VTA’s BART Silicon Valley Phase II Extension Project

Alum Rock/28th Street Community Working Group

June 13, 2018

Agenda

• Follow-up Items
• Status Updates
• Phase II Update
• VTA’s Process for Station Naming
• Construction Education and Outreach Plan
• San Jose Diridon Integrated Station Concept Plan
• Transit Oriented Development Strategy & Access Planning Studies Update
• 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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<tr>
<td>Eileen Goodwin</td>
<td>Facilitator</td>
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<tr>
<td>Karen Gauss</td>
<td>Primary Outreach Contact</td>
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<tr>
<td>Jill Gibson</td>
<td>Phase II Planning Manager</td>
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<tr>
<td>Erica Roecks</td>
<td>Technical Lead</td>
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<tr>
<td>Michael Brilliot</td>
<td>City of San Jose – Planning Liaison</td>
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<tr>
<td>Ahmad Qayoumi</td>
<td>City of San Jose – DOT Liaison</td>
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## Upcoming Meetings

### New CWG Dates - (http://www.vta.org/bart/upcomingmeetings)

- August 22, 2018 – New Member Orientation
- September 12, 2018, 4:00 – 5:30 PM
- November 14, 2018, 4:00 – 5:30 PM
- February 6, 2019, 4:00 – 6:00 PM
- April 17, 2019, 4:00 – 6:00 PM

### VTA Board of Directors - (http://www.vta.org/get-involved/board-of-directors)

- June 22, 2018 – 9:00 AM
- August 2, 2018 – 5:30 PM
- September 6, 2018 – 5:30 PM
Follow-Up Items

- The City and VTA have updated map callouts to reflect “Five Wounds Church & Cristo Rey San Jose Jesuit High School”
- VTA will further research text message notification technology for future communications with the public.
Status Updates

Jill Gibson, VTA

Phase II Planning of Real Estate Acquisition

Federal Involvement and Related Issues

Construction Activities
Phase II Update

Jill Gibson, VTA

In the News...

VTA goes with single-bore subway and BART signals acceptance
Silicon Valley Business Journal, March 30, 2018

Silicon Valley transit projects land nearly $1.7 billion for highway, rail and bus improvements
Silicon Valley Business Journal, April 27, 2018

San Jose's subway gets environmental approval, invitation to federal funding
Silicon Valley Business Journal, June 5, 2018

San Jose Sharks Sue VTA Over South Bay Extension Project
San Francisco Chronicle, May 4, 2018

Bay Area voters back transit, highway funding
SFBAY.ca, June 6, 2016
Phase II Extension Project Funding Strategy

2017 Project Cost Estimate: $4.78 Billion

- Projected Local & State Funds: $3.41 Billion
  - Existing Measure A Sales Tax
  - 2016 Sales Tax Measure B
  - State Transit & Intercity Rail Capital Program
- Projected Federal Funds: $1.5 Billion
  - FTA New Starts

Projected Funding: $4.91 Billion

1 Project estimate and funding strategy will be updated as project advances and after further coordination with FTA on assessment of project risks.

Phase II Extension Project Schedule

*Based on preliminary schedule for planning purposes.
Functional Organization

BART Silicon Valley Program
BSV Program Director

Agency Relations  BART Relations  Communications  Contracts  Environmental
Grantee Relations  Program Controls  Program Planning  Quality Assurance  Real Estate

Document Management  Engineering Management  Engineering Reviews  Procurement Documents  Project Reporting  Risk Management
Schedule Management  System Safety  Turnover Management  Value Engineering  Utility Coordination

General Engineering  Construction Management

Design Development  Inspection & Testing
Design Support During Construction  Progress & Measurement
Plans & Specifications  Pre-Turnover Acceptance
Safety Certification

BSV Phase II Program Management

Solutions that move you
General Engineering Consultant (GEC)  
Request for Proposals

**Procurement Schedule**

<table>
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<th>Activity</th>
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<tr>
<td>Information Forum</td>
<td>May 15, 2018</td>
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<tr>
<td>Advertise RFP</td>
<td>June 2018</td>
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<tr>
<td>Selection</td>
<td>Fall 2018</td>
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- Over 300 industry representatives registered

- GEC responsibilities to support final contracting:
  - Advance design
  - Integrate construction contracts


**Expeditied Project Delivery (EPD) Pilot Program**

- VTA/FTA met in early May to discuss deliverables necessary for a Full Funding Grant Agreement (FFGA)

- FTA has granted VTA’s New Starts process an extension for as long as progress in EPD continues

