

VTA's BART Silicon Valley Phase II Extension Project

Community Working Group
Orientation

August 22, 2018



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Agenda

- Welcome & Introductions
- CWG Process
- Overview of Project
- Land Use & Planning
- Diridon Integrated Concept Plan
- Workplan
- Discussion
- Next Steps



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Introductions

Eileen Goodwin, Facilitator



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Introductions

Name & Organization
& Background



Solutions that move you

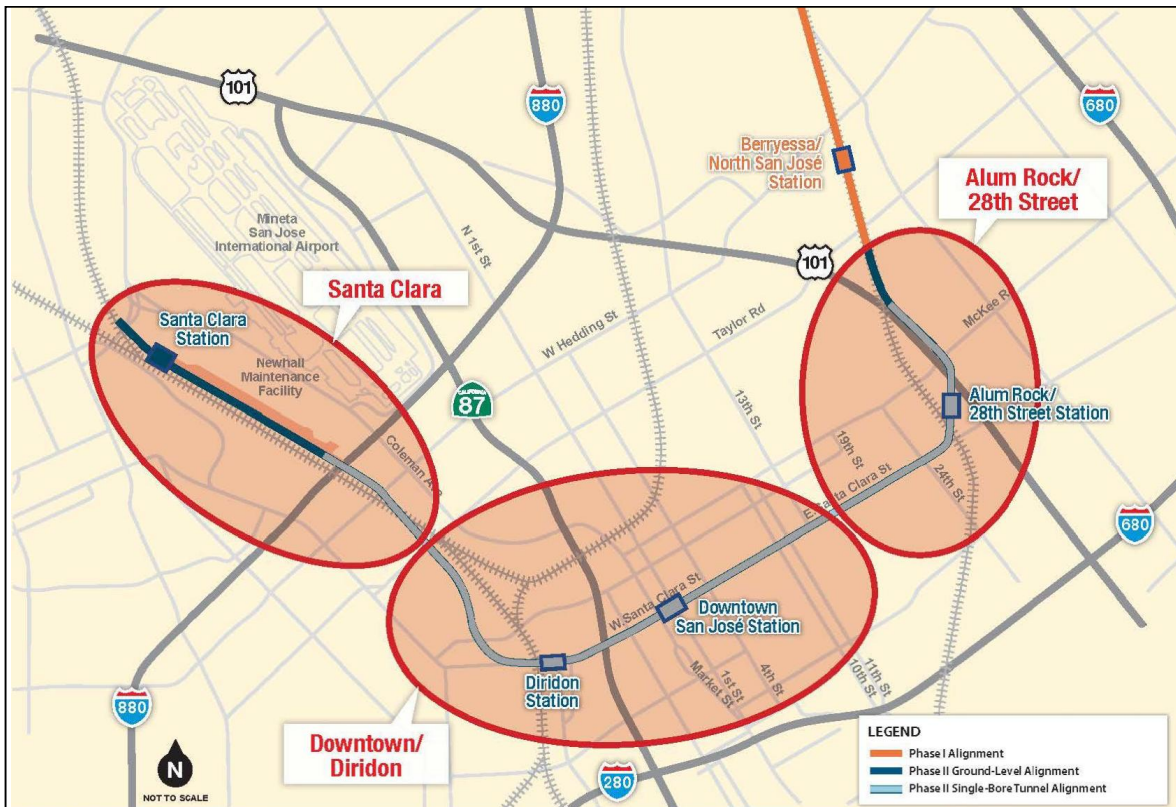
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CWG Process

Erica Roecks, VTA



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Community Working Groups

VTA's BART Silicon Valley – Phase II Extension Project



6 August 2018

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



Helpful Websites

Upcoming Meetings:

<http://www.vta.org/bart/upcomingmeetings>

CWG Materials:

<http://www.vta.org/bart/phaseIICWGs>



Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Gretchen Baisa	Primary Outreach Contact
Jill Gibson	Phase II Planning & Programming Manager
Michael Brilliot	City of San Jose – Planning Liaison
Charla Gomez	City of San Jose – Planning Liaison
Ahmad Qayoumi	City of San Jose – DOT Liaison
John Davidson	City of Santa Clara – Planning Liaison
Erica Roecks	Technical Lead – Santa Clara & Alum Rock/28 th Street
Erin Sheelen	Technical Lead – Downtown/Diridon



Questions



Project Background

Jill Gibson, VTA



Santa Clara Valley
Transportation
Authority

Solutions that move you

Project History

- 2001 – Major Investment Study
- 2004 – 16-mile Project Environmental Document
- 2009 – Project split – Phase I (10-mile) Project Advanced & Phase II (6-mile) put on hold
- 2010 – 10- & 16-mile Project Environmental Document
- 2012 – Phase I Construction Began
- 2014 – Phase II planning efforts renewed
- 2016 – Draft Phase II (6-mile) Environmental Document
- 2018 – VTA Board Certified Phase II Project Description & FTA Record of Decision



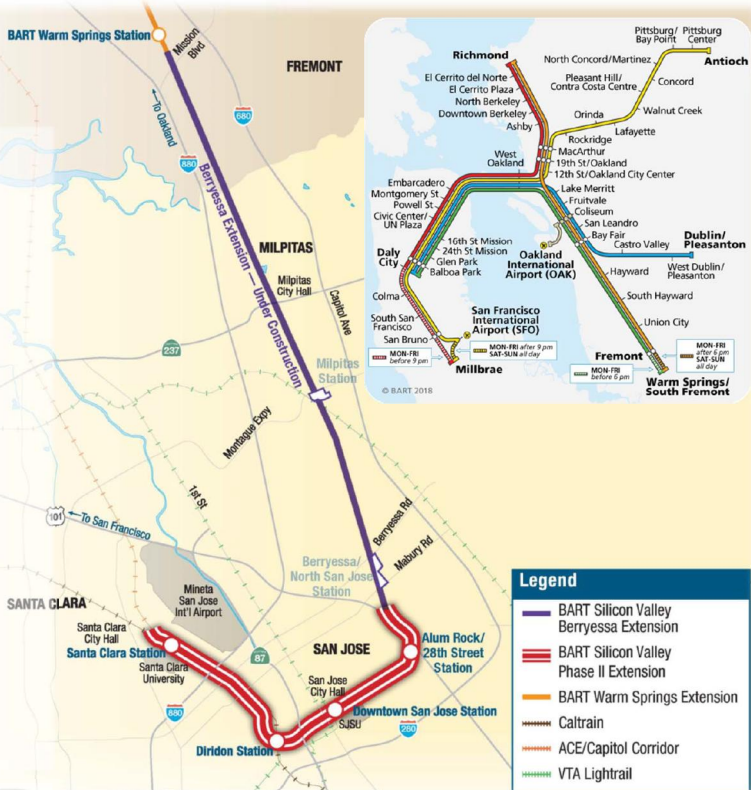
VTA's BART Silicon Valley

Phase I Extension

- 10-mile extension under construction
- 2 stations
- Anticipated opening year weekday ridership: 23,000
- \$2.4 billion

Phase II Extension

- 6-mile extension (5-mile tunnel)
- 4 stations
- Newhall Yard Maintenance Facility
- Anticipated opening year weekday ridership: 33,000
- 2026 Passenger Service
- \$4.8 billion*



*Pre-Risk Assessed \$, excludes finance costs

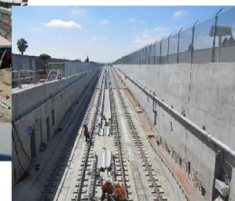
VTA/BART Partnership

- **Santa Clara Valley Transportation Authority (VTA) Responsibilities**

- Pay all costs associated with the extension
- Contracting/Procurement
- Construct to applicable BART/industry standards, codes, and regulations
- Retain ownership of infrastructure

- **Bay Area Rapid Transit (BART) Responsibilities**

- Technical assistance
- Operations
- Maintenance
- Service Planning

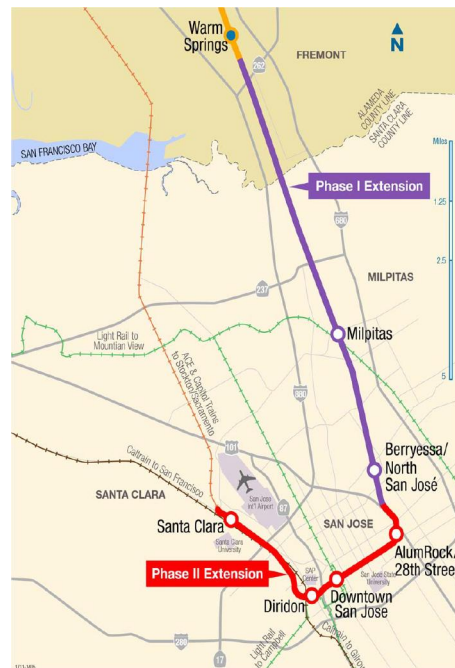


*Santa Clara County is not part of the BART districts.
A Comprehensive Agreement provides a framework for the partnership.*

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Phase I: Berryessa Extension

- 10-mile Extension to Santa Clara County
- \$2.4 billion
- Two Stations:
 - Milpitas, near the Great Mall
 - Berryessa/North San José, near the San Jose Flea Market



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Phase I History

- Federal Funding Secured March 2012
- Groundbreaking April 2012
- Substantial Construction Complete 2017
- Systems Testing 2017 - 2019
- Forecast Opening Date 2019



Milpitas Station Features



Berryessa/North San José Station Features



Milpitas Station

October 2012





Berryessa/North San José Station



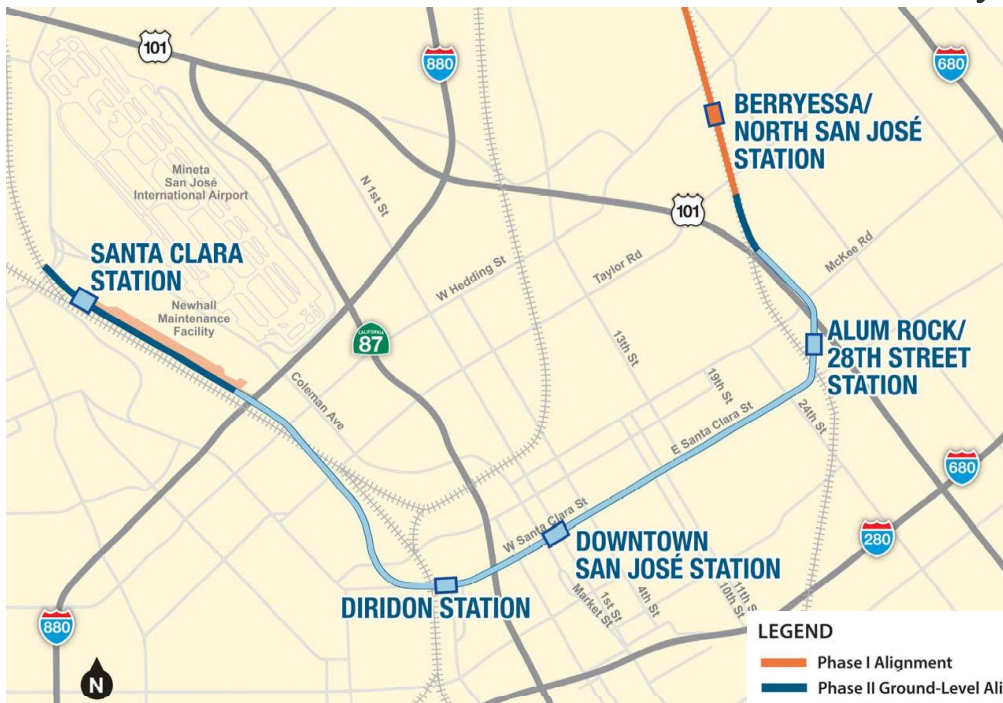
October 2012

June 2018



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VTA's BART Phase II Project



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Ring the Bay Area with Rapid Rail Service

