

# VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon  
Community Working Group Meeting

November 15<sup>th</sup>, 2022



# Agenda

- Welcome & Introduction
- Role of BSV External Affairs Team (EAT)
- Phase II Update
- Real Estate and Acquisitions Update
- Station Refinement Update
- Outreach & Engagement
- CWG Member Report
- Next Steps

# Downtown & Diridon



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Carol Austen, *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas, *San José State University*
- Chris Morrisey, *Arena Authority*
- Dana Grover, *Horace Mann Neighborhood Association*
- Derrick Seaver, *San José Chamber of Commerce*
- Edgar Arellano, *California Walks*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- **Fred Buzo**, *SPUR*
- Jeffrey Buchanan, *Working Partnerships USA*
- Jim Goddard, *Sharks Sports & Entertainment*
- Larry Clark, *The Alameda Business Association*
- Nate LeBlanc, *San José Downtown Association*

# Upcoming Meetings



- Upcoming CWG Dates
  - Downtown-Diridon CWG Meeting: February 14th, 2023
- VTA Board of Directors [vta.org/about/board-and-committees](https://vta.org/about/board-and-committees)
  - Board of Directors' Meeting: December 1, 2022, 5:30 PM
  - Board of Directors' Meeting: January 5, 2023, 5:30 PM
  - Board of Directors' Meeting: February 2, 2023, 5:30 PM
- Kristen will email alerts for other meetings



# Role of BSV External Affairs Team

Erica Roecks, VTA

# Role of the BSV External Affairs Team



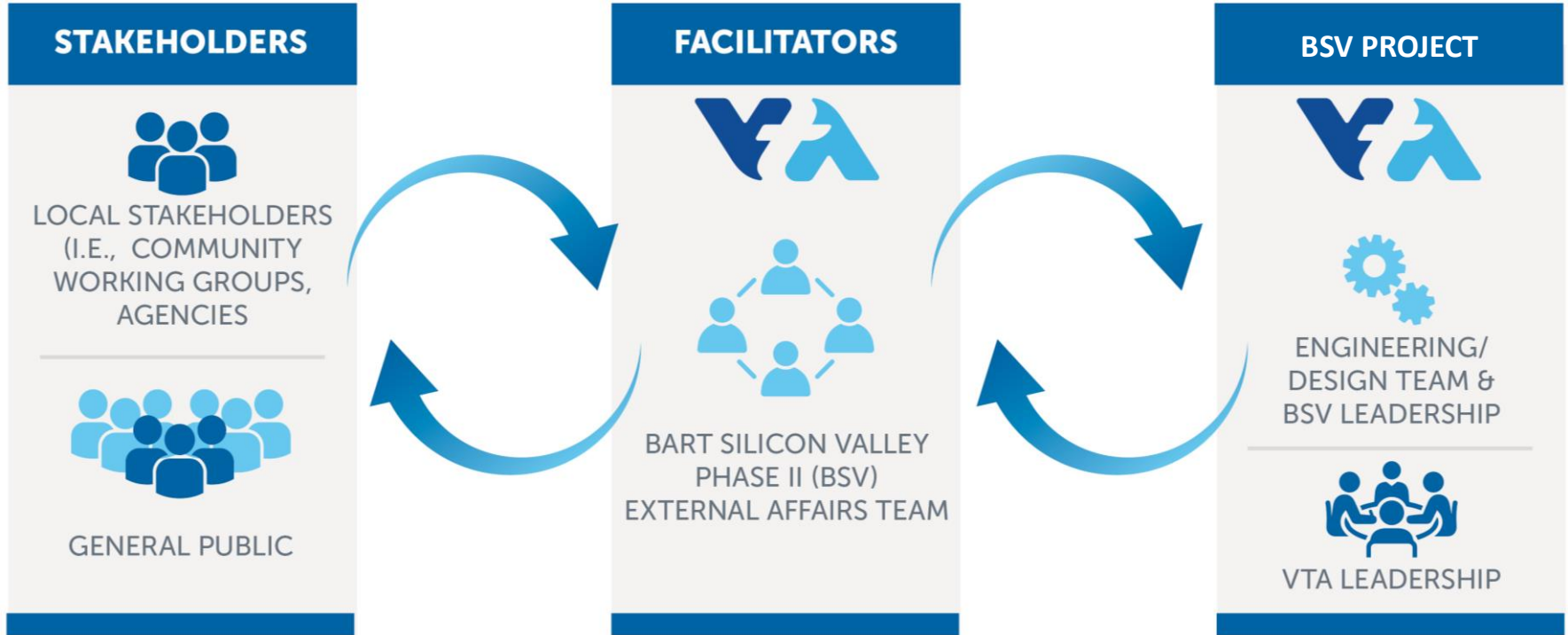
## Community Outreach:

- Develop and manage communications content and platform
- Coordinate and facilitate VTA-hosted community outreach activities
- Develop & Implement Construction Outreach Management Program (COMP)
- Manage Construction Community Outreach

## Stakeholder Coordination:

- Coordinate with design teams and support project design and requirements
- Incorporate community feedback into project design considerations
- Manage coordination with cities, public agencies, and adjacent development projects
- Lead development review coordination along alignment
- Manage development of contract-specific Construction Transportation Management Plans

# BSV External Affairs Team & CWG Relationship





# Phase II Update

Bernice Alaniz, VTA



# CWG Facilitator Update



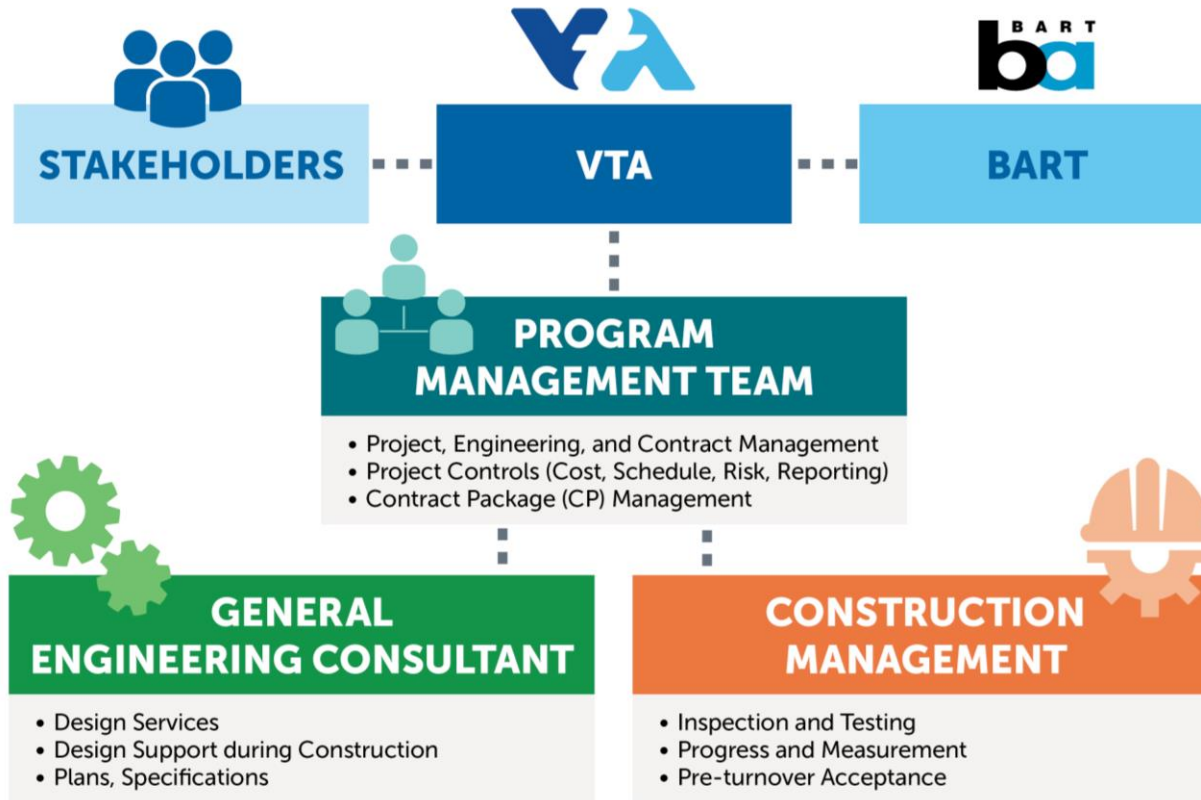
- Coordinated with potential CWG facilitators over the past few months
- Met with CWG chairs to discuss potential CWG facilitators
- Currently coordinating contract scope and fee with potential CWG facilitator and anticipate bringing them on for next year



