

# VTA's BART Silicon Valley Phase II Extension Project

Alum Rock/28<sup>th</sup> Street Community Working Group

February 7, 2018



## Agenda

- Follow-up Items
- Trails Overview
- Phase I Update
- Phase II Update
- Financial Update
- San Jose Diridon Integrated Station Concept Plan
- Transit Oriented Development Strategy & Access Planning Studies Update
- Project Updates
- CWG 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



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## 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



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## Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Karen Gauss	Primary Outreach Contact
Leyla Hedayat	Phase II Project Manager
Erica Roecks	Technical Lead
Michael Brilliot	City of San Jose – Planning Liaison
Brian Stanke	City of San Jose – DOT Liaison
Ahmad Qayoumi	City of San Jose – DOT Liaison



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## Upcoming Meetings

### **New CWG Dates**

- April 25, 2018 4:00-6:00 PM
- June 13, 2018 4:00-6:00 PM
- September 12, 2018 4:00-6:00 PM
- November 14, 2018 4:00-6:00 PM

### **VTA Board of Directors**

- March 1, 2018 at 5:30 PM
- April 5, 2018 at 5:30 PM



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## Follow-Up Items



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### Follow-Up Items

- City updates will be included in future Ph. I Updates after the station is open.
- The towing program is run by SJPD and the fees are set by the City Council. Unfortunately, the City would not be able to waive the business towing fees.
- The City will share their recommendations for the Alum Rock BRT Safety and Signal Coordination Study that they are working on with VTA once it is finalized.
- At least 60% of each Residential Permit Parking citation fine collected covers issuance, administrative costs and surcharges. Additional costs, up to 100+% of the citation, can be incurred if citations are contested. The money collected from parking citations flow into the City's general fund in support of programs citywide.
- A Funding Strategy Update will be presented today.



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# Trails Overview

Yves Zsutty, City of San Jose



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## Trail Development



SAN JOSE  
PARKS, RECREATION &  
NEIGHBORHOOD SERVICES



# Vision

The **national leader** for trail integration in the urban environment



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# Outcomes

**One of nation's largest Trail Networks**  
**59.5 mile Trail Network now open**  
**Commuter share; up to 55%**



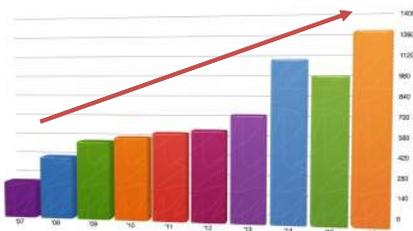
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# Approach

2004: **26.0 miles**  
 2018: **59.5 miles** Class I Trails



# Usage



Guadalupe River Trail – Coleman Avenue Count Station











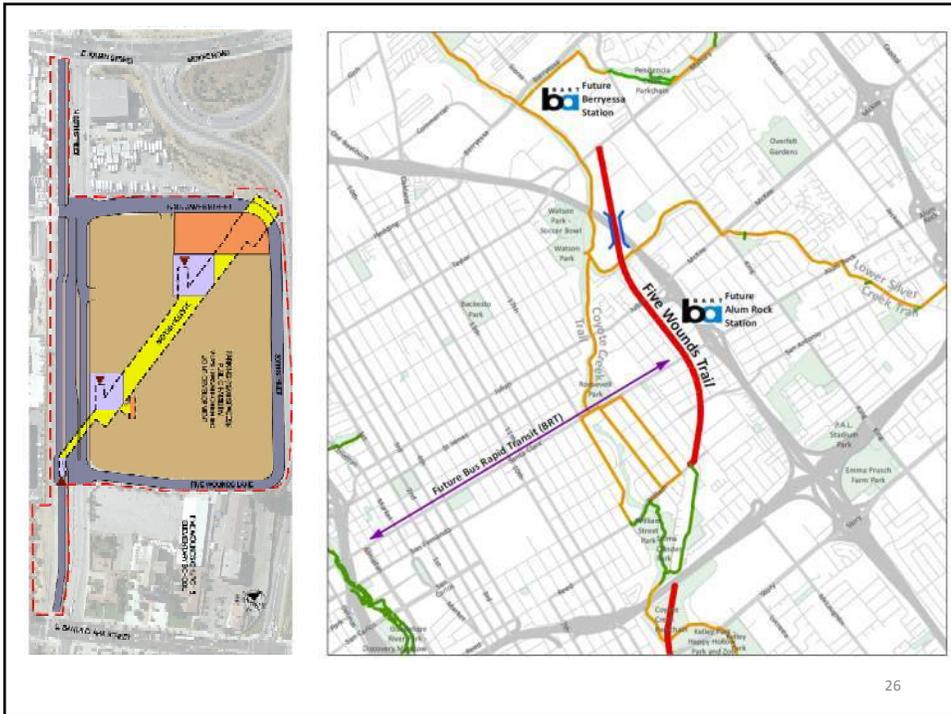
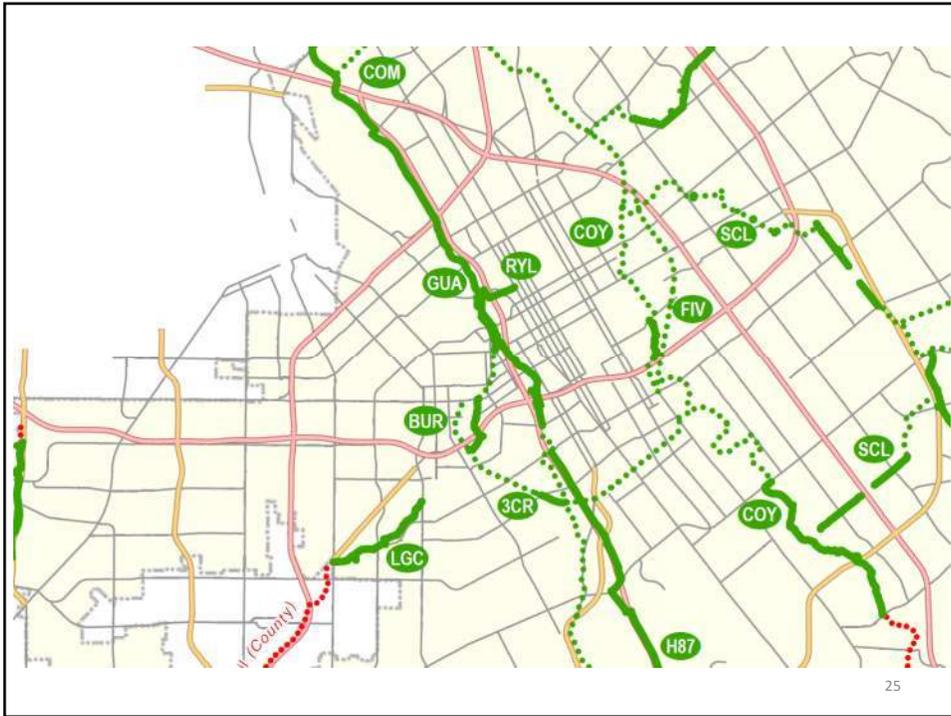