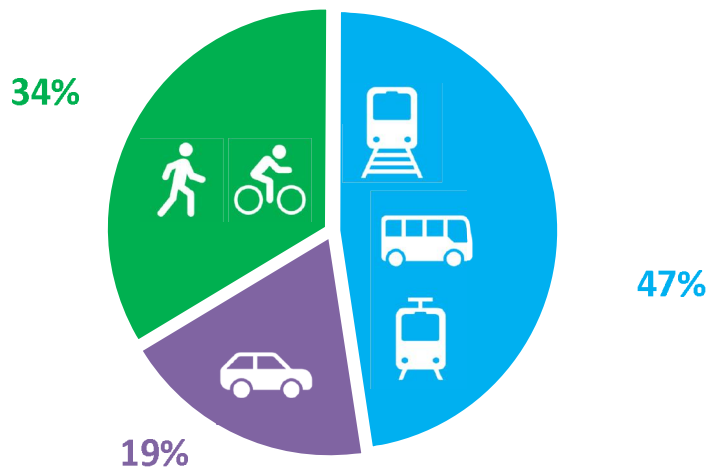


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Benefits of VTA's BART Phase II (2035)

Reduce dependence on autos through improved transit connectivity

Mode of Access to VTA's BART Phase II



Solutions that move you 24

Benefits of VTA's BART Phase II (2035)

Reduced congestion and improved air quality through increased transit ridership and reduced Vehicle Miles Traveled

52,000
weekday riders ↑



↓ Reduction of **27 Million**
Annual VMTs

↓ Reduction of **22,340** Metric Tons
of CO₂ from vehicular emissions



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Benefits of VTA's BART Phase II (2035)

The Project will boost the economy's capacity and output, leading to increased growth and more jobs long after the project ends



Photo by Sergio Ruiz for SPUR



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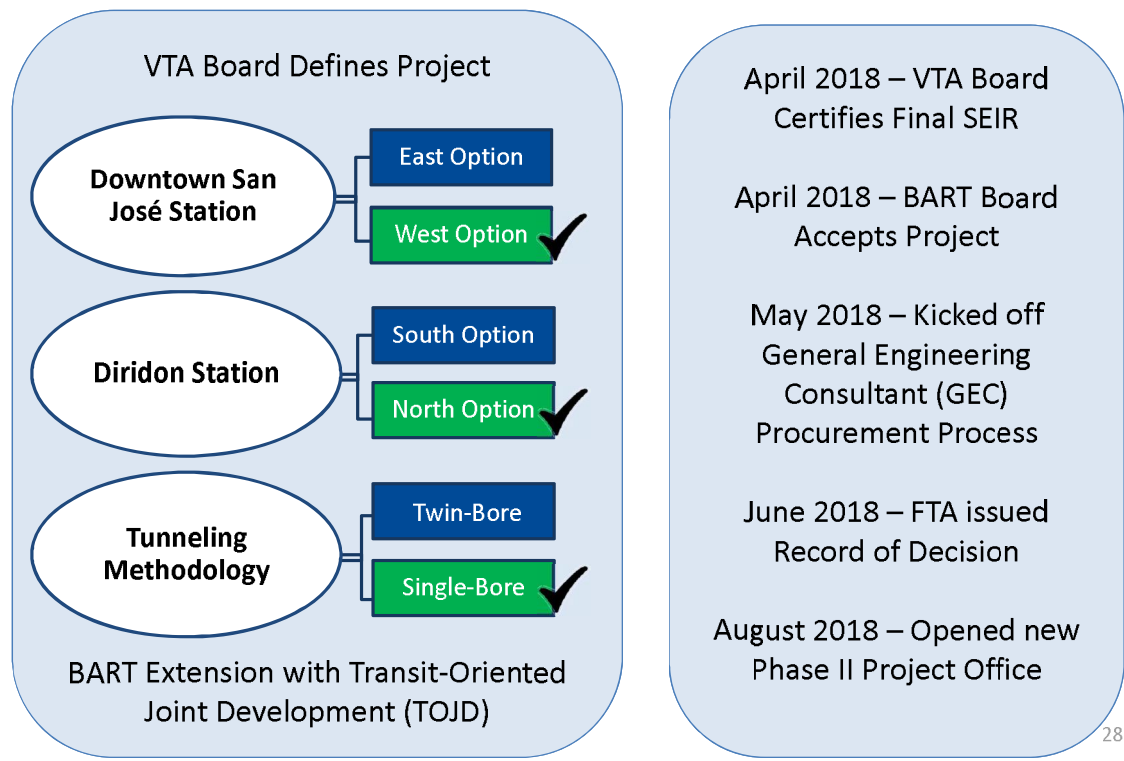
2017 CWG Involvement

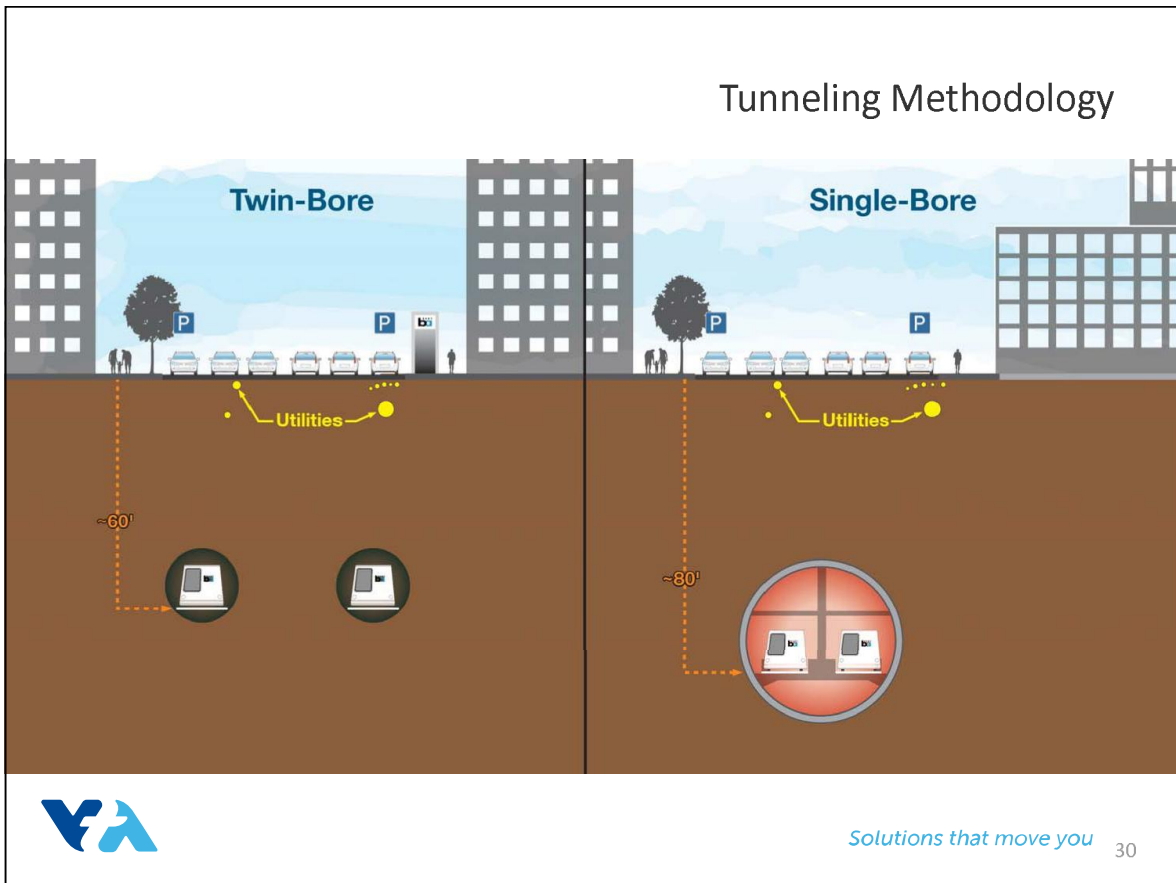
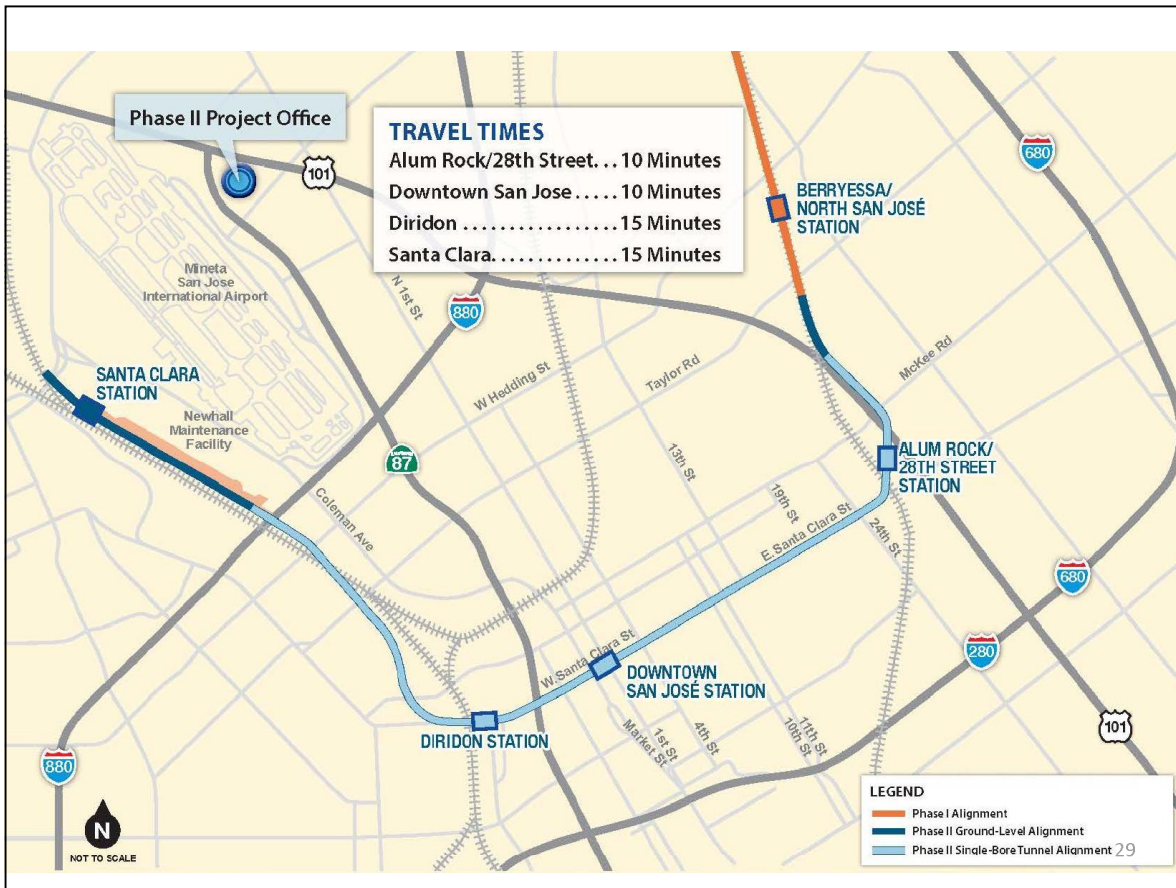
- Downtown & Diridon Station Locations
- Twin-Bore vs Single-Bore Tunneling Methodology
- Community Education & Outreach Plan
- Transit-Oriented Development (TOD) & Access Planning Study
- Next Network – VTA Service Redesign
- BART Fare Setting Policies
- Environmental Documents
- Station Naming
- ... and More!