## BSV Program Delivery Organization:

- Combination of VTA, BART, Program Management Team (HNTB/WSP), and General Engineering Consultant (Mott Macdonald/PGH Wong)
- Advancing design to keep pace with BSV Program, especially Tunnel and Trackwork interfaces
- Tunnel and Trackwork driving the BSV Program
- Reviewing contract packaging and delivery methods
- Preparing construction management services RFP

# Program Delivery Organization



# Proposed Innovations



Contract Package 2 (CP2) contractor, Kiewit Shea Traylor (KST), is completing configuration design and confirming proposed innovations:

- Space-proofing
- Alternative ventilation configuration
- Side-by-side, center platform configuration
- Tunnel boring at 28th Street/Little Portugal BART station
- Station layout, access, and egress
- Others

# Innovation Phase: Goals & Criteria



1



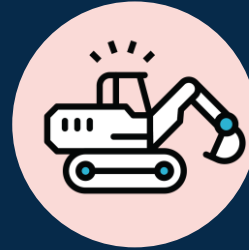
Operations  
Maintenance  
Safety

2



Passenger Experience

3



Constructability

4

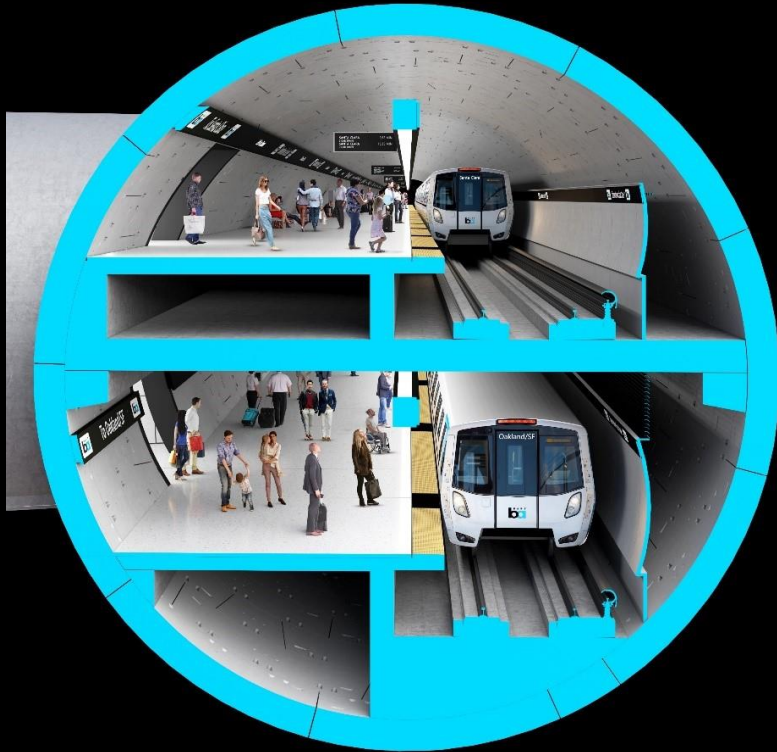


Improve Cost and  
Schedule

# Single Bore: Side-by-Side Tracks w/ Center Platform

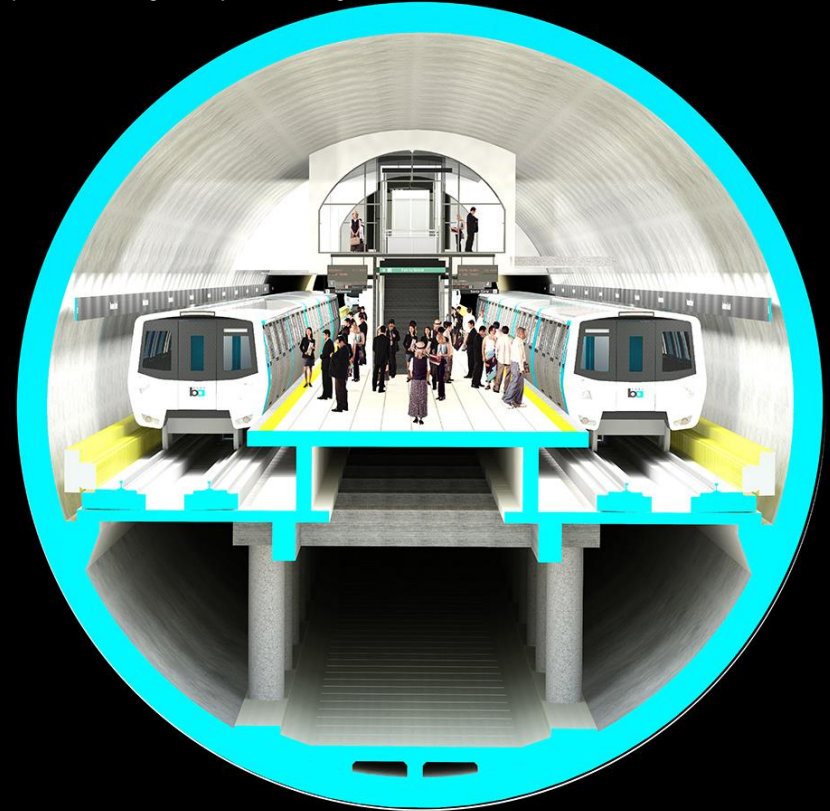


ORIGINAL DESIGN



PROPOSED INNOVATION

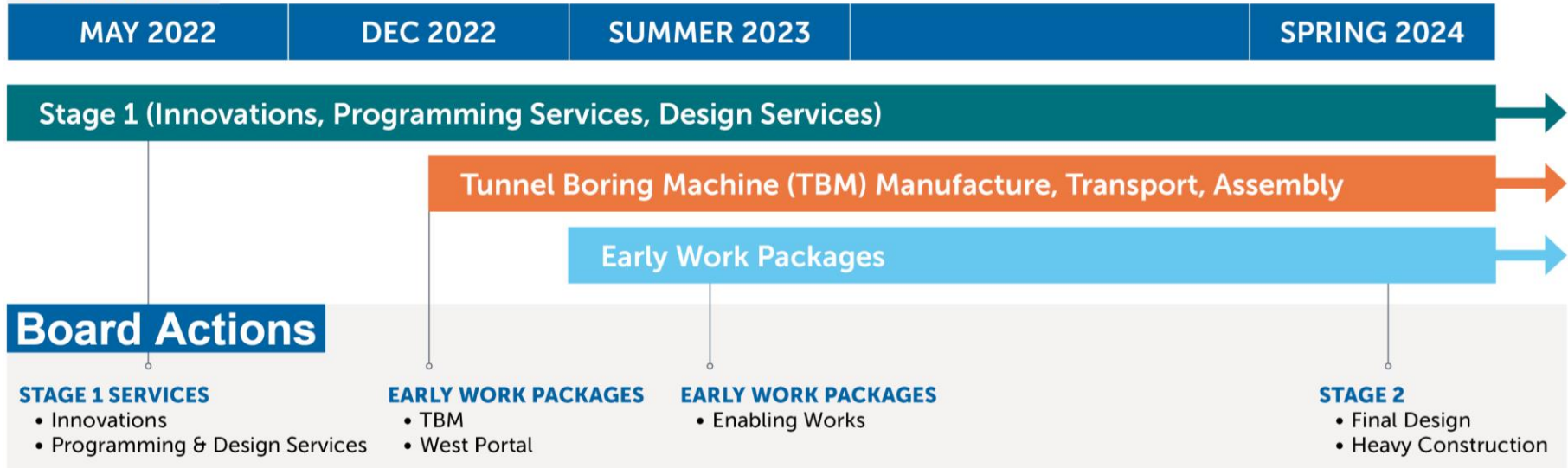
*Conceptual Rendering – Subject to Change*



# Tunnel & Trackwork Upcoming Schedule



## Schedule





## Station Design Refinement

- Anticipated to be shared during December VTA Board Meeting
- Downtown & Diridon alternatives evaluation
- Santa Clara West Side Underground Concourse



# FTA Meetings and Site Visit



- FTA Headquarters, Region IX, and FTA Program Management Oversight Consultant
- Topics included project status update including cost, schedule, and risks
- Full Funding Grant Agreement (FFGA) Roadmap
- Included a tour of the alignment



# Infrastructure Advisor Visit



- October 5<sup>th</sup>, 2022 - CA infrastructure advisor toured the Diridon station
  - Included BART Phase II Project Updates and improvements to Diridon Station
- Former LA Mayor was appointed by Governor Newsom to work with local, state, and federal leaders to maximize access to federal funding across all regions of the state for priority projects
  - One of the priority projects in the region is VTA's BART Phase II Project



# Cost, Schedule, and Risk



- FTA 2021 Risk Assessment (\$9.1 Billion, 2034 revenue service date)
- Given CP2 in place and further project definition
  - Program team updating cost and schedule estimates (re-baselining)
