street

• **Auto Access**
  – Parking garage to provide 1,200 spaces for BART parking and dedicated pick-up/drop-off curb space for TNCs, taxis, private vehicles, and local shuttles

• **TOD and Urban Design Considerations**
  – Plaza located adjacent to station entrance
**Downtown San José Station Concept**

**Station Overview:**

- One station with a minimum of two entrances/exits
- Ticketing and fare gates at street level
- Emergency egress and ventilation exhaust shaft facilities generally accommodated within station building footprints
- Final location of systems facilities: TBD
Downtown San José Station
Station Access Design Principles

- **Bicycle Access**
  - Bike parking integrated into adjacent TOD

- **Pedestrian Access**
  - Provide bulb-outs and signal upgrades where feasible at Market, First, and Second Street intersections with Santa Clara Street

- **Transit Access**
  - Relocate VTA bus bays in both directions to between Market and 1st Streets

- **Auto Access**
  - No dedicated parking for station users but dedicated pick-up/drop-off curb space for TNCs, taxis, private vehicles, and local shuttles
Diridon Station Concept

Station Overview:

- One station with a minimum of two entrances/exit
- Provisions for future underground connections to north side of Santa Clara St./SAP and intermodal facility
- Ticketing and fare gates at street level
- Emergency egress and ventilation exhaust shaft facilities located near platform ends
- Final location of system facilities: TBD
Diridon Station
Station Access Design Principles

*Diridon BART station design development coordinated with DISC*

- **Bicycle Access**
  - Bike parking located proximate to BART station entrance

- **Pedestrian Access**
  - Integrate with Diridon Station

- **Transit Access**
  - Maintain strong connection to VTA Route 522 stops and bus transit center

- **Auto Access**
  - No dedicated parking for station users but dedicated pick-up/drop-off curb space for TNCs, taxis, private vehicles, and local shuttles
Santa Clara Station Concept

**Station Overview:**

- At-grade station platforms
- Access from Santa Clara Caltrain station and Brokaw Road
- Ticketing and fare gates below ground level and on first floor of parking garage
- TOD and parking garage integrated with the layout of Newhall Maintenance Facility
Santa Clara Station
Station Access Design Principles

• **Bicycle Access**
  – Provide mixed use path for seamless connection between Brokaw and Champions Way bike facilities and station access portal/undercrossing

• **Pedestrian Access**
  – Work with adjacent developer to provide strong pedestrian connection between station entrance and adjacent development

• **Transit Access**
  – Additional VTA bus bays on east side of station in addition to existing bus bays on west side of station (Caltrain side)

• **Auto Access**
  – Parking garage to provide 500 spaces for BART parking and dedicated pick-up/drop-off curb space for TNCs, taxis, private vehicles, and local shuttles

• **TOD and Urban Design Considerations**
  – Further coordinate TOD and urban design opportunities with maintenance/storage facility needs, parking needs, and adjacent development
Preliminary Budget

Estimated Capital Costs: $5.6 Billion (Conceptual ROM\(^1\))

Funding Sources:

- ✔ 2000 Measure A Sales Tax $1.0 Billion
- ✔ 2016 Measure B Sales Tax $1.5 Billion
- ✔ Local Measures Revenues to fund financing and escalation costs\(^2\) $400 Million
- ✔ Regional Measure 3 $375 Million
- ✔ State Transit & Intercity Rail Capital Program $750 Million
- ✔ State Traffic Congestion Relief Program $161 Million
- ❑ FTA Expedited Project Delivery $1.4 Billion (25% of total Project cost)

Other Considerations:
- ❑ Financing and Contingency $TBD
- ❑ Public-Private Partnership Sources $TBD

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1. ROM = Rough Order of Magnitude based on approximately 2% design (excludes financing and contingency)
2. Financing costs assumed to be available from 2000 Measure A and/or 2016 Measure B.
Schedule Progression

Environmental Schedule (2014 Projection)

- FTA to Issue Record of Decision
- Environmental Clearance
- Engineering & Pre-Construction
- Project Construction
- BART System Testing
- Passenger Service (2014 Projection)


- VTA Board Approved Project & Certified Final SEIR April 5, 2018
- FTA Issued Record of Decision June 4, 2018

Preliminary Schedule (as of September 2019)
# 12 Month Look Ahead

## FTA Process
- Continue preparing documentation for EPD application for Full Funding Grant Agreement (FFGA)
- Submit EPD application to FTA for FFGA
- Receive FFGA