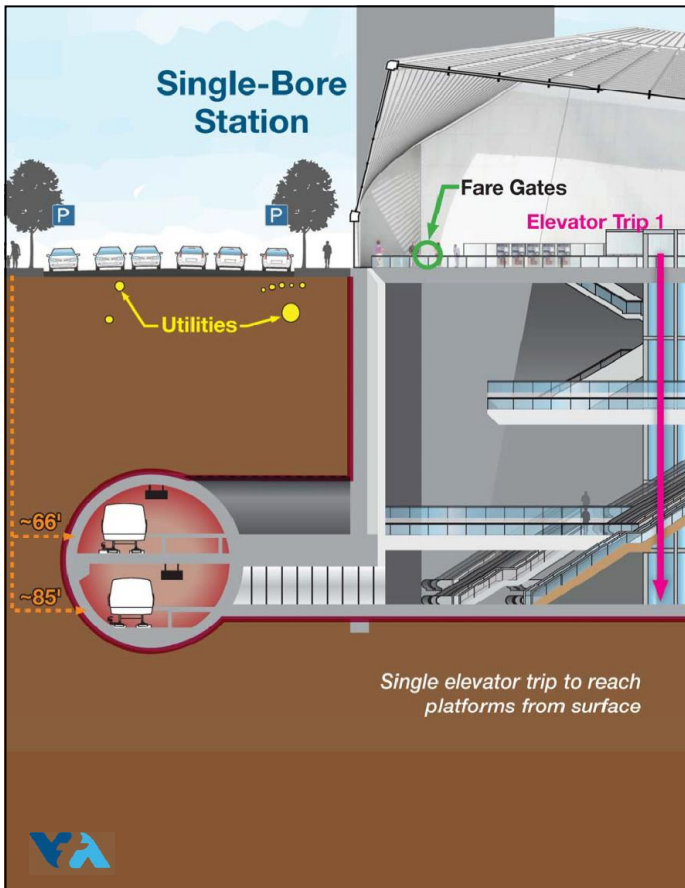


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Phase II: Past Year in Review







Single-Bore Tunnel & Station

Tunnel:

- One 45-foot diameter tunnel
- Minimal utility disturbance
- First use of single-bore for transit in the United States

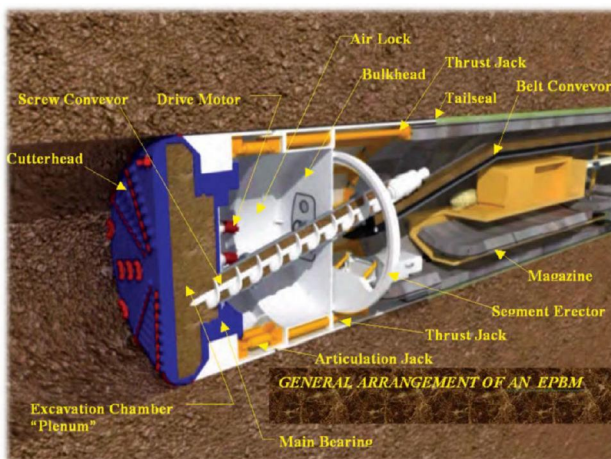
Station:

- Station platforms constructed within tunnel
- Platforms accessible with a single elevator trip from surface
- Station construction off of public right-of-way with mined connection to the platform, reducing construction impacts

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Tunnel Boring Machine (TBM)



TBM Arrangement

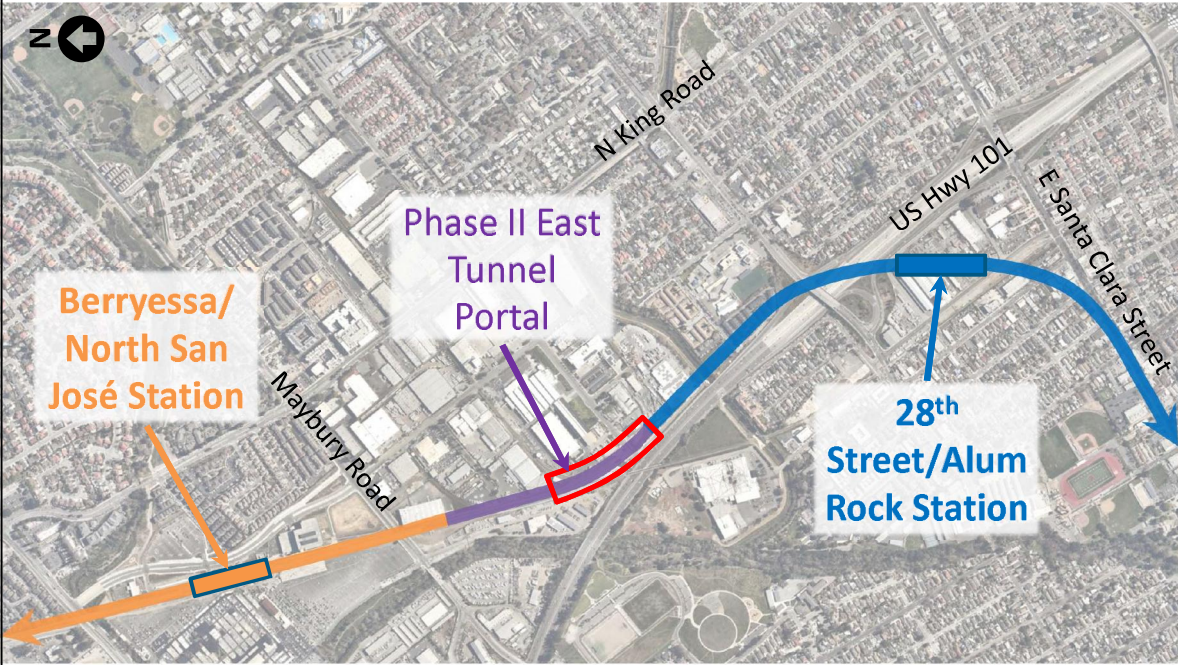


- Excavates ground material
- Creates tunnel structure
- Removes excavated material

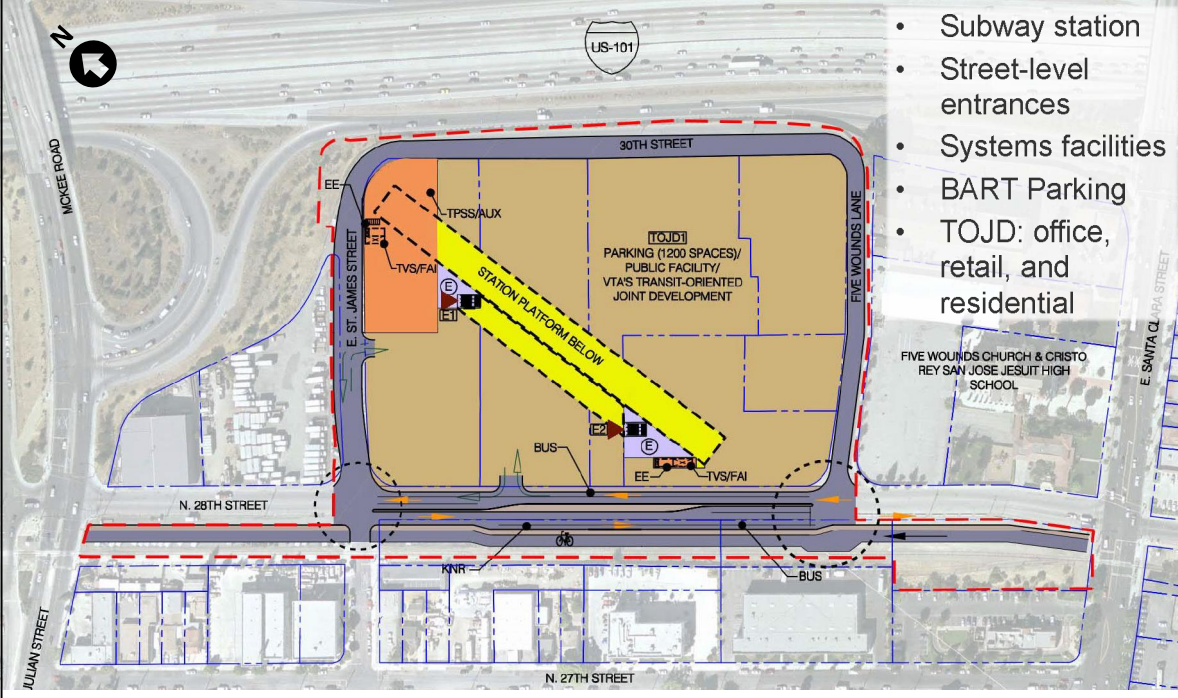
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East Tunnel Portal



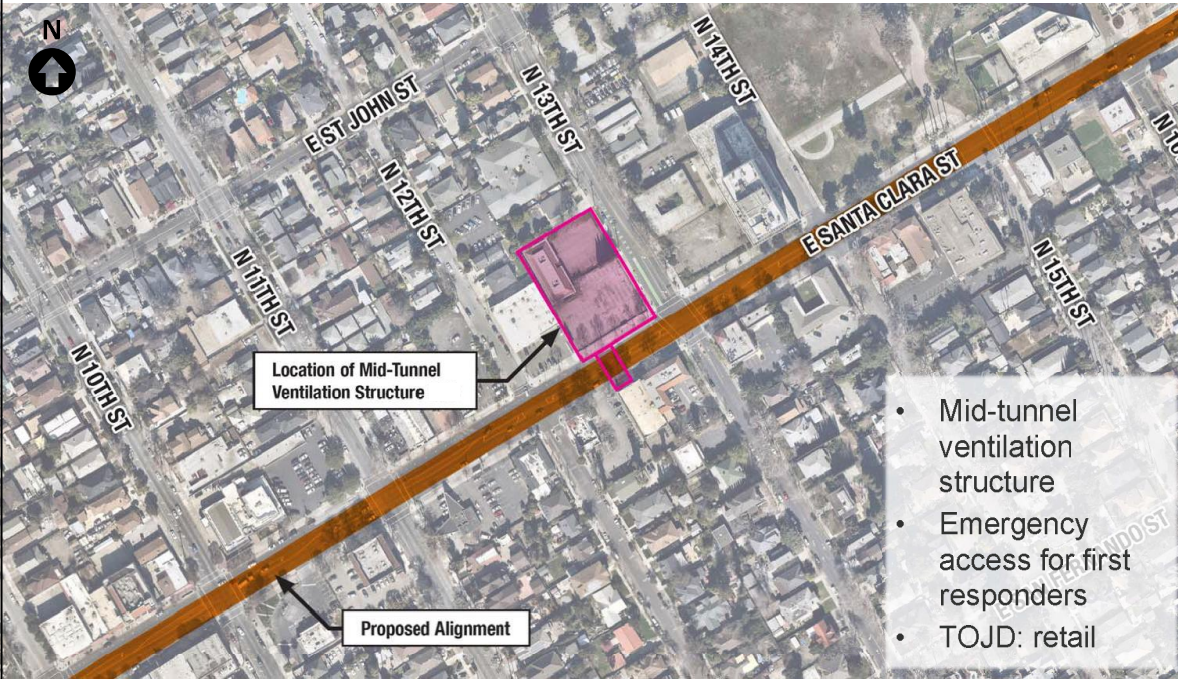
Alum Rock/28th Street Station



- Subway station
- Street-level entrances
- Systems facilities
- BART Parking
- TOJD: office, retail, and residential