  - Previous estimates from January 2021
- An independent cost estimate will also be prepared
- Per contract KST is preparing their own open-book estimate for CP2 work
- Major risks:
  - Multiple contract interfaces and timing for progress of CP2
  - Market conditions (competition, escalation, resources)

# Government Affairs & Funding



- \$1.5 billion allocated projects outside of Southern CA
  - MTC will recommend projects, but CalSTA will grade them
- MTC decision voted unanimously for projects of most interest:
  - BSV Phase II Extension
  - BART's core capacity
  - Caltrain electrification
- Submitted request to MTC for additional \$750 million from state's Transit and Intercity Rail Capital Program (TIRCP) to fully fund the Project
- Request letters of support by beginning of evaluation process (by December 2<sup>nd</sup>)
- CalSTA Call for Projects – November 15, 2022
- Existing Projects Preliminary Information Submittal – December 6, 2022



- Single-bore tunnel
  - **Feasible and appropriate**
  - Will reduce above-ground and street disruption as compared to twin-bore
- Regardless of which tunnel option is selected, construction risk cannot be eliminated, but measures can be taken to account for it.
  - Adit construction requires certainty that the ground is safe for excavation
  - The island platform proposal is a significant improvement and risk mitigation measure
- KST has assembled a highly experienced and skilled team
- **A design change to twin-bore tunnels at this stage will cause a significant delay and cost to this project**



VTA has submitted a request to FTA to transition the project into New Starts allowing a higher federal funding contribution



Letter of No Prejudice (LONP) requested to allow for continued pre-award authority and uninterrupted project activities



Discussions with FTA continue developing a roadmap to a Full Funding Grant Agreement (FFGA)



# Real Estate and Acquisitions

Ron Golem, VTA

# Property Acquisitions



- June 4, 2018 – Federal Transit Administration (FTA) awarded VTA’s BSVII Project a Record of Decision (ROD) for its federal environmental document
  - VTA received the **authority to acquire property** for the Phase II Project
- Some relocations of residential and non-residential occupants are unavoidable for the Phase II Project to be completed. However, the Project team seeks to minimize the number of potential acquisitions and resulting relocations as part of the design and planning efforts.

