

# VTA's BART Silicon Valley Phase II Extension Project

28<sup>th</sup> Street/Little Portugal  
Community Working Group

September 16, 2020



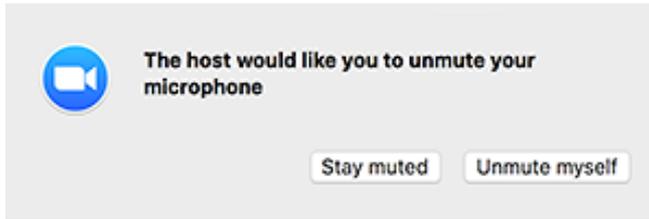
# Agenda

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Back
- Phase II Update
- Community Engagement
- Next Steps

# Zoom Webinar Attendee Controls

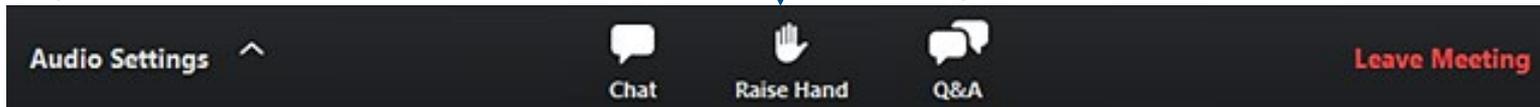
**Audio Settings** (only visible if the host hasn't granted you permission to talk): Change your [audio settings](#). You can also click the upward arrow (^) next to change your speaker.

**Unmute/Mute:** If the host gives you permission, you can unmute and all participants will be able to hear you talk. If the host allows you to talk, you will receive this notification - **click "unmute myself"**



**Raise Hand:** [Raise your hand](#) in the webinar to indicate that you want to make a comment.

**Question & Answer:** Open the Q&A window, allowing you to ask questions. The hosts can either reply via text in the Q&A window or answer your question live.



# Today's Meeting Format

- Gretchen is facilitating
- Joe is managing Zoom
- Microphones will be muted during each agenda item/presentation
- At the end of each agenda item there will be a question round. Joe will only unmute people who use the 'raise hand' feature.
  - You can also submit questions using the Chat feature
- Please email Gretchen or Kate afterwards if you have any additional comments or questions.



# Upcoming Meetings – 28th Street / Little Portugal

- Upcoming 28th Street / Little Portugal CWG Dates
  - November 18, 2020, 4:00 PM
- VTA Board of Directors [vta.org/about/board-and-committees](https://vta.org/about/board-and-committees)
  - October 1, 2020, 5:30 PM
  - November 5, 2020, 5:30 PM
- Kate will email alerts for other meetings, e.g. Board Workshops



# Upcoming Meetings – Santa Clara

- Upcoming Santa Clara CWG Dates
  - November 19, 2020, 4:00 PM
- VTA Board of Directors [vta.org/about/board-and-committees](https://vta.org/about/board-and-committees)
  - October 1, 2020, 5:30 PM
  - November 5, 2020, 5:30 PM
- Kate will email alerts for other meetings, e.g. Board Workshops



# Follow-Up Items

Gretchen Baisa, VTA



# Follow-up Items: 28th Street / Little Portugal

- Send contact information for BART's Santa Clara County Community Relations Representative ✓
- Jobs created from Contract 2 (Tunnel & Track Work) – *American Public Transportation Association methodology estimates 24,000 jobs for each billion spent on public transit capital investment. Using this formula, Contract 2 (estimated at \$2B) would generate approximately 48,000 jobs.*



# Questions



# CWG Member Report Back



# Report Back

- Bela Ferreira *Portuguese Organization for Social Services and Opportunities (POSSO)*
- Bill Rankin *Friends of Five Wounds Trail*
- Carlos Diaz *Alum Rock Business Network*
- Chris Patterson-Simmons *East Santa Clara Street Business Association*
- Cobán López *Cristo Rey San José Jesuit High School*
- Connie Alvarez *Alum Rock Santa Clara Street Business Association*
- Danny Garza *Plata-Arroyo Neighborhood Association*
- Davide Vieira *Five Wounds Portuguese National Parish*
- Elma Arredondo *Alum Rock Urban Village Advocates (ARUVA)*
- Eric Thacker *Northside Neighborhood Association*
- Helen Masamori *Five Wounds / Brookwood Terrace Neighborhood Action Coalition*
- Jeff Levine *Roosevelt Park Neighborhood Association*
- Justin Triano *Ride East Side San José (Ride ESSJ)*
- Matt Gustafson *Somos Mayfair*
- Terry Christensen *CommUniversity*