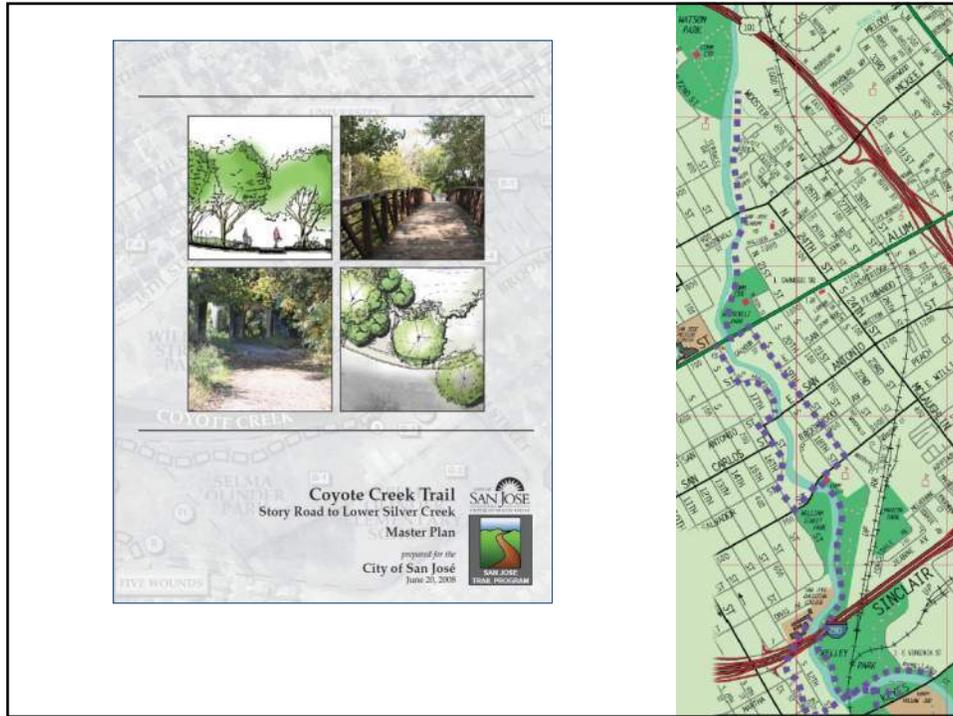
# TRAIL DEVELOPMENT



Near Alum Rock/28<sup>th</sup> Street Station

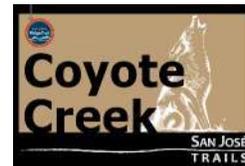






## Active Projects

- Berryessa Road to Mabury Road
  - Proposed as part of Flea Market (South)
- Mabury Road to Watson Park
  - Funded for design and construction
- Selma Olinder Park to Story Road
  - Funded for design and construction
- Story Road to Tully Road
  - Funded for design and construction
- Five Wounds Trail (William St-Whitton Av)
  - Acquisition



WATSON PARK  
DRAINAGE SWALE AND CULVERT  
HWY 101  
MAGURY ROAD  
NEW BART STATION PARKING  
COYOTE CREEK  
POTENTIAL TRAIL GATEWAY  
RETAINING WALL  
PROPOSED RED BIKE BRIDGE  
RETAINING WALL

1 2 3 4 5 6 7 8

0' 100' 200' 400'

