

VTA's BART Silicon Valley Phase II Extension Project

28th Street/Little Portugal
Community Working Group

February 12, 2020



Agenda

- Follow-up items
- CWG Member Report Back
- Government Affairs
- Recurring Status Updates
- Phase II Update & Related Planning Efforts
- Construction Education & Outreach Plan
- VTA Block Design Development Framework
- City of San José Airport Connector
- 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
Gretchen Baisa	Primary Outreach Contact
Jill Gibson	Phase II Planning & Outreach Manager
Kate Christopherson	CWG Coordinator



Upcoming Meetings

- CWG Dates
 - 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>)
 - March 5, 2020, 5:30 PM
 - April 2, 2020, 5:30 PM
 - May 7, 2020, 5:30 PM



Follow-Up Items



Follow-Up Items

- VTA will add signs to the Milpitas and Berryessa Transit Centers referencing which jurisdiction to contact once the new law enforcement contract is finalized.
- To determine taxi, Uber/Lyft, and shuttle curb space at the new transit centers, VTA observed pick-up and drop-off operations at other BART stations and rail transit centers in Santa Clara County and looked at travel demand model forecasts to determine amount of ridershare curb space needed.
- On December 3, 2019, VTA emailed the CWG meeting details for the December 10, 2019 San José City Council TOCs Playbooks agenda item.



Follow-Up Items

- VTA will design stations that meet all of BART's operating, safety, and maintenance requirements. To date, the Downtown San José Station platform is planned to be 24' wide. VTA compared known platform information to BART's existing 16th Street/Mission Station, and the platform exceeded all metrics except for Level of Service; however, the Level of Service still exceeds BART's minimum. VTA will conduct a detailed passenger circulation analysis in advance of the 30% design, which will inform station elements configuration.



Follow-up Items

- VTA included the February 11th Industry Forum details in the November meeting summary. Details for VTA's Industry Forum on February 11, 2020 can be found using the following link:
<https://www.eventbrite.com/e/vtas-bart-phase-ii-industry-forum-tickets-76347775251>
- VTA will update CWG members with funding plan updates when more information is available.



CWG Member Report Back



Government Affairs

Aaron Quigley, VTA



Government Affairs

Federal Transit Administration Capital Investment Grants Account Under 49 U.S.C. §5309

(Millions of dollars.)

	Total Project Cost	Federal CIG Share	Fed. Share Pct.	Federal Approps. Thru FY20	Post-FY20 Approps. Needed	FY 2021 Budget Request
§5309(d) New Start Projects With Signed FFGAs						
CA Los Angeles Westside Section 1	\$2,822.0	\$1,250.0	44%	\$665.0	\$585.0	\$100.0
CA Los Angeles Westside Section 2	\$2,499.2	\$1,187.0	47%	\$500.0	\$687.0	\$100.0
CA San Diego Mid-Coast Corridor	\$2,171.2	\$1,043.4	48%	\$530.0	\$513.4	\$100.0
MA Cambridge-Bedford Green Line	\$2,297.6	\$996.1	43%	\$850.0	\$146.1	\$100.0
MD National Capital Area Purple Line	\$2,407.0	\$900.0	37%	\$688.0	\$212.0	\$120.0
TX Fort Worth TEX Rail	\$1,034.4	\$499.4	48%	\$474.4	\$25.0	\$25.0
WA Seattle Federal Way Extension	\$3,160.7	\$790.0	25%	\$200.0	\$590.0	\$100.0
WA Seattle Lynnwood Link Extension	\$3,260.4	\$1,172.7	36%	\$300.0	\$872.7	\$100.0
Total, New Starts With Signed FFGAs	\$19,652.6	\$7,838.6	40%	\$4,677.3	\$3,041.2	\$745.0
§5309(e) Core Capacity Projects with Signed Core Capacity FFGAs						
CA Caltrain Peninsula Electrification	\$1,930.7	\$647.0	34%	\$473.0	\$174.0	\$100.0
IL Chicago Red/Purple Moderniz., Phase 1	\$2,066.7	\$956.6	46%	\$591.1	\$565.5	\$100.0
Total, Core Capacity w/ Signed FFGAs	\$3,997.4	\$1,603.6	40%	\$1,164.1	\$639.5	\$200.0
FAST Act §3005(b) Delivery Pilot Program						\$150.0
Other Projects Eligible Under §5309 That Become Ready During FY21						\$774.8
§5337(f)(1)(C) Oversight Set-Aside						\$18.9
FY 2020 Appropriation Request						\$1,888.7



Questions?