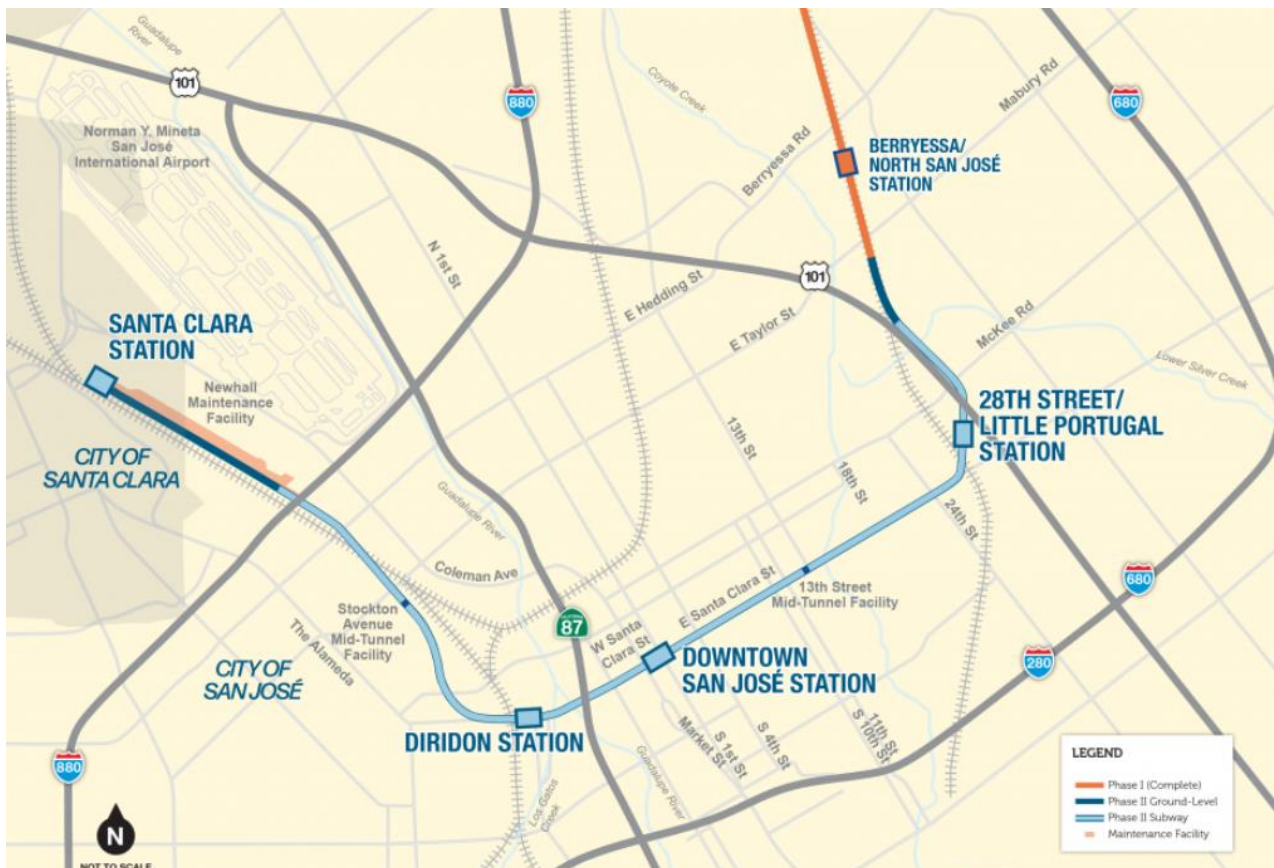




- VTA retained Associated Right of Way Services, Inc. (ARWS) to support VTA in relocation activities.
- All property owners and potentially impacted occupants that were identified in the final environmental document for the Phase II Project received General Information Notices from VTA in June 2018.
- The General Information Notice introduced the ARWS team and invited property owners and occupants to meet with ARWS to better understand the Project, schedule, how the Project may impact them, and what assistance could be available under the Relocation Assistance Program.
  - The public review and comment period collected feedback to inform the Final Relocation Plan
  - The **Draft Relocation Plan** was prepared and made available for public review and comment
  - VTA also held four public forums to present the Draft Relocation Plan and receive comments
  - The **Final Relocation Plan** was adopted on December 6, 2018.
    - Includes: the project description, description of potential impacts, a summary of relocation resources for impacted occupants, the description of VTA's Relocation Assistance Program, and responses to comments received on the Draft Relocation Plan.
    - ***Allows the Phase II Project to enter into negotiations for the first phase of property acquisitions.***

For more information, please visit [VTA's BART Phase II Real Estate | VTA](#)

# BSVII Project Map



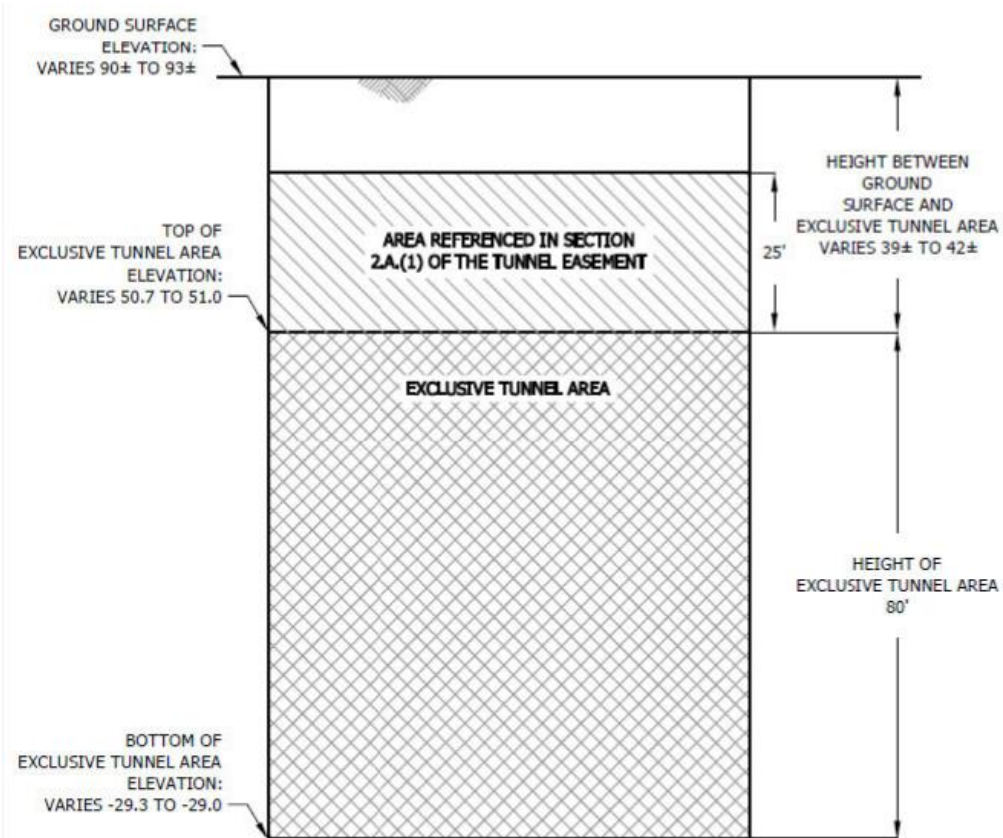
CURRENT as of 11/15/22 – FOR DISCUSSION ONLY

# Update on BART Phase 2 Acquisitions



- 85 properties, with variety of required takes, from East Portal near Berryessa/NSJ BART to West Portal at Newhall Yard
  - Full fee (9), permanent easements (13), temporary easements (17), tunnel easements (46)
- Offers made to more than half (48); appraisals ordered for 74% (63)
- Expect similar experience to BART Ph. 1 on use of eminent domain
- Focused on possession; Possession & Use Agreements if price the issue
- On schedule on possession for early works construction in 2023, start of heavy construction and tunnel boring in 2024