3 4 5 6 7 8

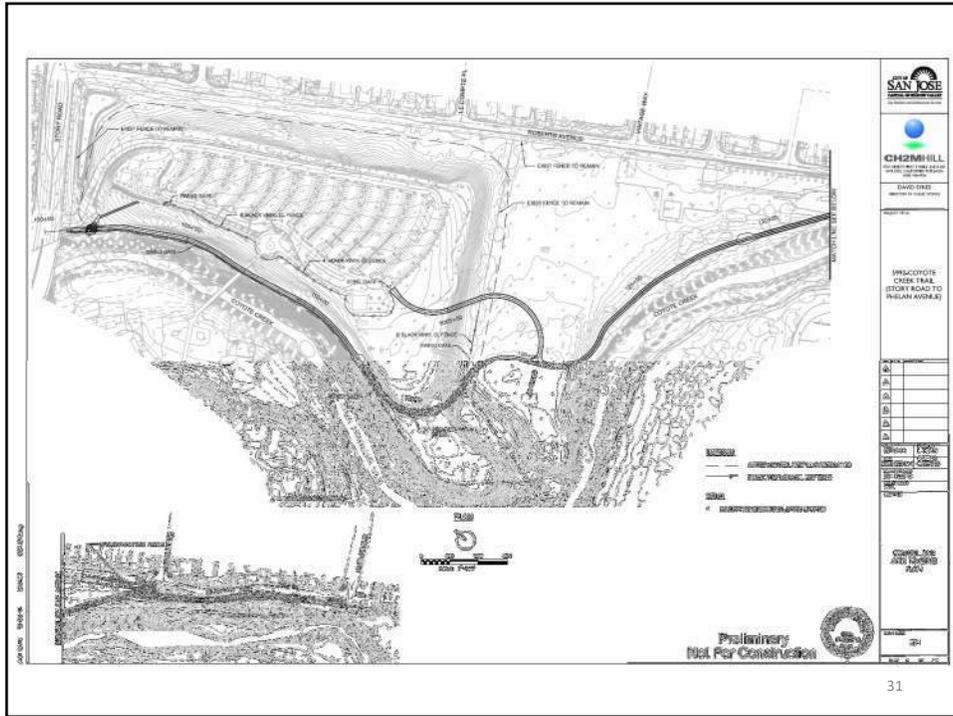
**EXISTING CONDITION**  
COYOTE CREEK TRAIL DESIGN CONCEPT, CITY OF SAN JOSE

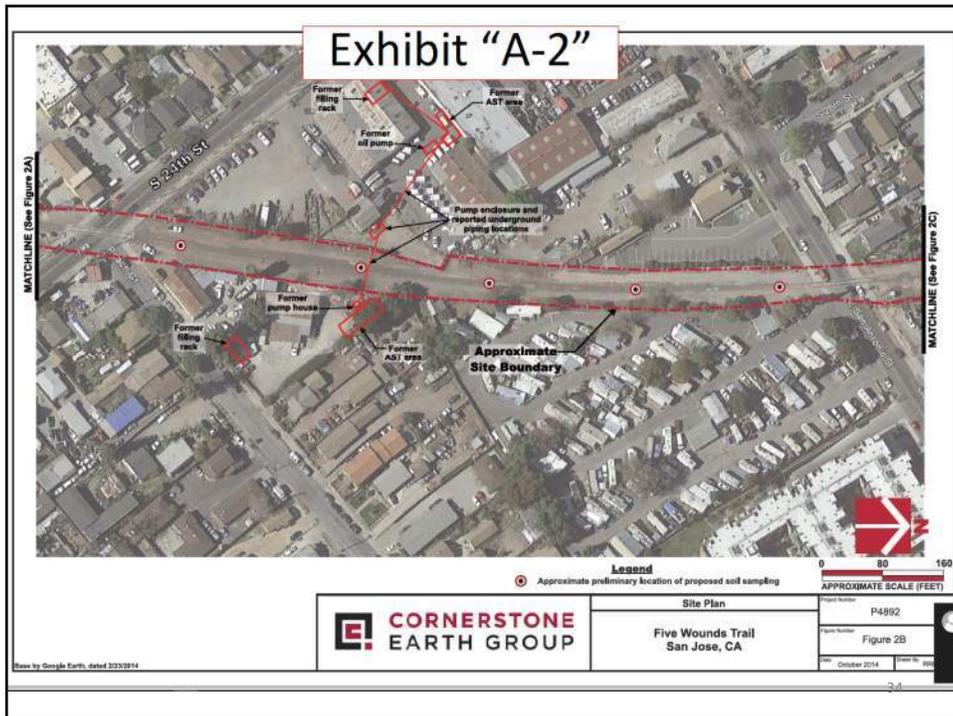
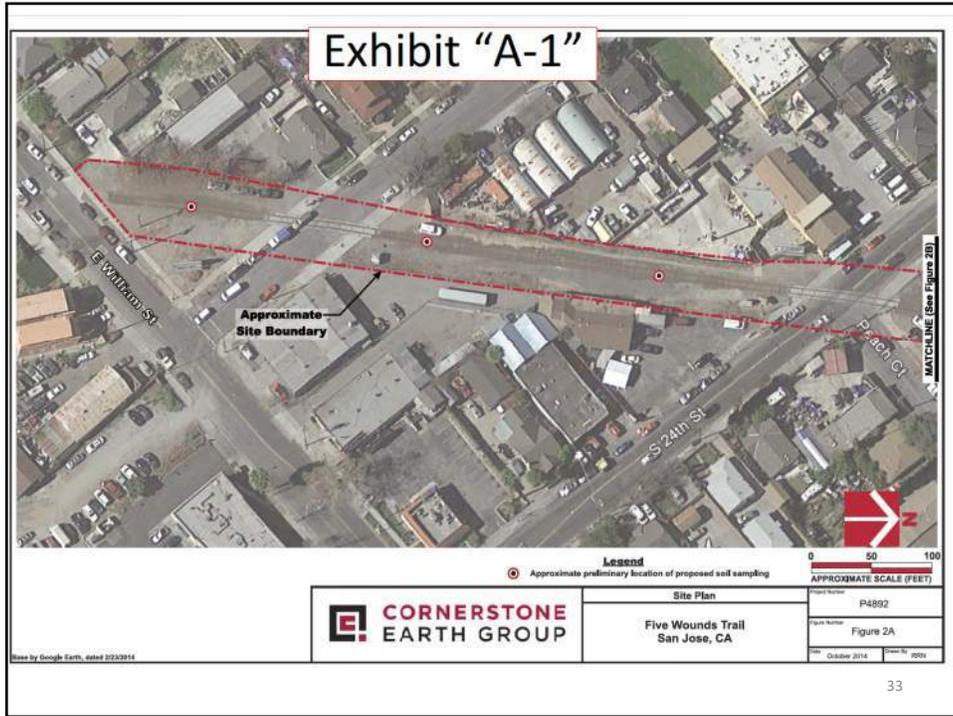
SAN JOSE  
MARK THOMAS  
APRIL 12, 2015

  
**CITY OF SAN JOSE**  
 CAPITAL OF SILICON VALLEY  
 DEPARTMENT OF PUBLIC WORKS  
 CITY FACILITIES ARCHITECTURAL SERVICES DIVISION  
 PLANS FOR THE CONSTRUCTION OF  
**6324 - COYOTE CREEK TRAIL**  
**STORY ROAD TO SELMA OLINDER PARK**  
 OCTOBER 2014