Recurring Status Updates

Jill Gibson, VTA



Recurring Status Updates

- Phase II Planning of Real Estate Acquisitions
- Federal Involvement and Related Issues
- Construction Activities



Phase II Update & Related Planning Efforts

Jill Gibson, VTA



Phase I Update

- VTA is currently resolving items that were identified during BART's acceptance testing
- BART will then reinitiate the Phase 3 acceptance testing, then commence pre-revenue operations
- Once discrepancies are resolved and BART reinitiates the Phase 3 acceptance testing, the VTA/BART team will be able to provide a schedule forecast for when passenger service is scheduled to begin

Board Packet:

<http://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2956&inline=True>



Phase II Update – General Updates

VTA's BART Silicon Valley Program Delivery Chief:

Takis Salpeas

Experience includes: MIA Mover, BART Airport Connector, Dulles Silver Line, Utah Transit Authority Light Rail, Los Angeles Expo and Foothill Connector, plus Dubai, Riyadh, Saudi Arabia and Doha Metros



Phase II Update – General Updates

- 10% Design Received
 - VTA has received the 10% design and is reviewing and evaluating the project scope, schedule, and budget.
- Federal Transit Administration's Expedited Project Delivery Pilot Program
 - VTA and the Federal Transit Administration (FTA) continue coordinating the federal funding process.
 - Would fund a maximum 25 percent of the total Phase II project cost.
 - Notice of approval or disapproval of a grant request is received within 120 days.



**Federal Transit
Administration**



Construction Outreach Management Program

Construction Outreach Management Program



Construction Education and Outreach Plan (CEOP)

CEOP: communication during construction between VTA, various municipalities, and the public



Construction Transportation Management Plan (CTMP)

CTMP: coordinate circulation and access within and around the construction areas for all modes



Emergency Services Coordination Plan (ESCP)

ESCP: minimize impact to local emergency service routes and response times due to construction activities

... to be incorporated into all plans and specifications of all contracts through which Phase II will be implemented.



Construction Transportation Management Plan

Guiding document to coordinate location-specific circulation and access within and around construction areas. Includes:

- Alternative access routes, detours, and supporting signage
- Minimum requirements for pedestrians and cyclists
- Coordination with VTA Operations and transit providers on transit impacts
- Early and advanced signage for transit riders
- Parking impact maps and schedules
- Business signage
- Emergency access requirements



Construction Transportation Management Plan

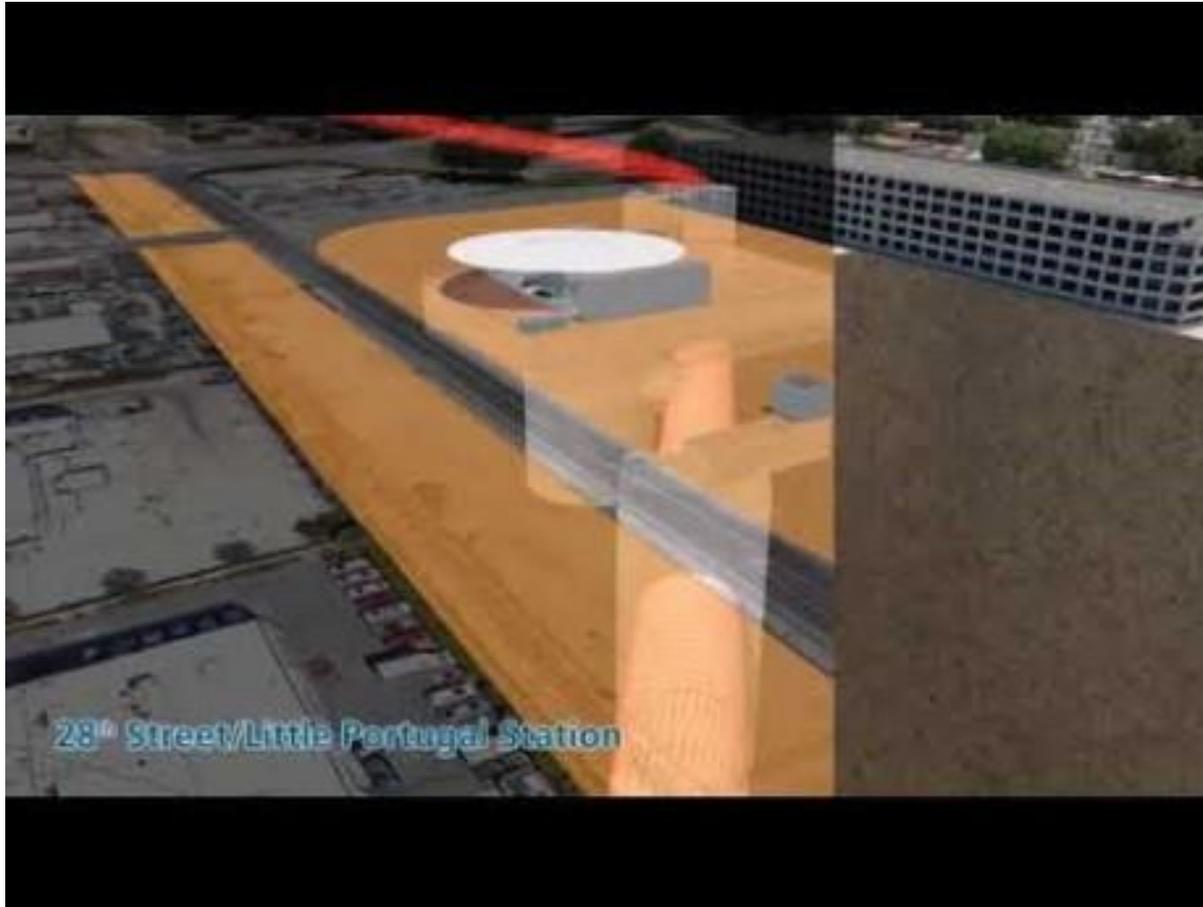
- Surveys, interviews, and observations
- Engage a range of Stakeholders
 - e.g., Schools, churches, businesses, event centers, etc
- Developing in partnership with the cities
- Guides the specific Traffic Control Plans (TCP)