# Phase II Update

Bernice Alaniz, VTA



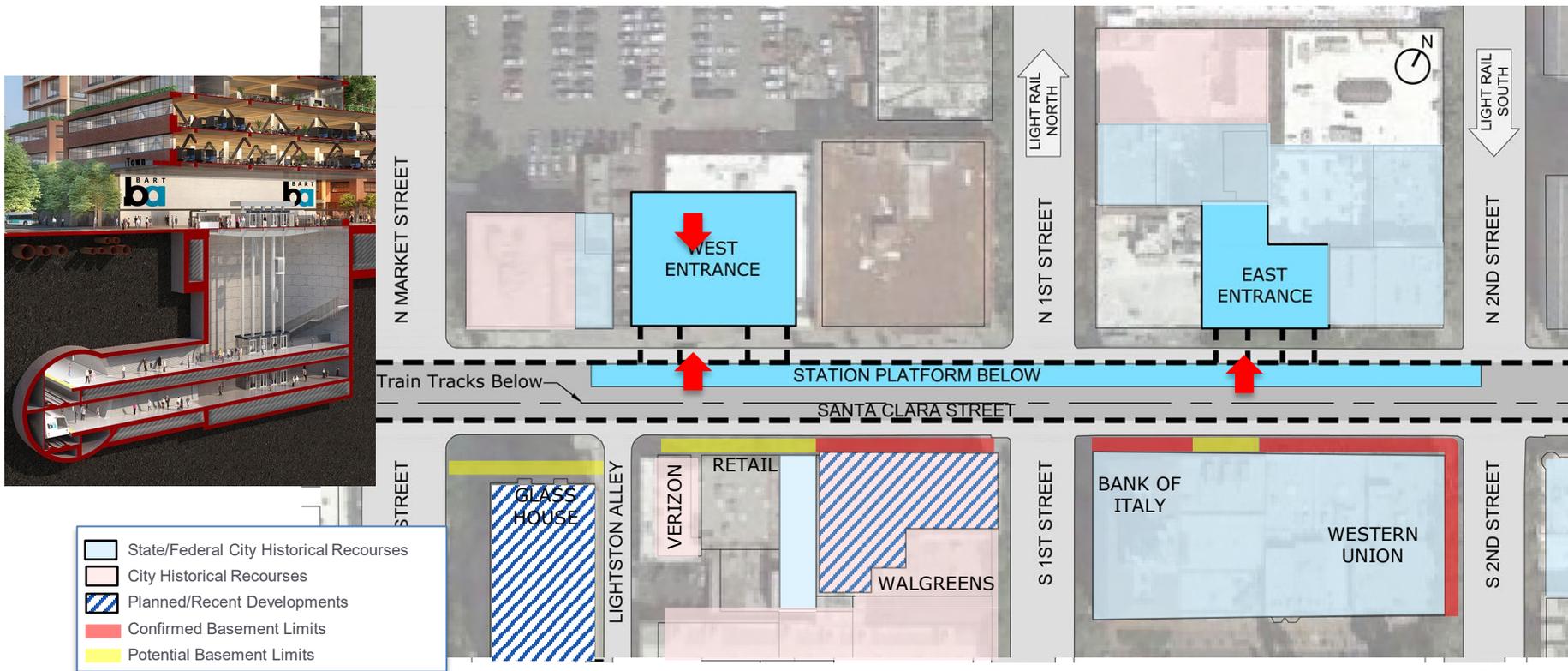
# Background on Downtown San José Station Entrance Locations

1. The approved State and Federal Project (2018) has stacked platforms on the north side of the street with two entrances, also on the northern side, between Market and 2nd Streets.
2. These station entrances meet all station access needs and accommodate all user requirements.
3. Southern entrances along Santa Clara Street are not part of the approved Project.
4. If the VTA Board's direction is to have entrances from the south side connected to the northern entrances, a separate project will be developed with additional environmental clearance, engineering, constructability and cost estimates prepared through close coordination with the City of San José and BART.