<p><b>INDEX TO DRAWINGS</b></p> <table border="0"> <thead> <tr> <th>SHEET NO.</th> <th>SHEET TITLE</th> </tr> </thead> <tbody> <tr><td>L1.0</td><td>COVER</td></tr> <tr><td>L1.1</td><td>KEY MAP</td></tr> <tr><td>L3.0 - L3.3</td><td>EXISTING CONDITIONS AND DEMOLITION PLAN</td></tr> <tr><td>L3.0 - L3.2</td><td>WATER POLLUTION CONTROL PLAN</td></tr> <tr><td>L4.0 - L4.4</td><td>PLAN AND PROFILE</td></tr> <tr><td>L5.0</td><td>TYPICAL TRAIL CROSS SECTIONS</td></tr> <tr><td>L6.0 - L6.1</td><td>TRAIL ENLARGEMENT PLAN</td></tr> <tr><td>L7.0 - L7.4</td><td>TRAIL SIGNAGE AND STRIPING PLAN</td></tr> <tr><td>L8.0 - L8.4</td><td>CONSTRUCTION DETAILS</td></tr> <tr><td>C1.0</td><td>INTERSECTION LAYOUT PLAN STORY ROAD AND REHSLAND COURT</td></tr> <tr><td>C2.0</td><td>TYPICAL SECTION AND CONSTRUCTION DETAILS</td></tr> <tr><td>E1.0</td><td>ELECTRICAL PLAN &amp; DETAILS</td></tr> <tr><td>S1.0</td><td>REHSLAND CT &amp; STORY ROAD STRIPING PLAN</td></tr> <tr><td>TS1.0</td><td>TRAFFIC SIGNAL GENERAL NOTES</td></tr> <tr><td>TS1.1</td><td>TRAFFIC SIGNAL PLAN</td></tr> <tr><td>TS1.2</td><td>CONDUCTOR &amp; EQUIPMENT SCHEDULES</td></tr> <tr><td>TS1.3</td><td>STREET NAME SIGN DETAILS</td></tr> <tr><td>SI.1</td><td>GENERAL NOTES, CHU RETAINING WALL, INTERPRETIVE POLE FOOTING</td></tr> </tbody> </table>	SHEET NO.	SHEET TITLE	L1.0	COVER	L1.1	KEY MAP	L3.0 - L3.3	EXISTING CONDITIONS AND DEMOLITION PLAN	L3.0 - L3.2	WATER POLLUTION CONTROL PLAN	L4.0 - L4.4	PLAN AND PROFILE	L5.0	TYPICAL TRAIL CROSS SECTIONS	L6.0 - L6.1	TRAIL ENLARGEMENT PLAN	L7.0 - L7.4	TRAIL SIGNAGE AND STRIPING PLAN	L8.0 - L8.4	CONSTRUCTION DETAILS	C1.0	INTERSECTION LAYOUT PLAN STORY ROAD AND REHSLAND COURT	C2.0	TYPICAL SECTION AND CONSTRUCTION DETAILS	E1.0	ELECTRICAL PLAN & DETAILS	S1.0	REHSLAND CT & STORY ROAD STRIPING PLAN	TS1.0	TRAFFIC SIGNAL GENERAL NOTES	TS1.1	TRAFFIC SIGNAL PLAN	TS1.2	CONDUCTOR & EQUIPMENT SCHEDULES	TS1.3	STREET NAME SIGN DETAILS	SI.1	GENERAL NOTES, CHU RETAINING WALL, INTERPRETIVE POLE FOOTING	<p><b>VICINITY MAP</b></p>  <p>PROJECT LOCATION</p>	<p>APPROVED BY: _____ DATE _____</p> <p>DAVID SYKES DIRECTOR OF PUBLIC WORKS</p> <p>APPROVED BY: _____ DATE _____</p> <p>JULIE EDMONDS-MAKES DIRECTOR OF PARKS, RECREATION, AND NEIGHBORHOOD SERVICES</p>
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# QUESTIONS & ANSWERS

# Phase I Update

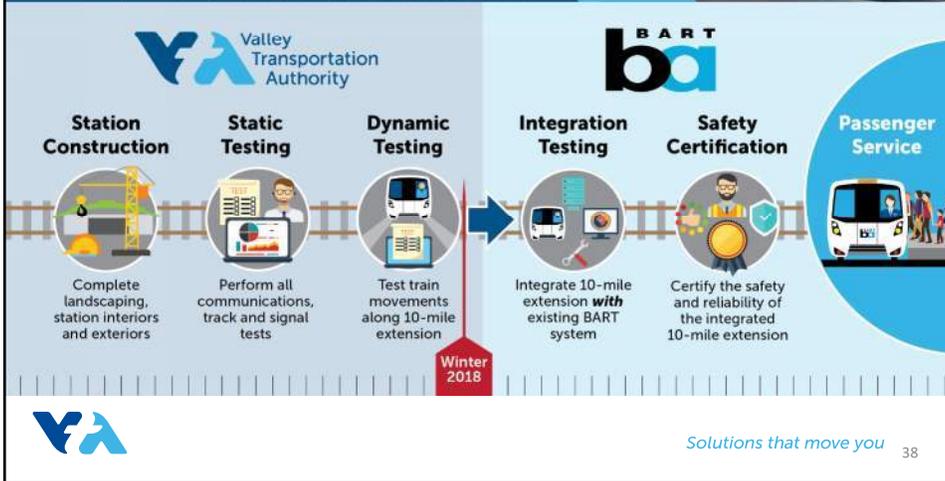
Karen Gauss, VTA



## Key Milestone Schedule: BART Silicon Valley Phase I



Sequence of Events to Complete Phase 1



Questions?