- Anticipate submitting an FFGA application in late 2019

- FTA to respond to the application within 120 days

- Receipt of FFGA sooner

- FTA funding capped at 25 percent of project cost
VTA's Process for Station Naming

Jill Gibson, VTA
Phase II Station Naming Overview

- Best Practices for Station Naming
- VTA timeline and process for potential station name
- Discussion on Suggested Names

Station Naming Guidelines

- Rider’s Perspective
  - Assist passenger in use of system
  - Location within the context of the transit system
- Simplicity
  - For quick recognition and retention
  - Brief and distinctive
  - Easy to pronounce and understand
- Station Area Context
  - Historical basis
  - Geographically significant
  - Withstand the test of time
MTA Canal Street Station

VTA's BART Phase II Station Naming Timeline

**June 12-14, 2018**
- CWG Update

**Summer 2018**
- Cities/VTA/BART Coordination

**Late Summer 2018**
- VTA's Board (Informational Item)

**Fall/Winter 2018**
- VTA's Board (Approval)
Discussion

- Santa Clara Station
- Diridon Station
- Downtown San Jose Station
- Alum Rock/28th Street Station

Questions?
CEOP Part A: Collateral Overview

**CWG Members Role: Collateral**
- Determine what else, if anything, might be needed to inform general public
- Review finished pieces; give feedback

- Phase II Fact Sheet
- Single-Bore Tunneling
- TOD Strategy Study
- Newhall Maintenance Facility
- Phase II Benefits
- Alum Rock/28th Street Station
- Downtown San Jose Station
- Diridon Station
- Santa Clara Station
- Ventilation Structures
- Noise and Vibration*
- General Construction*
- Real Estate*
- Business Resources*

*Coming Soon
Outreach Recap

- Development of CEOP
- Stakeholder Intake Campaign
- Project Milestones Publicized
- Establishment of General Outreach Materials Needs and Priorities
- Establishment of stakeholder intake technology
- Mailchimp Newsletter
- Phase II Webinar
- Scheduled participation in community events and meetings June – September

https://youtu.be/pFfoc5ttpkg

Questions?
San Jose Diridon Integrated Station
Concept Plan

Dennis Kearney, VTA

Concept Plan – Purpose

1. Harmonize transportation and land-use goals to expand the benefits for all stakeholders.
   - Create a spatial arrangement for the station and its surroundings that offers seamless transportation connections.
   - Integrate the station facility into surrounding land uses to attract private development and create a sense of place and destination.

2. Establish an effective organization that can deliver the vision.
Partnership is Key

*The whole is greater than the sum of the parts*

- Collaboration of Team
- Larger Project offers more solutions
- Local Support and Champions
- Alignment of Goals & Priorities
- Harmonize on Project Design & Schedules
- Combine Technical Requirements
- Physical & Financial Stake in Project

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Concept Plan - Progress

- March 2018 - Issued Letter of Intent of Award to Arcadis/Benthem Crouwel (ABC)
- June 2018 - VTA & Partners’ Board/Council Authorization to Execute Cooperative and Funding Agreements and Master Services Agreement with Arcadis-Benthem-Crouwel (ABC)
- Summer/Fall 2018 – Begin study efforts
Concept Plan – Team

Arcadis/Bentham Crouwel (ABC)

• Arcadis
  • A global consultancy providing urban planning, design, engineering, and project management
  • 27,000 employees in over 70 countries
  • Offices in San Jose

Benthem Crouwel
  • Urban Planning, Architecture, Public buildings, infrastructural projects, and urban master plans
  • Rotterdam Central Station
  • Amsterdam, Netherlands

Project Approach – The 3 Pillars

Urban Planning and Design
  • “What” - Captures ambitions, refines functional requirements, and develops scenarios

Engineering
  • “How” - Evaluate scenarios and translate the Partner’s vision into a constructible and operational reality

Organization
  • “By Whom” - Defines how the Partners need to organize and operate the Station
Concept Plan Process

Phase I (10 months):
- Develop Spatial & Organizational Scenarios
- Evaluation
- Identify Preferred Scenario

Phase II (8 months):
- Advance Preferred Scenario
- Roadmap to Delivery
- Final Report

Plan Features – Existing Conditions

- Existing Historic Station
- Caltrain, Amtrak, ACE, Capitol Corridor, & Freight
- VTA Light Rail
- Taxis, TNCs, Drop-offs
- Bikes & Scooters
- Buses (VTA, Regional, Private Shuttles)
- Car Access & Parking
Plan Features – Future Conditions

Concept Plan Next Steps

- Execute Master Services Agreement
- Execute Task Order #1 for Phase I
- Coordination between Consultant and VTA’s BART Phase II Design Team
Questions?