# Cross Section of Tunnel Easement





# Station Refinements

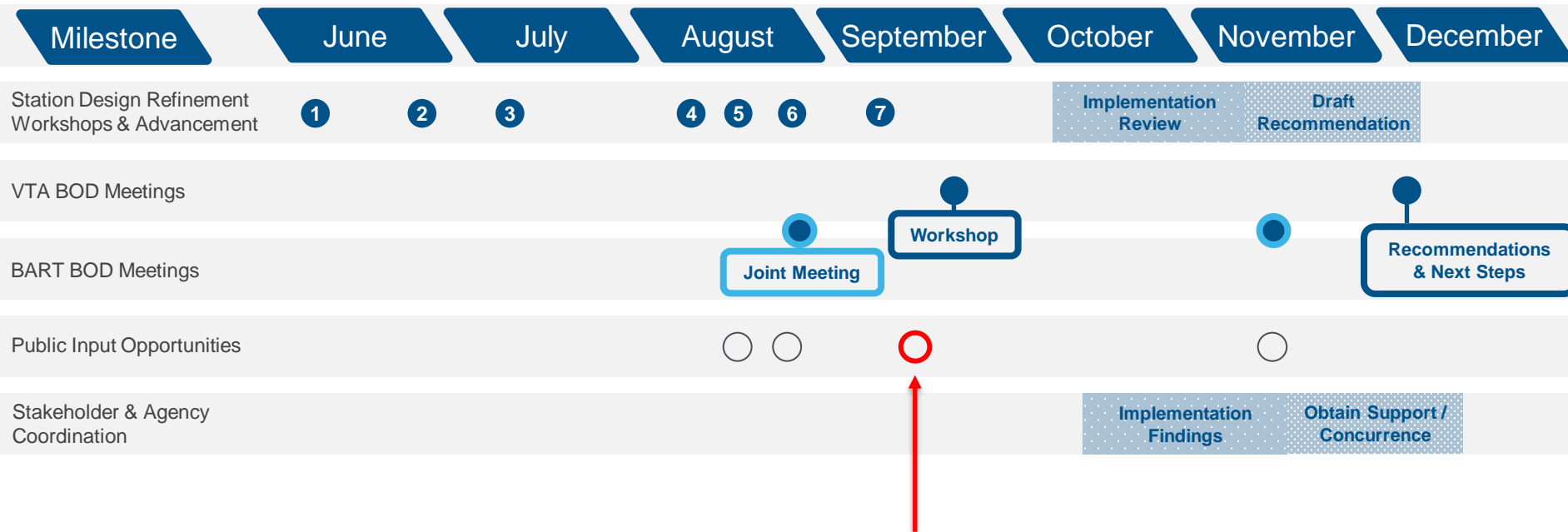
Adriano Rothschild, VTA

# Station Design Refinement Overview



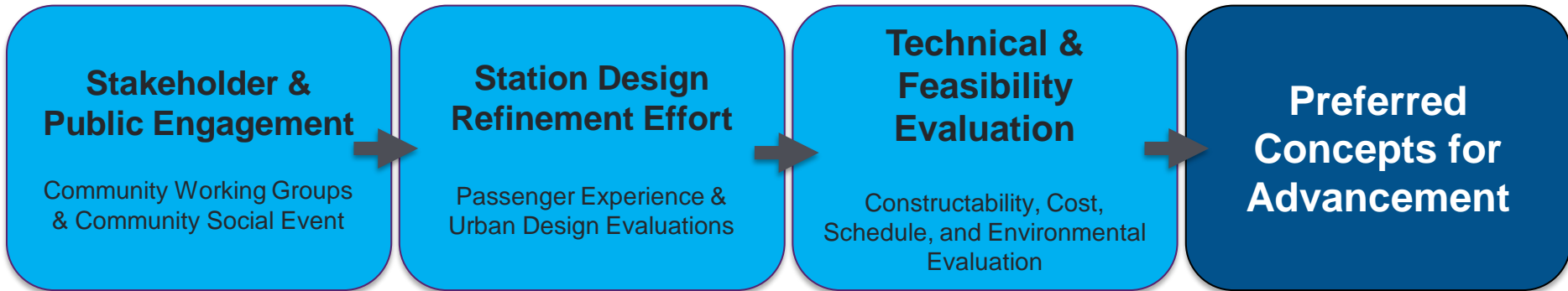
- The VTA Board requested that the Project “explore and make public the findings and trade-offs explicit in critical design options for the BART station design at Downtown and Diridon Stations” that are:
  - within the extents of the currently approved project including exploration of accommodations for future project elements, and
  - within the timelines determined by the Federal Transit Administration (FTA) that will enable the Project to move forward with a full funding grant agreement (FFGA).
- Goals
  - Improve connectivity & access
  - Improve passenger experience & circulation
  - Optimize TOD integration

# Station Design Refinement Timeline



Recap provided at September CWG

# Evaluation Process







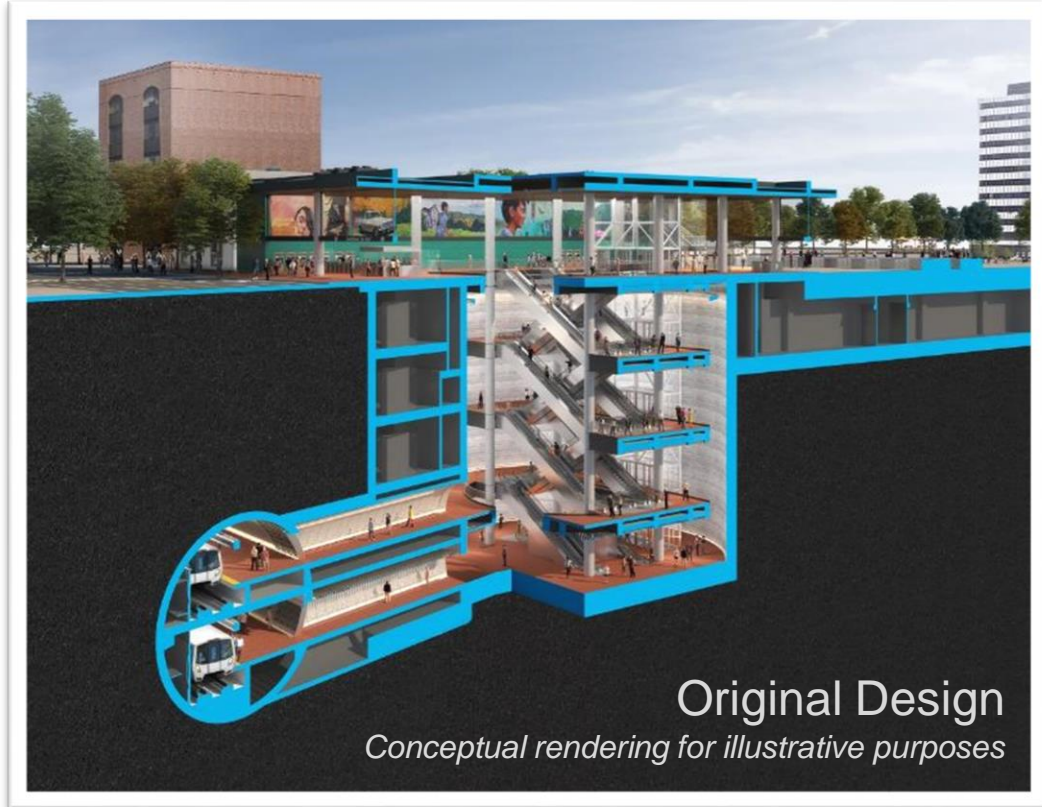
# Downtown San José Station Refinements Under Consideration

# Downtown Station Primary Entrance



## Key refinements:

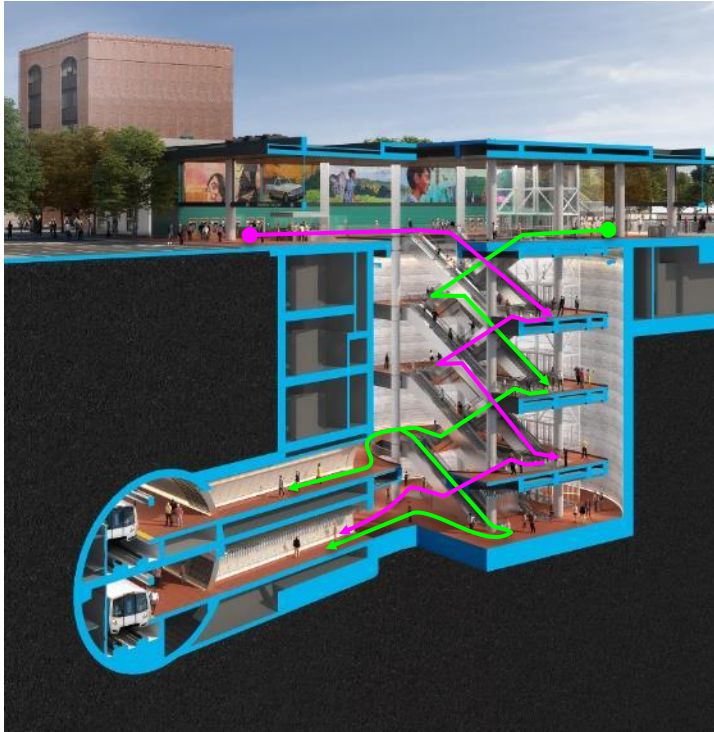
- Reduce number of escalator switchbacks
- Maximize potential for on-site and high-density TOD
- Explore opportunities for ground floor commercial