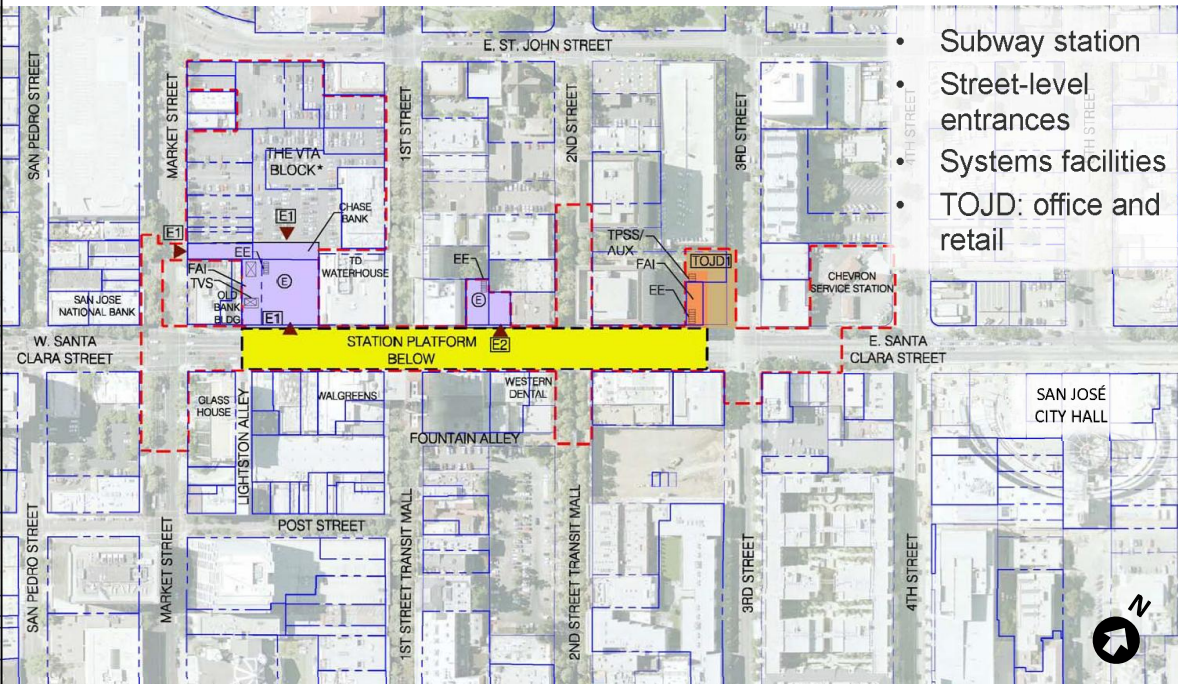
13th and Santa Clara Street Ventilation Structure



- Mid-tunnel ventilation structure
- Emergency access for first responders
- TOJD: retail



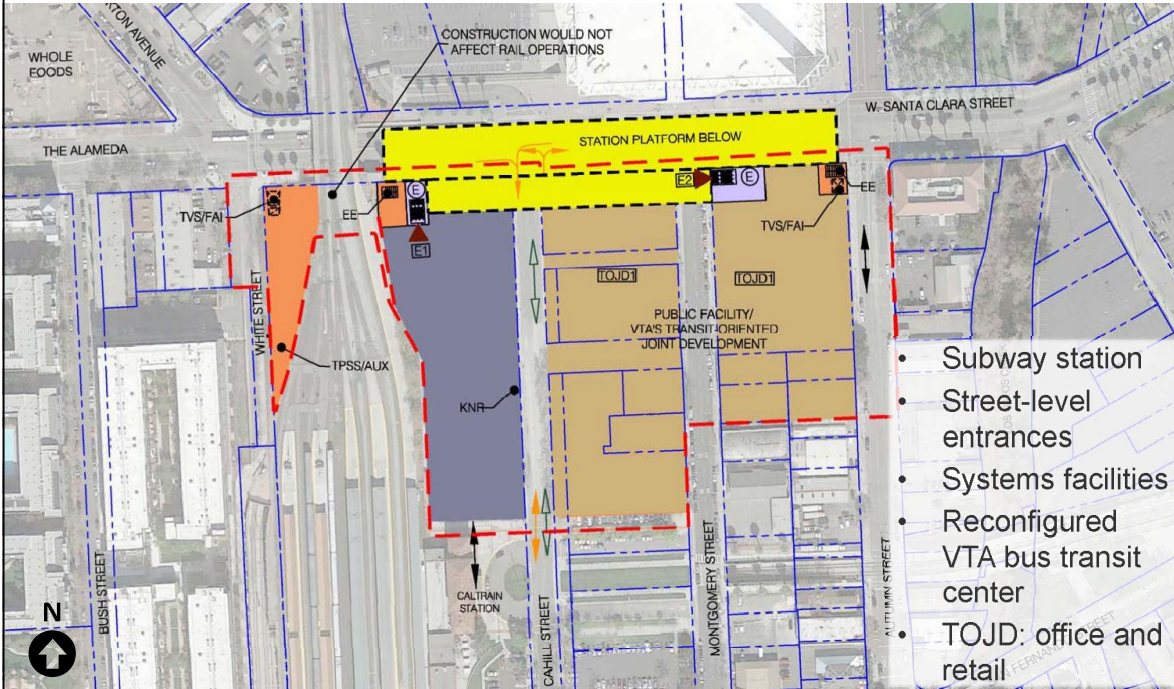
Downtown San José Station



- Subway station
- Street-level entrances
- Systems facilities
- TOJD: office and retail



Diridon Station



- Subway station
- Street-level entrances
- Systems facilities
- Reconfigured VTA bus transit center
- TOJD: office and retail



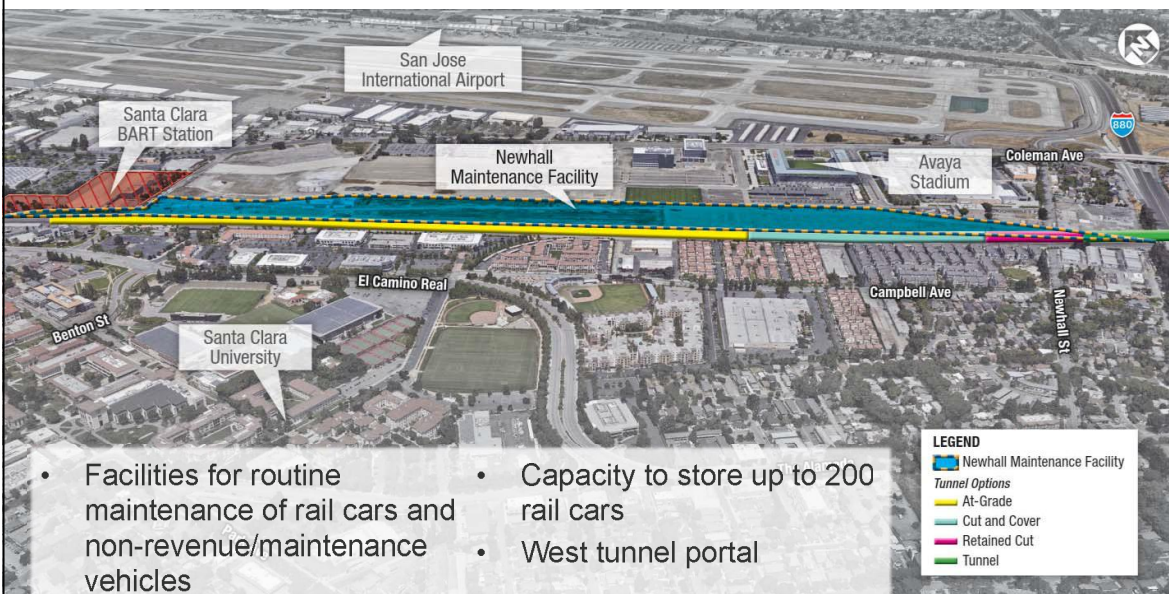
Stockton Avenue Ventilation Structure



- Mid-tunnel ventilation structure
- Emergency access for first responders
- TOJD: retail



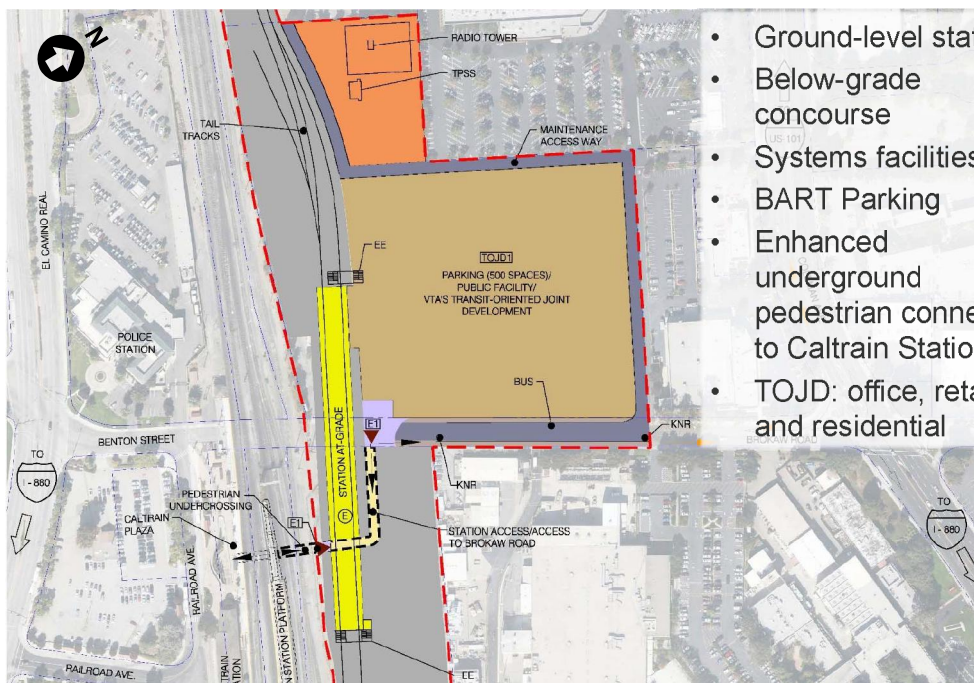
Newhall Maintenance Facility



- Facilities for routine maintenance of rail cars and non-revenue/maintenance
- Capacity to store up to 200 rail cars
- West tunnel portal



Santa Clara Station



- Ground-level station
- Below-grade concourse
- Systems facilities
- BART Parking
- Enhanced underground pedestrian connection to Caltrain Station
- TOJD: office, retail, and residential



VTA's BART Phase II Project and Transit-Oriented Joint Development (TOJD)

- VTA environmentally cleared transit-oriented joint development (TOJD) on construction staging areas.
- Planning for high-density mixed use development integrated within the station area
- Leverage Joint Development opportunities to maximize ridership, and generate long-term revenue to support operational costs.