- Current project “**will not preclude**” future connections



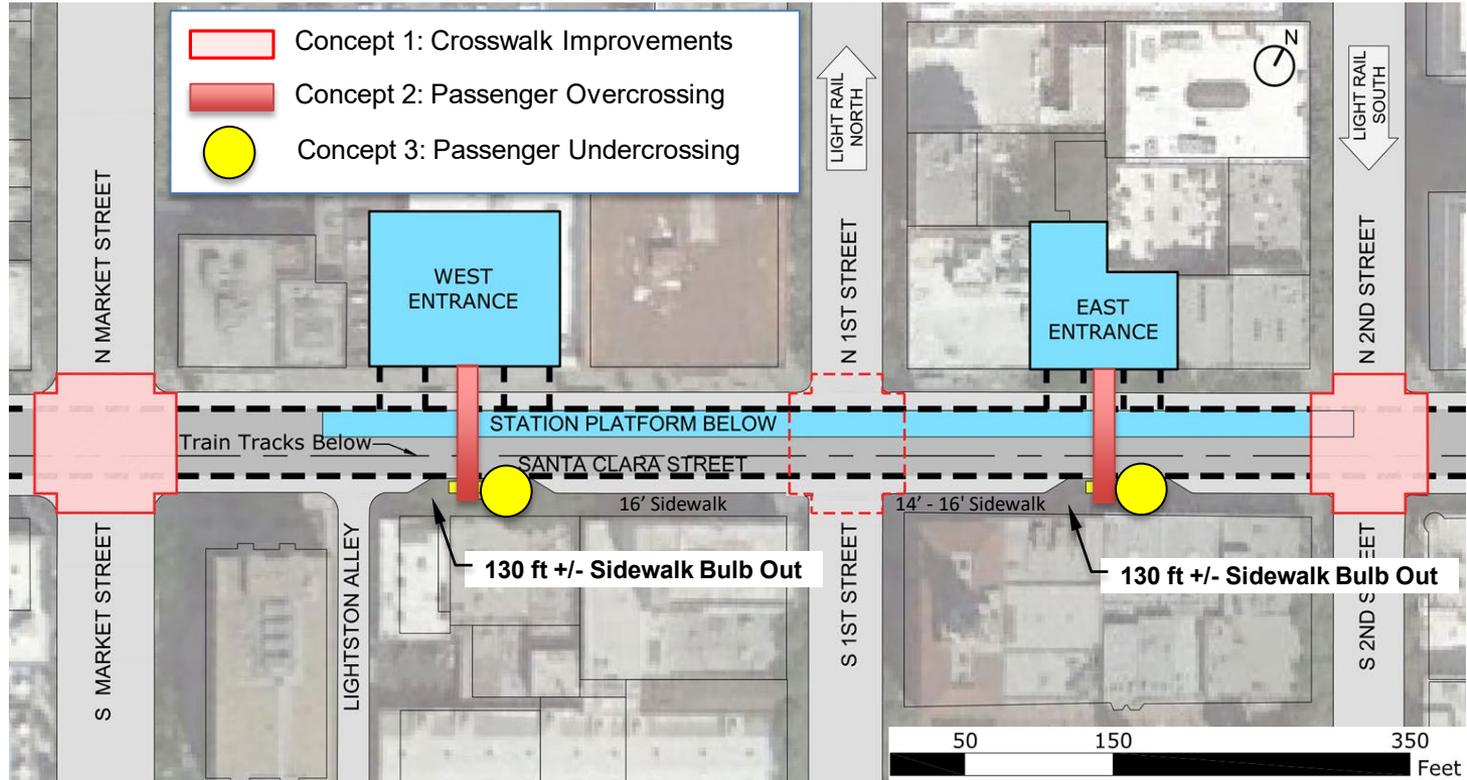
# Approved Station Entrances (Record of Decision)