Industry Forum – February 11th , 2020



Industry Forum - Video

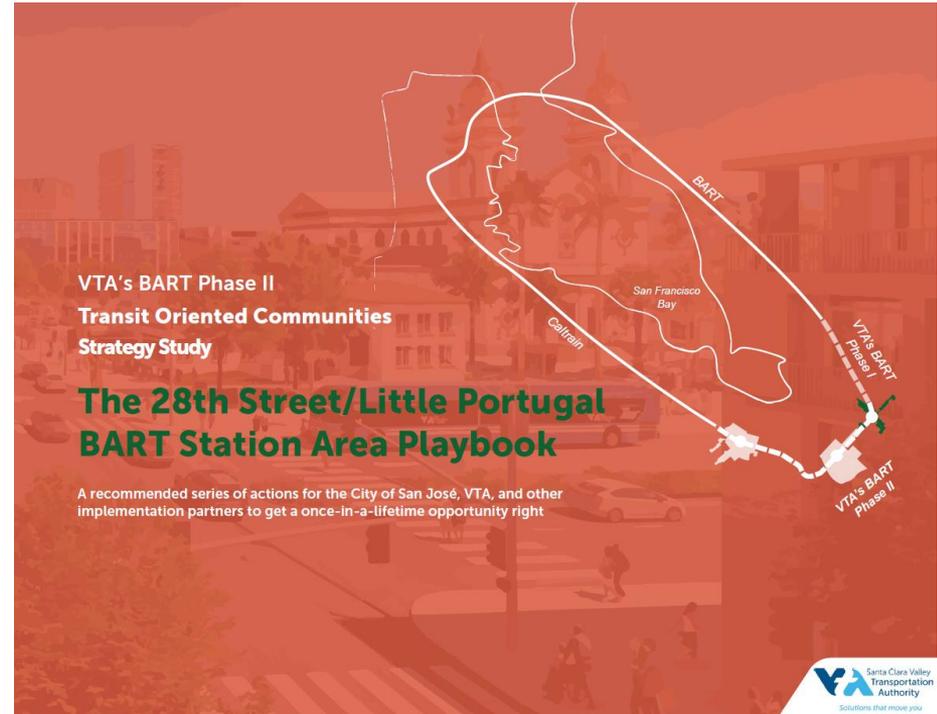


Questions?



Transit Oriented Communities

- San José City Council **accepted** and **endorsed** the Downtown San José and 28th Street / Little Portugal Playbooks on December 10, 2019
- Playbooks have been updated based on feedback received.
 - Councilmember Carrasco's focus group identified need for: preserving character and culture, displacement, affordable housing, art/cultural district
- VTA applied for FTA's Transit-Oriented Development grant in November 2019.



Diridon Integrated Station Concept Plan Updates

- Presented the staff-recommended Concept Layout to the Joint Policy Advisory Board on November 15, 2019
- Held Diridon Station virtual town hall on November 22, 2019
- Explored rail alignments at San José City Council Study Session on January 28th, 2020
- Partner Agency Boards and Council to consider acceptance of the Concept Layout in February and March

Questions?



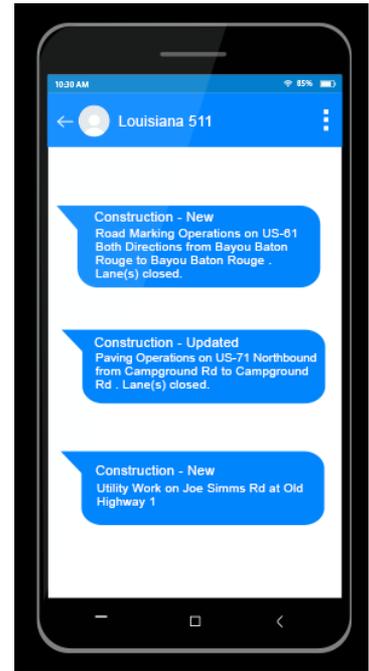
Construction Education & Outreach Plan

Gretchen Baisa, VTA



General Outreach Update

- Developing New Communication Tools for Construction:
 - SMS Construction Alert Notifications
 - Webform Capability on Project Website (i.e., report any construction issues)
 - GIS Based Feedback Capabilities
- Developing Part B (Pre-construction) of the CEOP



Example of SMS Construction Alerts

Public Outreach for Next Steps in EPD Process

The goal: Share new information with public on project details and construction sequencing

- Timing: Late Spring, based on Federal Funding Milestone
- VTA hosted meetings to be held along the alignment
 - **CWG Action:** Spread the word and volunteer!
- VTA staff to join existing community, organization and neighborhood meetings
 - **CWG Action:** Invite us to present!
- Event Tabling
- Webinar and Video Presentations



Small Business Program

Small Business Task Force

- First Meeting held 11/20/2019
- Helped develop business survey

Next Steps:

- Assist in survey distribution
- Review Case Studies
- Inform construction contracts

Next meeting to be held late March



15. Approximately how many customers a day visit your business?

Fewer than 50

50-99

100-249

250 or more

16. What are your busiest days and times for servicing customers? (Check all that apply)

Weekday Morning (before 12 Noon)

Weekday Afternoon (between 12 Noon and 5 p.m.)

