VTA’s BART Silicon Valley Phase II Extension Project

28th Street/Little Portugal Community Working Group

November 13, 2019
Agenda

• Follow-Up Items & 2020 Work Plan
• CWG Member Report Back
• Government Affairs
• Phase I Update
• Recurring Status Updates
• Phase II Update
• Related Planning Efforts
• Construction Education & Outreach Plan
• 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
<table>
<thead>
<tr>
<th>CWG Team Member</th>
<th>Role</th>
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<tbody>
<tr>
<td>Eileen Goodwin</td>
<td>Facilitator</td>
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<tr>
<td>Gretchen Baisa</td>
<td>Primary Outreach Contact</td>
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<tr>
<td>Jill Gibson</td>
<td>Phase II Planning Manager</td>
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<tr>
<td>Kate Christopherson</td>
<td>CWG Coordinator</td>
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Upcoming Meetings

• CWG Dates
  – February 12, 2020, 4:00-6:00 PM
  – May 13, 2020, 4:00-6:00 PM
  – September 16, 2020, 4:00-6:00 PM
  – November 18, 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
Follow-Up Items & 2020 Work Plan
Follow-Up Items

• Information on noise and vibration levels are contained in the 2018 Noise and Vibration Technical Report. Section E.2.3 discusses vibration and Section 2.3 discusses noise thresholds. Read here: https://bit.ly/2NLPOdc

• A 2020 CWG Work Plan will be presented at today’s meeting.

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

• VTA staff will update CWG members today on the date the TOCs Strategy Study is an item on the city council agenda.
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 Project 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

Underground Tracks
Under Construction

Valley Transportation Authority
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
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>
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<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>
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**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
Recurring Status Updates
Jill Gibson, VTA
Recurring Status Updates

- Phase II Planning of Real Estate Acquisition
- Federal Involvement and Related Issues
- Construction Activities
- Station Naming
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

- TOD above Station
- Station Entrance
- Concourse and Platform within Tunnel

Valley Transportation Authority
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/exits

• 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: $5.6 Billion

- 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)


VTA Board Approved Project & Certified Final SEIR April 5, 2018

FTA to Issue Record of Decision

Environmental Clearance

Engineering & Pre-Construction

Tunnel Configuration Exploration

Project Construction

Engineering & Pre-Construction

Project Construction

BART System Testing

Passenger Service (2014 Projection)

BART System Testing

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
  - Five Wounds Trail
  - Costs/financing
  - Building heights
  - Placemaking
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
  - Mid-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 Jose 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 Construction
Business Task Force to inform VTA's small business program
Small Business Resource Study to address disruptions due to construction

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

Lead Agency

Post Construction
VTA BART Phase II
TOC’s Strategy Study; Support and Retention Strategies for Small Businesses

Lead Agencies and Organizations

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

**Small Business Program Development**
Spring 2020 – Spring 2021

_We are here_
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
Next Steps

• Next CWG meeting:
  Wednesday, February 12, 2020, 4:00-6:00 PM, Roosevelt Community Center
  – CWG Member Report Backs
  – Government Affairs
  – Recurring Status Updates
  – Phase II Update
  – Construction Education & Outreach Plan
  – Transit Oriented Communities Update
  – City of San José’s Airport Connector

• Action Items