## Engineering
- Finish 10% design
- Start Preliminary Engineering and bring Phase II Project to 30% design
- Finish determining property needs
- Start real estate appraisal, negotiations, and acquisitions/relocations
- Develop Master Agreements with City partners
- Develop and execute cooperative agreements, as required
Pre-Construction & Construction

- Continue field investigations
- Conduct historic building pre-construction assessment surveys
- Hold Industry Forum on 2/11/2020
- Develop procurement packages and issue RFQ/RFP, as required

Community Outreach & Public Engagement

- Continue field investigations outreach
- Continue implementing Construction Education & Outreach Plan (CEOP) Part A – Planning
- Continue developing CEOP Part B – Preconstruction
- Develop Construction Transportation Management Plan & Emergency Services Coordination Plan
Related Planning Work

- Finish Diridon Integrated Station Concept Plan Phase I and start Phase II
- Finish Transit Oriented Communities Strategies and start Playbook implementation
- Continue Downtown San José Station Design Development Framework
- Start 28th Street/Little Portugal Station Design Development Framework
Questions?
Related Planning Efforts
Jill Gibson, VTA
Transit Oriented Communities Strategies

TOCs Playbooks

- Public comment period: September 18-October 18, 2019
- Promoted via website, email, monthly newsletter, social media, Viva Calle
- Received public comments, including from CWG members
- 74 comments in total from public and City partners
- Comment themes:
  - Land uses
  - Costs/financing
  - Building heights
  - Placemaking
  - Access
Next Steps for TOCs Strategies

• **Address comments**
  – VTA will post responses online

• **Finalize Playbooks**
  – 28th Street/Little Portugal and Downtown San José stations – Nov/Dec
  – Santa Clara – early 2020

• **Prepare for City Council presentations**
  – San José City Council on December 10
  – Santa Clara City Council in early 2020

• **Continue stakeholder engagement**
Upcoming Community Engagement

• Joint Policy Advisory Board (JPAB)
  • November 15 at 3:00 PM, Auditorium at VTA’s Headquarters

• DISC Online Town Hall
  • Late November

• City of San José Community Meetings
  • November 18 from 6:00-8:00 PM, Leininger Community Center
  • December 7 from 10:00 AM – 12:00 PM, Gardner Community Center

• City of San José Station Area Advisory Group
  • November 19 from 11:30 AM – 1:30PM, City Hall, Focus Group
  • November 21 from 6:00-8:00 PM, City Hall, Focus Group
  • December 2 from 6:00-8:00 PM, Bascom Community Center, Focus Group
  • January 16 from 6:00-9:00 PM, City Hall, Regular Meeting

https://www.diridonsj.org/
Questions?
Construction Education and Outreach Plan

Gretchen Baisa, VTA
CEOP Update

• Ongoing General Outreach and Stakeholder Engagement:
  - Stakeholder meetings and briefings
  - Website updates, social media, and newsletters

• Community event participation:
  - 8/6 National Night Out
  - 9/6 Downtown Farmers Market
  - 9/22 Viva Calle San José
Upcoming Outreach Work

• Spring 2020 Community Meetings
  • What worked and what could we improve from 2019 meetings?
  • New information for the community: site maps, tunnel information, schedule, funding status
Small Business Touch Points

VTA's BART Phase II
Pre-Construction
Final Relocation Plan Approved by VTA Board 2016 to address businesses potentially affected by site acquisition

Post Construction
VTA BART Phase II
tOC's Strategy Study: Support and Retention Strategies for Small Businesses

Lead Agencies and Organizations
local businesses associations, nonprofits

Strategies to Support Small Businesses

Valley Transportation Authority
Small Business Program

Program Creation through the following:

- Small Business Task Force
  - Develop on-the-ground local strategies, such as informing the effectiveness of a future marketing campaign
  - Members include small businesses, Chambers of Commerce, and other stakeholders
- Small Business Resource Study
- Board Input

Program to provide marketing and technical support to small and micro businesses along project corridor during pre-construction and construction, possibly including:

- Support marketing campaigns
- Provide wayfinding
- Identify resources available to small businesses
- Mentorship Program/consulting
Small Business Resource Study

- Conduct case studies from other major transit and development projects
- Interview businesses to understand environment and needs during construction
- Analyze existing business data along project corridor
- Provide recommendations for consideration to the VTA Board

Early Engagement & Data Collection
- Fall 2018 – Fall 2019

Small Business Resource Study
- Fall 2019 – Spring 2020
  - We are here

Small Business Program Development
- Spring 2020 – Spring 2021
What’s Next?