Weekday Evening (after 5 p.m.)

Weekend Morning (before 12 Noon)

Weekend Afternoon (between 12 Noon and 5 p.m.)

Weekend Evening (after 5 p.m.)

22. If construction were to impact your business, what kinds of marketing assistance do you think will help promote your business? (Check all that apply)

Signage to guide customers or clients to your business during construction

Social media training

Support in creating or improving a website

Professional photos of your products and/or services

Support in developing a marketing plan

Business district promotions (for example: advertising and marketing for the business district/area as a whole)

Sponsoring events to attract customers/clients to the business district

Not sure / Prefer not to say

Other (please specify)

23. Do you host regular or occasional special events? Examples include promoted sales and cultural holidays.

Introducing Construction Contract Specifications

- Contracts with engineering and construction firms usually include requirements for impacts such as:
 - *Site set-up and management, access, notifications, and mitigations*
- These requirements can be deliberately designed to help reduce construction impacts on neighbors
- Small Business Task Force to inform construction contract specifications



Example: Enhanced Construction Signs

We can specify construction contractors to place signs like these – which help you know what we require of them!

	RGB values 1, 80, 110	RGB values 1, 80, 110	RGB values 0, 149, 169	
xxpt;Tofino;Medium	CITY OF WAUKESHA NEW WATER SUPPLY PROGRAM		Great Water Alliance logo	
xxpt;Tofino;Bold;caps	CONSTRUCTION RULES			
xxpt;Tofino;Bold;caps	JOB ADDRESS FPO		RGB values 0, 149, 169	
xxpt;Tofino;Bold;caps	JOB DESCRIPTION FPO			
xxpt;Tofino;Bold	Noise ordinance will be strictly enforced		RGB values 1, 80, 110	
	· No radios or music shall be audible beyond the construction site property line.		xxpt;Tofino;Medium	
xxpt;Tofino;Bold	Construction Hours		RGB values 1, 80, 110	
	· CONSTRUCTION HOURS		xxpt;Tofino;Medium	
xxpt;Tofino;Bold	Parking		RGB values 1, 80, 110	
	· No Blocking of Adjacent Driveways, No Blocking of Traffic Flow		xxpt;Tofino;Medium	
xxpt;Tofino;Bold	Contact Phone Numbers - 24 hours / 7 days a week		RGB values 1, 80, 110	
	· Builder: BUILDER NAME		xxpt;Tofino;Bold	
	· Telephone #: TELEPHONE NUMBER			
xxpt;Tofino;Bold;caps	IF NO RESPONSE BY BUILDER CALL		RGB values 1, 80, 110	
xxpt;Tofino;Bold	262.409.4444 info@greatwateralliance.com greatwateralliance.com		RGB values 0, 149, 169	
xxpt;Tofino;Bold;caps	THIS NOTICE IS REQUIRED TO BE POSTED ON THIS JOB SITE AT ALL TIMES		RGB values 0, 149, 169	



No Smoking



Example: Enhanced Fencing – Business Continuity and Wayfinding



Questions?



VTA Block Design Development Framework

Marcy Kamerath, VTA
Jeremy Nelson, VTA



VTA Block Design Development Framework (DDF) Goals



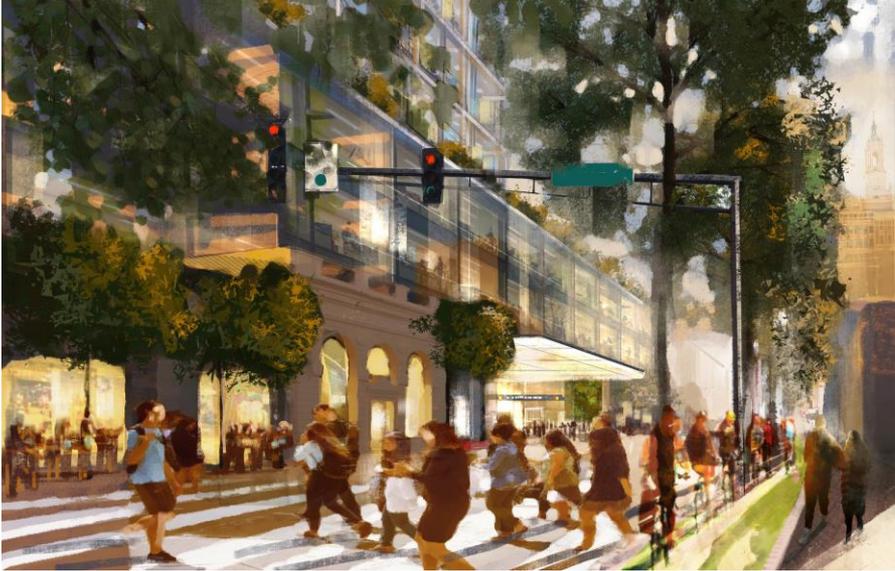
VTA Block Ownership

VTA-led process to provide a clearly-articulated framework for future TOD on the VTA block in Downtown