*Solutions that move you* 39

## Phase II Update

Jill Gibson, VTA



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## Tunneling Methodology Peer Review

VTA and BART conducted a peer review:

- November 13th-15th 2017
- Panelists from public transit agencies that operate subway systems with deep stations
- Panel opined that with some adjustments to address BART's operational safety concerns: **the single-bore tunnel can be operated safely as an extension of the BART system**
- Resulted in technical work to further refine design consideration for tunneling methodologies



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## FTA's New Starts Funding Program Update

- FTA granted VTA's request to extend the Project Development phase of FTA's New Starts Funding Program to June 2018
- 3 month extension will be used to refine the design considerations for twin-bore and single-bore tunneling methodologies
  - Updated cost estimate and schedule needed to enter New Starts Engineering



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### Refining Phase II Design Considerations – **To Date**

- In January, VTA and BART staff met with VTA's tunnel design teams to review:
  - design and studies developed to date;
  - Current codes, standards, and design criteria requirements
- VTA is working on refinements to both configurations:
  - Twin-bore to bring the design up to current codes, standards, and design criteria
  - Single-bore to address observations from the peer review panel



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### Refining Phase II Design Considerations – **Next Steps**

- In early February a workshop will be held with industry experts to review the proposed approach and sequence for construction of the Downtown San Jose Station in the twin-bore configuration
- VTA is conducting a series of technical meetings with BART in February



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### Phase II Environmental Process Update

- Final SEIS/SEIR will be published mid-February
  - Final document will include all comments and responses received on the draft document
- VTA Board will be asked to approve the Project Description in April 2018
- BART Board action on Project in April 2018
- Record of Decision anticipated in June 2018



### Phase II Extension Timeline



Questions?



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# Financial Update

Mike Smith, VTA



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## Phase II Extension Project Funding Strategy

<b>Project Cost:</b>	<b>\$4.69 Billion<sup>1</sup></b>
○ <b>Expended Funds:</b>	<b>\$160 Million</b>
<input checked="" type="checkbox"/> Measure A Sales Tax & TCRP	
○ <b>Projected Local &amp; State Funds:</b>	<b>\$3.25 Billion</b>
<input checked="" type="checkbox"/> Existing Measure A Sales Tax	
<input checked="" type="checkbox"/> 2016 Sales Tax Measure B	
<input type="checkbox"/> State Transit & Intercity Rail Capital Program <sup>2</sup>	
○ <b>Projected Federal Funds:</b>	<b>\$1.5 Billion</b>
<input type="checkbox"/> FTA New Starts	
<b>Projected Funding:</b>	<b>\$4.91 Billion<sup>3</sup></b>

<sup>1</sup> As part of the Federal New Starts review process, FTA will conduct a risk evaluation and establish with VTA the contingency levels for the project.

<sup>2</sup> VTA is targeting the maximum State Transit & Intercity Rail Capital Program amount of \$750 million. The current program is competitive and any allocation awarded to VTA could be less than the target amount.

<sup>3</sup> The amount included in the funding strategy assumes pre-risk assessed cost and excludes finance costs.



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## Progress Since Last Update

- **FTA New Starts –**
  - Moving toward Record of Decision
- **Cap and Trade/TIRCP –**
  - Legislation extended program life to 2030
- **SB-1 Gas Tax –**
  - Will provide significant funding to TIRCP
- **Value Capture –**
  - Analysis and discussions continue
- **Regional Measure 3 –**
  - Possible additional funding from bridge tolls, if voters approve



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## State of California Transit and Intercity Rail Capital Program

### What is TIRCP?

*The TIRCP is a competitive state grant for capital improvements relating to California's intercity rail, bus, ferry, and rail transit systems. The grant is administered by Caltrans, in collaboration with CalSTA.*

### Why is it important to our Project?

*The VTA BART Phase II Extension Project's funding strategy includes \$750 Million from the TIRCP grant.*



## State of California Transit and Intercity Rail Capital Program

### How is VTA pursuing TIRCP funding?

*VTA has already secured \$20 Million in previous funding cycle  
In January 2018, VTA applied for the remaining \$730 Million*

### What happens next?

**Jan. 12, 2018**  
VTA submitted application

**Apr. 30, 2018**  
CalSTA publishes list of approved projects

**Feb. 12, 2018**  
CalSTA publishes summary of applications

**May 2018**  
Presentation of project list to California Transportation Commission



Questions?



*Solutions that move you* 53

## San Jose Diridon Integrated Station Concept Plan

Jill Gibson, VTA  
Bill Ekern, City of San Jose



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## Cooperation Agreement & Funding Agreements

**Purpose:**

- Work as a cohesive group
- Fresh, bold look at the Station
- Review whole Station Area (tracks, station, access)
- Partner commitments

**Includes:**

- Guiding Principles
- Concept Plan Deliverable
- Roles & Responsibilities
- Organization

**Status:**

- Finalizing language and establishing individual funding agreements
- VTA Board Authorization: Spring 2018

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## Request for Proposal (RFP) for Concept Plan

**Schedule:**

- Consultant Selection in Progress
- Next Steps:
  - Scoping workshops with City of San Jose, HSR, and Caltrain
  - Continue to pursue joint funding with partners
  - Coordinate with stakeholders and regional agencies
- VTA Board Authorization: Spring 2018





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# BART Phase II CWG Diridon Station Area Development



City of San José  
February 2018

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## Downtown Expansion and Integration



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## High-Level Central Zone Goals

1. Expand Diridon Station to create a well-integrated **intermodal station** of architectural significance.
2. Develop a **high-density office and entertainment** destination development.
3. Create a highly active and lively **pedestrian environment**.
4. Develop high-intensity land uses that **support high ridership levels** on public transportation investments.