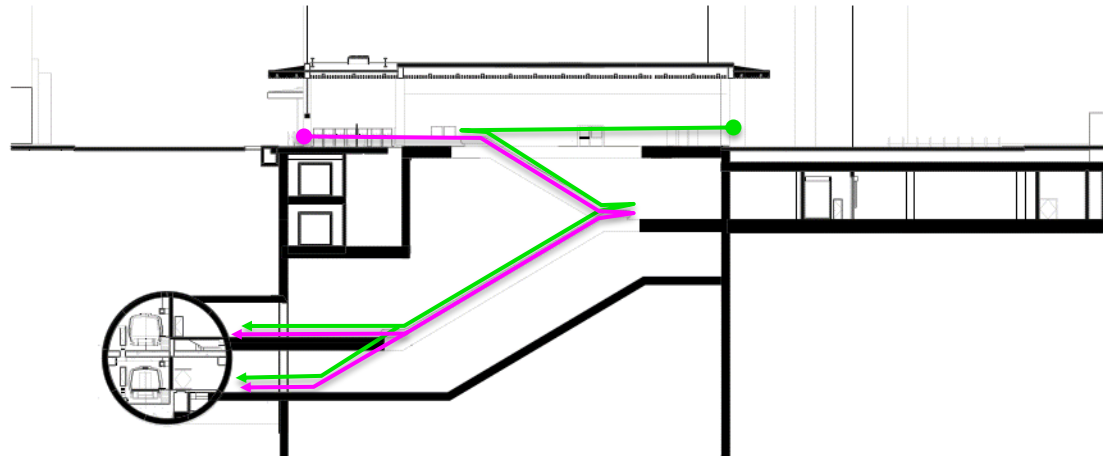
# Primary Entrance – Circulation Refinement



Current Design



Design Refinement Section View



*Refinement benefit is maximized by proposed center platform innovation.*

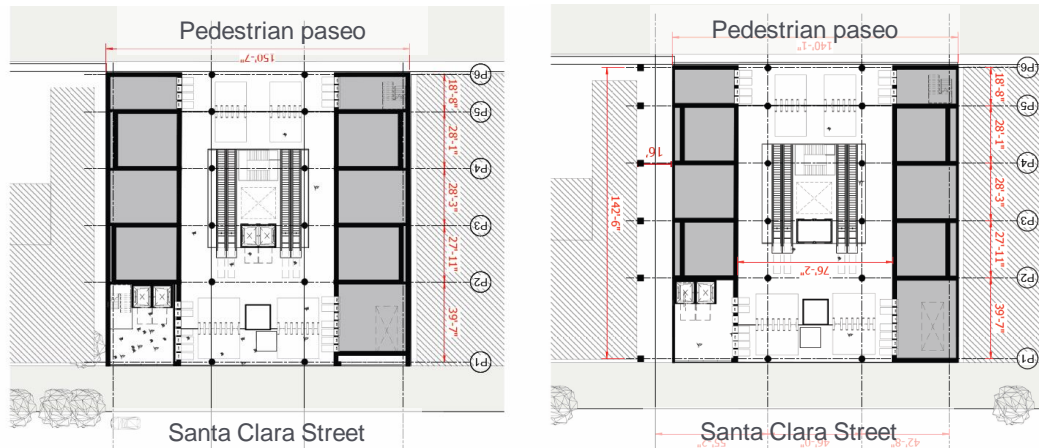
# Primary Entrance – Additional Refinements



## Refinement Opportunities & Considerations:

- providing structural support for on-site TOD,
- ground-floor retail space, and
- open (free) passageways between Santa Clara Street and the new paseo to the north

*concepts under evaluation*



CURRENT as of 11/15/22 – FOR DISCUSSION ONLY

# Downtown Station South Entrance Options



## Key Considerations:

- Provide entrance from the south of Santa Clara Street
- Provide entrance to the east
- South entrance locations not environmentally cleared



Option 1: Entrance Building on Santa Clara & Second Street



Option 2: Fountain Alley Sidewalk Entrance



Option 3: Santa Clara Street Sidewalk Entrance





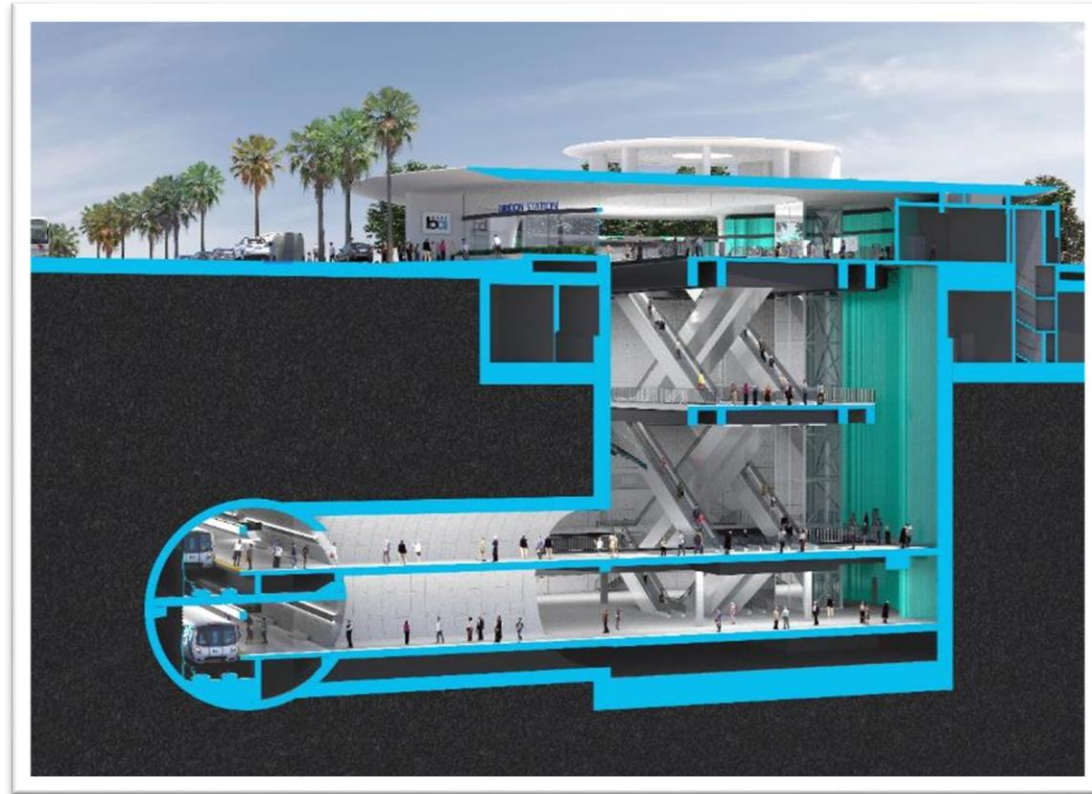
# Diridon Station Current Design

# Diridon Station Primary Entrance



## Key refinements:

- Maximize potential for on-site and high-density TOD
- Identify opportunities for improved intermodal connectivity