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 potential public-private partnership (P3) opportunities

VTA Block DDF Outcomes



Outcomes:

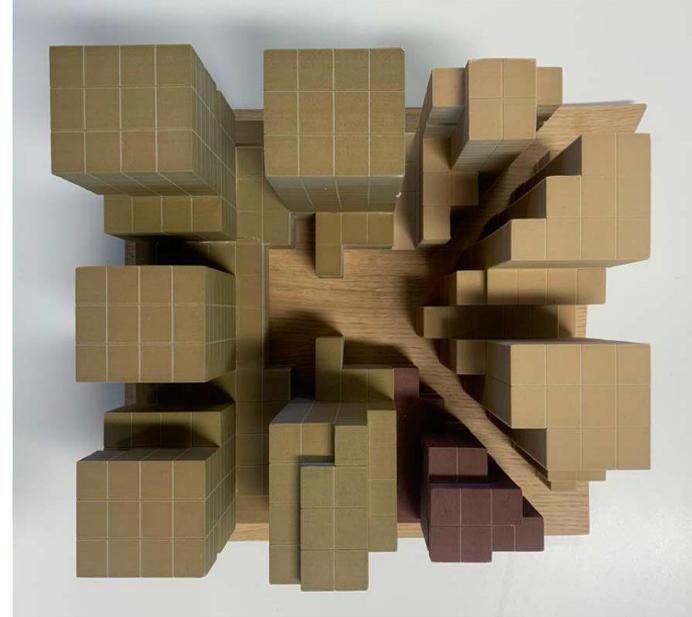
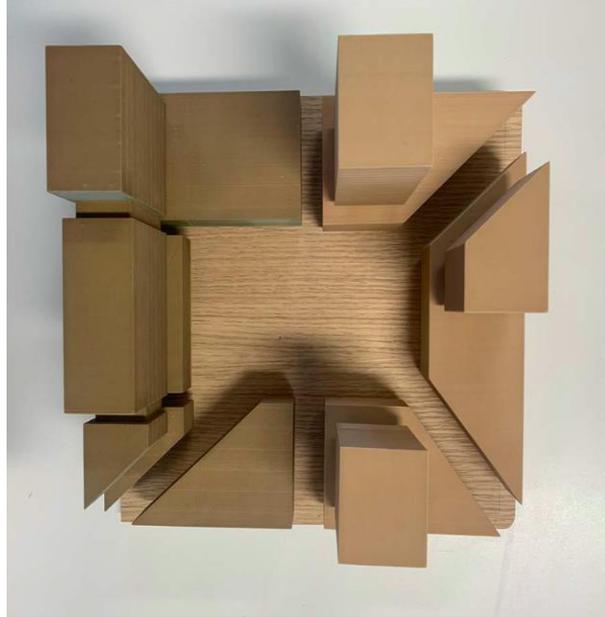
- Optimal building footprints to maximize TOD yield and design quality
- Site design, access/circulation, and functional requirements
- Shared amenities (loading, parking, etc.)
- Sustainable development
- Selection criteria for development proposal
- RFQs/RFPs for TOD on VTA-owned parcels

Future TOD subject to environmental review and City approvals

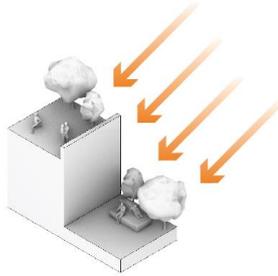
VTA Block DDF Schedule



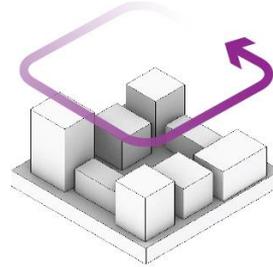
Preliminary Site Plan/Massing Concepts



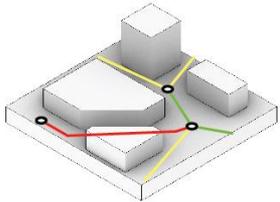
Refining the Concepts: Engagement Input



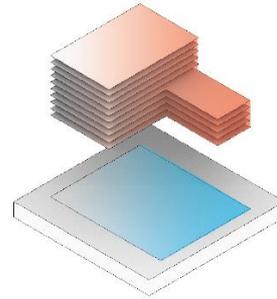
Emphasize public space and activation by freeing rooftops and the ground floor



Provide clear, incremental way to phase development



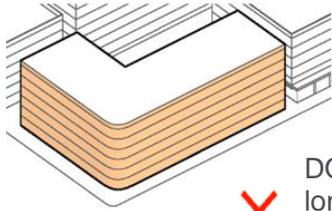
Balance connectivity of the site with constructability by having square corners and