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## Diridon Station Area: Google Sites of Interest



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## Potential Google Development Phase I: Land Sale



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## Phase II: Development Approval



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## Role of Civic Engagement

- Clarify community interests, aspirations and concerns
- Help identify potential options and solutions
- Serve as sounding board for development concepts

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## Station Area Advisory Group (SAAG) Roster: 38 Members

Adobe Systems	San Jose Downtown Residents Assoc. #1	SPUR
Alameda Business Association	San Jose Downtown Residents Assoc. #2	St. Leo's Residents
Cahill & Georgetown Homeowners Assoc.	San Jose Downtown Residents Assoc. #3	SV Rising
California High-Speed Rail	San Jose State University	SV@Home
Caltrain	San Jose Unified School District	The Silicon Valley
Delmas Park NAC	Santa Clara & San Benito Counties Bldg.	Organization
Gardner Neighborhood Association	& Construction Trades Council	Working Partnerships
Google	Santa Clara County	Silicon Valley Law
Greenbelt Alliance	Santa Clara Valley Transp. Authority	Foundation
Guadalupe River Park Conservancy	Santa Clara Valley Water District	PACT
Lofts on the Alameda	SAP at San Jose	Minority Business
Market Almaden NAC	Shasta Hanchett Park Neighborhood Assoc.	Consortium
North Willow Glen Neighborhood Assoc.	Silicon Valley Bike Coalition	
Plant 51	Silicon Valley Leadership Group	
San Jose Downtown Assoc.	South Bay AFL-CIO Labor Council	

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## Next Steps

- Final Selection of Civic Engagement Firm – mid-February
- Continue to Refine and Communicate Civic Engagement Program
- SAAG primary and alternative representative names due to City – Wednesday, February 21
- SAAG Orientation – Wednesday, February 28

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Questions?



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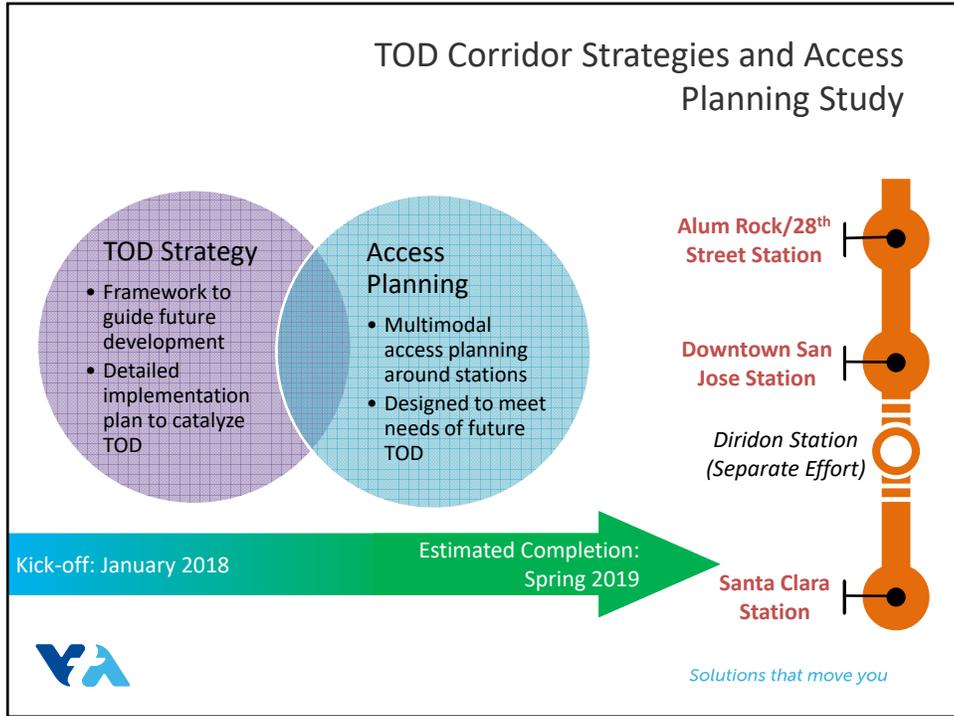
# Transit Oriented Development Strategy & Access Planning Studies Update

Jill Gibson, VTA  
Doug Moody, City of San Jose



## Planning Areas Along BART Phase II Alignment





### TOD Corridor Strategies and Access Planning Study

**Project Goals**

- Build upon existing transportation and land use plans and policies
- Provide specific recommendations to enhance access to the stations and TODs
- Focus on feasible and implementable land use strategies and financing tools

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## Project Kick-off

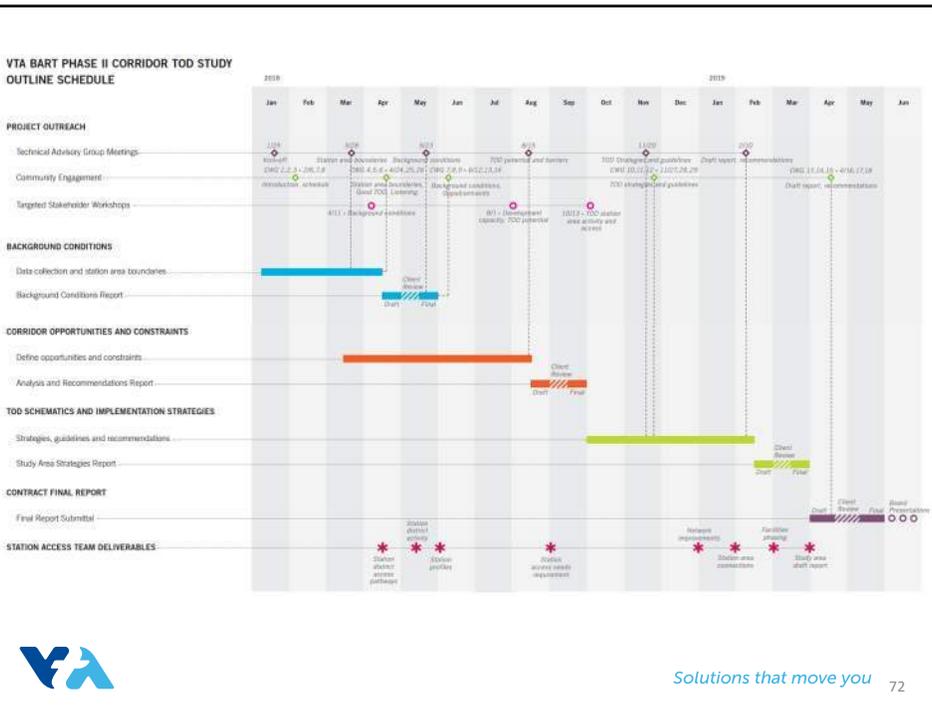
- Held January 25<sup>th</sup> with Technical Advisory Group (TAG) Members
- Discussed:
  - Project Structure
  - Public involvement
  - Desired outcomes
  - Concurrent studies/efforts
- Conducted Site Tour