Transit Oriented Development Strategy & Access Planning Studies Update

Dennis Kearney, VTA
TOD and Access Study

Land Use (TOD) Strategy
- Strategies to increase investment in TOD
- Detailed implementation strategy to catalyze TOD

Access Planning
- Multimodal access planning around stations
- Designed to meet needs of future TOD

Kick-off: January 2018
Estimated Completion: Spring 2019

TOD and Access Study - What Will it do?

- Builds Upon Existing Land Use Plans and Policies
- Develops a Strategy for Implementation
- Provides a Roadmap for “How to Get There”
  - Develop specific recommendations to enhance access to the stations and TODs
  - Develop feasible and implementable land use strategies and financing tools
Access Study Objectives

- Identify transportation improvements, guidelines, and policies to support and encourage TOD in and around the station areas
- Provide for station access that promotes ridership, supports a cohesive transportation network, and integrates with surrounding neighborhoods
Access Study Process

Understanding Existing & Planned Conditions

- Identifying On-Site Station Facility Needs
- Identifying Opportunities and Constraints for Station Access
- Station Concept Development*
- Transportation Circulation Improvements to support TOD

*To Be Completed in Subsequent Efforts

Review of Key Guiding Policies/Documents

- BART Station Access Planning Final Report
- BART Station Access Policy
- BART Multimodal Access Design Guidelines
- Vision Zero San Jose
- San Jose Complete Streets Guidelines
- Envision 2040 General Plan
- Santa Clara General Plan
- VTA Complete Streets Policy
- VTA Countywide Bike Plan
- VTA Pedestrian Access to Transit Plan
- Valley Transportation Plan 2040
- Urban Village Plans
- Five Wounds BART Station Area Community Concept Plan
- City Station Access Planning Study
Station Profile

- Report that summarizes the transportation characteristics of each station area
- Summarize existing and planned:
  - Pedestrian network
  - Bicycle network
  - Auto network
  - Transit network
  - Curb management
- Identification of key access considerations
  - Interaction of modes
  - Gaps in connectivity
  - Primary access pathways

Alum Rock/28th Street Station Activity

2035 AM Period

Legend:
- Trips to BART
- Trips from BART
- Non-BART trips
Alum Rock/28th Street Station Activity
2035 AM Period

MODE OF ACCESS (TO BART)
- Walk 19%
- Bike 6%
- Bus 1%
- BRT 33%
- Park & Ride 36%
- Pick-Up/Drop-Off 5%

Total AM BART Boardings: 4,707

MODE OF EGRESS (FROM BART)
- Walk 40%
- BRT 44%
- Bus 4%
- Bike 12%

Total AM BART Alightings: 855

Auto Pathways & Opportunities

Legend
- Interstate, freeway, expressway
- Other principal arterial
- Minor arterial
- Collector
- VTA BRT Stops
- VTA LRT Stops
- VTA/BART Phase II Extension Alignment
- Access pathway
- Interchange to be used to access station
Transit Pathways & Opportunities

Bike Pathways & Opportunities

Solutions that move you

Solutions that move you
Pedestrian Pathways & Opportunities

Key Considerations for Alum Rock/28th Street

- Enhancing the bicycle/pedestrian connections across US-101
- Closing bicycle gaps and improving connections across major roadways
- Providing a strong connection between the Santa Clara/Alum Rock BRT and the station
Next Steps

- Complete Background Conditions Station Profiles
- Identification of opportunities and gaps within the transportation network
- Identification of on-site transportation facilities
- Identification of off-site transportation improvements and connections
# SCHEDULE

**VTA’s BART PHASE II TOD Corridor Strategies and Access Planning Study**

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<th>CWG MEETINGS</th>
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## BACKGROUND CONDITIONS
- Data collection and station area boundaries
- Background Conditions Report

## CORRIDOR OPPORTUNITIES AND CONSTRAINTS
- Define opportunities and constraints
- Analysis and Recommendations Report

## TOD SCHEMATICs, IMPLEMENTATION STRATEGIES
- Strategies, guidelines and recommendations
- Study Area Strategies Report

## CONTRACT FINAL REPORT
- Final Report Submitted

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# PREVIOUS MEETING

**ALUM ROCK / 28TH STREET STATION**

**APRIL 2018 TOD WORKSHOPS: KEY TAKEAWAYS**

- jobs / housing balance
- towers possible
- ‘gateway’ opportunity
- celebrate + enhance cultural activities
- mobility, walkability, safety
- connectivity to station
- prevent displacement
- right size parking
ELEMENTS OF TOD