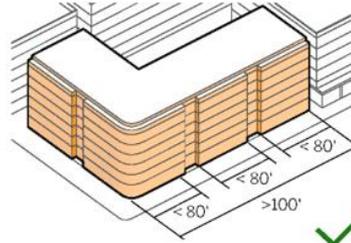
Evaluate a greater density, that grows over time (Floor Area Ratio of 8-11)

Refining the Concepts: Policies and City Guidelines

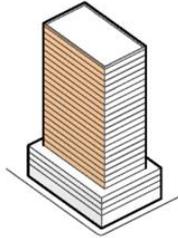
Example:



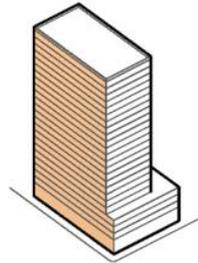
DO NOT create a long building that breaks the human scale of the street



DO divide a building with over 100' in width with breaks in massing

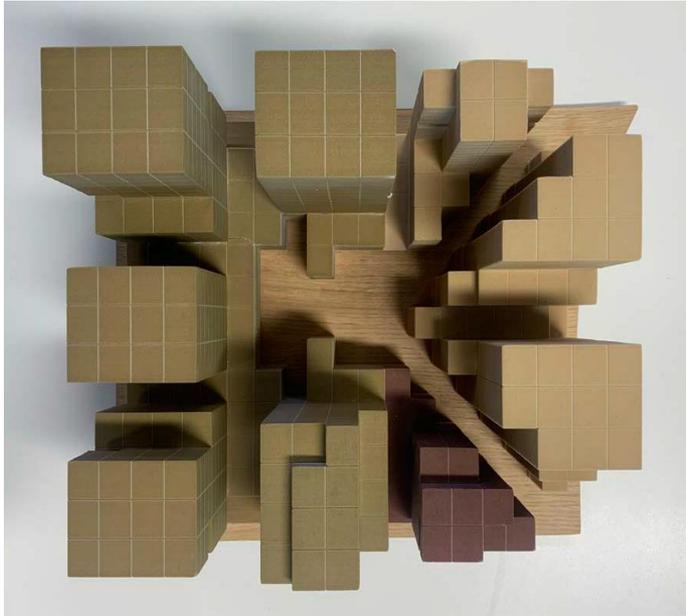


DO NOT leave the Skyline unanchored to the ground

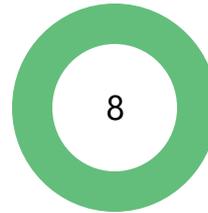


DO extend Skyline Level tower massing ground level

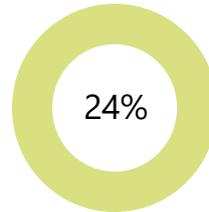
Refining the Concepts: Example Development Performance Criteria



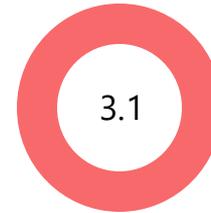
FAR



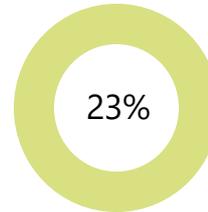
Views
(Park)



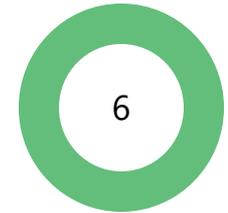
Solar
(Winter)



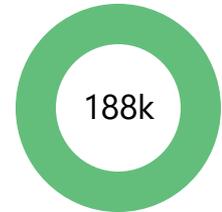
Views
(Mountains)



Solar
(Summer)



Accessible
Roof Area



Preliminary Parking Capacity Analysis

Current City Code Requirement

standard single

double stacker



7 Levels

4 Levels

81 foot below grade

64.5 foot below grade

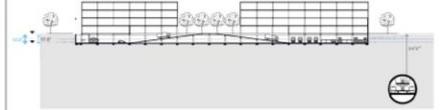
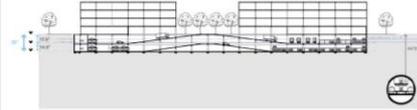
1,688 spaces

1,688 spaces

Most Cost-effective TOD Approach

double stacker

double stacker



2 Levels

1 Level

32 foot below grade

17.5 foot below grade

800 - 1,000 spaces

400 - 500 spaces



VTA Block DDF: Next Steps



- Refine preliminary site/massing concepts based on:
 - Stakeholder input
 - Policies/regulations
 - Performance measures (the dashboard)
- Create the implementation tools and strategy to support the vision
- Continue engagement
 - Final DDF engagement group meeting
 - Presentation at May CWG meeting

Questions?