**Technical Advisory Group**

VTA Real Estate & Joint Development  
 VTA Operations (Service Planning)  
 VTA Planning & Programming Development  
 City of San Jose DOT  
 City of San Jose Planning  
 City of San Jose Office of Economic Development  
 City of Santa Clara Community Development  
 BART Planning  
 BART Silicon Valley Phase II Program Team



Solutions that move you 71



Solutions that move you 72

## Next Steps:

### Background Conditions

- Review of Existing Conditions
  - Transportation Elements, Land Uses, Planned Developments
- Review of Parking Conditions
  - Parking supply at stations, parking utilization, TOD best practices
- Review of Recent Planning Studies/Efforts
  - Key efforts include:
    - Five Wounds BART Station Area Community Concept Plan
    - Five Wounds/Brookwood Terrace Neighborhood Improvement Plan
    - Urban Village Plans:
      - Five Wounds, Roosevelt Park, S 24<sup>th</sup> St/William Ct., Little Portugal



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## CWG Engagement

### Role of CWGs

- Provide input on:
  - Approach and elements for upcoming tasks
  - Technical work
- Encourage public engagement and represent public interests

### Upcoming CWGs

- *April 2018*
  - Evaluation and input on study area boundaries
  - Introduction to elements of TOD and contextual discussion
- *June 2018*
  - Review: Background Conditions Report
  - Input: Opportunities and Constraints Task
    - Corridor Analysis, Market Trends, Affordable Housing, etc.
- *Fall 2018*
  - Review: Analysis and Recommendations Report (Opportunities and Constraints)
  - Input on TOD Strategies and Guidelines
- *Spring 2019*
  - Present Draft Final Report



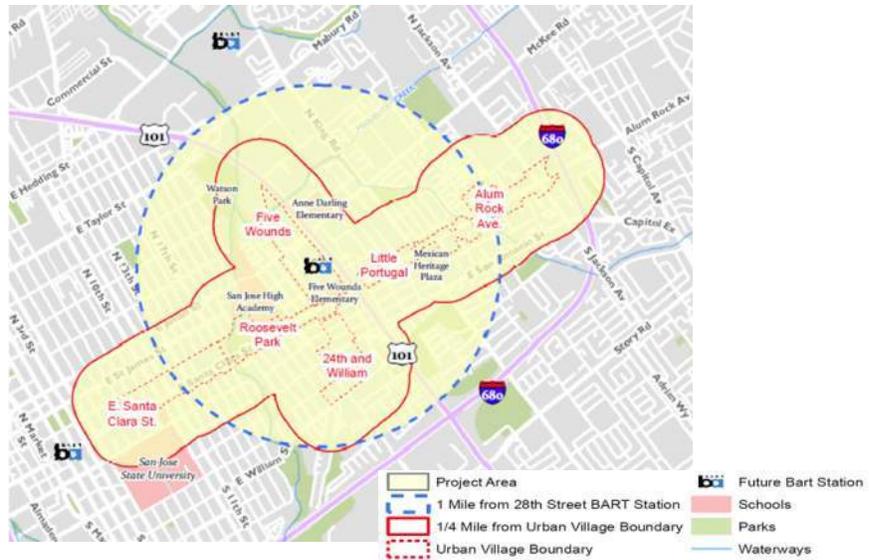
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# City of San Jose Area-wide Transportation Planning Efforts