Placemaking

User Experience

Mobility

Economic Value

Placemaking

Respond to the existing context

- Support a diverse community
- Establish an engaging and vibrant public realm
- Promote more compact and walkable urban environment

SAN PEDRO SQUARE MARKET, SAN JOSE / IMAGES COURTESY SPUR
**LAND USE**

*Alum Rock / 28th St Station* is mostly industrial operations, low-intensity development, under-utilized land, and vacant parcels. Various Urban Village plans call for higher-intensities of mixed use residential and commercial.
ENGAGING & ACTIVE PUBLIC REALM

ACTIVE GROUND FLOOR

Alum Rock / 28th Street Station has few existing ground floor active uses. More active uses are located east across highway 101 along Alum Rock Ave.
ANCHOR DESTINATIONS

CULTURE & IDENTITY

Conservation Area
Historic Resources
National Register and City Landmark District
VTA/BART Phase II Extension
PEDESTRIAN ENVIRONMENT

E. Santa Clara St. has ample sidewalks with setbacks but is a wide, heavily-trafficked street. Underdeveloped parcels or buildings set back behind surface parking lots here and even even more so on E. Julian St. detract from the pedestrian experience.
OPEN SPACE

Roosevelt Park, Watson Park, and Plata Arroyo Park are the three main open spaces within 1-mile of the station. Online user data shows higher levels of activity along E Santa Clara St., E San Antonio St., and 17th St.

*Online user data compiled from Strava
TRAVEL MODES

- WALKING
  - 5 min
  - 10 min
- PERSONAL TRANSPORTER
  - 5 min
- BIKING
  - 5 min
  - 10 min
  - 30 min
- AUTO
  - 5 min
  - 15 min
  - 30 min
  - 60 min
  - 150 min
- LOCAL TRANSIT
  - 30 min
  - 60 min
- REGIONAL TRANSIT
  - 15 min
  - 30 min

FIRST & LAST MILE
TOD
TOD CORRIDOR
THE REGION

CORRIDOR ACCESSIBILITY

Solutions that move you
Economic Value
Transit as an economic catalyst

- Existing household and employment concentrations
- Planned growth and development
- Affordable housing

THE ALAMEDA, SAN JOSE. IMAGE Credit SPUR

EXISTING HOUSEHOLD & EMPLOYMENT CONCENTRATIONS
PLANNED GROWTH AREAS

Urban Villages identified in the San Jose General Plan:

- Five Wounds
- Roosevelt Park
- S 24th St/William
- Little Portugal
- Alum Rock Ave
RECENT AND PLANNED DEVELOPMENT

The station area is currently attracting limited development activity.
EXISTING AFFORDABLE HOUSING

Corridor includes a significant concentration of income-restricted housing.

EXISTING AFFORDABLE HOUSING IN THE 0.5 MILE RADIUS AROUND THE STATIONS

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SAN JOSE’S EXISTING AFFORDABLE HOUSING POLICIES

EXPANDING SUPPLY

1. Inclusionary housing policy
2. Reduced park impact fees for affordable housing
3. Density bonus ordinance
4. Accessory dwelling unit ordinance

RENT STABILIZATION AND EVICTION PROTECTIONS

1. Apartment rent ordinance
2. Mobilehome rent ordinance
3. Tenant protection ordinance
VTA’S AFFORDABLE HOUSING POLICY

35%
of total new residential units built on VTA properties will be affordable to very low income and low income households. Individual projects must provide a minimum of 20% affordable housing.

Source: VTA TOD Joint Development Policy (2016)

NEXT STEPS
NEXT STEPS

- Complete background conditions report
- Develop opportunities + constraints analysis
- Next CWG Meeting-September 2018: TOD Potential and Barriers

Questions?
Next Steps

Eileen Goodwin, Facilitator

Next CWG meeting:
Wednesday, September 12, 2018~4:00-5:30 PM,
Mexican Heritage Plaza
  ○ Phase II Update
  ○ Phase II 2-Year Look Ahead
  ○ Engineering Update
  ○ Real Estate Planning Process
  ○ Construction Education Outreach Plan
  ○ Transit Oriented Development Strategy & Access Planning Studies Update
  ○ Government Affairs Update

• Action Items