VTA’s BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group

February 13, 2020
Agenda

• Follow-up items
• CWG Member Report Back
• Government Affairs
• Phase II Update & Related Planning Efforts
• Construction Education & Outreach Plan
• Downtown Precise Plan
• 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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<td>Kate Christopherson</td>
<td>CWG Coordinator</td>
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Upcoming Meetings

• CWG Dates
  - May 14, 2020, 4:00 – 6:00 PM
  - September 17, 2020, 4:00 – 6:00 PM
  - November 19, 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

• There are 10 benches on the Milpitas BART platform and 8 benches on the Berryessa/North San José BART platform.

• VTA is coordinating with City of San José’s District 6 to identify a representative from the Garden Alameda neighborhood.

• 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
Follow-Up Items

- VTA is presenting the Santa Clara TOC Playbook to City Council on March 17th.
- VTA will update CWG members with funding plan updates when more information is available.
- CWG will discuss station naming at a future meeting.
CWG Member Report Back
Government Affairs
Aaron Quigley, VTA
Government Affairs

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<tbody>
<tr>
<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>
<td>$100.0</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>$530.0</td>
<td>$513.4</td>
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<td>MA Cambridge-Bedford Green Line</td>
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<td>$996.1</td>
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<td>$850.0</td>
<td>$146.1</td>
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<td>MD National Capital Area Purple Line</td>
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<td>TX Fort Worth TEX Rail</td>
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<td>$474.4</td>
<td>$25.0</td>
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<td>WA Seattle Federal Way Extension</td>
<td>$3,160.7</td>
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<td>$200.0</td>
<td>$590.0</td>
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<tr>
<td>WA Seattle Lynnwood Link Extension</td>
<td>$3,260.4</td>
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<td>36%</td>
<td>$300.0</td>
<td>$872.7</td>
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<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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<tbody>
<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>
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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?
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 – February 11th, 2020
Industry Forum - Video
Questions?
Transit Oriented Communities

- San José City Council accepted and endorsed on December 10, 2019:
  - Downtown San José Playbook
  - 28th Street / Little Portugal Playbook

- VTA will present the Playbook to the Santa Clara City Council.

- Playbooks have been updated based on feedback received.
Implementing TOCs

• VTA applied for **FTA’s Transit-Oriented Development grant** in November 2019.

• VTA and the City of Santa Clara are jointly pursuing grant funding to advance station area planning.
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
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's BART Phase II
Santa Clara
Community Working Group (CWG) Meeting

February 13, 2020
Downtown Precise Plan

Background

2010-2035 General Plan:
• Identifies Downtown as Focus Area for new residential and commercial

City Council Actions:
• Preparation of Downtown Precise Plan included in 2018-19 FY budget
• Approval of Option Agreement to purchase roadway easements for grid street system – July 2018
• Downtown Community Task Force (DCTF) established December 2018
Downtown Precise Plan
Ownership Map

Map Legend
- Boundary
- Privately Owned
- City Owned

City Owned
Privately Owned
Homestead Road
Franklin Street
Madison Street
Monroe Street
Jackson Street
Benton Street
Lafayette Street
Downtown Precise Plan

Background

Previous Downtown revitalization efforts:

• 2007: Downtown Plan endorsed by City Council.
• 2010: Downtown Revitalization Plan Committee established.
• 2015 – 2017: Downtown/Super Block Project vision and objectives.
## Downtown Precise Plan

### 2015 and 2017 Downtown Outreach Summary

#### Key Ideas

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2017</th>
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<tbody>
<tr>
<td>Parking</td>
<td>• Permit parking</td>
<td>• Parking ratio requirements</td>
</tr>
<tr>
<td></td>
<td>• New share parking with the SCU</td>
<td>• Unbundle</td>
</tr>
<tr>
<td></td>
<td>• Free parking</td>
<td>• District parking</td>
</tr>
<tr>
<td></td>
<td>• Underground parking</td>
<td>• Parking lifts</td>
</tr>
<tr>
<td></td>
<td>• Hide parking from street experience</td>
<td>• Cabs and ride-share</td>
</tr>
<tr>
<td></td>
<td>• Underground parking near edges of DT</td>
<td>• Parking garage on Lafayette and Homestead</td>
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<table>
<thead>
<tr>
<th>Transportation/Circulation</th>
<th>2015</th>
<th>2017</th>
</tr>
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<tbody>
<tr>
<td>Vehicular traffic should stay on</td>
<td>• Monroe, Benton, Benton, Lafayette</td>
<td>• Connect DT with SCU</td>
</tr>
<tr>
<td>Tie together with transit and connect</td>
<td>• Caltrain station to DT</td>
<td>• Connect to transit</td>
</tr>
<tr>
<td>Caltrain station to DT</td>
<td>• Franklin Street should be pedestrian area</td>
<td>• Re-establish Franklin Street in some way</td>
</tr>
<tr>
<td>Walkable</td>
<td>• Pedestrian bridge across ECR to Frankin</td>
<td>• Create a gateway at each end of Franklin St</td>
</tr>
<tr>
<td>Autonomous vehicles before trolley</td>
<td>• Connect to BART/Caltrain station via streetcar-inspired shuttle</td>
<td>• Incorporate a pedestrian-oriented spine along Franklin St</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Wider sidewalk for cafes and pedestrian</td>
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#### Design