Summary of VTA's BART Phase II Project TOJD



1.675 Million sq. ft.

of new office space



160,000 sq. ft.

of new retail space

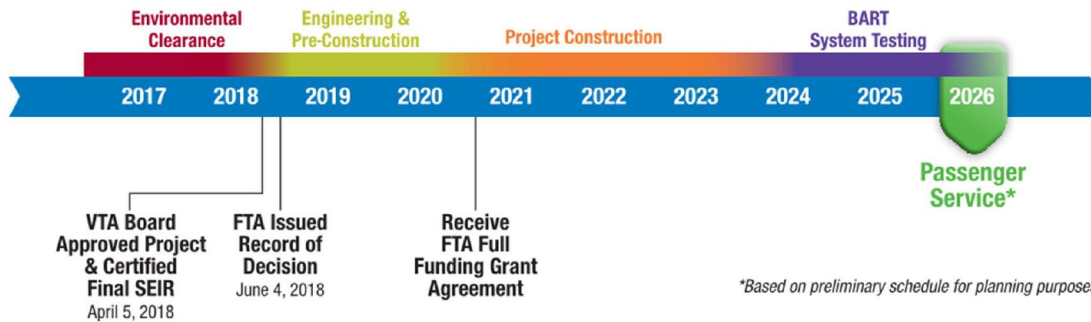


500

new housing units



Phase II Extension Project Schedule



Expedited 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



Upcoming Field Investigation – Geotechnical & Utility

- Preliminary investigations to inform design effort
- Better understanding of subsurface conditions
- Geotechnical (Soil)
 - Drilling and soil sampling & testing
- Utility (Water, Power, Communications, Sewer)
 - Potholing with backfill
- Late 2018 through corridor & station locations
- City coordination and stakeholder outreach



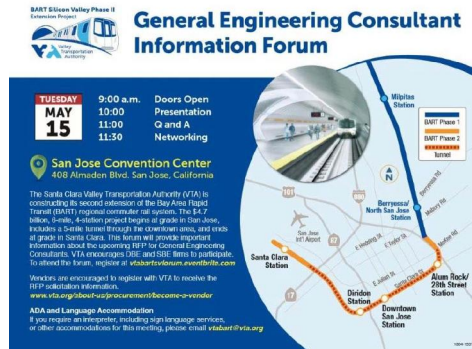
General Engineering Consultant (GEC) Scope

- Develop design in accordance with final contracting plan
- Integrate all design scope
- Review design-build progress and final design submittals
- Manage closeout and turnover milestones
- Support of systems integration testing and commissioning
- Coordinate with project stakeholders and developers
- Ensure timely as-built documentation
- Design support during construction



General Engineering Consultant (GEC) Procurement

- May - GEC Contracting Forum & RFP Release
- July - Proposals due
- August - Cost Proposals & Interviews
- October - Board Approval
- November - Begin Work



BART Silicon Valley Phase II
Extension Project

General Engineering Consultant Information Forum

TUESDAY MAY 15
9:00 a.m. Doors Open
10:00 Presentation
11:00 Q and A
11:30 Networking

San Jose Convention Center
408 Almaden Blvd. San Jose, California

The Santa Clara Valley Transportation Authority (VTA) is conducting its second iteration of the Bay Area Rapid Transit (BART) regional corridor rail systems. The 1.7-mile, 6-level, 4-million-pound bridge of grade in San Jose, includes a grade-level transit through the downtown area, and spans at grade in Santa Clara. This forum will provide important information about the upcoming RFP for General Engineering Consultants. VTA encourages DBE and SDBE firms to participate. To attend the forum, register at dbesanddws.eventsforla.com.

Workers are encouraged to register with VTA to receive the RFP publication information.
www.kingofthehill.com/procurement/060616-01-vrider

ADA and Language Accommodation
If you require an interpreter, including sign language services, or other accommodations for this meeting, please email esabed@vta.org.

Map: Shows the BART route through San Jose and Santa Clara, highlighting the extension project. Key stations include Milpitas, San Jose, Santa Clara, Diridon, and Downtown San Jose.



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VTA's BART Phase II – Upcoming Efforts

- Hiring General Engineering Consultant (GEC)
- Advancing Design
- Refining Project Cost and Schedule
- Develop Project Delivery Strategy and Project Sequencing
- Apply for FTA Full Funding Grant Agreement (FFGA)
- Pre-Construction Activities
- Real Estate Planning
- Parallel Planning Efforts:
 - VTA's TOD Corridor Strategy and Access Planning Study (TOD/Access Study)
 - Diridon Integrated Station Concept Plan



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Land Use & Planning

Adriano Rothschild, VTA
Jill Gibson, VTA



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Transit-Oriented Development (TOD)

- Walkable mixed-use development that is close to transit.
- Provides diverse housing, employment, and transportation options.

Transit-Oriented Joint Development (TOJD)

- TOJD refers to transit-oriented development that has been environmentally cleared as part of the BART Phase II Project.



TOD Corridor Strategy and Access Planning 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

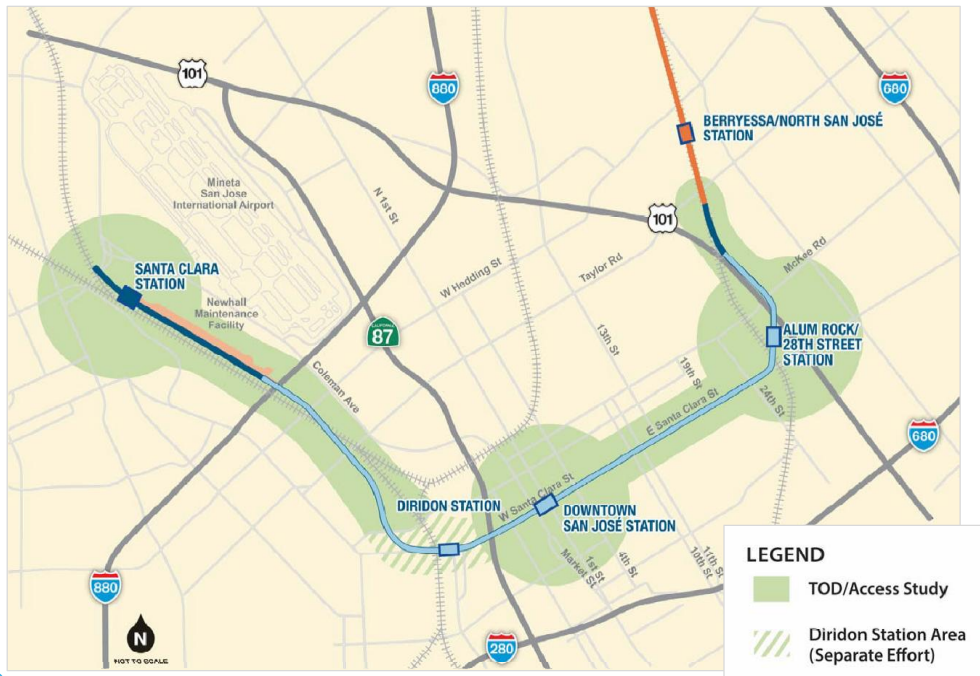


Kick-off: January 2018

Estimated Completion: Spring 2019



TOD/Access Study General Boundaries

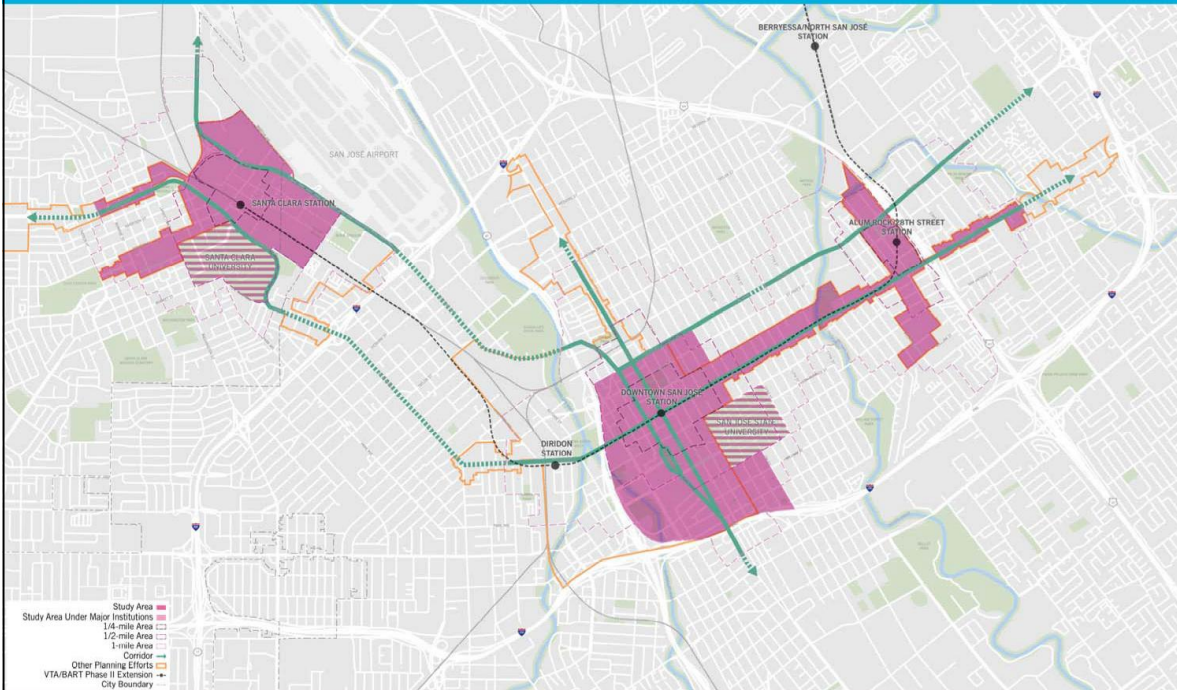


LEGEND

- TOD/Access Study
- ▨ Diridon Station Area (Separate Effort)



VTA'S BART PHASE II CORRIDOR TOD STRATEGY STUDY



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CWG Next Steps in TOD/Access Study

Alum Rock/28th Street Workshops

Mexican Heritage Plaza 1700 Alum Rock Ave, San Jose, CA 95116

- September 12, 2018, 5:30 pm – 6:30 pm (Topic: TOD Opportunities/Constraints)
- November 14, 2018, 5:30 pm – 6:30 pm (Topic: TOD Strategies/Guidelines)

Downtown/Diridon Workshops

San Jose City Hall Wing 118/119: 200 E Santa Clara St, San Jose, CA 95113

- September 11, 2018, 5:30 pm – 6:30 pm (Topic: TOD Opportunities/Constraints)
- November 13, 2018, 5:30 pm – 6:30 pm (Topic: TOD Strategies/Guidelines)

Santa Clara Workshops

Santa Clara University, Manrissa Room, 475 El Camino Real, Santa Clara, CA 95050

- September 13, 2018, 5:30 pm – 6:30 pm (Topic: TOD Opportunities/Constraints)
- November 15, 2018, 5:30 pm – 6:30 pm (Topic: TOD Strategies/Guidelines)



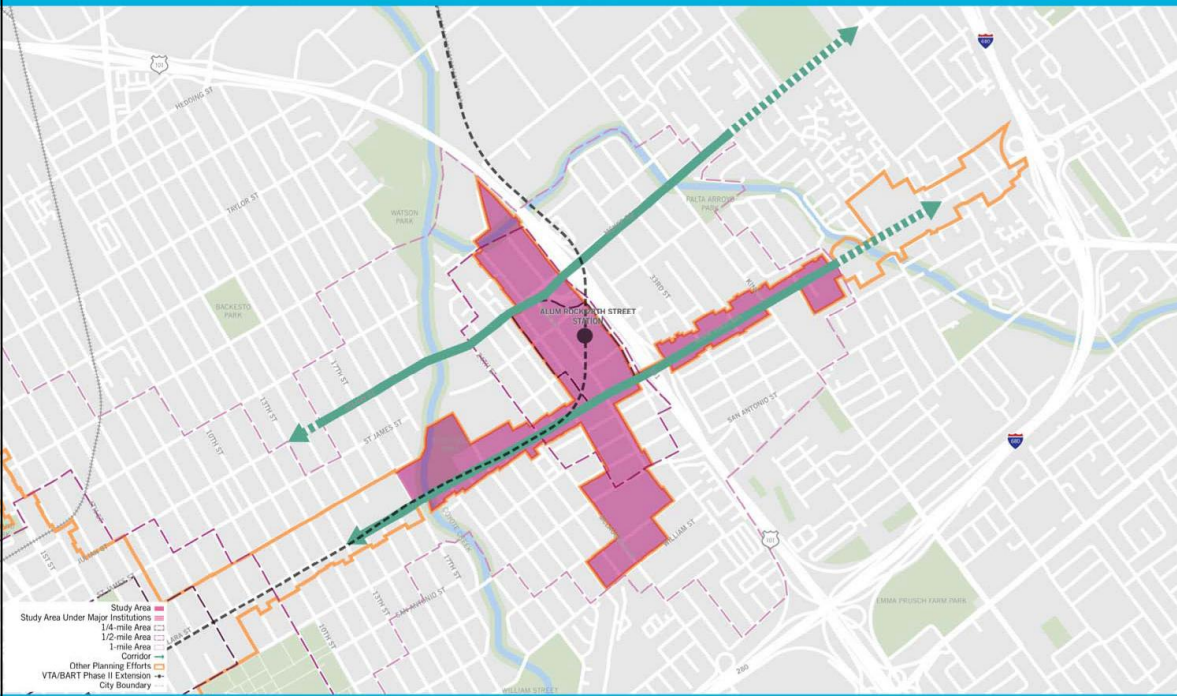
Project Website & Resources:
<http://www.vta.org/bart/tod-access-study>