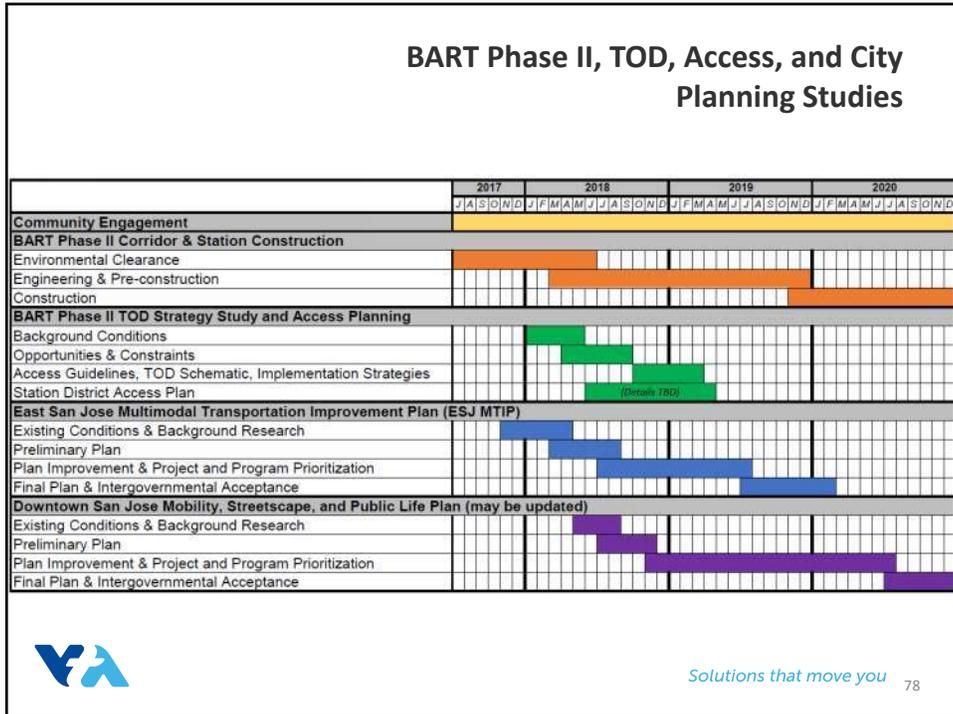
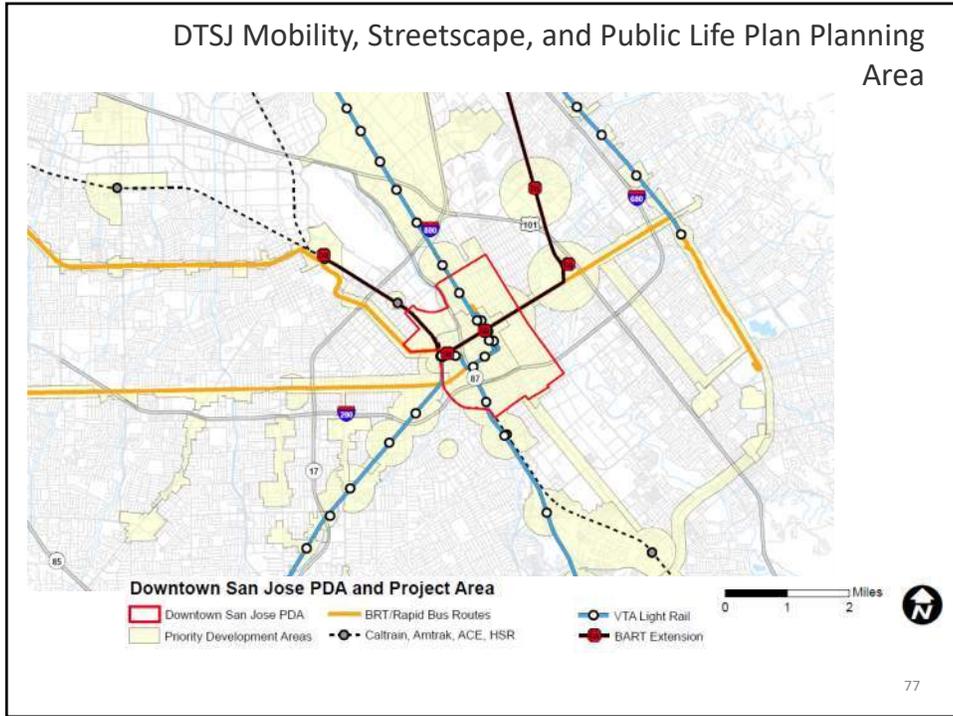


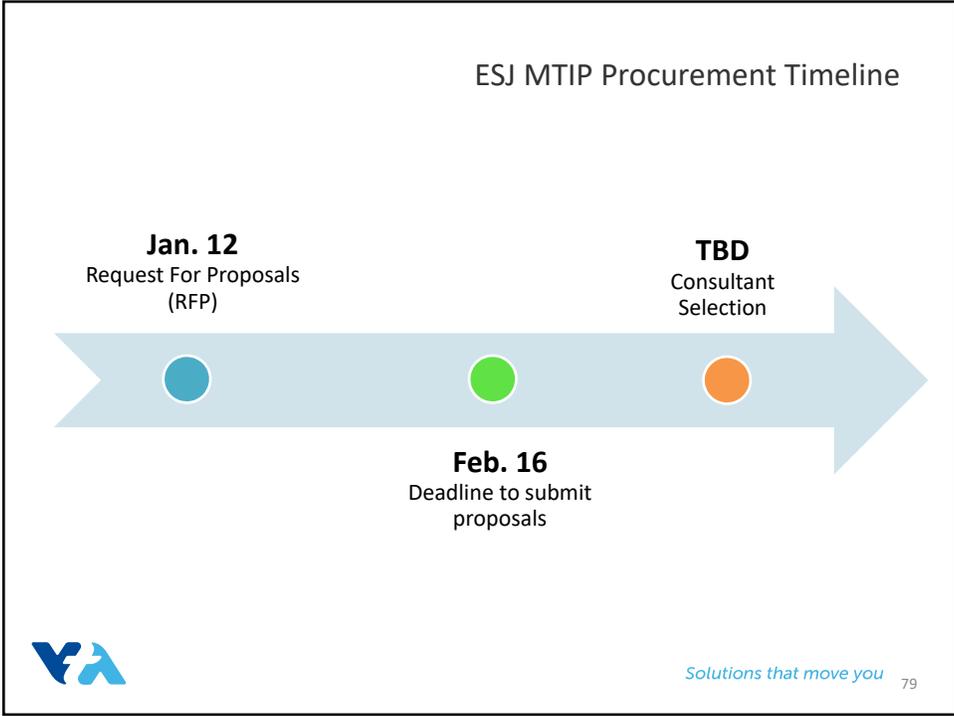
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## East SJ MTIP Planning Area



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# Questions?



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# Project Updates

Jill Gibson, VTA



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## Project Updates

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



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# CWG Next Steps

Gretchen Baisa, VTA  
Eileen Goodwin, Facilitator



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## CWG Potential New Members

February

Nominate and discuss new members

April

Construction Education Outreach Plan (CEOP) overview and first feedback/input

June

FTA Record of Decision

Summer

New member orientation

Fall

New members join CWG; Workshop CEOP



*Solutions that move you*

# Collection of Nomination Forms



# Questions?



# Next Steps

Eileen Goodwin, Facilitator



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## Next Steps

- Next CWG meeting:  
Wednesday, April 25, 2018~4:00-6:00 PM,  
Mexican Heritage Plaza ~ BYOB
  - Phase I & Phase II Updates
  - San Jose Diridon Integrated Station Concept Plan Update
  - Construction Education Outreach Plan
  - Final Environmental SEIS/SEIR & Project Description Update
  - Transit Oriented Development Strategy & Access Planning Studies Update
  - BART Phase II 2-Year Look Ahead
- Action Items



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