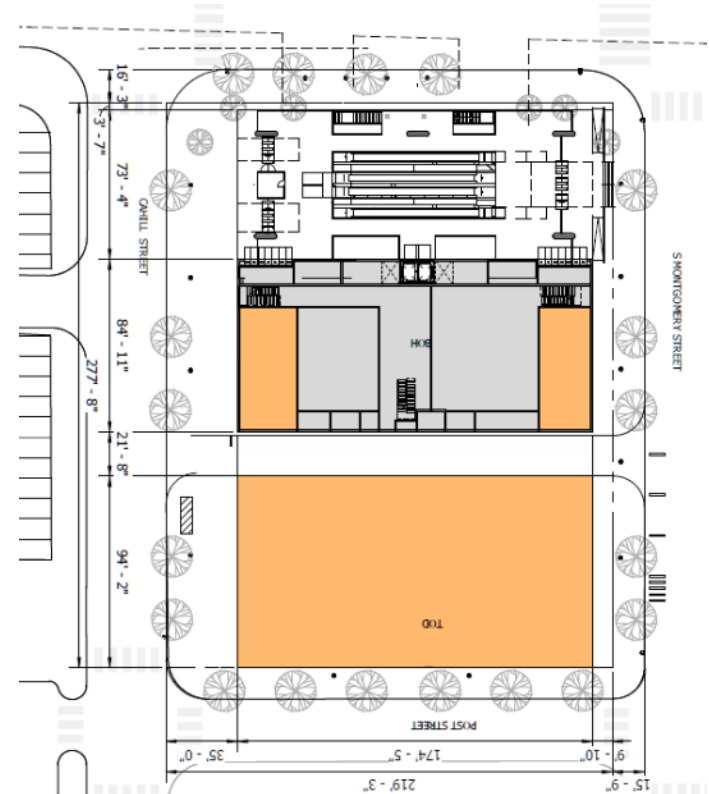


# Diridon Station Primary Entrance



## Primary Entrance Refinement Considerations:

- Rectangular shaft alternatives
- Potential for entrances fronting Santa Clara Street
- Opportunities for increased TOD along Montgomery Street



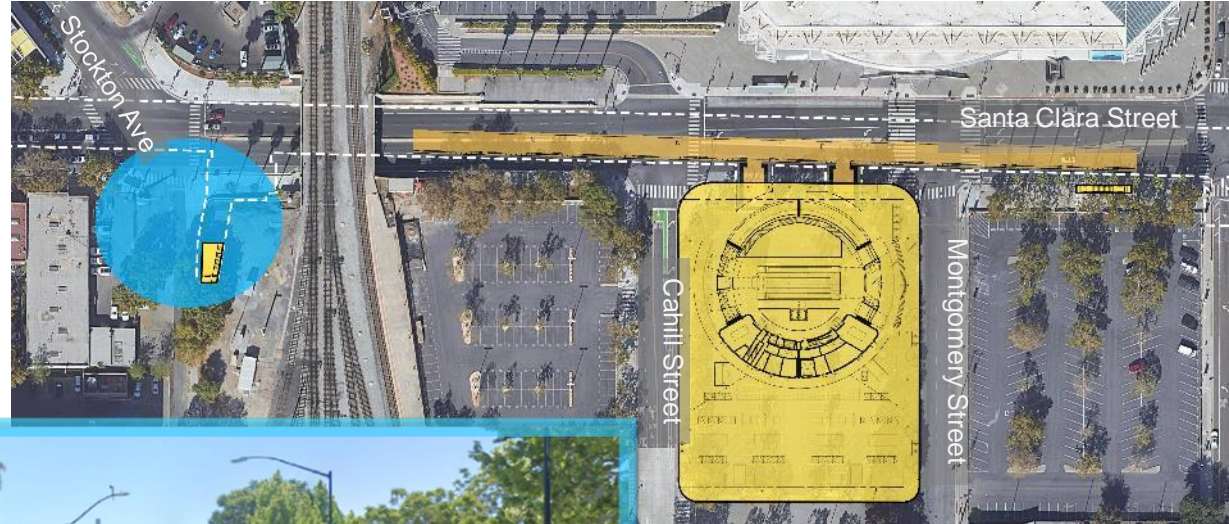


# Station Design Refinements – West Entrance Options



## Key considerations:

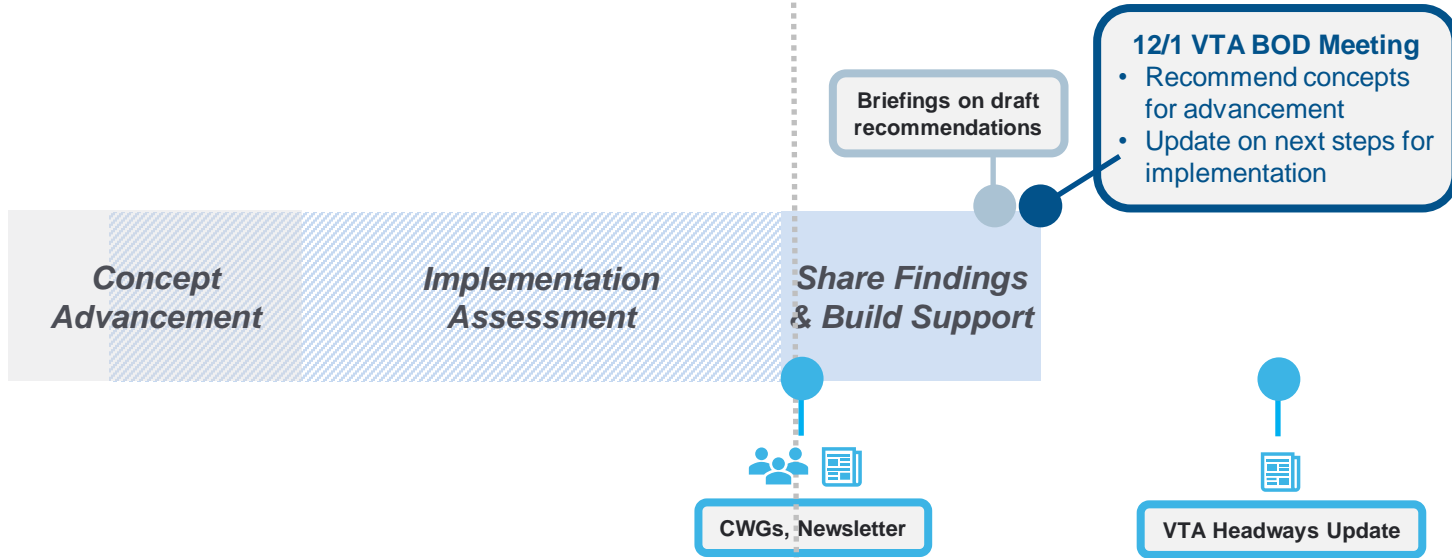
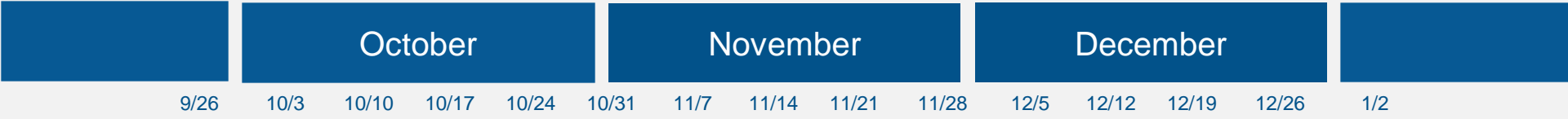
- Facilitate intermodal connection
- Explore opportunities for entrance to the west
- Secondary entrance locations not environmentally cleared