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Alum Rock/28th Street Station



VTA'S BART PHASE II CORRIDOR TOD STRATEGY STUDY - ALUM ROCK/28TH STREET STATION



Area Planning Efforts

August 2002
Five Wounds/Brookwood
Terrace Neighborhood
Improvement Plan

November 2013
Urban Village Plans
(Approved):

- Alum Rock
- Five Wounds*
- Roosevelt Park*
- S 24th St & William*
- Little Portugal*

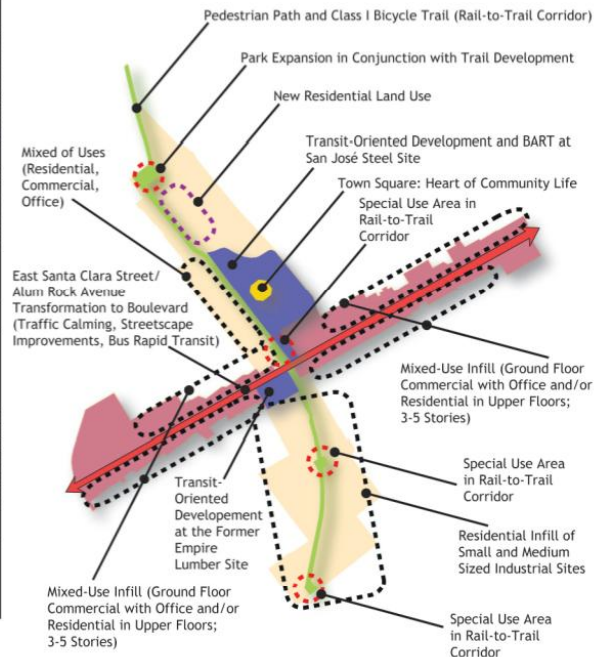
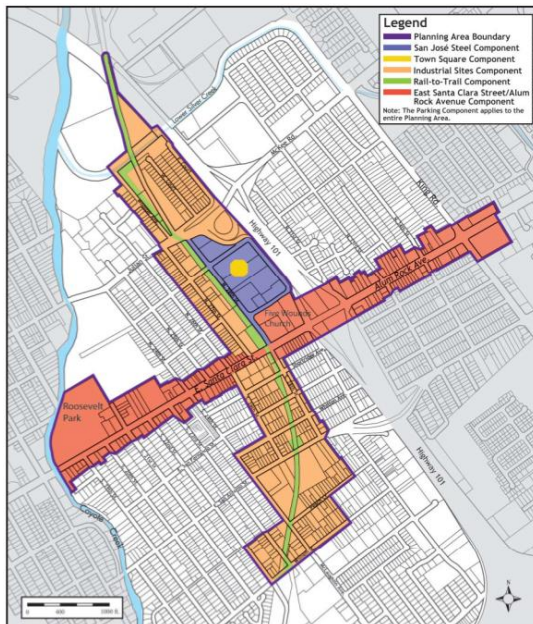
**Residential development pending adoption of Implementation Plan*

September 2010
Five Wounds BART
Station Area Community
Concept Plan

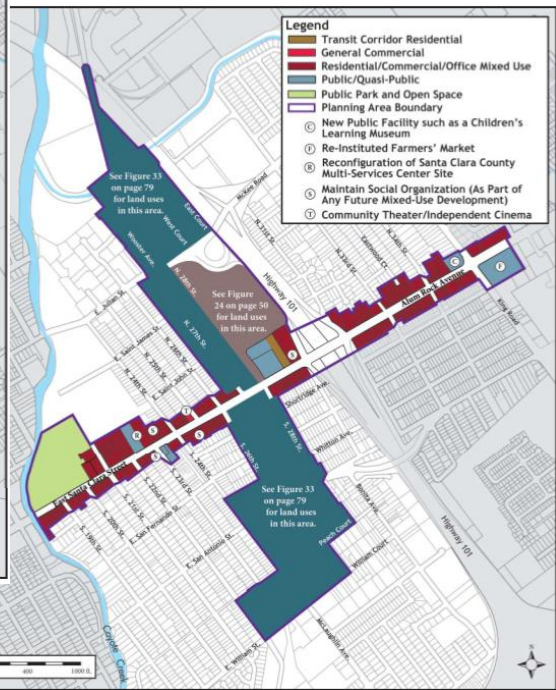
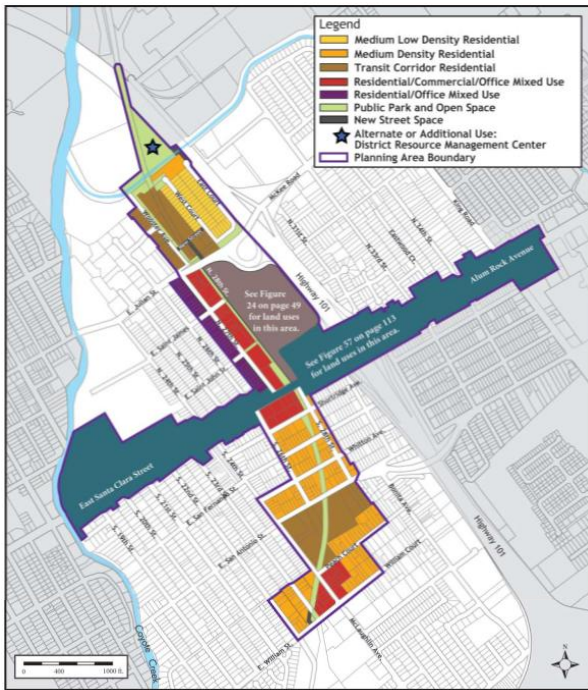
In Progress
East San Jose Multimodal
Transportation Improvement Plan
(ESJ MTIP)



Five Wounds BART Station Area Community Concept Plan



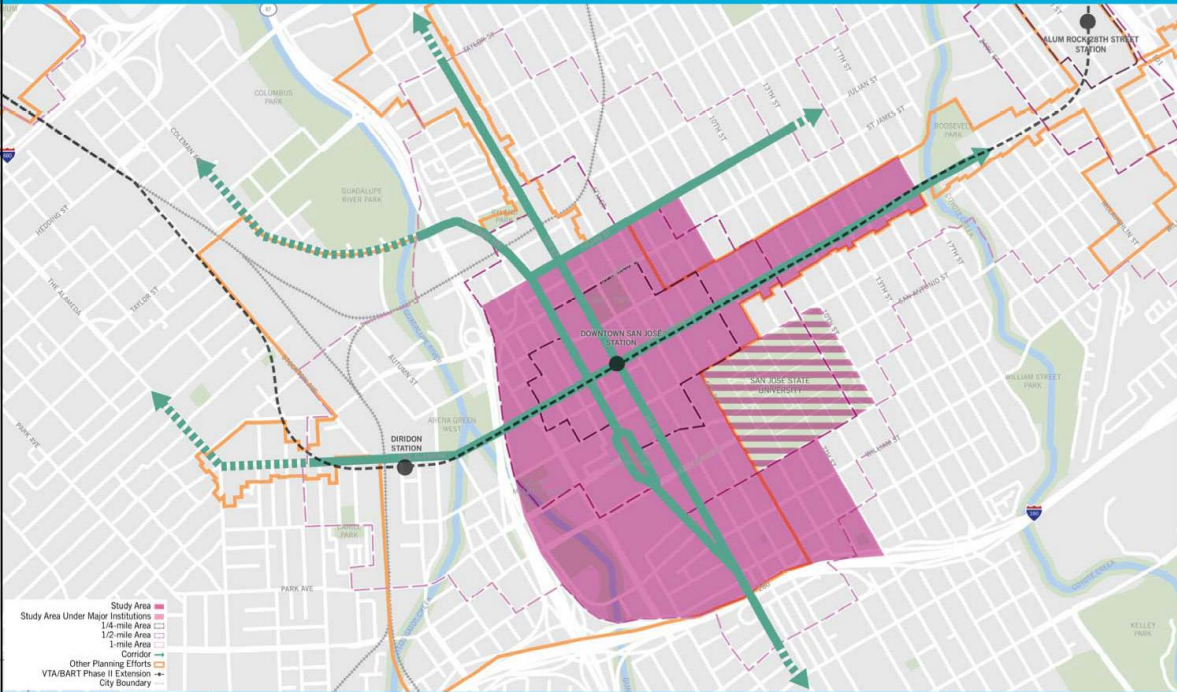
Five Wounds BART Station Area Community Concept Plan