New Transit Options RFI: Airport Connector and Stevens Creek Line

February 2020
CWG

SAN JOSE



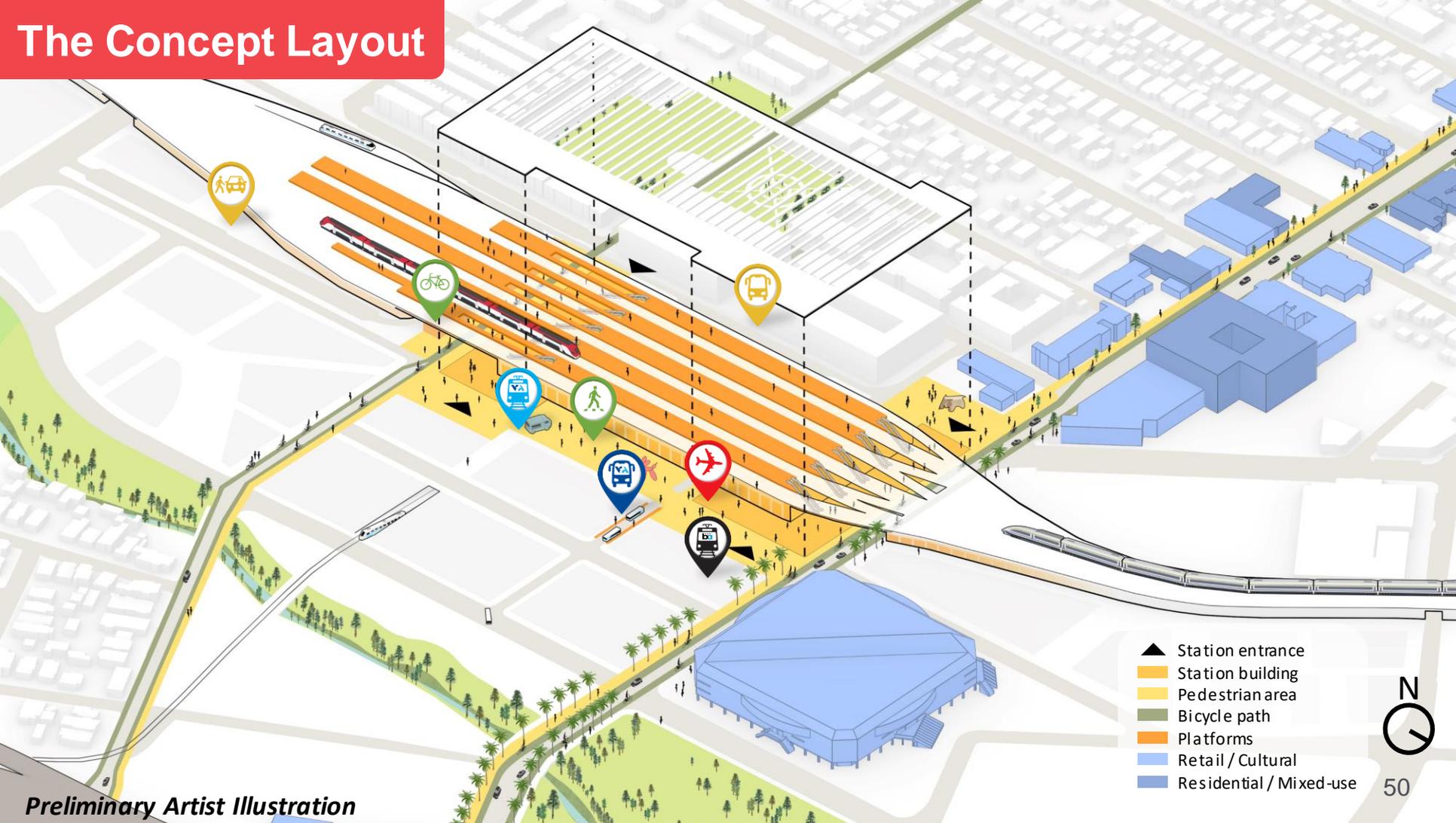
The Corridor



What we want to learn

1. Are there new technologies, project delivery, or operating models that can provide grade-separated, high-capacity, high-speed transit?
2. Do these systems have lower construction, operations, and/or maintenance costs than traditional systems?
3. Can these systems be deployed faster than traditional projects?
4. Do these systems have viable financial outlooks?
5. How will these systems be constructed and deliver service on the specified corridors?