- Two entrances located less than 80 feet from the southside sidewalk of Santa Clara Street
- 2035 Forecast Year Average Weekday Ridership: approximately 25,000

# Southern Entrance Concept Plans

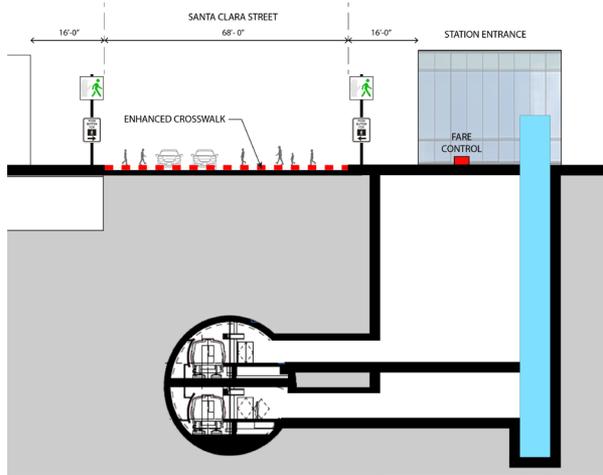
There are several options to provide access from the south side of Santa Clara Street. Combinations of concepts are also possible. The 3 pairs of concepts are shown below.



\*Sidewalk bulb out pending coordination with City of San José

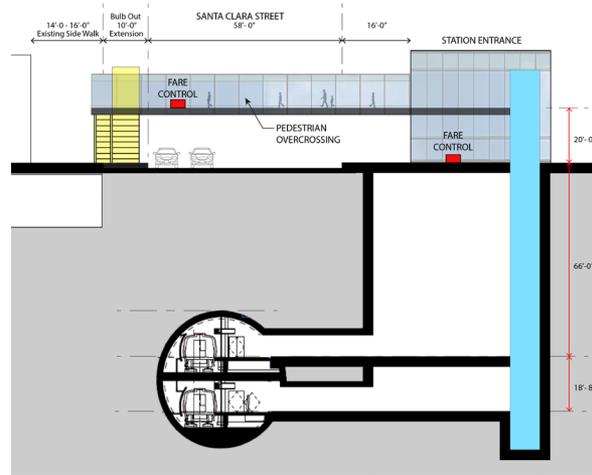


# Southern Entrance Concept Sections



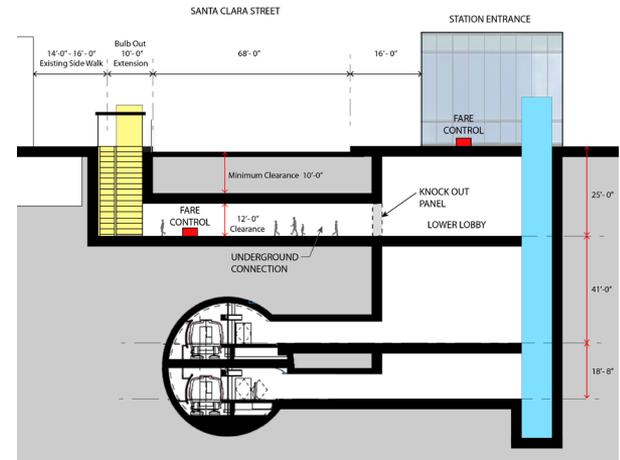
Concept 1:  
At Street Level

- Minor public ROW impacts



Concept 2:  
Above Street Level

- Public ROW impacts including sidewalks and parking spaces
- Environmental Considerations
- Cost and potential schedule implications (if part of Project)