# Next Steps

# Station Design Refinement Timeline





# Outreach & Engagement

Erica Roecks & Kristen Mei, VTA



## Construction Outreach Management Program



**Construction Education and Outreach Plan (CEOP):** communication during construction between VTA, cities of San José and Santa Clara, and the public



**Construction Transportation Management Plan (CTMP):** coordinate circulation and access needs within and around the construction areas for all transportation options



**Emergency Services Coordination Plan (ESCP):** coordinate with local emergency services to minimize impact to emergency service routes and response times due to construction activities



The purpose is to:

- Coordinate access for all modes during construction
- Minimize and reduce to the extent possible construction-related transportation impacts
- Establish a basis for developing Traffic Control Plans (TCP)

The purpose is not to:

- Impede construction to eliminate travel and access disruptions

# CP2 Specific CTMP Engagement



- Regular coordination meetings throughout development
- Review of Draft Contract-Specific CTMP



- Engagement with adjacent businesses and institutions
- Regular coordination meetings throughout development to provide input

- Draft Contract-Specific CTMP presented for input and consideration

# CP2 CTMPs by Work Area



*Additional CP2 Specific CTMPs will be developed and the work areas that will be covered in them will be determined as the project advances.*





# 2022 Engagement Summary



Santa Clara  
Parade of Champions



Santa Clara  
Art & Wine Festival



Diridon  
Caltrain Station



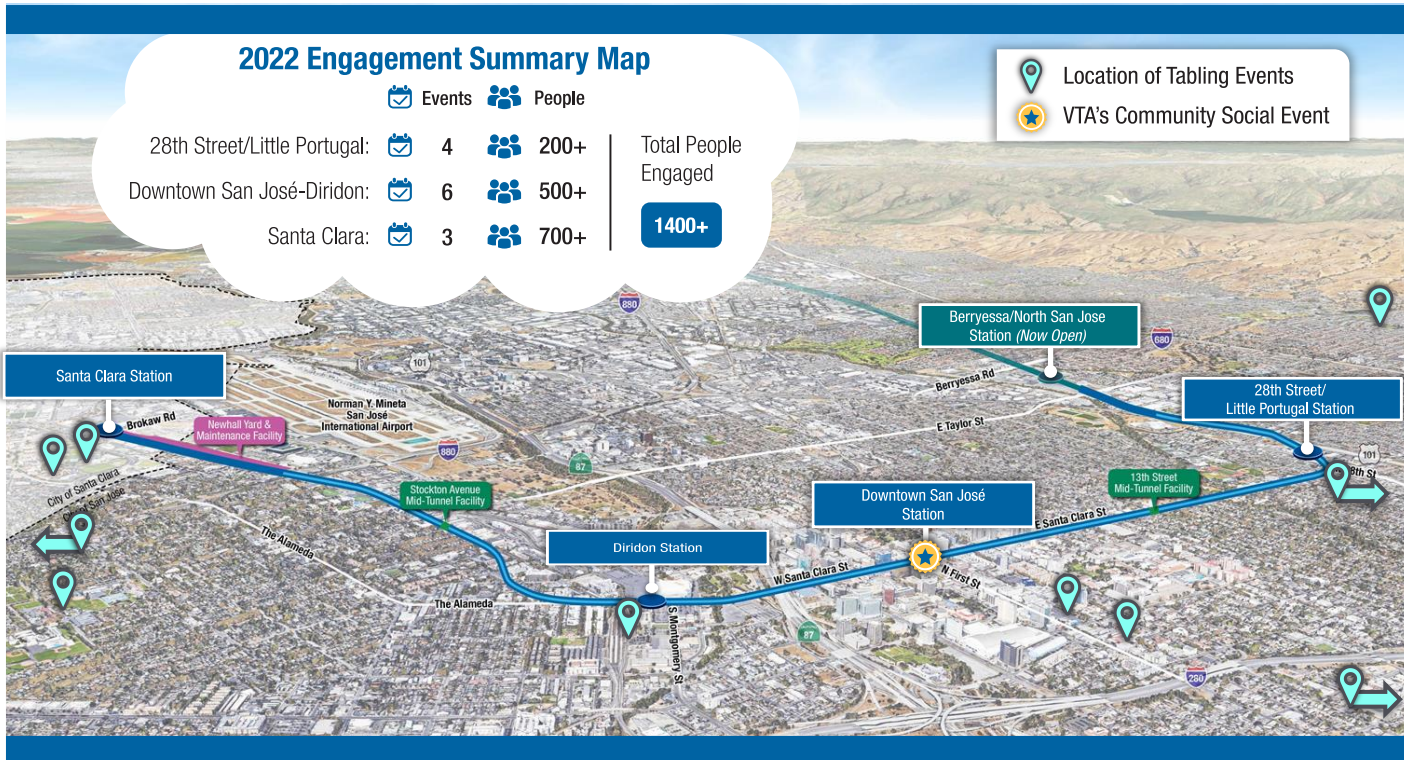
Downtown San José  
Farmer's Market



Viva Calle



Mexican Heritage Plaza:  
Chile Mole Posole



# Station Specific Engagement



- **Downtown San José Farmer's Market** – *July 27<sup>th</sup> & October 5<sup>th</sup>*
- **Rose Garden Farmer's Market** – *August 6<sup>th</sup>*
- **Diridon Caltrain Station** – *August 19<sup>th</sup>*
- **VTA's Community Social** – *August 27<sup>th</sup>*
- **Viva Calle San José** – *September 18<sup>th</sup>*

## Recent Presentations

- SJAA Board of Directors Meeting – *October 26<sup>th</sup>*
- SVLG Transportation Policy Committee – *November 2<sup>nd</sup>*



- What other public engagement events should we be participating in?
- What are other community organizations/agencies/associations/etc. that we should be engaging?

Go to [www.menti.com](https://www.menti.com) and use the code 3615 1549





# CWG Member Report Back

# Report Back – Downtown & Diridon



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Carol Austen, *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas, *San José State University*
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How have you been sharing information and updates on BSVII with your community?

What have you heard from your communities?

# Next Steps

- Next CWG meeting:  
**February 14th, 2023**
  - Phase II Update
  - 2023 CWG Workplan Review
  - CWG Member Report Back