Downtown San José Station



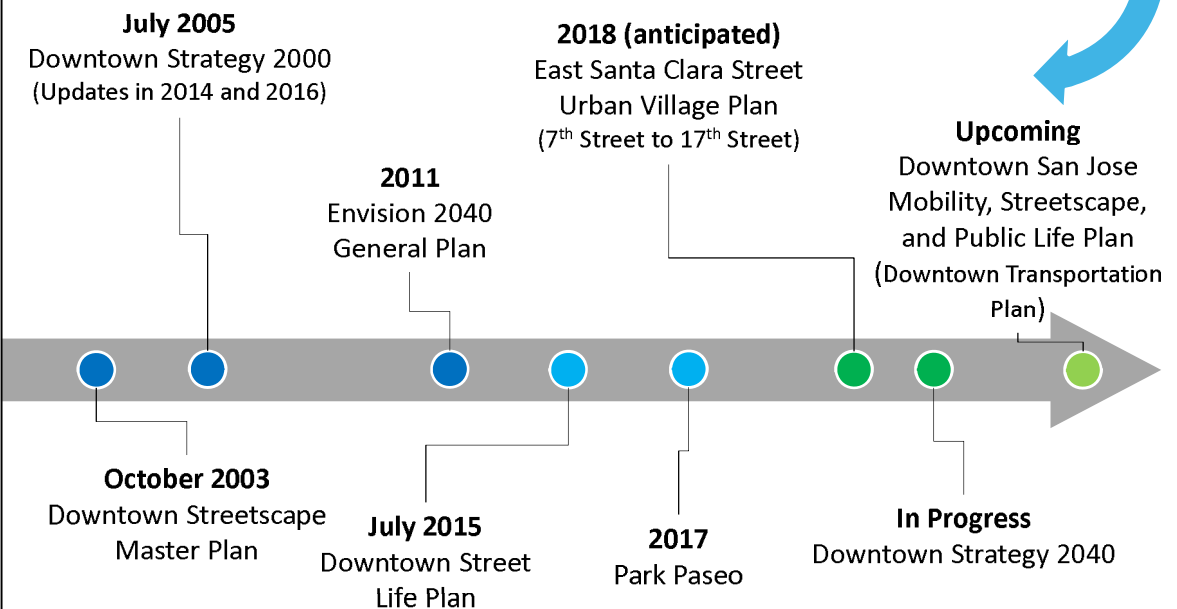
VTA'S BART PHASE II CORRIDOR TOD STRATEGY STUDY - DOWNTOWN SAN JOSÉ STATION



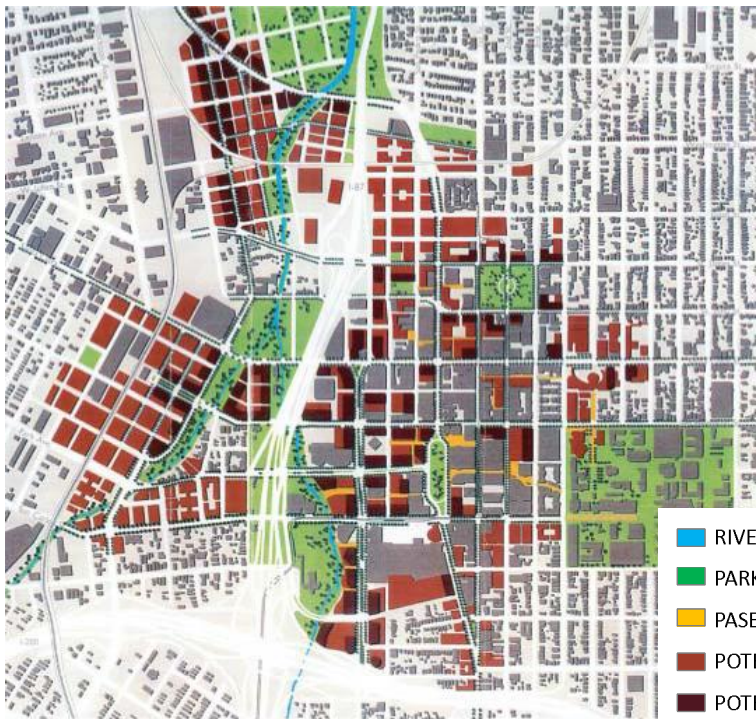
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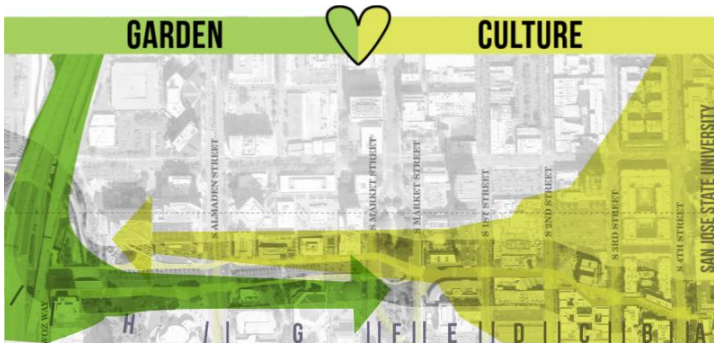
Area Planning Efforts



Downtown Strategy 2000



- RIVER AND CREEK
- PARKS AND GREEN OPEN SPACE
- PASEOS AND PLAZAS
- POTENTIAL DEVELOPMENT
- POTENTIAL DEVELOPMENT, HIGHER DENSITY
- EXISTING STRUCTURES



Park Paseo



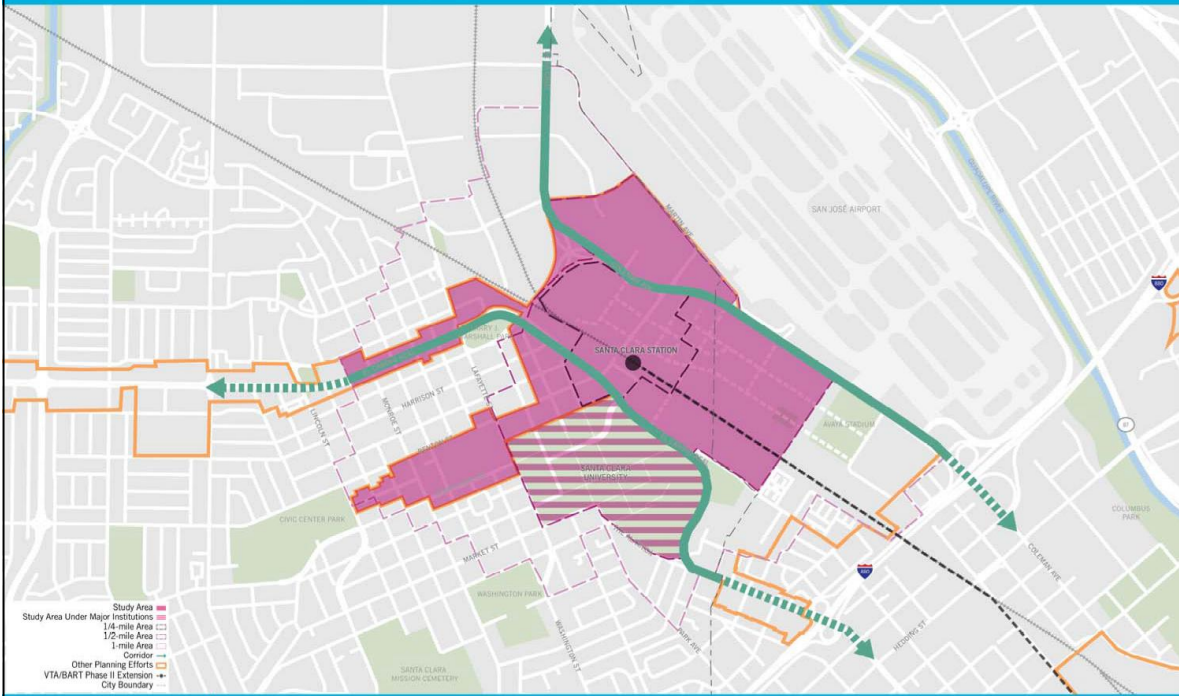
GRP PARK AVENUE PARK CESAR CHAVEZ PARK PASEO DE SAN ANTONIO SJSU

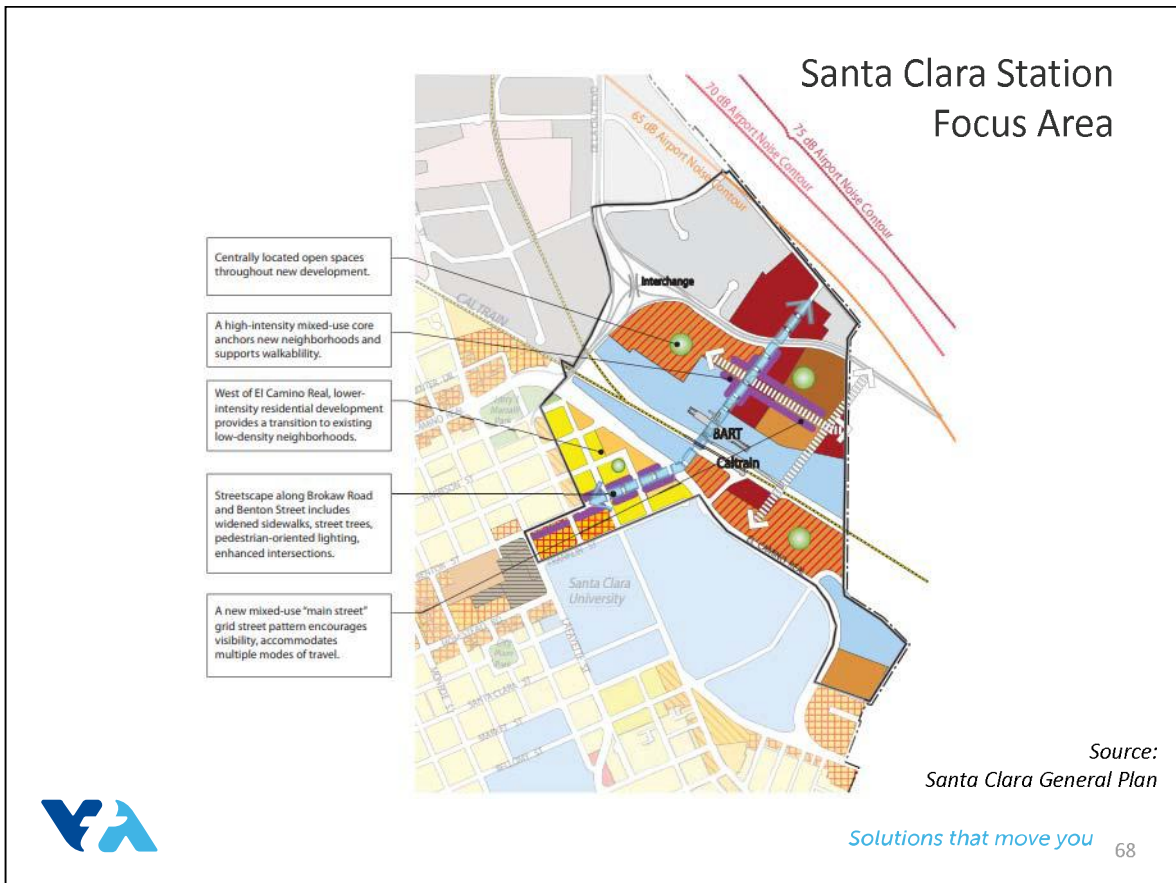
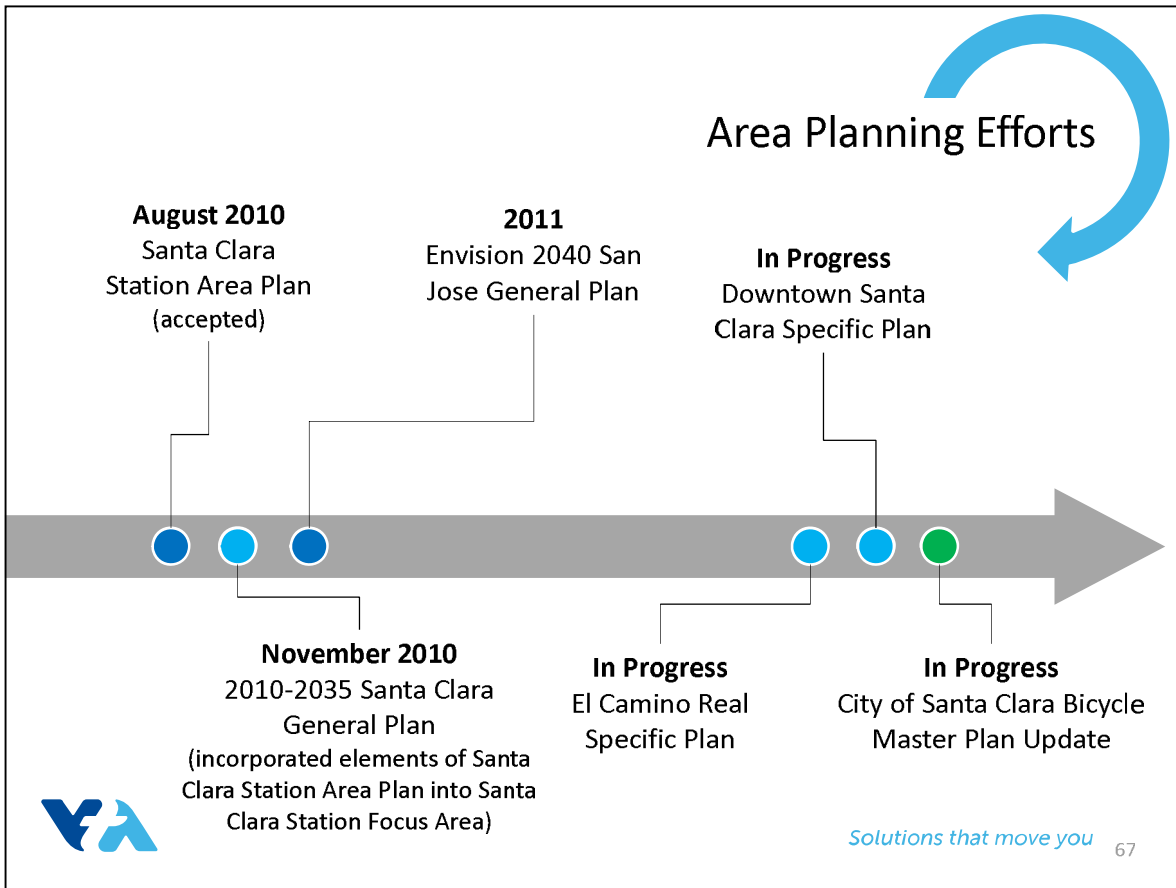


Santa Clara Station



VTA'S BART PHASE II CORRIDOR TOD STRATEGY STUDY - SANTA CLARA STATION





Santa Clara Station Area Plan



Santa Clara Station Area Plan



Downtown Focus Area



Source:
Santa Clara General Plan



Diridon Station



Previous & On-Going Planning Efforts



- Diridon Station Area Plan (2014)
- Diridon Integrated Station Concept Plan (In Progress)
- Google/Private Developers (In Progress)



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Diridon Integrated Station 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.