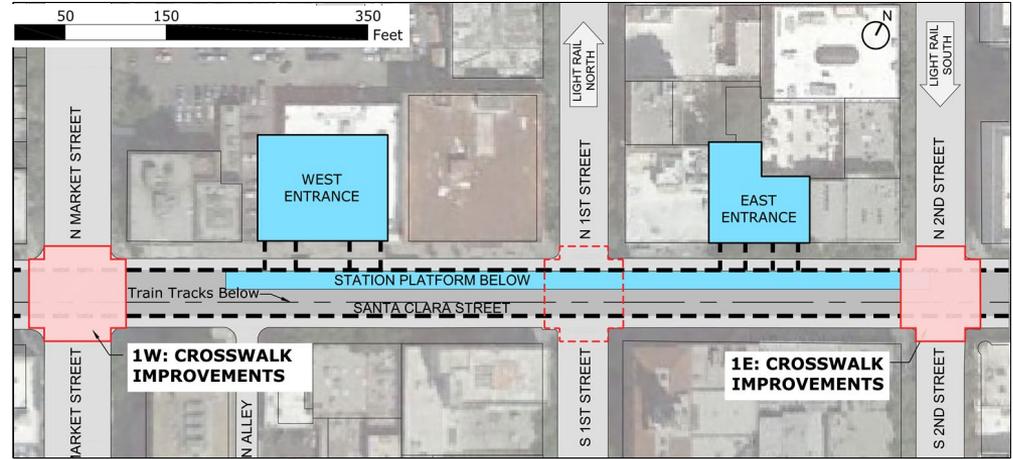
Concept 3:  
Below Street Level

- Public ROW impacts including sidewalks and parking spaces
- Environmental Considerations
- Cost and potential schedule implications (if part of Project)



# Concept 1: Crosswalk Improvements

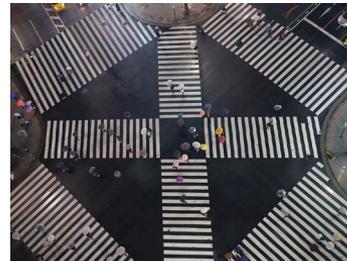
- Providing these crosswalks at Market Street and Second Street may not require any additional EIS/EIR work.
- Provides benefits to **all** pedestrians crossing the street
- If adopted, these improvements would be implemented **as part of the current Project**.
- Specific designs would be developed for the City's review and approval and incorporated into the bid package.



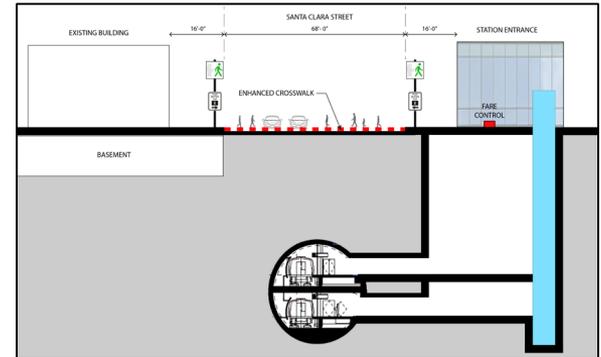
Los Angeles



Madrid



Tokyo

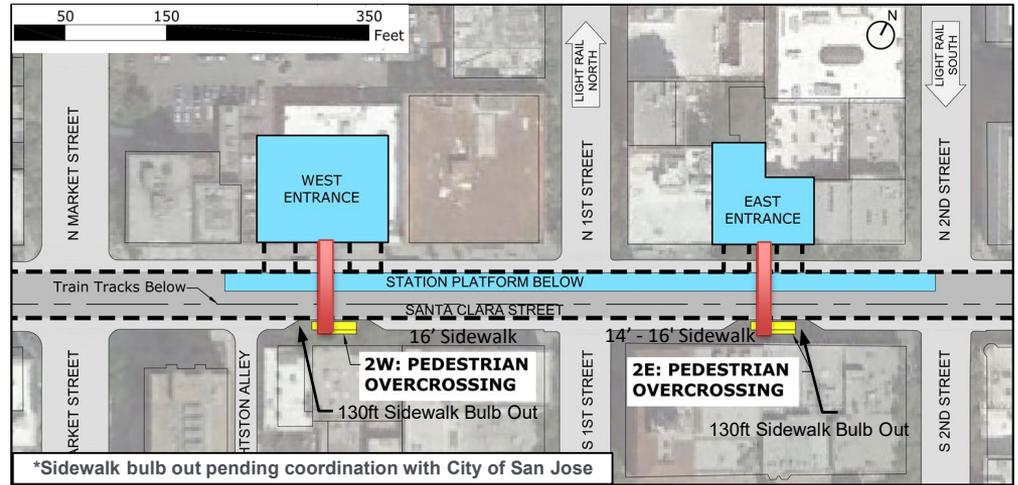


# Concept 2: Passenger Overcrossing

Need to address following considerations:

- City of San Jose willingness to allow sidewalk bulb outs along the south side of Santa Clara, up to 130 ft long for vertical circulation touchdowns and structures\*
- Whether visual impacts on historic properties can be accepted through an EIS/EIR (separate process)
- Additional engineering required to produce capital cost estimate

\*Bulb out would displace approximately six parking spaces and reduces existing sidewalk widths



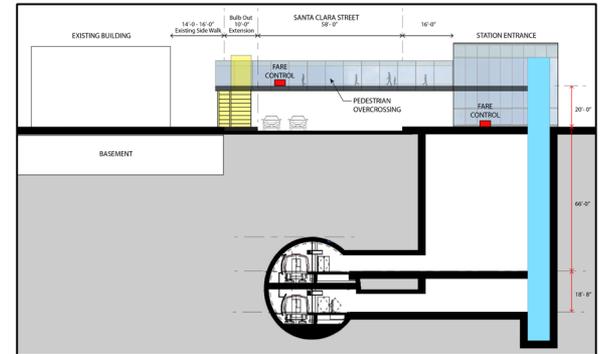
Toronto Queen Street Bridge



West Dublin/Pleasanton Bridge



Montague Expressway Overcrossing



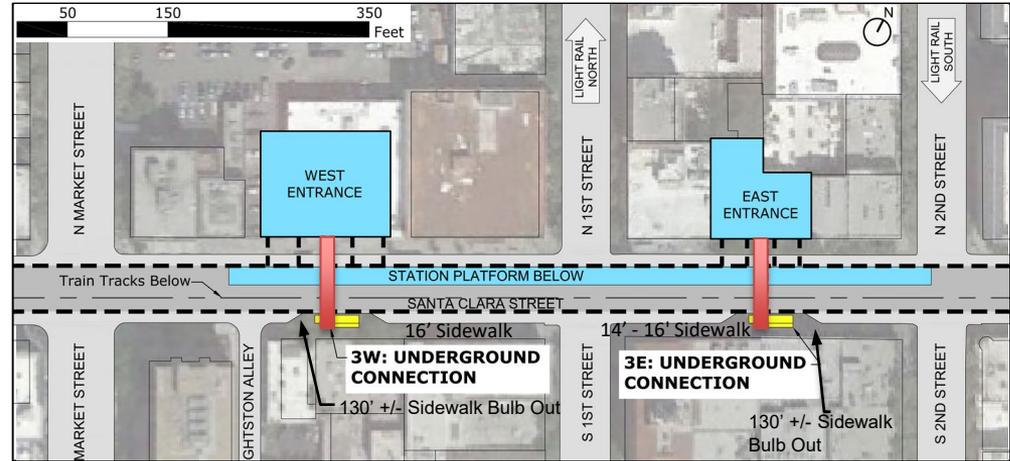
# Concept 3: Passenger Undercrossing

Sidewalk entrances with underground passageways typically connected to mezzanine levels. Single Bore Downtown San José station has no mezzanine level.

