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

<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 &amp; Outreach Manager</td>
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<tr>
<td>Kate Christopherson</td>
<td>CWG Coordinator</td>
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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
### Federal Transit Administration Capital Investment Grants Account Under 49 U.S.C. §5309

(Millions of dollars.)

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<td>CA Los Angeles Westside Section 1</td>
<td>$2,822.0</td>
<td>$1,250.0</td>
<td>44%</td>
<td>$665.0</td>
<td>$585.0</td>
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<tr>
<td>CA Los Angeles Westside Section 2</td>
<td>$2,499.2</td>
<td>$1,187.0</td>
<td>47%</td>
<td>$500.0</td>
<td>$687.0</td>
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<td>CA San Diego Mid-Coast Corridor</td>
<td>$2,171.2</td>
<td>$1,043.4</td>
<td>48%</td>
<td>$530.0</td>
<td>$513.4</td>
<td>$100.0</td>
</tr>
<tr>
<td>MA Cambridge-Bedford Green Line</td>
<td>$2,297.6</td>
<td>$996.1</td>
<td>43%</td>
<td>$850.0</td>
<td>$146.1</td>
<td>$100.0</td>
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<tr>
<td>MD National Capital Area Purple Line</td>
<td>$2,407.0</td>
<td>$900.0</td>
<td>37%</td>
<td>$688.0</td>
<td>$212.0</td>
<td>$120.0</td>
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<tr>
<td>TX Fort Worth TEX Rail</td>
<td>$1,034.4</td>
<td>$499.4</td>
<td>48%</td>
<td>$474.4</td>
<td>$25.0</td>
<td>$25.0</td>
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<tr>
<td>WA Seattle Federal Way Extension</td>
<td>$3,160.7</td>
<td>$790.0</td>
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<td>$200.0</td>
<td>$590.0</td>
<td>$100.0</td>
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<tr>
<td>WA Seattle Lynnwood Link Extension</td>
<td>$3,260.4</td>
<td>$1,172.7</td>
<td>36%</td>
<td>$300.0</td>
<td>$872.7</td>
<td>$100.0</td>
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<tr>
<td><strong>Total, New Starts With Signed FFGAs</strong></td>
<td><strong>$19,652.6</strong></td>
<td><strong>$7,838.6</strong></td>
<td>40%</td>
<td><strong>$4,677.3</strong></td>
<td><strong>$3,041.2</strong></td>
<td><strong>$745.0</strong></td>
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**§5309(e) Core Capacity Projects with Signed Core Capacity FFGAs**

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<tr>
<td>CA Caltrain Peninsula Electrification</td>
<td>$1,930.7</td>
<td>$647.0</td>
<td>34%</td>
<td>$473.0</td>
<td>$174.0</td>
<td>$100.0</td>
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<tr>
<td>IL Chicago Red/Purple Moderniz., Phase 1</td>
<td>$2,066.7</td>
<td>$956.6</td>
<td>46%</td>
<td>$591.1</td>
<td>$565.5</td>
<td>$100.0</td>
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<tr>
<td><strong>Total, Core Capacity w/ Signed FFGAs</strong></td>
<td><strong>$3,997.4</strong></td>
<td><strong>$1,603.6</strong></td>
<td>40%</td>
<td><strong>$1,164.1</strong></td>
<td><strong>$639.5</strong></td>
<td><strong>$200.0</strong></td>
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**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.
Construction Outreach Management Program

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

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

**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 - 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

https://www.diridonsj.org/
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
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!
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-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
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
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 NOT leave the Skyline unanchored to the ground

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

DO extend Skyline Level tower massing ground level
Refining the Concepts: Example Development Performance Criteria

<table>
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<tr>
<th>FAR</th>
<th>Solar (Winter)</th>
<th>Solar (Summer)</th>
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<tbody>
<tr>
<td>8</td>
<td>3.1</td>
<td>6</td>
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<table>
<thead>
<tr>
<th>Views (Park)</th>
<th>Views (Mountains)</th>
<th>Accessible Roof Area</th>
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</thead>
<tbody>
<tr>
<td>24%</td>
<td>23%</td>
<td>188k</td>
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## Preliminary Parking Capacity Analysis

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<thead>
<tr>
<th>Current City Code Requirement</th>
<th>Most Cost-effective TOD Approach</th>
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<tbody>
<tr>
<td>standard single</td>
<td>double stacker</td>
</tr>
<tr>
<td>double stacker</td>
<td>double stacker</td>
</tr>
<tr>
<td>7 Levels</td>
<td>4 Levels</td>
</tr>
<tr>
<td>81 foot below grade</td>
<td>64.5 foot below grade</td>
</tr>
<tr>
<td>1,688 spaces</td>
<td>1,688 spaces</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 Levels</td>
</tr>
<tr>
<td></td>
<td>32 foot below grade</td>
</tr>
<tr>
<td></td>
<td>800 - 1,000 spaces</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 Level</td>
</tr>
<tr>
<td></td>
<td>17.5 foot below grade</td>
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<td>400 - 500 spaces</td>
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Note: All figures are preliminary and subject to further design development.
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
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

Preliminary Artist Illustration

Station entrance
Station building
Pedestrian area
Bicycle path
Platforms
Retail / Cultural
Residential / Mixed-use
What’s the End Goal: Connecting more people and areas to high quality transit
The process so far

Conceptual information gathering and coalition building

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<tr>
<td><strong>Measure A and prior studies</strong></td>
<td><strong>Stevens Creek transportation planning coordination</strong></td>
<td><strong>San Jose Council direction</strong></td>
<td><strong>Drafted RFI</strong></td>
<td><strong>RFI Period</strong></td>
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<tr>
<td>Measure A - Airport connector to BART, Caltrain, and LRT</td>
<td>Resolutions of support for Complete Streets Study and transit studies</td>
<td>Direction to explore new transit options</td>
<td>San Jose organized the drafting of the RFI</td>
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<td>3 prior studies have been produced.</td>
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Submissions
Submissions
Submissions

Link to Press Release with link to all submissions
https://files.constantcontact.com/7a210436601/bee9e666-c432-413d-97c6-d7f712b97f95.pdf
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
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