The Concept Layout

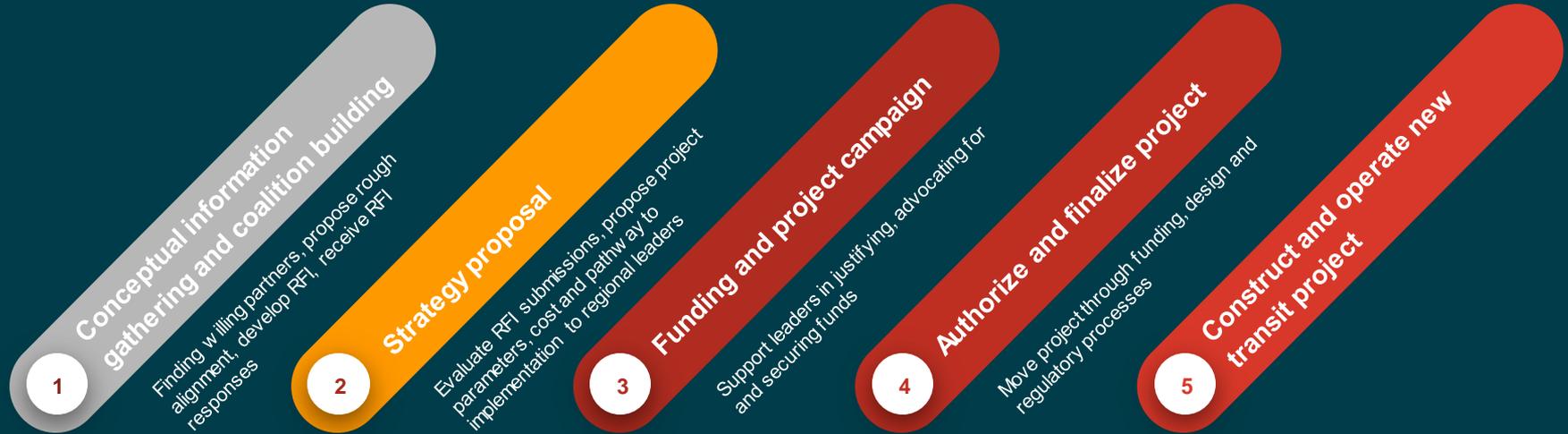


- ▲ Station entrance
- Station building
- Pedestrian area
- Bicycle path
- Platforms
- Retail / Cultural
- Residential / Mixed-use



Preliminary Artist Illustration

What's the End Goal: Connecting more people and areas to high quality transit



The process so far

Conceptual information gathering
and coalition building

2000 - 2016

2018 - 2019

Feb. 2019

Feb. - Jun. 2019

Jul. - Sep. 2019

**Measure A and
prior studies**

**Stevens Creek
transportation
planning
coordination**

**San Jose
Council
direction**

Drafted RFI

RFI Period

Measure A - Airport
connector to BART,
Caltrain, and LRT

Resolutions of support
for Complete Streets
Study and transit
studies

Direction to explore
new transit options

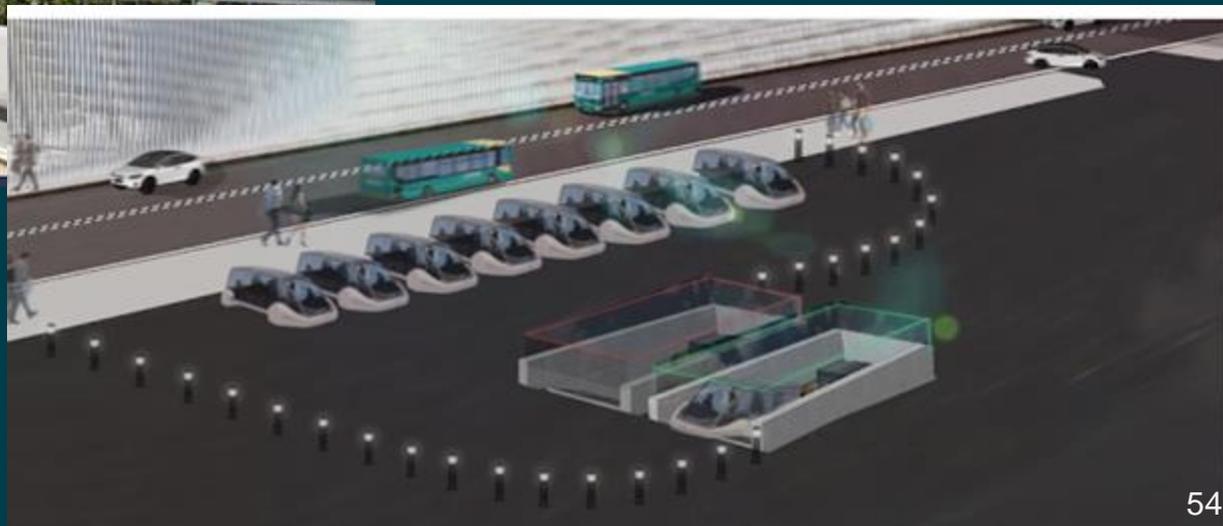
San Jose organized
the the drafting of the
RFI

3 prior studies have
been produced.

Submissions



Submissions



Submissions



Evaluation Overview

Technology

Viability and maturity of

- Infrastructure
- Transit Vehicle

Value

- System capacity
- Rider experience
- Scalability

Delivery & Cap Finance

- Company readiness
- Timeframe
- Cost
- Cap finance model

Operations

- Model
- Financial sustainability

Questions?

Ramses Madou
Division Manager of Planning, Policy, and Sustainability
City of San Jose
ramses.madou@sanjoseca.gov



Next Steps

- Next CWG meeting:
Wednesday, May 13, 2020, 4:00 – 6:00 PM, Mexican Heritage Plaza
 - CWG Member Report Backs
 - Diridon Integrated Station Concept Plan
 - Phase II Update
 - Construction Education & Outreach Plan
 - Real Estate Update
 - VTA Block Design Development Framework
- Action Items