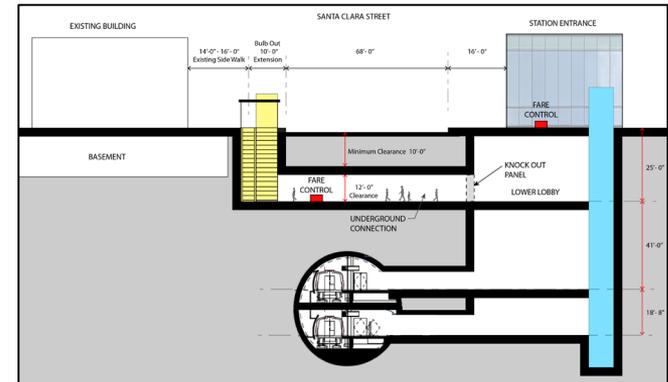
Need to address the following:

- City of San José willingness to allow sidewalk bulb outs along the south side of Santa Clara Street, up to 130 ft long for vertical circulation touchdowns and structures\*
- ROW, street closures and utilities impacts
- Any impacts on adjacent historic properties
- Separate environmental clearance process
- Additional engineering required to produce capital cost estimates

\* Bulb out would displace approximately six parking spaces and reduces existing sidewalk widths



Powell BART Station Entrance  
(approximate dimensions)



# Southern Entrance Evaluation Chart

Evaluation Factors	CONCEPT 1		CONCEPT 2		CONCEPT 3	
	Market Street/Santa Clara Intersection	2 <sup>nd</sup> Street/Santa Clara Intersection	Overcrossing to Main Headhouse	Overcrossing to 2 <sup>nd</sup> Headhouse	Undercrossing to Main Headhouse	Undercrossing to 2 <sup>nd</sup> Headhouse
Layouts						
ROW Requirements	●	●	●	●	●	●
NEPA/ROD Impacts (if included in Project)	●	●	●	●	●	●
Construction Impacts-Streets/Utilities	●	●	●	●	●	●
Capital Costs (excludes O&M)	●	●	●	●	●	●
Schedule Impacts (if included in Project)	●	●	●	●	●	●
Passenger Experience	●	●	●	●	●	●
Travel Time Benefits for Users	●	●	●	●	●	●
Travel Time Impacts to Others	●	●	●	●	●	●

**Key**

- Minimum Impacts
- Some Potential Impacts
- Significant Impacts

# Next Steps for Downtown San José Station Entrance Locations

- VTA's Capital Program Committee identified this should be a project separate from the already environmentally-cleared Phase II Project
- Obtain Board of Directors feedback
- Coordinate with the City of San José and BART
- Obtain approvals for a separate project, including any necessary environmental clearance
- Advance engineering design to develop cost estimates and identify funding sources
- Receive VTA Board approval



# EPD Program Efforts to Date

- FTA issued the Expedited Project Delivery (EPD) Notice of Funding Opportunity (NOFO) on July 28, 2020, providing program requirements
- Project Oversight Management Contractor (PMOC) kicked off the EPD oversight process on July 31, 2020
- VTA transmitted 23 documents related to cost, scope, schedule and risk
- Finalizing two NOFO requirements by the end of September to submit application
  1. Public-Private Partnership (P-3)
    - Design-build-finance (DBF) program to reduce/transfer financial risk
    - Transit oriented joint development with Google that would reduce cost
  2. Application of FTA's Simplified Trips-on-Project Software (STOPS)