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<thead>
<tr>
<th></th>
<th>2015</th>
<th>2017</th>
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<tbody>
<tr>
<td>Commercial area needs diverse tenants and retail strategy</td>
<td>• Include diverse uses that will activate DT</td>
<td></td>
</tr>
<tr>
<td>Smaller businesses in DT</td>
<td>• Promote artist and arts community as a theme</td>
<td></td>
</tr>
<tr>
<td>Include a community center</td>
<td>• Start Franklin St and Main St with commercial uses facing Franklin St</td>
<td></td>
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<thead>
<tr>
<th></th>
<th>2015</th>
<th>2017</th>
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<tr>
<td>Open Spaces</td>
<td>• patio, green space and courtyards</td>
<td>• Gathering spots for family</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Central public space for programmed activities</td>
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</table>
Top 5 Priorities from DCTF’s Responses

1. Encourage the mix of uses in Downtown. (i.e. housing, office, retail, entertainment, etc.)
2. Re-establish the street grid to improve walkability and connectivity.
3. Incorporate a shuttle system to connect Downtown to other local destinations and BART/Caltrain Station
4. Encourage different housing types to sustain the businesses and provide affordability for future residents.
5. Provide the sense of a local destination for Downtown.
Downtown Precise Plan

Consultant Scope of Work

✓ Project Initiation
✓ Issue Identification and Vision
  ▪ Public Outreach
  ▪ Financial Analysis
  ▪ Development Scenarios
  ▪ Draft Precise Plan Chapters
  ▪ Implementation
  ▪ CEQA Clearance
  ▪ Public Hearings
Downtown Precise Plan

Realize the Vision while Balancing Community Needs with Development Realities.
Downtown Precise Plan

Public Outreach to Date

- 5 Downtown Task Force (DCTF) Meetings
- 1st Community Workshop – Retail 101
- 1st Online Survey
- 1st Meeting in a Box
Downtown Precise Plan

VTA Playbook

<table>
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<tr>
<th>METRICS</th>
<th>Residential</th>
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<tbody>
<tr>
<td>Use Type</td>
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<tr>
<td>Height*</td>
<td>Min 60’ / Max 85’</td>
</tr>
<tr>
<td>Stories</td>
<td>5 - 9</td>
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<tr>
<td>Ground floor</td>
<td>Wrapped Parking or active use</td>
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The Santa Clara BART Station Area Playbook
Downtown Precise Plan

Next Steps

- Determine Preferred Land Use Scenario, Development Concepts and Phasing Plan
- Next DCTF Meeting – March 2020
- Next Community Engagement Event – April 2020

Planning Process Timeline
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

1. Conceptual information gathering
   - Finding willing partners, propose rough alignment, develop RFI, receive RFI responses

2. Strategy proposal
   - Evaluate RFI submissions, propose project parameters, cost and pathway to implementation to regional leaders

3. Funding and project campaign
   - Support leaders in justifying, advocating for, and securing funds

4. Authorize and finalize project
   - Move project through funding, design and regulatory processes

5. Construct and operate new transit project
## The process so far

<table>
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<tr>
<th>Time Frame</th>
<th>Event</th>
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<tr>
<td>2000 - 2016</td>
<td>Measure A and prior studies</td>
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<tr>
<td></td>
<td>Stevens Creek transportation planning coordination</td>
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<tr>
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<td>3 prior studies have been produced.</td>
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<td>2018 - 2019</td>
<td>San Jose Council direction</td>
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<td>Drafted RFI</td>
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<td>Feb. 2019</td>
<td>Direction to explore new transit options</td>
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<tr>
<td>Feb. - Jun. 2019</td>
<td>RFI Period</td>
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<tr>
<td>Jul. - Sep. 2019</td>
<td>San Jose organized the drafting of the RFI</td>
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- **Measure A and prior studies**
  - Measure A - Airport connector to BART, Caltrain, and LRT
  - 3 prior studies have been produced.

- **Stevens Creek transportation planning coordination**
  - Resolutions of support for Complete Streets Study and transit studies

- **San Jose Council direction**
  - Drafted RFI
  - Direction to explore new transit options

- **RFI Period**
  - San Jose organized the drafting of the RFI
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
Questions?

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

• Next CWG meeting:
  Thursday, May 14, 2020, 4:00 – 6:00 PM, Mission Branch Library, 1098 Lexington Street, Santa Clara
  - CWG Member Report Backs
  - Diridon Integrated Station Concept Plan
  - Phase II Update
  - Construction Education & Outreach Plan
  - Real Estate Update

• Action Items