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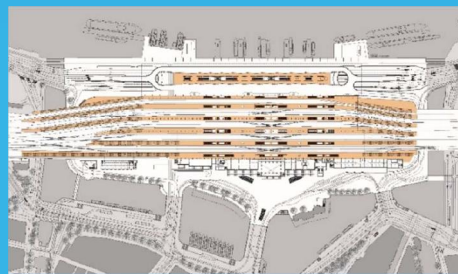
Plan Features – Future Conditions



Concept Plan Process

Phase I (10 months):

- Ambitions & Requirements
- Develop Scenarios
- Evaluation of Scenarios
- Identify Preferred Scenario
- Stakeholder Outreach



Phase II (8 months):

- Advance Preferred Scenario
- Concept Plan Development
- Roadmap to Delivery
- Final Report



Partner Outreach Efforts

- Community Working Groups (CWGs) - High Speed Rail (HSR)
- Service / Business Planning - Caltrain
- Diridon Station Area Advisory Group (SAAG) - City of San Jose



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Questions



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Construction Education and Outreach Plan

Gretchen Baisa, VTA



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Construction Mitigation and Outreach

Construction Outreach Management Program

Construction Education and Outreach Plan (CEOP)

communication during construction between VTA, various municipalities, and the public

Construction Transportation Management Plan

coordinate circulation and access within and around the construction areas for all modes

Emergency Services Coordination Plan

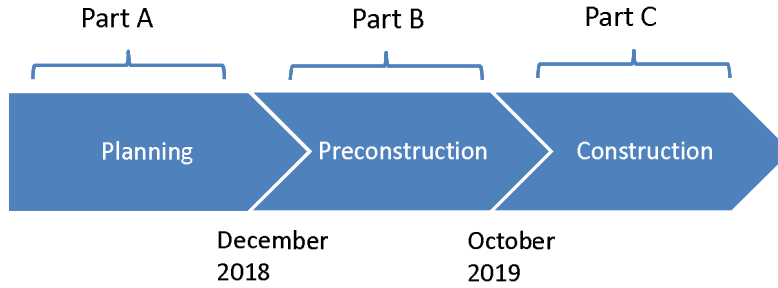
minimize impact to local emergency service routes and response times due to construction activities

... to be incorporated into all plans and specifications of all contracts through which Phase II will be implemented



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Construction Education and Outreach Plan (CEOP) Timeline



CWG's Role: Inform CEOP Focus Areas



CEOP Elements



General Outreach

Educate general audiences and communities located along the Phase II alignment to raise visibility of the commitment made to deliver the next six-miles of VTA's BART Silicon Valley.

Identify individual stakeholders most impacted by the project area to begin early engagement for the **real estate acquisition process, stakeholder intake; nurture relationships**



Stakeholder Engagement



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CEOP Elements



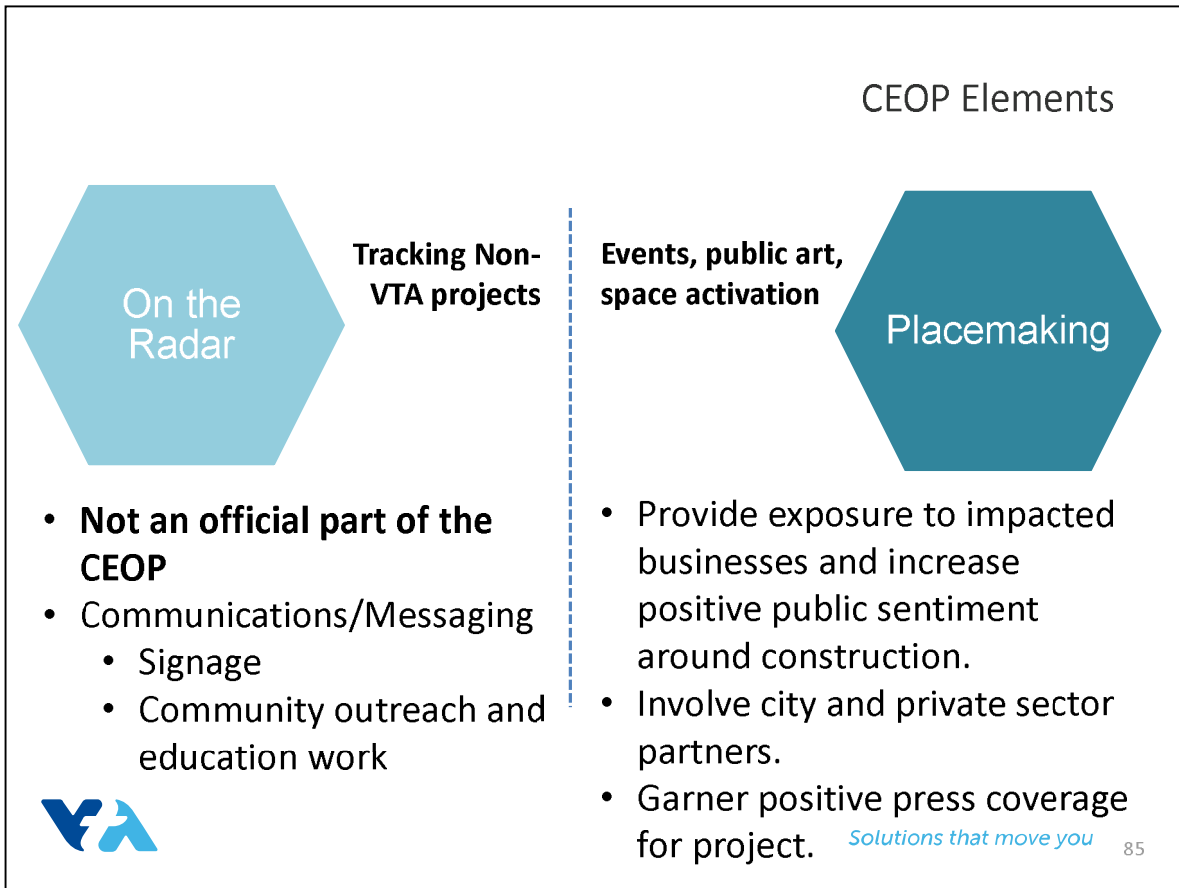
Business Resources


- Business Resource Task Force
- Marketing Campaigns
- Business to Business Mentorship
- Technical Resources
- Small Business Loans
- Partnerships with Institutions and Organizations



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- How do the CWG Members Engage?
- **April:** General Outreach + Stakeholder Engagement: Phase A
 - **June:** Saturation Campaign Vetting (Post-ROD)
 - **September:** Field Investigation Outreach Update, Real Estate Updates
 - **November:** Field Investigation Outreach Update, Real Estate Updates
 - **February (2019):** General Outreach + Stakeholder Engagement: Phase B
- 
- Solutions that move you* 86

Sign up to receive updates and
upcoming events at:

<http://www.vta.org/phase2info>



Questions



Workplan

Erica Roecks, VTA



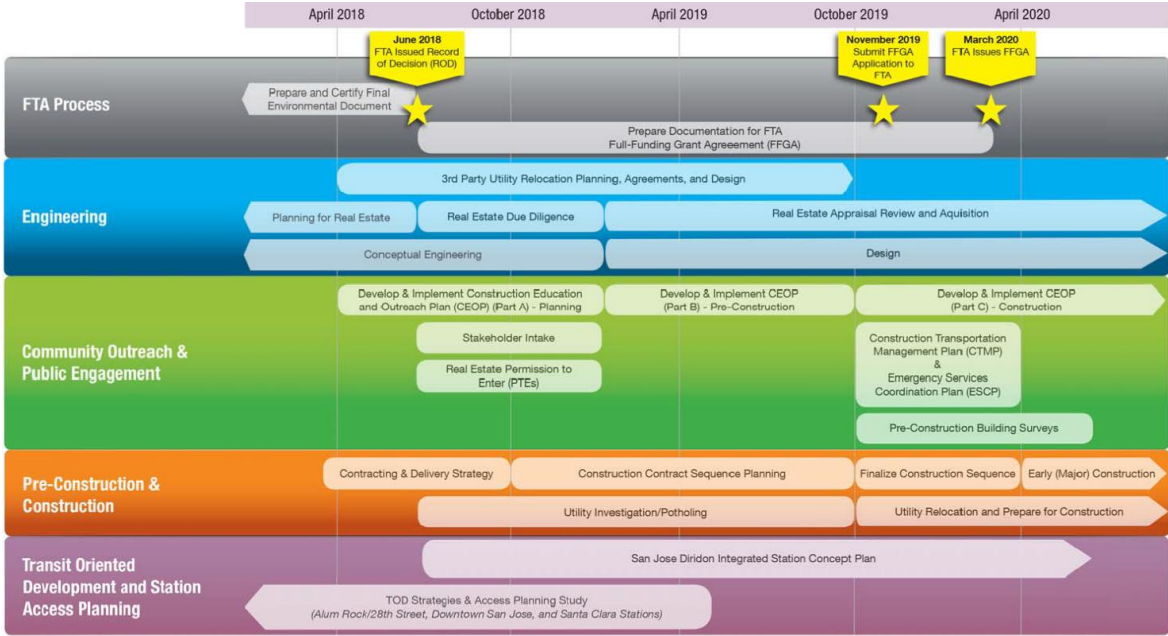
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Work Plan Topics

- Overview of Project
- Status Updates
- CWG Next Steps
- San Jose Diridon Integrated Station Concept Plan
- Financial Update
- Transit Oriented Development Strategy & Access Planning
- Trails
- Government Affairs
- Construction Education & Outreach Plan
- Schedule
- Station Naming
- FTA Process
- Project Delivery Strategy Approach
- Utility Relocation Planning
- Real Estate Planning
- Pre-Construction Activities
- Design & Aesthetics of BART Structures
- Right-of-Way Requirements
- Construction Technique Methodology



Phase II Two-Year Look Ahead



Legend: ★ FTA Milestones



Next Steps

Eileen Goodwin, Facilitator



Upcoming Meetings

CWG Dates - (<http://www.vta.org/bart/upcomingmeetings>)

- September 11, 12, & 13 2018, 4:00 – 5:30 PM
- November 13, 14, & 15 2018, 4:00 – 5:30 PM
- February 5, 6, & 7, 2019, 4:00 – 6:00 PM
- April 16, 17, & 18 2019, 4:00 – 6:00 PM

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

- September 6, 2018 – 5:30 PM
- September 21, 2018 – 9:00 AM
- October 4, 2018 – 5:30 PM



Solutions that move you 93

Discussion



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