# Peer Review

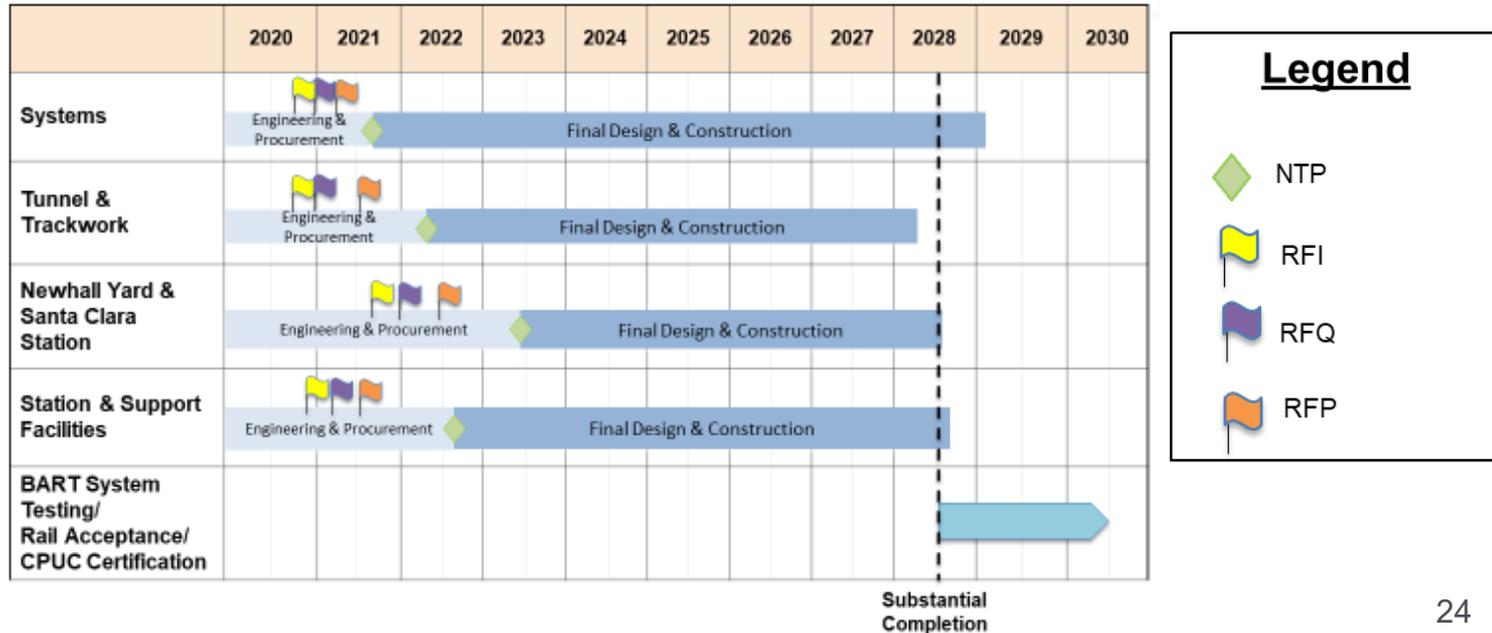
As requested by FTA, the **VTA Peer Review Panel** is assembled to review and advise on the project's design, constructability, contract methodology, timeline, and cost in junction with the following Focus Areas:

- Scope
- Schedule
- Budget
- Contracting Plan
- Program Delivery Structure
- Rail System Organization (RSO)
- Systems Project (CP-1)
- Tunnel & Track Project (CP-2)
- Stations Project (CP-3)
- Newhall Yard & Santa Clara Station Project (CP-4)



# Framework to Completion

- Preparing to issue **Request for Industry Feedback (RFIF)** for the Tunnel and Systems contracts in September
  - The RFIFs begin the formal process to engage contractors who are interested in proposing on the Project.



# Questions



# Community Engagement

Bernice Alaniz, VTA



# Community Engagement

## Contracting Community Engagement

- Request for Industry Feedback (RFIF) Announcements



- Ad campaign, email, website
- Responses will help inform development of Request for Proposals (RFPs)

# Small Business Resource Study

- **VTA reinitiated the Small Business Resource Study** following a hold due to COVID-19 business restrictions
- **Case studies** have reviewed what assistance was provided as part of other transit and development projects
- **Small business survey** to be released October 2020 to businesses and organizations along alignment
  - Responses help inform traffic management plan for construction
  - Responses help VTA understand small business health and needs
- **Small Business Task Force Meeting** – October 7, 2020



# Current DISC Activities



- 1 Updated Cooperative Agreement for Partnership to extend to December 2021 and include MTC as a full Partner
- 2 Concept Plan Partners coordinating with the City's Diridon Station Area Plan (DSAP) Update and related Downtown West project
- 3 Engineering verification focused on the Heavy and Light Rail alignments from the Concept Layout
- 4 Launch of organizational and governance work

# Questions



# Next Steps

- Next CWG meeting:  
November 18, 4:00 PM, Virtual Meeting
  - CWG Member Report
  - Backs
  - Phase II Update
  - Community Engagement
  - Related Planning Efforts
    - Transit Oriented Communities
  - Government Affairs
  
- Action Items