• Small Business Resource Study Kick Off: September, 2019

• First Meeting of the Small Business Task Force: November, 2019

• Next CWG Update: February, 2020
Design Development Framework
Jeremy Nelson & Marcy Kamerath, VTA
Design Development Framework (DDF)

• Focused on VTA Block (aka Mitchell Block)
• VTA-led process to create clear framework for future transit-oriented development (TOD) on the block
• Foster + Partners to do technical planning and design analysis to ensure TOD + station integration
• Goals:
  - Optimize TOD outcomes given multiple parcel owners
  - Maximize public amenities/benefits, transit ridership, and ground-lease revenues to VTA
  - Ensure world class urban design, architecture, and sustainable development
  - Identify public-private partnership (P3) opportunities
Goals and Outcomes

• Outcomes:
  - Optimal building footprints to maximize TOD yield and design quality
  - Site design, access/circulation, and functional requirements
  - Shared development amenities (loading, parking, etc.)
  - Sustainable development opportunities
  - Selection criteria for development proposal on VTA-owned sites (public process)

• DDF will inform future VTA-issued RFQs/RFPs for TOD on VTA-owned parcels (includes public process)

• DDF will not include entitlement approvals or CEQA clearance

• Future TOD applications will need City approvals and environmental review (public process for both)

Artist Rendering of TOD potential on VTA Block Preliminary Concept - Subject to Change
Schedule

- Site Analysis & Project Vision
  - FALL 2019: Community Working Group Meeting
- Conceptual Alternatives
  - WINTER 2019-2020: Community Working Group Meeting
- Design Development Framework
  - SPRING 2020: Community Working Group Meeting
- RFQ/RFP for TOD
  - SUMMER 2020: Community Working Group Meeting
Engagement Input to Date: Goals for TOD

**Placemaking and Activation**
- Activated street, ground floor & rooftop
- Strong connection between station and street (not a fortress)
- Connectivity across Market St. to San Pedro Square is a challenge (due to City parking garage)
- Avoid dead space. Consider where back-of-house spaces can be positioned

**Use Mix**
- Commercial uses: Large retail as struggled, strive for mix of retailers and authenticity
- Affordable housing required for residential development on VTA-owned sites per VTA policy

**Mobility**
- Strong connection from street to station
- Connections to multiple modes
- Build flexible parking
- Efficiently park multiple uses with different peak demand periods

**Open Space**
- Opportunities for better connectivity to green spaces
Site Analysis to Date

VTA Block today
Site Constraints

- Maximum Height
- Street Setback
- Percentage Grade Coverage
- Floor Area Ratio (FAR)
- Existing Buildings
Historic Example of Urbanism and Placemaking 📍
c. 1950 - First Street, looking north
Modern Example of Urbanism and Placemaking
Paseos of San José – Alleyways with Unique Identity

Paseo de San Antonio
(1:3 to 1:4 ratio)

Paseo between 2nd and 3rd street
(1:3 to 1:4 ratio)

The Mercury News’ paseo
(1:2.5 to 1:5 ratio)
Urban Floor Area Ratio

1. 13-floor-tower on a 3-floor-podium

2. 10-floor-tower on a 3 or 4 floor podium
Available Parking

- SJ City Operated: 2,295 spaces
- Privately Operated: 4,490 spaces

Total: 6,785 spaces
Creating Preliminary Performance Categories

- Engagement Input (Goals for TOD) + Site Analysis = Preliminary performance categories
- Final performance categories will help inform and evaluate proposed alternatives
Performance Measures: Preliminary Categories

• Environmental (solar, wind, energy)
• Sustainability (resource efficiency)
• Mobility (access to site, links to modes)
• Context (adjacent uses, views)
• Recreation/Open Space (links to park and San Pedro)
• Social (public spaces, affordable housing)
• Economic (financial viability, building efficiency)
Preliminary – Work in Progress Concepts
Questions and Discussion

c. 1950 - First Street, looking north  
Present day – First Street looking south  
Future – Artist rendering of Downtown San José Station & TOD
Next Steps

• Next CWG meeting:
  Tuesday, February 11, 2020, 4:00-6:00 PM, San José City Hall, Rooms 118/119
    – CWG Member Report Backs
    – Government Affairs
    – Phase II Update
    – Construction Education & Outreach Plan
    – Transit Oriented Communities Update
    – Design Development Framework
    – City of San José’s Airport Connector

• Action Items